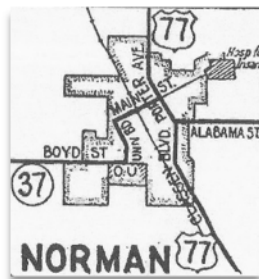


**SURVEY REPORT FOR  
THEMATIC SURVEY OF THE  
PORTER AVENUE CORRIDOR AUTOMOTIVE RESOURCES**

**NORMAN,  
CLEVELAND COUNTY,  
OKLAHOMA**



**PREPARED FOR THE  
DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF NORMAN  
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**BY  
PRESERVATION AND DESIGN STUDIO  
WITH  
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CONSULTING**

**2013**

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## Abstract

This document serves as the final survey report for the thematic level survey of automobile resources within the Porter Avenue corridor in Norman, Cleveland County, Oklahoma. The City of Norman sponsored the survey through their Certified Local Government (CLG) program which received partial funding from the Oklahoma State Historic Preservation Office (SHPO). Preservation and Design Studio with Architectural Resources and Community Heritage Consulting undertook the survey between March 2013 and February 2014.

Project personnel conducted the survey in order to locate, identify, and document resources within the designated area that have an historic association with the automobile. Types of automobile-related resources looked for included filling and service stations, automobile dealerships, tire shops, garages, parts stores, and additional commercial construction not directly dependent on the automobile but intended to take advantage of the traveling public, including motels and drive-in restaurants. The documented resources were then evaluated to determine National Register of Historic Places eligibility.

The survey involved two basic components, field research and archival research. Field research resulted in minimum documentation on each automobile-related resource, regardless of condition, present within the survey area during the period of study of 1918 to 1968 that had not been surveyed within the last five years. The period of study is based upon the date that significant automobile-related developments began to occur in Norman (1918) with the end-date (1968) based on the forty-five year mark from 2013. Minimum documentation includes a completed Historic Preservation Resource Identification Form, photographs and a placement map. Sufficient archival research was performed to prepare a brief historic context of the development of the Porter Avenue corridor.

The study area contained a portion of the Downtown Norman Historic District. Originally listed in 1978 as the Norman Historic District (NRIS #78002226), a boundary expansion was registered for the Downtown Norman Historic District in 2011 (NRIS # 12000111). Because all of the resources within the Downtown Norman Historic District were minimally documented within the last four years and are listed on the National Register of Historic Places, no further documentation occurred as part of this survey. However, as the previous survey and nomination efforts did not include looking for a specific automobile association, the resources within the historic district that possessed an automotive association are addressed in this report.

The survey covered about seventeen blocks of primarily commercial development on the east end of Norman's central business district. The perimeter of the study area covered approximately 1.52 miles and the total area equaled about sixty-three acres. Outside of the listed historic district, a total of twenty-one properties were determined to have an automobile association and minimally documented. Of the total

twenty-one properties, five were determined eligible for the National Register of Historic Places under Criterion A in the area of commerce for their association with the Porter Avenue corridor and Criterion C for their architectural significance as good representatives of their property type. The remaining sixteen documented properties were determined not eligible for the National Register of Historic Places due to a lack of historic integrity or insufficient age. Within the listed historic district, another seventeen properties were identified as having an automobile association; however, one building was not historic (constructed in 1975) and, thus, is not discussed in any depth. As such, there were a total of thirty-seven extant buildings in the study area that have an historic automotive association.

This report and the individual property files will assist the city in future preservation planning endeavors concerning the Porter Avenue corridor. The materials will also facilitate preparation of a multiple property nomination to address the five identified eligible properties. Additionally, as may be needed, this survey will facilitate the decision making process pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

## Introduction

Beginning in March 2013, Preservation and Design Studio with Architectural Resources and Community Heritage Consulting conducted a thematic survey of automobile related resources in Norman's Porter Avenue corridor. Located on the east end of Norman's historic central business district, the area has been subject to three previous survey efforts.

In 1987-1988, the Design Research Center in the College of Architecture at the University of Oklahoma undertook the reconnaissance level survey *Architectural/Historic Survey of Norman, Oklahoma* which considered the city limits of Norman up to 1944, including the central business district and the adjacent housing areas within Norman's Original Townsite.

In 1988-1989, the Design Research Center completed the *Architectural/Historic Intensive Level Survey of Certain Parts of the City of Norman, Oklahoma*. One of five study areas in the intensive level survey, the Original Townsite District included Porter Avenue as the west boundary line.

In 2010, Kelli Gaston performed the *Intensive Level Survey of Downtown Norman*. This survey formed for the basis for the boundary expansion for the Norman Historic District which was originally listed on the National Register of Historic Places in 1978 (NRIS # 78002226). The boundary expansion for the Downtown Norman Historic District, which included portions of the survey area, was certified in 2011 (NRIS # 12000111).

This thematic survey of automotive resources in the Porter Avenue corridor sought to identify, document and evaluate resources that have an historic association with Norman's automobile industry. Historically, Porter Avenue was part of Norman's nineteenth century Original Townsite development. By the early 1920s, Porter Avenue served as part of the Texas-Kansas-Oklahoma (T-K-O) Highway, also known as State Highway 4 and, in 1926, was incorporated into the federal highway system as US Highway 77. An interstate north-south federal highway, US 77 historically extended from Minnesota to Texas via Oklahoma, Kansas, Nebraska, Iowa, and South Dakota. US 77 was widely acclaimed as the first federal highway to be paved across the state of Oklahoma.

While almost half of the automobile-associated resources identified in this study were previously recognized by listing on the National Register for their association with the commercial development of Norman's historic central business district, they merit discussion within this survey for their specific association with Norman's automobile industry. This allows a more comprehensive understanding of the development of Porter Avenue during the period of study.

As to be expected due to their location within the downtown area, all resources determined to have an automotive association during this survey were commercial in

nature. This included service stations, dealerships, garages, auto supply/parts stores and other automotive-related business. While many of the documented buildings no longer function as an automobile-related business, documentation substantiates that all served an automobile-related function for at least one or more years during the period of study. Stylistically, the automobile-associated buildings were dominated by the No Distinctive style, closely followed by the Commercial style. Contributing to the high number of No Distinctive style buildings were the alterations which have also negatively impacted the integrity of the buildings.

The survey was conducted in accordance with the Secretary of the Interior's Standards for Identification, and Evaluation, as well as the Oklahoma State Historic Preservation Office's 2013 *Architectural/Historic Resource Survey: A Field Guide*. The National Register's criteria for evaluation (36 Code of Federal Regulations (CFR) 60.4) were utilized to determine the eligibility of each property.

Project personnel included Catherine Montgomery AIA and Sara Weneke Associate AIA, both with Preservation and Design Studio. Other project personnel consisted of Cynthia Savage, Architectural Historian with Architectural Resources and Community Heritage Consulting. Ms. Montgomery satisfies the Secretary of the Interior's professional qualifications in the area of historic architecture. Ms. Savage satisfies the Secretary of the Interior's professional qualifications in the area of architectural history.

## Research Design

As identified in the Secretary of the Interior's *Standards and Guidelines for Identification*, a research design consists of three elements. The first element is identification of project objectives. The second element is discussion of the methods used to implement the study. The third element is the expected results of the study, including the reasons for those expectations.

### **Project Objectives**

The thematic survey of automobile resources in the Porter Avenue corridor had four objectives.

The first objective was to prepare a brief historic context of the automobile associated development of the Porter Avenue corridor. The context coalesces information about the development of the Porter Avenue corridor based on the related theme, specific time period and geographic area. This component of the survey, in addition to the final report as a whole, will aid in the formation of National Register nominations as the preliminary identification and research of necessary reference material is completed. The context also provides the city of Norman with needed historic developmental information to inform the decision making process, particularly as the city continues its effort to maintain the vitality of the Porter Avenue corridor.

The second objective was to minimally document each property located within the study area which related to the automobile theme and had not been previously documented as part of the efforts related to the boundary expansion for the Downtown Norman Historic District. Minimal documentation includes completion of a Historic Preservation Resource Identification Form, a placement map, and two elevation photographs for each resource.

The third objective was to identify and characterize those portions of the project area which warranted consideration as a potential historic district. In accordance with direction provided by the SHPO staff, this was only to include those portions of the study area lying outside the listed Downtown Norman Historic District.

The fourth objective was to evaluate each resource's eligibility to the National Register of Historic Places. Because the study area outside the listed historic district lacked the necessary cohesion and integrity to merit consideration as a potential historic district, this involved classification of each property as eligible or not eligible for the National Register of Historic Places on an individual basis. The resources were considered thematically for association with automobile developments along Porter Avenue. In order to be considered eligible, the resources had to retain sufficient historic integrity to convey a significant association with Porter Avenue's automobile industry.

## Methodology

The first order of business was for project personnel to acquire a working familiarity with the project area. This included a guided tour given by Susan Owen Atkinson, Community Planner and Historic Preservation Office, Planning Department, City of Norman with Catherine Montgomery AIA. Additionally, windshield and pedestrian surveys were undertaken at various times by the different members of the project team.

Next came the process of gathering archival information. This included reviewing information available from the city of Norman, the SHPO, the Oklahoma Historical Society's Research Center, the Norman Public Library, the Cleveland County Assessor's Office, the Cleveland County Historical Society and area newspapers. Archival documents available on the internet were also examined, including historic topographic maps available from the United States Geological Survey (USGS). As to be expected, the Sanborn Fire Insurance Maps (available from the city of Norman and the Cleveland County Historical Society), the Norman Cross Index Directories (available at the Norman Public Library), articles in the *Daily Oklahoman* (available via the newspaper's digital archives) and the Cleveland County Assessor's records (available via the assessor's website) provided the foundation of information for the study. Sanborn Fire Insurance Maps used for this study included the years 1904, 1908, 1914, 1918, 1925 and 1944. Cross index directories were available for roughly the years 1933 through 1967, although there were various missing years in the 1930s and 1940s.

Utilizing the combination of Sanborn Fire Insurance Maps and cross index directories, project personnel initiated the effort to identify those properties within the study area that had a historic automobile association. This information also provided the basis for identifying dates of construction for properties within the study area. To facilitate management of the information, several databases were compiled from the Sanborn Fire Insurance Maps and Norman Cross Index Directories which allowed the information to be readily searched by year using address or property name.

With a working knowledge of automobile-related resources based on the archival information, project personnel took to the field to complete minimal level documentation for each selected resource. This involved pedestrian survey sufficient to gather descriptive information and a sufficient number of photographs for each resource.

The combination of archival research and field work was then used to complete a Historic Preservation Resource Identification Form for each property identified outside the Downtown Norman Historic District. As part of this process, each resource was evaluated for National Register eligibility. Per SHPO direction, the resources within the listed historic district were not re-documented and/or re-evaluated for National Register of Historic Places eligibility.

The criteria for evaluation (36 CFR 60.4) formed the basis to determine the National Register of Historic Places eligibility for each resource. In addition to



maintaining historic integrity sufficient to convey its significance, a property eligible for the National Register of Historic Places must possess at least one of the following:

Criterion A: association with events that have made a significant contribution to the broad patterns of history;

Criterion B: association with the lives of persons significant in our past;

Criterion C: embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;

Criterion D: has yielded, or may be likely to yield, information important in prehistory or history.

All four criteria were given consideration in the evaluative process; although based on the nature of the study and involved resources, Criterion D was considered unlikely from the project's outset. For similar reasons, the majority of criteria considerations were not considered relevant for this study. Of the seven criteria considerations, only Criteria Consideration G was considered to have possible application within this study. Criteria Consideration G allows an exemption for properties which achieved significance within the past 50 years as long as the property is of exceptional significance.

As defined by the National Register of Historic Places, integrity is composed of seven aspects. The seven aspects of integrity are location, design, setting, workmanship, materials, feeling and association. While a property may retain certain aspects of integrity to a higher degree than other aspects, a property must retain sufficient characteristics of each aspect to ably convey the historic significance of the property in order to meet the eligibility requirements. Although resources within a historic district may lack individual distinction, these resources must retain their overall integrity in order to be considered contributing to the historic property. Usually, contributing resources within historic district at a minimum retain a moderate to high degree of integrity. Because individual resources must convey their unique aspects of significance, a property individually eligible for the National Register of Historic Places typically retains a fairly high degree of integrity.

Given the recent date of listing of the Downtown Norman Historic District, the identified automobile associated resources within the district were not re-evaluated for National Register of Historic Places eligibility. Additionally, because no potential historic districts were identified during the study, all documented resources were evaluated for National Register of Historic Places eligibility on an individual basis.

## **Expected Results**

Norman is, and has been for many years, thriving as the home of the University of Oklahoma and the political seat of Cleveland County. This economic wellness has allowed the community to spread well beyond its historic boundaries. With the university located on the southwest side of town and newer developments cropping up on the all four sides of the city, the historic core of Norman continues to be center to the development. In order to maintain its relevance, the core area is also under considerable pressure which has resulted in redevelopment which is frequently unsympathetic to the historic character of the area. Based on the economic vitality of Norman, it was anticipated that non-automotive and/or modern construction would have diminished not only the integrity of individual resources but the area as a whole.

As a thematic study, it was anticipated that only automobile-related resources would be identified during the study. Types of automotive properties anticipated in the project area included filling and service stations, automobile repair and supply shops, and automobile dealerships. Automotive-associated properties expected to be on Porter Avenue to serve the motoring public included motels and car-accessible restaurants. Due to Porter Avenue's designation as part of the state and federal highway systems, project personnel expected much of the automobile-related development to occur either fronting onto Porter Avenue or in the immediate adjacent areas. Additionally, because the study area was part of Norman's original 1889 townsite, it was expected that the automobile-related resources would represent a mid-twentieth century (1920 to 1960) re-development with the automotive businesses replacing primarily early residential development.

Additionally, given that the Downtown Norman Historic District was recently expanded, it was anticipated that the areas outside the historic district lacked historic integrity and/or association with Norman's historic commercial development. Further, as the construction of Interstate 35 near the end of the period of study undoubtedly shifted a good portion of the traveling public westward, it was anticipated that many of the automotive-associated businesses commonly found along highways would have relocated from the Porter Avenue corridor to the Interstate 35 corridor.

## Area Surveyed

Porter Avenue served as the centerline of the seventeen block survey area. Extending in a north-south diagonal, Porter Avenue mirrors the other north-south streets in the Original Townsite which were platted parallel to the pre-existing railroad tracks, rather than the typical points of the compass. The study area consisted of the 100-200 blocks of North Porter Avenue and the 100-500 blocks of South Porter Avenue.

There were two other north-south streets in the survey area which defined the east and west ends of the study area. Ponca Avenue is one block east of Porter Avenue and Crawford Avenue is one block west of Porter Avenue. Like Porter Avenue, both Ponca and Crawford avenues are part of the Norman Original Townsite and extend in a north-south diagonal. However, located closer to the historic railroad tracks upon which Norman's development centered, Crawford Avenue is commercial in character while Ponca Avenue retains its early residential character. As with Porter Avenue, the study area included the 100-200 blocks of North Ponca and Crawford avenues and the 100-500 blocks of South Ponca and Crawford avenues.

East Acres (also Acers) Street served as the north boundary for the study area. This consisted of the 300-400 blocks of East Acres Street, which spans the distance between North Crawford and Ponca avenues. The survey area was bounded on the south by the 300-400 blocks of East Alameda Street. Beginning on the north side, the streets between East Acres and Alameda streets in the study area consisted of East Daws Street, East Tonhawa Street, East Gray Street, East Main Street, East Comanche Street, East Eufaula Street, East Symmes Street, and East Apache Street.

The study area encompasses roughly sixty-three acres on the east side of Norman's central business district. It consists of primarily commercial development, although residential and religious buildings are also present within the study area. Off the northeast side of the study area, there was historically and currently an educational facility. Thus, the broader area exhibits characteristics of the fundamental building blocks of any community, consisting of commercial, residential, religious and educational buildings. The survey area was determined through the CLG subgrant process.




# Map 1: Study Area

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

 Study Area







# Map 2: Downtown District in Study Area

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Historic District
-  Study Area



## Historic Context

American mobility has been described as the “key to our national wealth as well as to our cultural character.” Good roads have been a national concern since the founding of the country, not only to allow westward exploration and settlement but also to provide a means to move goods eastward. The continued development of faster, more streamlined land and water transportation routes throughout American history created an essential infrastructure from which other developments sprang. With transcontinental mobility, the United States enjoyed a unique production-marketing system which gave the nation an economic advantage that no other country or combination of countries has been able to match or duplicate.<sup>1</sup> While this movement closed the American frontier just as the town of Norman, Oklahoma, opened to settlement, it also simultaneously poised the country to enter a new phase, that of the automobile.

Similar to many towns in central Oklahoma, Norman’s origins date primarily back to 1889 and the first Oklahoma land run. Prior to the land run, Norman and most of the rest of the future state of Oklahoma was part of Indian Territory. Aptly named the Unassigned Lands because the area was not assigned to any Native American tribe, the 1889 land run opened what would become central Oklahoma and, among various other towns, Norman to non-Native American settlement on April 22, 1889.

Prior to 1889, Norman had a brief history as a stop along the branch line extended through what would become central Oklahoma by the Atchison, Topeka and Santa Fe (Santa Fe) Railway beginning in 1884. The railroad station, and subsequently the city, was named for a government engineer, Abner E. Norman, who supervised the federal survey crew which camped in the vicinity of the present town in 1872.<sup>2</sup> Although there were only a few railroad buildings on the site of Norman Station in the late 1800s, one of the most significant impacts of the original railroad occupation of the site was the town’s Original Townsite plat. Railroad officials took upon themselves the duty of preparing a townsite plat which reflected their interests. As such, unlike many Oklahoma towns, Norman’s townsite does not follow the traditional grid pattern espoused by the federal government. Instead, Norman’s townsite was laid out in relation to the points of the railroad rather than a compass. Later development of Norman, including the 1903 Miller Addition on the south side of the townsite, followed the traditional grid pattern, creating a noticeable jog between the Original Townsite and subsequent additions.

On April 21, 1889, the site that would become the town of Norman was open prairie except for the handful of railroad buildings. By nightfall, April 22, 1889, Norman

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<sup>1</sup> Russell Bourne, *Americans on the Move: A History of Waterways, Railways, and Highways*, (Golden, Colorado: Fulcrum Publishing, 1995), 5.

<sup>2</sup> Institute of Community Development, University of Oklahoma, “Norman, the University City: Community Resources,” (Norman, Oklahoma: Community Development Committee of the Norman Chamber of Commerce, 1949), 5.



had mushroomed to a town of five hundred citizens and numerous temporary shelters. The Santa Fe Railway turned over its plat to the first townsite company that arrived onsite. Rather than remarking the lots of the new town, the townsite company embraced the railroad's development plans with construction quickly underway.

Norman's Original Townsite consisted of ninety-one blocks platted to fit within 320 acres. Among the various streets on the original plat were Porter, Crawford and Ponca avenues. Likewise, Daws, Tonhawa, Gray, Main, Comanche, Eufaula, Symmes, Apache and Linn Street were original roads within Norman's townsite. Reportedly, the names for the streets were given by the Santa Fe personnel with a mix of what were likely family names and Indian names. Along the north side of the Original Townsite, the road dividing the townsite from subsequent additions was named Acers in the 1890s after the local manager of the Carey Lombard Lumber Company.<sup>3</sup> With no clear explanation, Acers has been changed over the years to Acres. The 1944 Sanborn Fire Insurance Map utilized "Acers," as did the 1925 and earlier maps. Along the south side of the Original Townsite, the road was named Alameda Street in the 1903 Classen-Miller Addition.

Although Congress provided regulations for the land run, the legislators failed to authorize a territorial government for the Unassigned Lands. Over a year after the 1889 land run, Congress finally passed the Oklahoma Organic Act on May 2, 1890. This act organized the government of Oklahoma Territory, in addition to other important matters. Under the Oklahoma Organic Act, the first seven counties of the future state of Oklahoma were created. Cleveland County was one of these first seven counties created in Oklahoma Territory.<sup>4</sup> Norman was quickly designated the county seat of Cleveland County.

Two major state institutions greatly influenced the maturation of the city throughout the first half of the twentieth century and then some. The "most important factor in the growth" of Norman was the presence of the University of Oklahoma (OU) in the city. The University opened its doors in September 1892 in a building on Main Street. By 1948, over eleven hundred students attended the school which included almost one hundred buildings on a main campus of nearly three hundred acres on the southwest side of Norman. Through the 1950s, enrollment and the size of the main campus remained relatively the same; however, the school also owned more than 2,000 acres elsewhere, including in other parts of Norman, Oklahoma City and Willis, Oklahoma.<sup>5</sup>

The second state institution which affected the development of the town was Central State Hospital. Opened in 1915 in a previously private owned mental institution,

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<sup>3</sup> John Womack, *Norman – An Early History, 1820-1900*, (Norman, Oklahoma: privately printed, 1976), 31 and 94-95.

<sup>4</sup> Arrel Morgan Gibson, *Oklahoma: A History of Five Centuries*, 2<sup>nd</sup> edition (Norman, Oklahoma: University of Oklahoma Press, 1991), 176-178.

<sup>5</sup> Institute of Community Development, "Norman, the University City," 5.

Central State Hospital became the state's largest mental treatment center by the late 1940s. In addition to operating its own farm and dairy, the hospital also ran canning plants, a laundry, a mattress factory, and a furniture factory. In all by 1949, the hospital was valued at over four million dollars with 111 buildings spread over an area of 820 acres. Renamed Griffin Memorial Hospital in 1953, the facility continued to offer mental services through to the twenty-first century, although significantly reduced in size and scope from its heyday.<sup>6</sup>

During much of the first half of the twentieth century, Norman had relatively few industries. As described in the *Oklahoma: A Guide to the Sooner State*, "The business life of the town (was) dependent upon the university and the surrounding country-trade area." At the time of Oklahoma's statehood in 1907, Cleveland County boasted 371,640 acres of farm land with 90,000 acres under cultivation. By 1930, there were 2,011 farms operating in the county, mostly by tenant farmers which typical of Oklahoma would add to the statewide agricultural crisis of the 1930s. However, even into the latter 1930s, Norman's main street was characterized as largely serving area farmers. Wheat, oats, sorghums, and barley were favored crops in the 1960s, along with a good number of cattle, hogs, sheep and chickens. In the early 2000s, Cleveland County claimed 1,017 farms spread over 162,308 acres, a decline of just under a 1,000 farms from the 1930s.<sup>7</sup>

The federal government also played a critical role in spurring Norman's growth in the 1940s and 1950s. Directly related to World War II (WWII), the United States Navy opened two installations in Norman in the early 1940s. The first of these was the Naval Training School, subsequently called the Naval Air Technical Training Center, which was established in Norman in 1941. The following year, a military base for this program was constructed south of the OU campus. In 1942, taking advantage of an offer by the University for 160 acres north of Norman, the Navy established a navy pilot training field aptly called the Naval Air Station. Together, these two naval facilities attracted 20,000 men, often with their families, to Norman during a five-year period. In mid-1946, both installations were placed in caretaker status and acquired by OU. The Naval Air Technical Training center became known as the south campus and the Naval Air Station became North Campus, later the OU Research Park. Although the Naval Air Technical Station was briefly reactivated in the 1950s for use during the Korean Conflict, both facilities remain to this day under the authority of OU.<sup>8</sup>

While deactivation of the Naval facilities marked the end of direct, sizeable, federal, military involvement in Norman, the town continued to experience a boom

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<sup>6</sup> Ibid, 5. See also Kent Ruth et al., *Oklahoma: A Guide to the Sooner State*, (Norman, Oklahoma: University of Oklahoma Press, 1958), 173-174, and *Daily Oklahoman* (Oklahoma City, Oklahoma), 13 March 2011.

<sup>7</sup> *Oklahoma: A Guide to the Sooner State*, (Norman, Oklahoma: University of Oklahoma Press, 1941), 156-157. See also Linda D. Wilson, "Cleveland County," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia/entries/C/CL013.html>, (accessed January 2014).

<sup>8</sup> Dr. Tom Selland, et al. *Architectural/Historic Survey of Norman, Part II Historic Context*, (Norman, Oklahoma: Design/Research Center, College of Architecture, University of Oklahoma, 1988), 173-174.



spurred by related federal activities. Following the end of WWII, returning soldiers flocked to Norman and OU to take advantage of educational opportunities offered under the federal GI bill. Typically again bringing their families with them, the former servicemen overwhelmed the available housing market and spurred construction in previously undeveloped or sparsely developed areas.

Norman experienced a relatively stable population growth through the majority of the first half of the twentieth century. By the time Oklahoma was officially granted statehood in 1907, Norman's population stood at 3,040. Three years later, the town's population stood at 3,724, a gain of nearly seven hundred residents. In 1920, Norman claimed just over five thousand residents. The 1920s proved to be a major decade of growth for Norman. City population nearly doubled from 5,004 in 1920 to 9,603 in 1930. Gaining slightly less than 2,000 residents in the ensuing decade, by 1940 Norman's population stood at 11,429 citizens.<sup>9</sup> It must be remembered, however, that these population numbers do not accurately reflect the number of people actually living within Norman due to the number of college students residing in the town on a temporary basis.

Beginning with the war years of the 1940s, Norman's development accelerated exponentially. By 1950, city population reached 27,006, almost tripling in just twenty years. The 1950s resulted in a modest population growth of 6,406 residents to bring the 1960 population to 33,412. This progress was generally attributed to "civic improvements and the educational and cultural advantages that go with a college town." During the 1960s, Norman's population virtually exploded to reach 52,117 residents in 1970. This represented a change of 18,705 citizens in ten years. Exceptional growth continued so that in 1980, Norman's population stood at 68,020 and in 1990, 80,071. Development continued in the 1990s with Norman becoming the third most populous city in the state, only behind Oklahoma City and Tulsa.<sup>10</sup>

As Norman was nearing the end of its first decade of existence, the Benz factory in Germany was producing almost 600 automobiles a year with sales across Europe. Slower to catch on in America, it took until after the turn-of-the-twentieth century for automobiles to really take hold. Although other well-known names, such as David D. Buick and James W. Packard, were also in the field, much credit for the massive popularization of the automobile in the first decades of the twentieth century is given to Henry Ford. With an eye towards mass consumption rather than custom-made, Ford developed the Model T, also known as the Tin Lizzie, in 1907. Led by the Model T, motor vehicle production in the United States went from 4,000 to 187,000 units during

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<sup>9</sup> Institute of Community Development, "Norman, the University City," 8.

<sup>10</sup> Larry O'Dell, "Norman," *Encyclopedia of Oklahoma History and Culture*, <http://digital.library.okstate.edu/encyclopedia/entries/N/NO006.html>, (accessed January 2014). See also Ruth, *A Guide to the Sooner State*, 172.

the ten-year stretch of 1900 to 1910. Automobile registrations went from 8,000 to 469,000 during the same time period.<sup>11</sup>

The automotive industry gave life to a number of new businesses, as well as invigorated a good roads movement that connected these businesses from town to town. Highway construction took on amplified meaning as the number of cars on the road continued to increase. The first automobile reportedly arrived in Norman in about 1902 and the first “real automobile agency” opened in 1909. During his first year in business, Carl Giles’ Ford-Buick Motor Car Agency sold at least one model of each car. In January 1910, “sociability runs” were making their way to Norman with anywhere from twelve to twenty-five cars participating.<sup>12</sup>

In March 1911, the governor of Oklahoma approved a bill creating a state highway department. By 1915, the state had passed legislation requiring that all counties “employ a competent man, who shall be either a graduate in civil engineering or shall obtain a certificate of his proficiency in road building from the state highway department.” Notably, the first examining board included OU Professor J. I. Tucker, head of the school of civil engineering. Also in 1915, the Van Pick Oil Company constructed the first filling station in Norman. The new station had a capacity of 10,000 gallons.<sup>13</sup> The location of this first filling station is unknown, although it was evidently not at the subsequent Van Pick location of 302 East Comanche Street (also known as 201 South Crawford Avenue). Based on the 1918 and 1925 Sanborn Fire Insurance Maps, which both show a residential property at the location, the extant service station at 302 East Comanche Street did not come into existence until after 1925.

In 1916, a reported 14,000 miles in Oklahoma had been designated as state roads and a ¼ mill levied on all taxable property to create a fund for construction of state roads only. Using a “liberal interpretation of the law,” the fund was being used for construction of bridges, as well as surfacing and grading highways. In early 1917, the first annual Good Roads Week was set to begin in Norman for the purpose of teaching the “real rudiments of highway building in Oklahoma.” As part of the meeting, two miles of road leading into Norman were treated with asphaltic oils to demonstrate the types of road that the oil was best used for. The first day of the multi-day conference was given over to Professor Tucker, who also held the title of consulting state engineer, with OU President Stratton D. Brooks slated to present a talk on the relationship of OU to road work. During this same period, the popularity of the automobile in Norman was substantiated in the state newspaper with the announcement that L.C. Giles of Norman had received a carload of Cadillacs and immediately requested another carload to meet local demand.<sup>14</sup>

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<sup>11</sup> Bourne, *Americans on the Move*, 112-115.

<sup>12</sup> *Daily Oklahoman*, 9 March 1924 and 1 January 1910.

<sup>13</sup> *Ibid*, 17 March 1911, 22 September 1911, 24 June 1913, 3 October 1915, and 9 March 1924.

<sup>14</sup> *Ibid*, 13 August 1916, 31 December 1916 and 8 April 1917.

Norman's automotive transformation took off in 1918, possibly influenced by international events including the first World War. In 1918, the Oklahoma Automobile Association recommended three routes from Oklahoma City to Fort Sill, a popular destination for those with loved ones training for service on the western front. Of the three routes, one route came south out of Oklahoma City to Norman then headed southwest to Anadarko and on to Fletcher. However, at least in April 1918, the Norman route was not recommended due to the "bad condition" of the roads. By October 1918, three miles of demonstration road were slated for construction between Oklahoma City and Norman; however, road building was expected to be confined for the immediate future as the material for hard surfaced roads was restricted due to wartime demands. While the roads to and from Norman may not have been the best during 1918, a reported four gasoline stations were opened in Norman that year, along with a battery repair shop and vulcanizing plant. The following year, while service stations were working on increasing their efficiency, automobile manufacturers apparently ordered the dealerships to include service with their sales.<sup>15</sup>

By the early 1920s, Norman was gearing up to stake its claim on Oklahoma highways. In 1921, this included work on securing a branch of the Ozark highway from Norman to Shawnee, as well as obtaining a place on the "coast to coast" highway which was to run from Oklahoma City to Chickasha via Blanchard and Norman. Additionally, this included plans by the good roads committee of the Norman chamber of commerce to "continue the rebuilding of roads throughout the county" by raising a special tax in the amount of \$600,000. Led by Dr. A. H. Van Vleet, dean of the OU graduate school and professor of botany, as well as vice-president of the Ozark Trail association in 1920, the good roads committee ranked maintenance of a road system next to support of an educational system. The committee also felt that "Good roads are absolutely essential to the success of auto-truck freighting," which was on the rise due to increases in railroad freight rates.<sup>16</sup>

In 1921, State Highway (S.H.) 4 extended from the Kansas state line to the Red River Bridge north of Gainesville via Norman. S.H. 4 was also known as the Texas, Kansas and Oklahoma Highway, or T-K-O Highway. The cross-state route quickly garnered federal attention so that in October 1923, federal engineers were investigating the possibility of shortening the distance between Oklahoma City and Norman which needed paving. During the 1923-1924 time frame, the Cleveland County road between Oklahoma City, Moore, Norman, Noble and Lexington continued to receive state and federal attention, not to mention state and federal road aid.<sup>17</sup>

By 1925, it was anticipated that S.H. 4 would become the first cross-state highway completely hard-surfaced through the state. In June 1925, plans were

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<sup>15</sup> Ibid, 7 April 1918, 12 October 1918 and 9 March 1924.

<sup>16</sup> Ibid, 6 November 1921 and 14 November 1921. See also *Norman (Oklahoma) Transcript*, 12 May 1921.

<sup>17</sup> Ibid., 10 October 1923, 6 November 1923, 7 November 1923, 16 November 1923, 16 February 1924, 10 April 1924, 20 August 1924, 22 September 1924, 6 November 1924, 13 December 1924.

underway to celebrate completion of the Cleveland county unit of the T-K-O highway. The first section of the unit, from the Oklahoma County line to Norman, was hard-surfaced in the fall of 1924. The second link from Norman to Noble was anticipated to be complete by July 1925 with the last link from Noble to Lexington slated to be done by August 1925. However, by late September 1925, work continued on the Noble to Lexington link<sup>18</sup>

In 1926, as part of the newly created federal highway system, S.H. 4/T-K-O Highway was designated as U.S. Highway 77. Although the 1929 state map shows the route through Norman as both S.H. 4 and U.S. 77, the 1930 map does not include S.H. 4 on the map of Norman.<sup>19</sup> In December 1930, as the last mile of the highway opened near Ardmore, Highway 77 became the first paved cross-state federal highway in Oklahoma. Cleveland County was proudly acknowledged as being the first county in the state to complete hard-surfacing of its section of the route, especially as this was done even prior to designation of the highway as part of the federal highway system.<sup>20</sup>

U.S. Highway 77 entered Norman on North Porter Avenue and continued through the town on Porter Avenue to its terminus at East Alameda Street. At this point, the highway continued south on Classen Boulevard until it left the city limits. The north entry point of the road was later shifted to the west with U.S. 77 using Robinson Street to reach Porter Avenue. The north leg of the highway continued to shift west on Robinson Street until eventually U.S. 77 was situated west of the railroad tracks. Around 1956, the original portion of U.S. Highway 77 north of Norman on Porter Avenue was designated as State Highway 77H.

The route of Highway 77 through Norman was dictated primarily by the railroad tracks which continue to bisect the town to the present day. For most of Cleveland County, U.S. 77 paralleled the railroad tracks on the east side. On the north side of Norman, the highway originally followed a section line north, rather than paralleling the tracks. Overall, it was advantageous to keep the road on the east side of the railroad tracks as much as possible to minimize any highway/railroad intersections for safety reasons. Even for pedestrians and buggies, at-grade railroad crossings were a serious hazard that frequently resulted in the loss of life and property.

The choice of Porter Avenue as the highway's main north-south route through Norman was also influenced by the existing central business district and the 1903 Classen-Miller Addition on the south side of the Original Townsite. Although there were still some houses in 1918, the 300 block of East Main was more commercial in nature than residential. Additionally, the block previously contained transportation related businesses, including three liverys and two wagon yards. Thus, Porter Avenue represented the dividing line between the central business district and the adjoining

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<sup>18</sup> Ibid, 5 June 1925, 21 June 1925, 6 September 1925, 27 September 1925.

<sup>19</sup> In central Oklahoma, S.H. 4 was subsequently re-designated to a section of road between Yukon and Piedmont around 1941.

<sup>20</sup> Ibid, 6 December 1930.

residential neighborhoods. Probably even more critical, however, was the seamless change from Porter Avenue to Classen Boulevard at East Alameda Street which allowed the route to continue south out of town without having to actually change roads. Although extending true north-south through the Classen-Miller Addition, Classen Boulevard jogged at East Boyd Street to again extend in a north-south diagonal parallel to the railroad tracks to just north of Noble, where it again changed to a true north-south run to accommodate Noble's grid-based development.

In addition to being known as the T-K-O highway, S.H. 4 or U.S. Highway 77, the north-south thoroughfare through Norman was also named Van Vleet Highway after a "pioneer good roads worker in Cleveland County," Dr. A. H. Van Vleet.<sup>21</sup> More popularly, the route became known as "Football Road" as the only hard-paved road connecting Oklahoma City to Norman for OU football games. However, by the mid-1930s, congestion along U.S. Highway 77, particularly on game days, resulted in development of another all-weather short-cut from Oklahoma City. Nearing completion in July 1935, the new "county road" started in Oklahoma City south of Southwest 29<sup>th</sup> Street at a point about half mile west of Walker. The road then went straight south before making an east turn to come into Norman on West Main Street. In August 1935, the state highway commission was urged to designate the new road as part of State Highway 74. By the end of September 1935 and in preparation for the OU opening game against Colorado, S.H. 74 was completed and open from Oklahoma City to Norman with game day traffic to be one-way to and from the game. While S.H. 74 somewhat supplanted U.S. Highway 77 as "Football Road," both roads continued to be identified by the moniker, along with other "Football Routes" from other central Oklahoma towns.<sup>22</sup>

During the early 1940s, the inadequacy of transportation facilities in and out of Norman became an issue. Exacerbated by the need to accommodate the Navy personnel stationed there, the issue garnered considerable public interest and attention. By 1945, Governor Robert S. Kerr was intent on constructing a four-lane highway to Norman during his administration. This initial route was to follow Eastern Avenue out of Oklahoma City to enter Norman on the east side. By 1946, it was determined that the new four-lane highway would not follow the existing U.S. Highway 77 route through Norman because of the expense of securing the necessary right-of-way. With financing the right-of-way as a point of contention between the city of Norman and the state highway department, the state highway department even proposed skirting Norman entirely, thus resulting in the loss of U.S. 77 for the town. Due to the impasse between the city and state, the four-lane highway project languished through the latter 1940s.<sup>23</sup>

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<sup>21</sup> Ibid, 6 December 1930.

<sup>22</sup> Ibid, 14 July 1935, 8 August 1935, 9 August 1935, 28 September 1935, 30 August 1936, 24 October 1936 and 2 October 1937.

<sup>23</sup> Ibid., 19 March 1943, 31 October 1945, 22 April 1946, 15 September 1947, 15 October 1947, 29 October 1947, 5 November 1947, 6 November 1947, 21 October 1947 and 20 June 1948.

By 1951, work on the first leg of the new four-lane highway between Norman and Oklahoma City was under construction. However, the existing route would remain designated as U.S. Highway 77 until the new link provided an outlet for traffic south of Norman. The re-designation of the route was delayed again in 1952 because the new highway lacked 100 yards of being complete to the present U.S. 77 junction north of Moore and Robinson Street in Norman, which connected the new highway to the existing federal highway, had to be reconstructed before it was considered suitable. The new four-lane highway was set for completion prior to the 1953 season opening OU football game against Notre Dame.<sup>24</sup>

Construction of the new “super” highway continued in segments through the 1950s. Becoming part of President Dwight D. Eisenhower’s interstate highway system which was authorized in 1956, the new north-south highway was subsequently designated as Interstate 35 (I-35). By 1960, the state map shows the four-lane road was complete south of Oklahoma City to Purcell. As with much of I-35 through the state, U.S. Highway 77 intersects and overlaps the interstate at various points. While I-35 obviously lessened the traffic load for U.S. Highway 77, the highway continued to maintain most of its historic route through Norman until 2009. At that time, the Oklahoma Department of Transportation realigned U.S. Highway 77 from Porter Avenue/Classen Boulevard to Northeast 12<sup>th</sup> Avenue at a point on the south side of Norman all the way to the north side of Norman.

The Porter Avenue corridor through Norman was a significant automotive thoroughfare for the community. The influence of the automobile upon the American way of life was unparalleled through much of the twentieth century. Contributing to the success of the automobile were not only the services needed to keep the car and its occupants running but also good roads which facilitated faster and faster travel. As part of first S.H. 4/T-K-O Highway and then U.S. Highway 77, Porter Avenue continued to serve the motoring public for decades with filling stations, used car dealerships, garages, motels and drive-ins in the immediate vicinity. While the highway was a significant factor in the mid-twentieth century development of Porter Avenue, the economic viability of Norman, which flourished from the 1940s through the 1960s as evidenced by its population explosion, was also a determining factor in Porter Avenue’s growth. As noted in the 1941, Norman had resisted the urge “to put as much of the town as possible upon the main highway, US 77.”

As the state celebrated its semi-centennial in 1957, Norman was described as “differing little from any other small city, the greater part of the modern business district has spread along the increasingly length of Main Street.”<sup>25</sup> Of course, unlike many other towns, Norman’s Main Street extended from U.S. Highway 77 on Porter Avenue all the way to the new I-35. Thus, while new development increasingly spread Norman’s city limits in the 1950s and on, its historic central business district retained a relevance that

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<sup>24</sup> Ibid, 25 October 1951, 6 August 1952 and 16 July 1953.

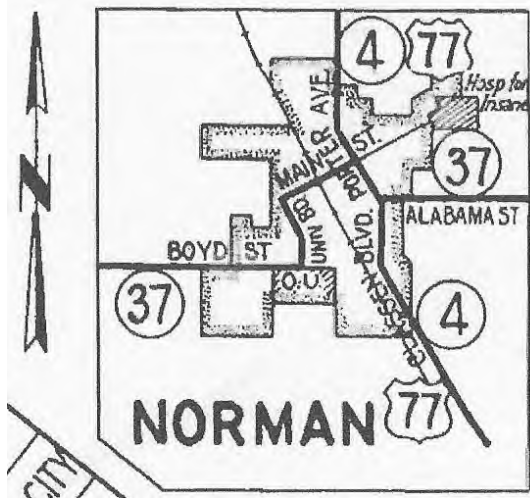
<sup>25</sup> *A Guide to the Sooner State*, 156. See also Ruth, *A Guide to the Sooner State*, 173.

allowed it to continue to thrive through the present day. While Norman's downtown core area retained much of its historic character, modern development has affected the automotive corridor that linked the downtown not only with the north and south sides of Norman but also the state-at-large. Modernization of historic buildings and new construction have affected the overall ability of the Porter Avenue corridor to convey its historic significance as a mid-twentieth century automotive corridor. A few buildings remain, however, to tell the story of motoring along Norman's portion of the first cross-state federal highway completed in Oklahoma.

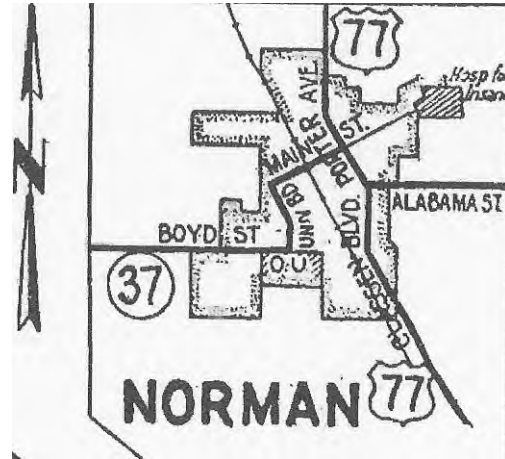
# Norman Maps Showing Porter Avenue Corridor

All Norman maps excerpted from official Oklahoma State Maps.

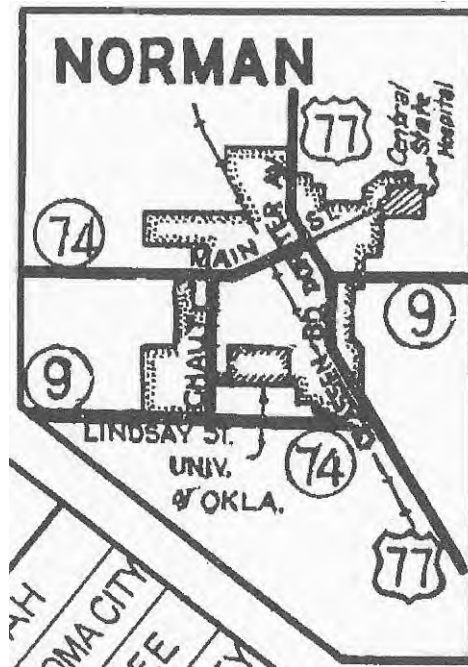
State maps available at <http://www.okladot.state.ok.us/maps/state/archive-d.htm>



1929

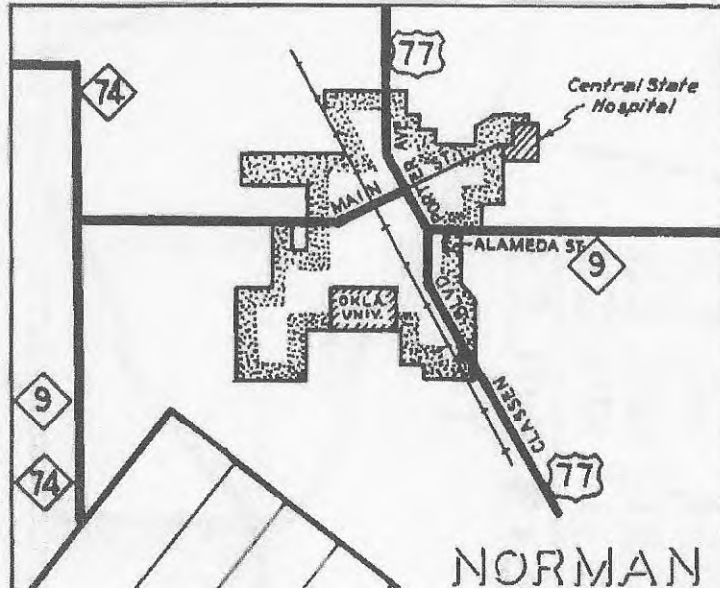


1930

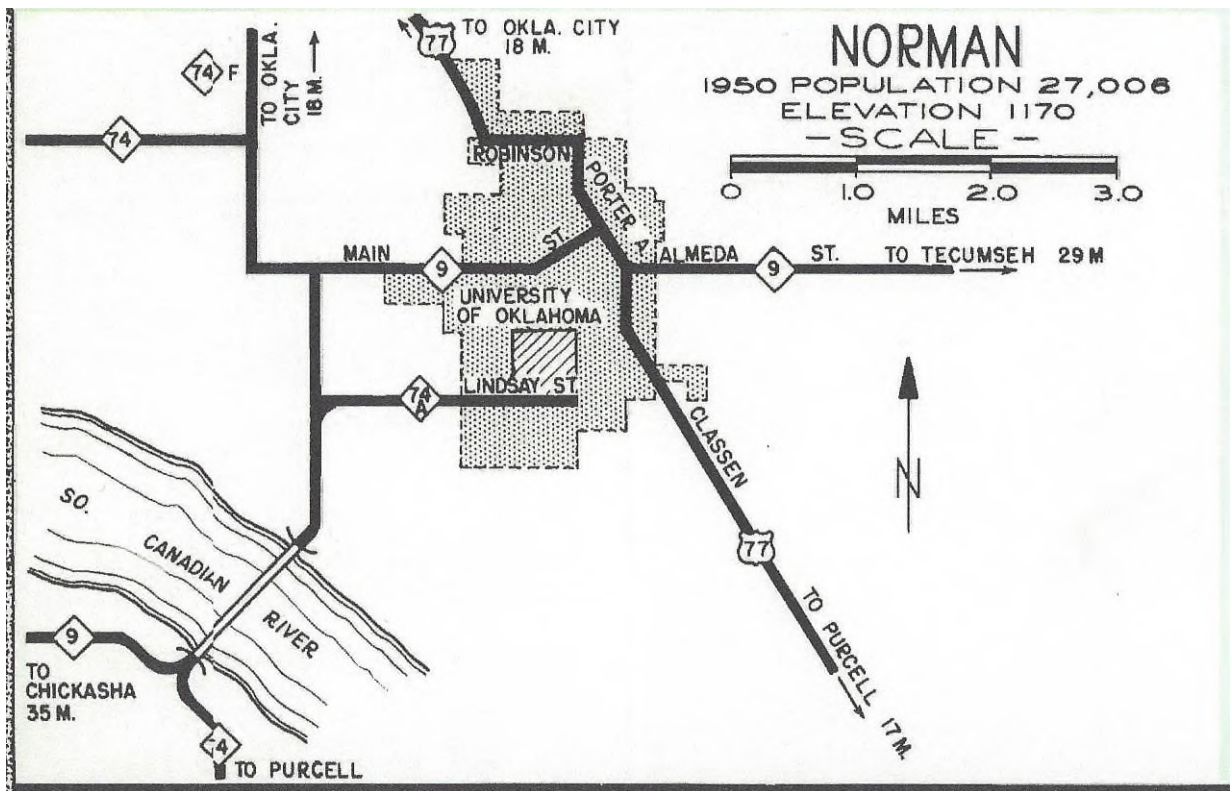


1935

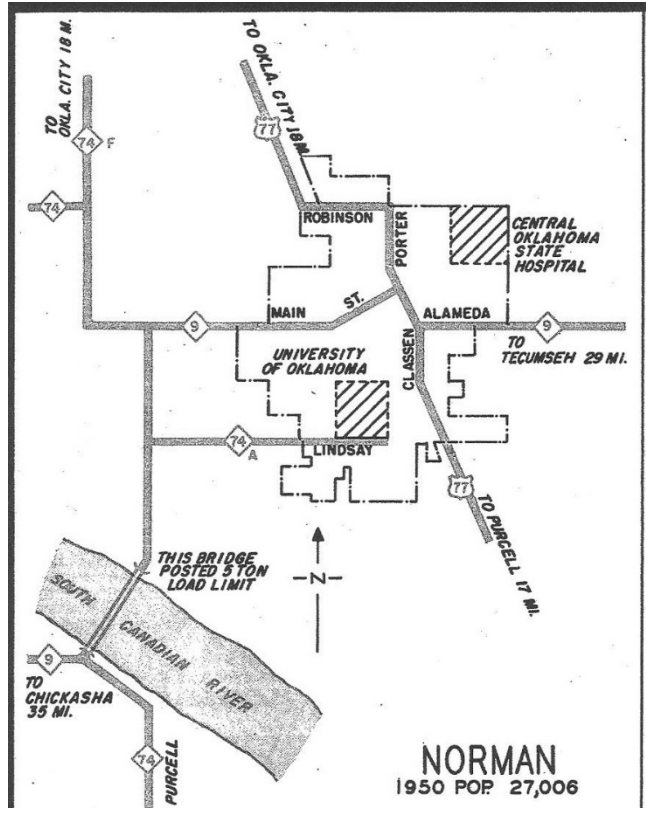




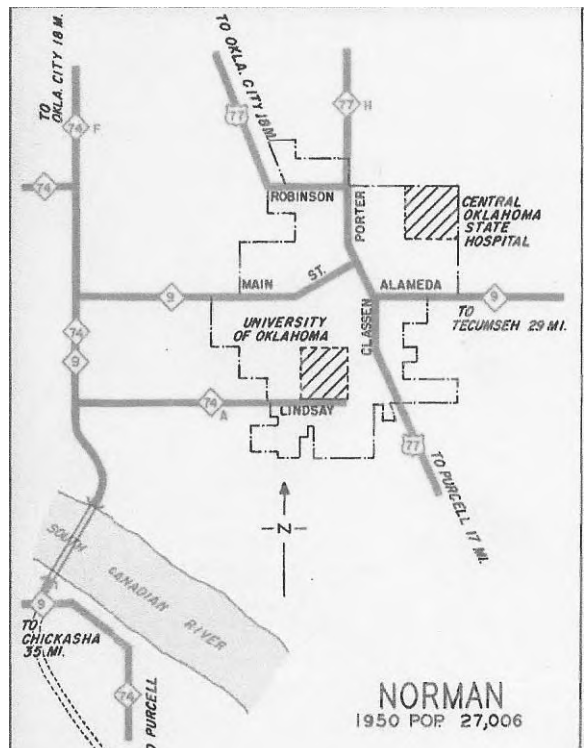
1938



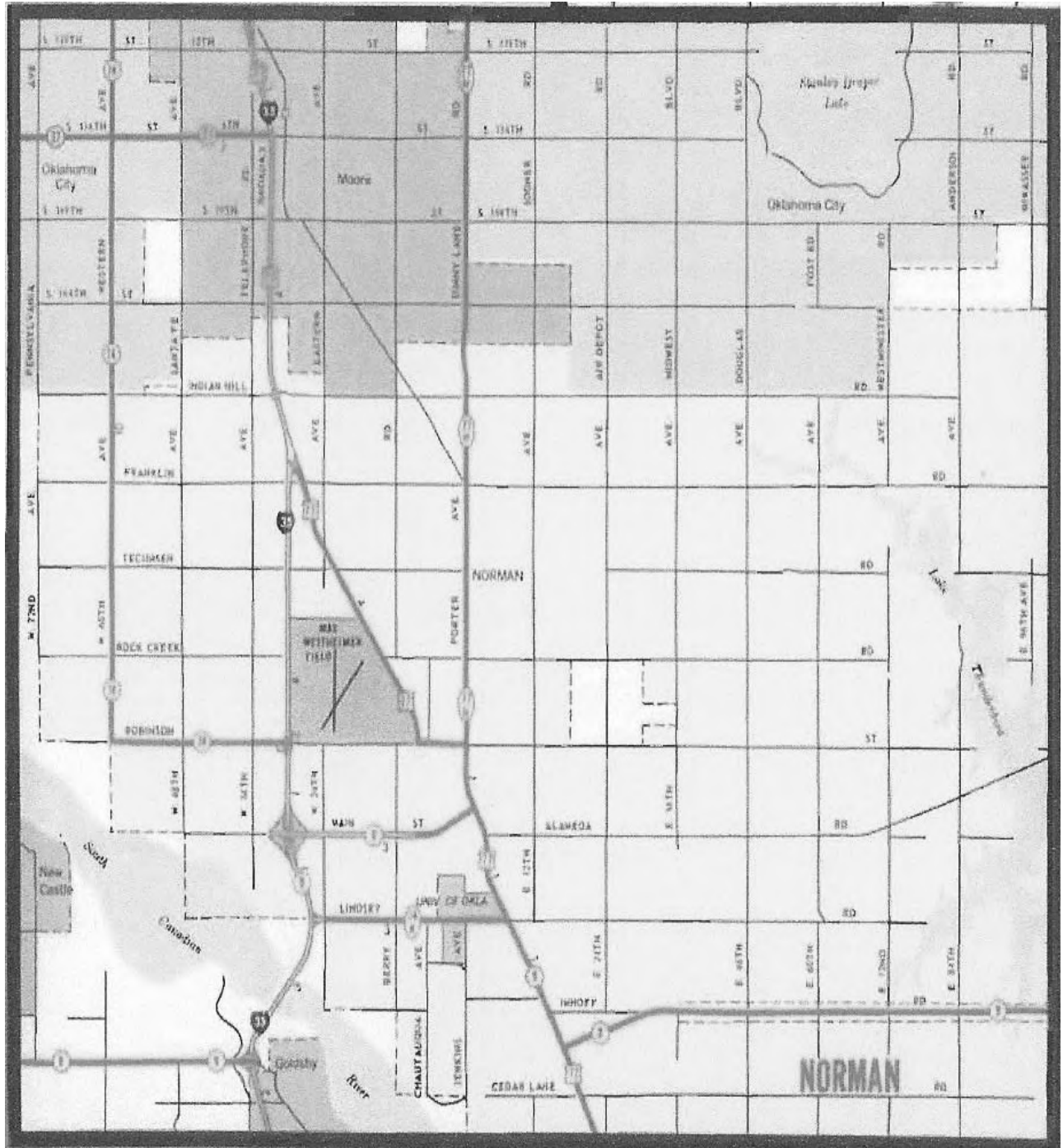
1953



1955



1956



1967

## Survey Results

As was anticipated based on the economic vitality of Norman and the recently expanded downtown historic district, the survey area overall lacked cohesive integrity sufficient to merit identification as a historic district. This is not to say that the area lacks historic significance. Porter Avenue, as both a state and federal highway, as well as the original "Football Road," played a significant role in Norman's twentieth century development. As with the railroad during the nineteenth century, the highway was crucial in transporting people, goods and services to and from the community during the twentieth century. While there were other highways that traversed Norman, U.S. Highway 77, and therefore Porter Avenue, was the arterial flow that kept the motoring public driving to, through and from Norman.

The study documented and evaluated a total of twenty-one automobile-related properties within the Porter Avenue corridor (see Annotated List of Documented Properties for discussion of each property). Of the twenty-one documented buildings, five were determined eligible for the National Register and sixteen were determined not eligible. The properties determined eligible for the National Register were done so under Criterion A in the area of commerce for their association with the Porter Avenue automotive corridor and under Criterion C for their architectural significance as good representations of their property types.

Of the sixteen resources determined not eligible, fourteen were determined not eligible due to lack of historic integrity and two were determined not eligible due to insufficient age. Enclosure of garage bays, application of unsympathetic materials and additions were some of the alterations that adversely impacted the ability of the buildings to convey their integrity.

The two properties not of sufficient age were documented because they are located on sites that were historically occupied by automotive-related resources. These buildings do not merit consideration for exceptional significance. Specifically, 101 North Porter Avenue was the location of a gasoline station since before 1925 but the existing building at this address was constructed around 1975. Similarly, 105 South Porter Avenue is not the same building as shown on the 1944 Sanborn Fire Insurance Map. The historic building was situated farther to the north than the current building which is situated directly off the alley. Additionally, the Cross index directories indicate that there was a garage located at 101 South Porter from about 1948 through 1953 but there are no listing from 1954 through 1967 and in 1981 for a 101, 103 or 105 South Porter. Because the building appears on the 1995 map available on Google Earth, the estimated date of construction for 105 South Porter is 1985.

An additional seventeen resources within the listed Downtown Norman Historic District were identified as having an automotive association (see Annotated List of Automobile-Associated Properties in the Downtown Norman Historic District for discussion about the automotive-related uses of each property). Already listed on the

National Register, these properties were not re-documented or re-evaluated for National Register eligibility. Of the seventeen listed properties, the downtown nomination identified nine of the buildings as contributing and eight as noncontributing. Of the noncontributing buildings, six were noncontributing due to lack of historic integrity and two due to insufficient age.

Of the two historic district properties determined noncontributing due to insufficient age, the building at 303-305 East Comanche was constructed after the downtown district's period of significance (1960) but within this study's period of 1918 to 1968. However, as described in the nomination, the "building has an unusual front entry on the east (right) side of the building accessible from a diagonal covered walkway built of brick."<sup>26</sup> This entry represents an unsympathetic alteration to the building which was built as a car dealership. Because this building was associated with the automobile industry in the study area, it is included in the discussions about historic automobile resources.

The second noncontributing building due to insufficient age was 319 East Comanche. Although this address shows up on the 1944 Sanborn Fire Insurance Map as an auto salvage and is listed in the 1956 Cross Index Directory as Fear's Auto Salvage, this is all that shows up historically and does not appear to be related to the extant building which was built in 1975. Although the existing building contained the General Auto Supply, this building is outside the period of study for this survey, is not exceptionally significant, and, therefore, is not included in further discussion (thus reducing the number of historic automotive-associated buildings to thirty-seven).

The study identified six automobile-related properties that have been replaced by new construction. 131 North Porter Avenue was the location of a garage/body shop from about 1935 until becoming a music store around 1959. The location is now occupied by a multi-store strip mall constructed in 1985 according to the Cleveland County Assessor records. At 114 South Porter, the A & M Garage operated from around 1948 through 1964 when it was replaced by a new building for Miller's Bicycle Shop.<sup>27</sup> The Cities Service Station at 400 South Porter does not appear in the cross index directories after 1964 with the Cleveland County Assessor dating construction of the existing building at 400 South Porter as 1965. Unfortunately, the cross index directories for 1966 and 1967 do not include 400 South Porter, which could mean that the existing building was not yet constructed or that the cross index directories for unknown reasons simply did not include the building. Within the Downtown Norman

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<sup>26</sup> Kellie Gaston, *Downtown Norman Historic District (Boundary Expansion)*, National Register of Historic Places Registration Form, (Available Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma), May 2011, 18.

<sup>27</sup> Notably, Miller's Bicycle Shop operated at 115 South Crawford from the mid-1930s until their move to 114 South Porter. 115 South Crawford remains extant and is listed on the NRHP as part of the Downtown Norman Historic District. Although not automotive related, the business is transportation related and is noteworthy for its longevity of use which is partially attributable to Norman's history as a university town. Since gas costs money and pedal power is free, bicycles have long been popular with students.

Historic District, 301 East Gray Street, currently a parking lot, operated as a used car dealership from 1960 through 1967. Also in the listed historic district, the Chase Bank Building at 318 East Comanche replaced both 326 and 330 East Comanche Street. From before 1933 through 1965, the former 330 East Comanche Street was home to Hughes Motor Co which became Sooner Chevrolet Motor Co before becoming Murdock-Salyer Chevrolet. Starting around 1936, the demolished 326 East Comanche Street was occupied by the same dealerships that operated 330 East Comanche.

Three resources outside of the historic district were initially deemed to have an automobile association but subsequent study determined they were not automotive related. This includes 115 South Porter, a metal building which has long been the location of a feed and seed business. Also 423 South Porter which was an office building occupied by the Sinclair Refining Co, J.C. Todd Real Estate, Doyle Todd Office, and Harry C. Holland, geologist, or combinations thereof, from 1940 through 1981. Finally, 424 East Main Street which was the Ideal Mattress Factory for more than twenty years before being occupied by Norman Glass & Mirror in 1966.

Of the thirty-six identified historic automobile-associated resources in the Porter Avenue corridor, seven were dealerships, sixteen were service stations, one was a combination service station/hotel, six were garages, three were supply/parts store and there was one each wheel and brake store, radiator store, auto glass shop, and body shop. Given their commonality in having at least one garage opening, the buildings shifted uses so the categorization of property types is loose based upon the most prevalent identified use.

One of the most interesting changes in use was that of 333 East Gray/329 East Gray/202 North Porter Avenue (included in the Downtown Norman Historic District as 333 East Gray Street which is the address on the door but the commercial record at the county assessor's office identifies 202 North Porter). Originally constructed as a service station around 1930, the building became the International Harvester Dealership in about 1946. It continued to operate as the implement dealership until after 1967; thus, retaining an automotive-association. The change in function necessitated the removal of the original gas tanks and enclosure of the front part of the building. Although often understated, Norman was the hub of Cleveland County which like many Oklahoma counties had an agricultural base.

The most prevalent architectural style of the identified automobile associated resources was the No Distinctive style with twelve buildings. This is not unexpected given insensitive alterations often rob buildings of all stylistic characteristics, as well as contribute to a lack of integrity. Eleven buildings were categorized as Commercial style. This style is typical of the area, including non-automobile associated buildings. An additional six resources were classified as being of the Modern Movement style. Two buildings each were categorized as being Moderne or Art Deco. One building was identified as being in the Mission/Spanish Colonial Revival style and one building was

Tudor Revival in style. Finally, one building (101 North Porter) was determined to be of the Modern Commercial style.

Concerning the study's original expectations, it was surprising that no drive-in restaurants and only one motel were identified during the survey. Part of the reason for this may be that the study area did not include the entirety of the Porter Avenue corridor. Although redevelopment has significantly impacted Porter Avenue north of Acres Street, it is known that various highway-related buildings were constructed in this area, including a multi-building tourist court. Additionally, the restaurant historically addressed as 509 South Porter Avenue was a drive-in restaurant which was demolished after 1967. Concerning motels, according to the 1944 Sanborn Fire Insurance Map, there was a "Tourist Rooms" located within the study area at 323 North Porter/404 East Daws Street. However, the building currently located on the same lots in Block 35 was built in 1984 according to the Cleveland County Assessor records.

Another unexpected result was that a number of the buildings retained their historic automotive-related use through the 1960s and, in many cases, through the 1980s. While the I-35 corridor has clearly laid claim to the majority of car dealerships in Norman, there remain examples of small used car dealerships on the Porter Avenue corridor. The reduction in the number of active service stations on Porter Avenue probably has as much to do with the 1970s gas shortages, increased miles-per-gallon automobiles and environmental concerns including leaking underground storage tanks as the I-35 corridor.

As anticipated, the historic automobile-associated development was in many cases re-development of the Original Townsite. Generally, this historic re-development involved replacing residential properties with commercial properties. As such, the post-1967 development is actually a third major wave of development for Porter Avenue. The post-1967 development has diminished the integrity of individual resources, as well as impacted the historic feel of the overall study area. While the buildings which characterize the area have changed, Porter Avenue itself remains a connecting thoroughfare to Norman's highway past.

# Annotated List of Documented Properties

## **1. George McCowan Service Station, 404 North Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service Station from about 1922 to 1961

## **2. Sinclair Service Station and Travelers Hotel, 320 North Porter Avenue (330 North Porter Avenue)<sup>28</sup>**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service Station from about 1938 to 1966. Hotel listed off and on in late 1930s but not after 1941. Became a used car dealership in 1967.

## **3. Jack Masters Service Station, 302 North Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service Station from about 1949 through 1967

## **4. Standard Service Station, 201 North Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service station from about 1953 through 1967

## **5. Service Station, 101 North Porter Avenue (401 East Main)**

NRHP Status: Not eligible due to insufficient age

Automobile-related use: Location has been service station since before 1925; however, the existing building is not historic. 1975 date of construction based on 1989 survey information.

## **6. Ray Welch Garage, 105 South Porter Avenue**

NRHP Status: Not eligible due to insufficient age

Automobile-related use: Based on design, is clearly a garage, however, it is not the same building as on the 1944 Sanborn Fire Insurance Map. Cross index directories have listings for filling station at 105 South Porter in 1936 and 1938, nothing after that. The earlier building was located to the north, not immediately off the alley like the existing building. There is a listing for a Dee Wilson Garage at 101 South Porter Avenue from 1948 through 1953, which should be the same as 402 East Main but there is a complete set of listings for 402 East Main which does not include use as a garage.

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<sup>28</sup> First address is current address. Second is historic address as indicated by Sanborn Fire Insurance Maps and Norman Cross Index Directories.



However, there no listings from 1954 through 1967 or in 1981 for 101, 103 or 105 South Porter Avenue. The existing building appears on 1995 historical imagery available on Google Earth with the date of construction estimated as 1985.

#### **7. F.J. Houck Service Station, 117 South Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Occupied by Phillips Petroleum Co in 1936. Listed under various names as a service station from 1938 through 1964. In use as a Hertz Rent-a-Car from 1965 through 1967.

#### **8. Skelly Service Station, 203 South Porter Avenue**

NRHP Status: Eligible for National Register under Criterion A and C

Automobile-related use: Occupied by Marathon Oil Co in 1935. Listed under various names as a service station from 1936 through 1962. In 1965, listed as a used car lot which it continues to be to the present time.

#### **9. D-X Service Station, 225 South Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Occupied by Midcontinent Petroleum Co in 1935. Listed under various names as a service station from 1936 through 1966. In 1981 was A&A Tire Center. Still in automotive use at present time.

#### **10. H & H Service Station, 401 South Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service station from 1933 through 1966. Occupied by a tire and oil company in 1967. Still in automotive use in 1981, although not as a service station.

#### **11. Jerry Pence Mobil Station, 420 South Porter Avenue (424 South Porter Avenue, 430 South Porter Avenue)**

NRHP Status: Eligible for National Register under Criteria A and C

Automobile-related use: Directories indicate location was used as service station from about 1935 through 1963. Building design is consistent with a modern 1960s service station design and does not match the footprint on the 1944 Sanborn Fire Insurance. Date of construction is based on change in name from 1960 Pence Magnolia Service Station to 1961 Jerry Pence Mobil Station.

**12. Sinclair Service Station, 425 South Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Service station from 1935 through 1967.

**13. Fred Jones Used Cars, 509 South Porter Avenue (500 South Porter Avenue)**

NRHP Status: Eligible for National Register under Criteria A and C

Automobile-related use: Historically, address was 500 South Porter with 509 South Porter being a drive-in restaurant situated on the south side of the lot. The restaurant (the original 509 South Porter Avenue) was demolished at an unknown time after 1967. The extant building was listed in 1953 directory as Fred Jones Used Cars at 500 South Porter. Continued in use under various names as a used car lot through 1967.

**14. Barrett's Conoco Station, 517 South Porter Avenue**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Location was a service station prior to 1925; however, station on 1944 Sanborn Fire Insurance Map is not the same. Occupied by Skelly Oil Co in 1935. Listed under various names as a service station from 1936 through 1967. Current use is a convenience store.

**15. Abe Martin Service Station, 402 East Main Street**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Current service station is not the same station as shown on the 1925 and 1944 Sanborn Fire Insurance Maps. Directories indicate was a service station from 1933 through 1967. Date of construction based on date Abe Martin took over service station. Station continued to operate under Martin's name through 1967.

**16. L & A Wheel & Brake, 406 East Main Street**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Directories indicate occupied by Caddell Blacksmith Shop in 1944. In 1948-1949, Woods Blacksmith Shop and B & W Radiator Shop used building. From 1951 to 1964 was L & A Wheel Shop. From 1965 to 1967, operated under name Abe Martin Wheel & Brake.

**17. B & W Radiator Co, 408 East Main Street**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: B & W Radiator Co from 1950 through 1967.

### **18. Wards Garage, 410-412 East Main Street**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: 412 was used as a salvage shop from 1938 through about 1943. From 1948 through 1960 was operated as a garage under various names. 410 was listed as cleaners from 1940 through 1959. In 1961 and 1962, 410 and 412 were listed as part of Abe Martin Service Station at 402 East Main. From 1964 through 1967 was a parts house. In 1981 was still operated under L & A name.

### **19. Collins Garage, 420-422 East Main Street**

NRHP Status: Not eligible due to lack of historic integrity

Automobile-related use: Body shop from about 1950 through 1951. Car dealership from 1952 through 1956. Garage from around 1959 through 1967. Still in automotive use in 1981 as Transmission King.

### **20. Fred Jones Lincoln-Mercury, 426 East Main Street**

NRHP Status: Eligible for National Register under Criteria A and C

Automobile-related use: A car dealership from about 1948 through 1956 Floyd Eoff Motor Co occupied from 1948 through 1950. After this, occupied by advertising co and, in 1967, Locke Plumbing Supply with ghost sign still visible at present time.

### **21. H & W Auto Service, 405 East Comanche Street**

NRHP Status: Eligible for National Register under Criteria A and C

Automobile-related use: Body shop from 1947 until 1950. Car dealership from 1951 through 1953. In 1954 became H & W Auto Service, which it continued to be through 1966.

## Annotated List of Automobile-Associated Properties In the Downtown Norman Historic District

### **HD 1. 204 North Porter Avenue, Thomas Comer Garage**

NRHP Status: Contributing

Automobile-related use: From around 1938 through 1945, occupied by carburetor & electric company. Car dealership in 1947-1948 with motor service company occupying building from 1949 through 1956 with an auto supply business listed in 1952. Became body shop again in 1957. Thomas Comer Garage was the occupant from 1958 through 1967. In 1981 occupied by Coach Builder Olivas and C. Thomas Garage.

### **HD 2. 122-126 North Porter Avenue, Bill Bonner Motors**

NRHP Status: Noncontributing

Automobile-related use: Car dealership operating under various names from at least 1933 through 1967.

### **HD 3. 102 North Porter Avenue, Rutherford's Champlin Service Station**

NRHP Status: Noncontributing

Automobile-related use: Various named service station and garage from 1944 through 1967. In 1981 was occupied by Tire Town and X L Champlin.

### **HD 4. 104 South Porter Avenue (332 East Main Street)<sup>29</sup>, B & E Conoco #1**

NRHP Status: Noncontributing

Automobile-related use: Service station operating under various names from pre-1925 through 1964.

### **HD 5. 220-222 South Porter Avenue, Murdock-Salyer Imports**

NRHP Status: Contributing

Automobile-related use: Car dealership and body shop from about 1947 through 1967.

### **HD 6. 113 North Crawford Avenue, Downey's Auto Glass**

NRHP Status: Contributing

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<sup>29</sup> First address is used in Downtown Norman Historic District. Address in parenthesis is address used in Cross Index Directories and shows on Sanborn Fire Insurance Map.

Automobile-related use: Auto glass shop occupied in 1966-1967.

**HD 7. 201 South Crawford Avenue (203 South Crawford Avenue/302 East Comanche Street), Van Pick Super Service Station**

NRHP Status: Contributing

Automobile-related use: From 1935 through 1967 was the Van Pick Super Service Station. The only year addressed at 201 South Crawford was 1955, other years listed at either 302 East Comanche or by intersection of Comanche and Crawford.

**HD 8. 313-315 East Gray Street, Coca-Cola Bottling Co**

NRHP Status: Contributing

Automobile-related use: Motsenbocker Auto Repair from 1940 through 1941. By 1944, was in use as Coca-Cola Bottling Co, a use which continued through 1967.

**HD 9. 333 East Gray Street (329 East Gray Street/202 North Porter Avenue), Warden & Son International Harvester Dealer**

NRHP Status: Contributing

Automobile-related use: 329 East Gray on 1944 Sanborn with the Highway Service Station listed at that address in 1933. In 1938, name changed to Daniel & Jones Service Station and in 1941 was Talkie Service Station but address had shifted to 202 North Porter. In 1944, both Talkington Service Station and Warden & Son Implements were located at 202 North Porter. The 1944 change in function apparently resulted in removal of gas tanks and enclosure of front portion of building. From 1944 through 1967 was Warden & Son International Harvester Dealer.

**HD 10. 300-302 East Main Street, Palace Garage**

NRHP Status: Contributing

Automobile-related use: Primary use from 1933 through 1967 was service station. Also used for garage and by dealerships. In 1981, building was occupied by Palace Auto Supply.

**HD 11. 306-310 East Main Street, Leadbetter Motor Co**

NRHP Status: Contributing

Automobile-related use: Garage from 1933 through 1936 and car dealership from 1941 through 1965.

**HD 12. 309 East Main Street, General Auto Supply**

NRHP Status: Noncontributing

Automobile-related use: General Auto Supply occupied building from about 1960 through 1967. Previous uses include cleaners, insurance office and department store.

**HD 13. 313 East Main Street, Norman Motor Parts Co**

NRHP Status: Contributing

Automobile-related use: Norman Motor Parts Co moved into building around 1941 after previously occupying 330 East Main from about 1935 through 1940 and, in 1933, 300-302 East Main. Norman Motor Parts Co remained in building through about 1959 when it became a shoe and saddle shop.

**HD 14. 303-305 East Comanche Street, (301 East Comanche Street), A. D. Black Motor Co**

NRHP Status: Noncontributing

Automobile-related use: A. D. Black Motor Co in this location in 1964 and continued to be through 1967. A. D. Black Motor Co likely associated with Clyde Black Motor Co which was located at 314 East Comanche from about 1947 through 1963.

**HD 15. 314 East Comanche Street, Clyde Black Motor Co**

NRHP Status: Noncontributing

Automobile-related use: Car dealership from approximately 1938 through 1967, including Clyde Black Motor Co from 1947 through 1964. In 1981 was Collins Auto Repair.

**HD 16. 315 East Comanche Street, Collins Body Shop**

NRHP Status: Noncontributing

Automobile-related use: Occupied by body shop from 1963 through 1966. Previous to 1962, Endicott Produce was occupant.

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## Appendix A




### Survey Maps

# Map 3: Documented Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Documented Properties
-  Historic District
-  Study Area








# Map 3a: Documented Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Documented Properties
-  Historic District
-  Study Area








# Map 3b: Documented Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Documented Property
-  Historic District
-  Study Area








# Map 3c: Documented Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Documented Properties
-  Historic District
-  Study Area



Google earth

© 2013 Google

300 ft








# Map 3d: Documented Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  Documented Properties
-  Historic District
-  Study Area








# Map 4: Historic District Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  HD Property
-  Historic District
-  Study Area








# Map 4a: Historic District Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  HD Property
-  Historic District
-  Study Area








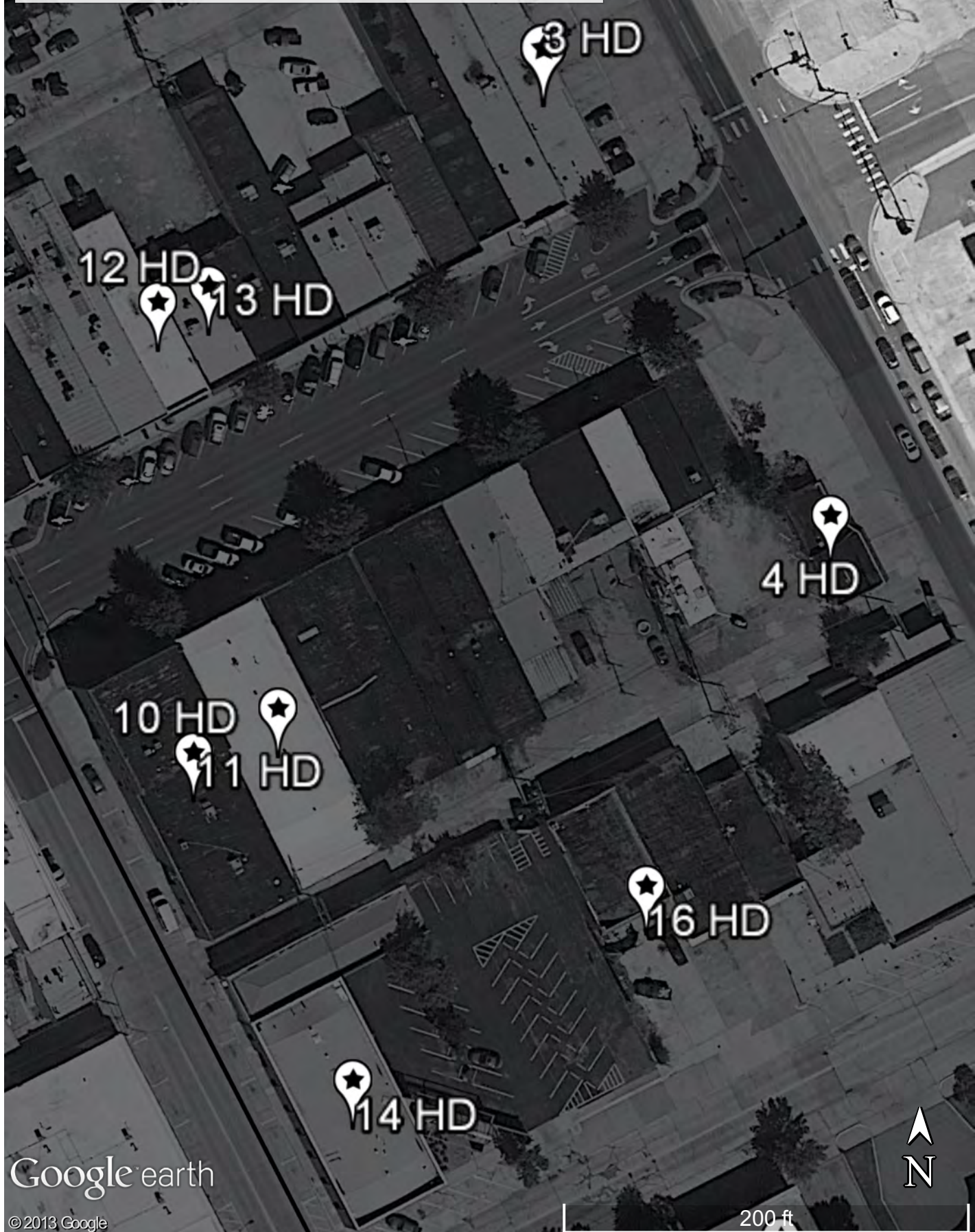
# Map 4b: Historic District Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  HD Property
-  Historic District
-  Study Area



Google earth

© 2013 Google

200 ft






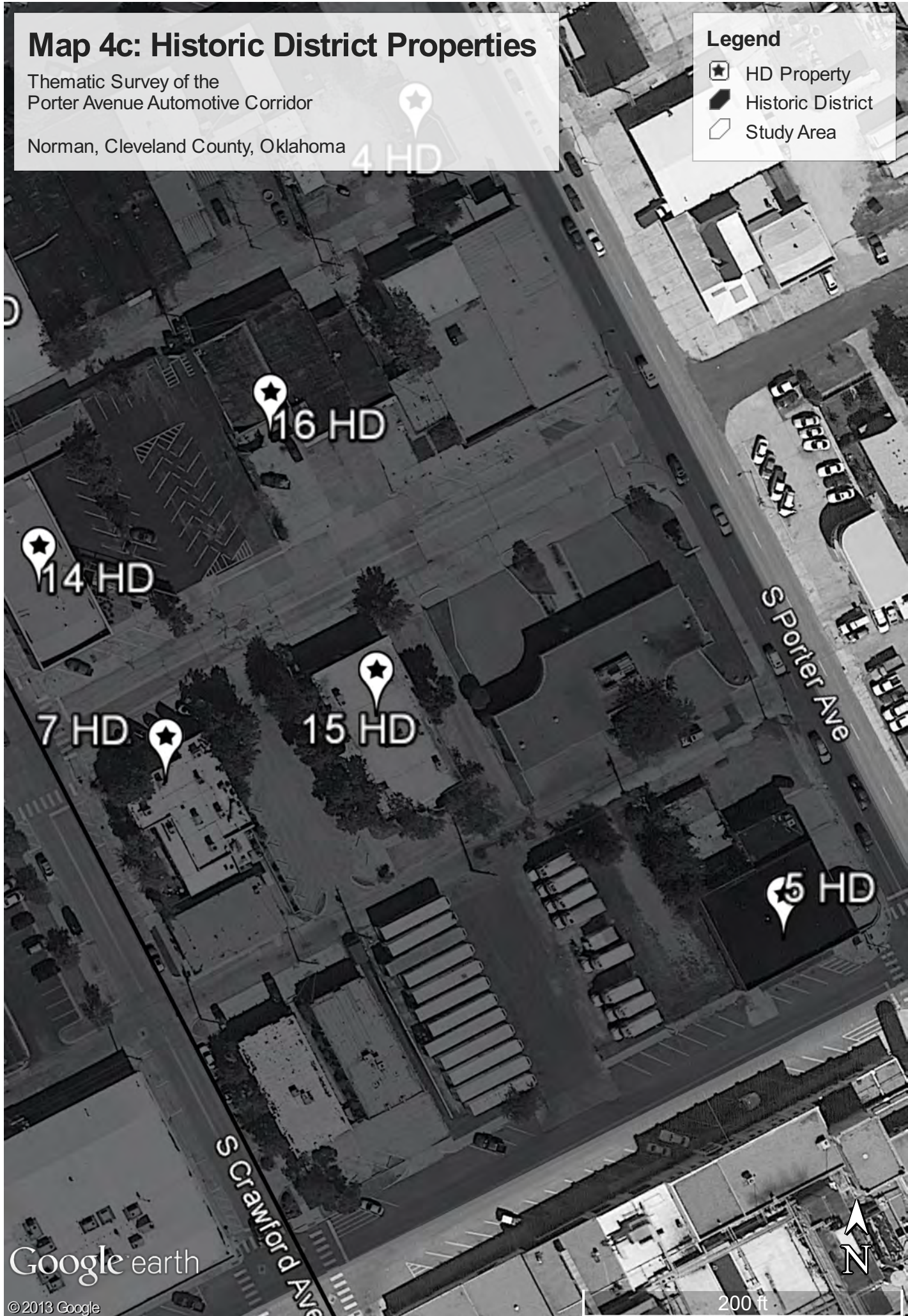
# Map 4c: Historic District Properties

Thematic Survey of the  
Porter Avenue Automotive Corridor

Norman, Cleveland County, Oklahoma

## Legend

-  HD Property
-  Historic District
-  Study Area



## Appendix B

Norman Cross Index Directory

Listings for

Documented

Automobile-Associated Properties

ID	Year	Address	Business Name
45	1936	404 North Porter	Skelly Oil Co/Geo McCowan Service Station
81	1938	404 North Porter	Slocum Service Station
109	1940	404 North Porter	Jake Tarver Service Station
138	1941	404 North Porter	Jake Tarver Service Station
1133	1935	404 North Porter	Skelly Oil Station
1135	1936	404 North Porter	Skelly Oil Co/George McCowan Service Station
1137	1938	404 North Porter	Slocum Service Station
1139	1940	404 North Porter	Jake Tarver Service Station
1141	1941	404 North Porter	Jake Tarver Service Station
1145	1946	404 North Porter	Jack Masters Service Station
1147	1947	404 North Porter	Jack Masters Service Station
1150	1948	404 North Porter	Jack Masters Service Station
1153	1949	404 North Porter	Cable & Campbell Service Station
1157	1950	404 North Porter	Elijah Campbell Standard Service Station
1161	1951	404 North Porter	Campbell Elijah Standard Service
1164	1952	404 North Porter	Colletts Service Station
1167	1953	404 North Porter	Gordon Collett Phillips 66
1171	1954	404 North Porter	Gorden Collett Phillip 66
1174	1955	404 North Porter	Gordon Collett Phillips 66
1177	1956	404 North Porter	Goldsby Phillips 66 Station/Jimmy Dodd Phillips 66 Station
1180	1957	404 North Porter	Goldsby Clay Phillips 66
1183	1958	404 North Porter	Clay Goldsby
1186	1959	404 North Porter	Clay Goldsby Service Station
1189	1960	404 North Porter	Clay Goldsby Service Station
1193	1961	404 North Porter	Dulancy CP "66" Service Station/Pos Phillip "66" Service Station
1215	1933	404 North Porter	H.E. Walker Oil Co
1325	1981	404 North Porter	No Listing
1515			

#1.  
404 North Porter  
Avenue

ID	Year	Address	Business Name
44	1936	330 North Porter	Sinclair Service Station
80	1938	330 North Porter	J.P. Plumme Service Station/Sinclair Refining Co/Travelers Hotel & Cabins
108	1940	330 North Porter	McCowans Service Station/Travelers Hotel
137	1941	330 North Porter	Leon Spires Service Station
166	1943	330 North Porter	Moberley Sinclair Service Station
196	1944	330 North Porter	Campbell Sinclair Station
1134	1936	330 North Porter	Sinclair Service Station
1136	1938	330 North Porter	J P Plumme Service Station/Travelers Hotel & Cabins
1138	1940	330 North Porter	McCowns Service Station/Travelers Hotel
1140	1941	330 North Porter	Leon Spires Service Station
1142	1943	330 North Porter	Mobeley Sinclair Service Station/Wylies Ice & Ice Cream Co
1143	1944	330 North Porter	Campbell Sinclair Station
1144	1946	330 North Porter	Sinclair Service Station
1146	1947	330 North Porter	Campbell Sinclair Station
1149	1948	330 North Porter	Elijah Campbell Sinclair Station
1152	1949	330 North Porter	Virge's Sinclair Service Station/Virgil W Cheatham
1156	1950	330 North Porter	Virge's Sinclair Service Station
1159	1951	330 North Porter	Durkee Sinclair Service Station/Virge's Sinclair Station
1163	1952	330 North Porter	Durkee Sinclair Service Station
1166	1953	330 North Porter	M F Moss Sinclair Station
1170	1954	330 North Porter	Grizzie Sinclair Service Station
1173	1955	330 North Porter	Watt's Sinclair Station
1176	1956	330 North Porter	Will iams Sinclair Station
1179	1957	330 North Porter	Sels Super Service Sinclair Station
1182	1958	330 North Porter	Reeds Super Service
1185	1959	330 North Porter	Baldwin Sinclair Station
1188	1960	330 North Porter	Baldwin's Sinclair Station/King's Sinclair Station
1191	1961	330 North Porter	Baldwin's Sinclair Service/Norman City Lines
1195	1962	330 North Porter	Dorts Sinclair Station
1197	1963	330 North Porter	Dorts Sinclair Station

#2.  
320 North Porter  
Avenue



ID	Year	Address	Business Name
1198	1964	330 North Porter	Dorts Sinclair Station
1200	1966	330 North Porter	Dulaney's Sinclair Service Station
1202	1967	330 North Porter	Pruett's Used Cars
1324	1981	330 North Porter	No Listing
1515			

#2.  
320 North Porter  
Avenue

ID	Year	Address	Business Name
1151	1949	302 North Porter	Jack Masters Service Station
1154	1950	302 North Porter	Jack Masters Service Station
1158	1951	302 North Porter	Jack Master Service Station
1162	1952	302 North Porter	Jack Masters Service Station
1165	1953	302 North Porter	Jack Masters Service Station
1168	1954	302 North Porter	Jack Masters Service Station
1172	1955	302 North Porter	Jack Masters Service Station
1175	1956	302 North Porter	Hamiltoon & Newby Texaco Service Station
1178	1957	302 North Porter	Texaco Station II
1181	1958	302 North Porter	Joe Newby Texaco Service
1184	1959	302 North Porter	Joe Newby's Texaco Service
1187	1960	302 North Porter	Newby's Texaco Service Station
1190	1961	302 North Porter	Babb's Texaco
1194	1962	302 North Porter	Babbs Texaco Service Station
1196	1963	302 North Porter	Vacant
1199	1966	302 North Porter	Henry's Fina Service Station
1201	1967	302 North Porter	Henry's Fina Service Station/New State Ice Co
1203	1965	302 North Porter	Roley Fina Service Station
1515			

#3.  
302 North Porter  
Avenue

ID	Year	Address	Business Name
512	1953	201 North Porter	Bob & Bill Standard Service
559	1954	201 North Porter	Bob & Bill Standard Service Station
606	1955	201 North Porter	Bob & Bill Standard Station/A & A Trailer Co
652	1956	201 North Porter	Bob & Bill Standard Service Station/ A & A Trailer Co
692	1957	201 North Porter	Standard Service Station/Stark Standard Service
732	1958	201 North Porter	Standard Service Station
773	1959	201 North Porter	Standard Service Station
822	1960	201 North Porter	Dulaney's Standard Station/Standard Service Station
867	1961	201 North Porter	Standard Service Station
909	1962	201 North Porter	Bauman Garage
949	1963	201 North Porter	Bauman Garage/Bauman Standard Service Station
996	1964	201 North Porter	Bauman Standard Service
1037	1966	201 North Porter	Bauman Garage/Bauman Standard Service Station
1074	1967	201 North Porter	McClure Standard Service Station
1114	1965	201 North Porter	Bauman Garage/Bauman Standard Service
1320	1981	201 North Porter	Bishop Auto Sales
1515			

#4.  
201 North Porter  
Avenue



ID	Year	Address	Business Name
819	1960	101 North Porter	Dodson's Mobil Service Station
864	1961	101 North Porter	Blackburn Mobil Service
906	1962	101 North Porter	Blackburn's Mobile Service
946	1963	101 North Porter	Gene's Mobil Service
993	1964	101 North Porter	D & H Mobile Service
1034	1966	101 North Porter	Deans Mobil Service Station
1071	1967	101 North Porter	B F & H Mobil Service Inc/Wren's Mobile Service Station
1111	1965	101 North Porter	Dean's Mobil Service Station
1515			

#5.  
101 North Porter  
Avenue

ID	Year	Address	Business Name
17	1935	401 East Main	Magnolia Petroleum Co
73	1938	401 East Main	W.M. McClure Service Station
101	1940	401 East Main	W.M. McClure Service
131	1941	401 East Main	W.M. McClure Service Station
188	1944	401 East Main	W.M. McClure Service Station
220	1946	401 East Main	Durkee Service Station
249	1947	401 East Main	Durkee Service Station/Magnolia Warehouse
285	1948	401 East Main	Durkee Service Station/Magnolia Warehouse
328	1949	401 East Main	Martin Magnolia Service Station
368	1950	401 East Main	Abe Martin Service Station/Durkee Service Station
409	1951	401 East Main	Abe Martin Service Station
454	1952	401 East Main	Don Keen Service Station
501	1953	401 East Main	Don Keen Service Station
549	1954	401 East Main	Herman Burks Service Station/Capitol Hill Fence Co
596	1955	401 East Main	Herman Burks Service Station
642	1956	401 East Main	Blakley's Service Station
685	1957	401 East Main	Red Horse Sta- Ingram?
724	1958	401 East Main	Red Horse Station Pat Durkee
765	1959	401 East Main	Red Horse Station
1515			

#5.  
101 North Porter  
Avenue

ID	Year	Address	Business Name
46	1936	105 South Porter	Clouse's Filling Station
82	1938	105 South Porter	Virgil Marlar Station
1328	1981	105 South Porter	No Listing
1515			

#6.  
105 South Porter  
Avenue

ID	Year	Address	Business Name
298	1948	101 South Porter	Dee Wilson Garage
337	1949	101 South Porter	Wilson Dee Garage
468	1952	101 South Porter	Dee Wilson Garage
515	1953	101 South Porter	Dee Wilson Garage
1327	1981	101 South Porter	No Listing
1515			

#6.  
105 South Porter  
Avenue

ID	Year	Address	Business Name
48	1936	117 South Porter	Phillips Petro Co
84	1938	117 South Porter	Guy Barrett Service Station
111	1940	117 South Porter	Guy Barrett Service Station
139	1941	117 South Porter	Guy Barrett Service Station
168	1943	117 South Porter	Guy Barrett Service Station
198	1944	117 South Porter	Barrott Service Station
226	1946	117 South Porter	Houcks Phillips 66 Station
259	1947	117 South Porter	F J Houch Service Station
301	1948	117 South Porter	Houck Service Station
340	1949	117 South Porter	Houck's Phillip 66 Service Station
380	1950	117 South Porter	F. H. Houck Service Station
424	1951	117 South Porter	F. J. Houck Service Station
470	1952	117 South Porter	Houck Garage
517	1953	117 South Porter	F. J. Houck Service Station
563	1954	117 South Porter	F. J. Houck Service Station
612	1955	117 South Porter	F. J. Houck Service Station
658	1956	117 South Porter	Farmer Houck Service Station
699	1957	117 South Porter	Houck Farmer Service Station
736	1958	117 South Porter	Houck Farmer Station
828	1960	117 South Porter	F J Houck Service Station
873	1961	117 South Portert	Houck Farmer Service Station
915	1962	117 South Porter	Pop's Phillip "66"
955	1963	117 South Porter	Pop's Phillips "66" Service Station
1001	1964	117 South Porter	Pop's Phillips "66" Service Station
1041	1966	117 South Porter	Hertz Rent-A-Car
1079	1967	117 South Porter	Hertz-Rent-A-Car
1119	1965	117 South Porter	Hertz Rent-A-Car
1331	1981	117 South Porter	No Listing
1515			

#7.  
117 South Porter  
Avenue

ID	Year	Address	Business Name
23	1935	203 South Porter	Marathon Oil Co
49	1936	203 South Porter	Marathon Service Station/Ohio Oil Co
112	1940	203 South Porter	Ohio Oil Co
140	1941	203 South Porter	J.F. Long Service Station
169	1943	203 South Porter	Skelly Oil Co
199	1944	203 South Porter	Skelly Oil Co
227	1946	203 South Porter	Skelly Oil CO
260	1947	203 South Porter	Skelly Oil CO
302	1948	203 South Porter	Skelly Oil Co/J. A. Medford
341	1949	203 South Porter	Skelly Oil Company
381	1950	203 South Porter	Skelly Service Station
425	1951	203 South Porter	Skelly Service Station/J.A. Medford
518	1953	203 South Porter	Skelly Service Station
564	1954	203 South Porter	Lindley Shelly Service Station
659	1956	203 South Porter	Wilson's Skelly Service Station
697	1957	203 South Porter	Kirks Skelly Service
738	1958	203 South Porter	Kirk's Service Station
779	1959	203 South Porter	Kirk's Service Station
829	1960	203 South Porter	Kirk's Service Station
874	1961	203 South Porter	Kirks Skelly Service Station
916	1962	203 South Porter	Minnix Skelly Service Station
1042	1966	203 South Porter	Amost Moses Used Cars
1080	1967	203 South Porter	Amos Moses Used Cars
1120	1965	203 South Porter	Amost Moses Used Cars
1332	1981	203 South Porter	Cycle Werks
1515			

#8.  
203 South Porter  
Avenue

ID	Year	Address	Business Name
24	1935	225 South Porter	MidContinent Petroleum Co
50	1936	225 South Porter	Mid-Continent Petro Co/Diamond Service Station
85	1938	225 South Porter	D-X Service Station
113	1940	225 South Porter	Basset D-X Service Station
141	1941	225 South Porter	D-X Service Station
170	1943	225 South Porter	Bassett D X Service Station/ D X Service Station/Mid-Continent Petroleum
200	1944	225 South Porter	D-X Service Station
228	1946	225 South Porter	Bland D X Service Station
262	1947	225 South Porter	Bland Service Station
304	1948	225 South Porter	Bland Service Station
345	1949	225 South Porter	Bland Service Station
385	1950	225 South Porter	Bland Service Station
428	1951	225 South Porter	Bland Service Station
474	1952	225 South Porter	Dulaney DX Service Station
522	1953	225 South Porter	D X Service Station
567	1954	225 South Porter	D X Service Station
615	1955	225 South Porter	D X Service Station
662	1956	225 South Porter	D X Service Station
702	1957	225 South Porter	DX Service Station
740	1958	225 South Porter	D X Service Station
782	1959	225 South Porter	Dulaney's DX Service Station
832	1960	225 South Porter	Carpenter's D X Service Station/D X Service Station
877	1961	225 South Porter	Carpenter's D-X Service Station/D-X Service Station/Earl's D X Service Statio
919	1962	225 South Porter	Kear's D-X Service Station
957	1963	225 South Porter	Sunray D-X Oil Co Service Station
1005	1964	225 South Porter	David's D X Service Station
1044	1966	225 South Porter	Don's D-X Service Station
1122	1965	225 South Porter	David's D-X Service Station
1335	1981	225 South Porter	A & A Tire Center
1515			

#9.  
225 South Porter  
Avenue

ID	Year	Address	Business Name
87	1938	401 South Porter	Texaco Service Station No. 1
114	1940	401 South Porter	Texaco Service Station
203	1944	401 South Porter	Calhoun Texaco Service Station
231	1946	401 South Porter	W.M. McClure Service Station
265	1947	401 South Porter	Martin Service Station/American Bus Line
308	1948	401 South Porter	Abe Martin Service Station
350	1949	401 South Porter	Burks & Ross Service Station
390	1950	401 South Porter	Herman Burk's Service Station/Standard Serve No. 1
434	1951	401 South Porter	Herman Burks Service Station
480	1952	401 South Porter	Herman Burks Service Station
528	1953	401 South Porter	Burks Phillips "66" Station
572	1954	401 South Porter	Hollingsworth Phillips 66 Station
620	1955	401 South Porter	H & H Service Station
667	1956	401 South Porter	H & H Service Station
706	1957	401 South Porter	H & H Tires & Service
744	1958	401 South Porter	Apco Service/H & H Service Station
788	1959	401 South Porter	Bill's Apco Service Station
837	1960	401 South Porter	H & H Apco Service Station/H & H Tire & Service Station/H & H Tire & Servi
880	1961	401 South Porter	H & H Apco Service Station
922	1962	401 South Porter	Jimmy's Apco Service Station #2
963	1963	401 South Porter	Bob's Apco Service Station
1010	1964	401 South Porter	Bruehl's APCO No 2
1046	1966	401 South Porter	South Porter Apco
1084	1967	401 South Porter	H & H Tire & Oil Co
1126	1965	401 South Porter	Apco Service Station
1220	1933	401 South Porter	Texaco Gas Station
1342	1981	401 South Porter	H & H Tires/Hydes Wrecker Service
1515			

#10.  
401 South Porter  
Avenue



ID	Year	Address	Business Name
174	1943	424 South Porter	Mortons Super Service
205	1944	424 South Porter	McGinnis & Bland Service Station
267	1947	424 South Porter	Thomas Magnolia Station
310	1948	424 South Porter	Jerry Pence, Magnolia Station
353	1949	424 South Porter	Jerry Pence Magnolia Station
393	1950	424 South Porter	Jerry Pence Magnolia Station
437	1951	424 South Porter	Jerry Pence Magnolia Station
483	1952	424 South Porter	Pence Service Station
530	1953	424 South Porter	Pence Magnolia Service Station
575	1954	424 South Porter	Jerry Pence Service Station
623	1955	424 South Porter	Jerry Pence Magnolia Station
669	1956	424 South Porter	Jerry Pence Magnolia Station
709	1957	424 South Porter	Jerry Pence Magnolia Station
748	1958	424 South Porter	Jerry Pence Magnolia Station
791	1959	424 South Porter	Jerry Pence Magnolia Service Station
839	1960	424 South Porter	Pence Magnolia Service Station
882	1961	424 South Porter	Jerry Pence Mobil Station
924	1962	424 South Porter	Jerry Pence Mobil Service Station
966	1963	424 South Porter	Pence Mobil Service Station
1344	1981	424 South Porter	No Listing
1515			

#11.  
420 South Porter  
Avenue

ID	Year	Address	Business Name
53	1936	430 South Porter	McClure Service Station
89	1938	430 South Porter	Doyle Todd Service Station
116	1940	430 South Porter	C.E. Talkington Service Station
147	1941	430 South Porter	W.M. McClure Service Station No. 2
1346	1981	430 South Porter	No Listing
1515			

#11.  
420 South Porter  
Avenue

ID	Year	Address	Business Name
26	1935	425 South Porter	Sinclair Service Station
52	1936	425 South Porter	Sinclair Service Station
88	1938	425 South Porter	Doyle Todd Service Station
146	1941	425 South Porter	Doyle Todd Service Station
206	1944	425 South Porter	Doyle Todd Service Station
233	1946	425 South Porter	Doyle Todd Service Station
268	1947	425 South Porter	Blakemore Service Station
311	1948	425 South Porter	N. G. Blakemore Station
354	1949	425 South Porter	N.G. Blakemore Service Station
394	1950	425 South Porter	James B. Logan Service Station
438	1951	425 South Porter	James B. Logan Service Station
484	1952	425 South Porter	Logan Service Station
531	1953	425 South Porter	Logan Sinclair Station
576	1954	425 South Porter	Kienlen & Griffin Sinclair Station
624	1955	425 South Porter	Kienlen & Griffin Sinclair Station
670	1956	425 South Porter	Kienlen-Griffin Sinclair Station
710	1957	425 South Porter	Kienlen & Griffin Sinclair Station
749	1958	425 South Porter	Kienlen & Griffin
792	1959	425 South Porter	Kienlen & Griffin Sinclair Service Station
840	1960	425 South Porter	Kienlen & Griffin Service Station
883	1961	425 South Porter	Kienlen & Griffin Sinclair
925	1962	425 South Porter	Kienlen & Griffin Service Station
967	1963	425 South Porter	Jake's Sinclair
1013	1964	425 South Porter	Herron's Sinclair Service Station #1
1049	1966	425 South Porter	Dorts Sinclair Service Station
1088	1967	425 South Porter	Dorts Sinclair Service Station
1129	1965	425 South Porter	Dorts Sinclair Station
1345	1981	425 South Porter	No Listing
1515			

#12.  
425 South Porter  
Avenue

ID	Year	Address	Business Name
532	1953	500 South Porter	Fred Jones Used Cars
577	1954	500 South Porter	Fred Jones Used Cars
625	1955	500 South Porter	Fred Jones Used Cars
711	1957	500 South Porter	Fred Jones Lincoln-Mercury Used Car Lot
793	1959	500 South Porter	Amos Moses Used Cars No. 2
841	1960	500 South Porter	Amos Moses Used Cars #2
884	1961	500 South Porter	Lindley Morris Auto Sales
926	1962	500 South Porter	Lindley Morris Auto Sales
968	1963	500 South Porter	Morris Lindley Auto Sales
1014	1964	500 South Porter	Morris Lindley Auto Sales
1050	1966	500 South Porter	Spires Auto Sales
1089	1967	500 South Porter	Spires Auto Sales
1130	1965	500 South Porter	Spires Auto Sales
1347	1981	500 South Porter	No Listing
1515			

#13.  
509 South Porter  
Avenue

ID	Year	Address	Business Name
117	1940	509 South Porter	Coopers Drive-In/Coopers Blue Goose
175	1943	509 South Porter	Harrys Drive-In
207	1944	509 South Porter	Harry's Drive Inn
234	1946	509 South Porter	Harry's Drive Inn
269	1947	509 South Porter	Harrys Drive Inn
312	1948	509 South Porter	Harry's Drive Inn
355	1949	509 South Porter	McCall's Drive Inn
395	1950	509 South Porter	McCall's Drive Inn
439	1951	509 South Porter	McCall's Drive Inn/O. D. Sims Drive Inn
485	1952	509 South Porter	O. D. Sims Drive Inn
533	1953	509 South Porter	O.D. Sims Drive In
578	1954	509 South Porter	O D Sims Drive Inn
626	1955	509 South Porter	O D Sims Drive Inn
671	1956	509 South Porter	Sims Drive Inn
712	1957	509 South Porter	O D Sims Drive In
750	1958	509 South Porter	O D Sims Drive Inn
794	1959	509 South Porter	O D Sims Drive Inn
842	1960	509 South Porter	O D Sims Drive-In
885	1961	509 South Porter	O D Sims Drive Inn
927	1962	509 South Porter	O D Sims Drive Inn
969	1963	509 South Porter	Ramay's Restaurant
1015	1964	509 South Porter	Salyer's Restaurant
1051	1966	509 South Porter	Salyer's Restaurant
1090	1967	509 South Porter	Delores Restaurant
1131	1965	509 South Porter	Salyer's Restaurant
1348	1981	509 South Porter	Dees Restaurant
1515			

#13.  
509 South Porter  
Avenue  
Restaurant Not  
Extant

ID	Year	Address	Business Name
27	1935	517 South Porter	Skelly Oil Co
54	1936	517 South Porter	Skelly Oil Co/John Womack Service Station
90	1938	517 South Porter	Skelly Oil Co/John Womack Service Station
118	1940	517 South Porter	Abe Martin Service Station
208	1944	517 South Porter	Lawrence Garage & Salvage
235	1946	517 South Porter	Eddie Walker Service Station/Lawrence Garage & Salvage
270	1947	517 South Porter	Barretts Conoco Station
313	1948	517 South Porter	Barrett's Conoco Station
356	1949	517 South Porter	Barrett's Conoco Station
396	1950	517 South Porter	Barret Conoco Station
440	1951	517 South Porter	Barrett's Conoco Station
486	1952	517 South Porter	Barretts Conoco Station
534	1953	517 South Porter	Barrett's Conoco Station
579	1954	517 South Porter	Barrett's Conoco Station
627	1955	517 South Porter	Barret's Conoco Station
672	1956	517 South Porter	Barrett's Conoco Station
713	1957	517 South Porter	Barrets Conoco Station/G W Barret
751	1958	517 South Porter	Barrett's Conoco Station
795	1959	517 South Porter	Barrett's Conoco
843	1960	517 South Porter	Barrett's Conoco Service Station
886	1961	517 South Porter	Gill's Conoco Station
928	1962	517 South Porter	Gill's Conoco Service Station
970	1963	517 South Porter	Gill's Conoco Service Station
1016	1964	517 South Porter	Gill's Conoco Station
1052	1966	517 South Porter	Gill's Conoco Service Station
1091	1967	517 South Porter	Gill's Conoco Service Station
1132	1965	517 South Porter	Gill's Conoco
1349	1981	517 South Porter	Debbies Kwick Mart
1515			

#14.  
517 South Porter  
Avenue

ID	Year	Address	Business Name
18	1935	402 East Main	Barnsdale Refining Co
41	1936	402 East Main	Yellow Cab Gas Co
74	1938	402 East Main	Yellow Cab Service Station
102	1940	402 East Main	Varsity Cab Co/Yellow Cab Service Station
132	1941	402 East Main	Yellow Cab Service Station
159	1943	402 East Main	Yellow Cab Gas/Yellow Cab Service Station
189	1944	402 East Main	Yellow Cab Service Station
221	1946	402 East Main	Yellow Cab Service Station
250	1947	402 East Main	Yellow Cab Gas
286	1948	402 East Main	Yellow Cab Service Station
329	1949	402 East Main	Yellow Cab Gas Co
369	1950	402 East Main	Yellow Cab Service Station
410	1951	402 East Main	Yellow Cab Gas Co
455	1952	402 East Main	Abe Martin Philipps 66 Station
502	1953	402 East Main	Abe Martin Service Station
550	1954	402 East Main	Abe Martin Service Station
597	1955	402 East Main	Abe Martin Service Station
643	1956	402 East Main	Abe Martin Service Station
686	1957	402 East Main	Abe Martin Service
725	1958	402 East Main	Abe Martin Service Station
766	1959	402 East Main	Abe Martin Service Station
814	1960	402 East Main	Abe Martin Service Station #1
988	1964	402 East Main	L & A Tire Service/L & A Service Station #1/Abe Martin Service Station #1
1029	1966	402 East Main	L & A Service Station #1/Martin Abe Service Station #1
1066	1967	402 East Main	L & A Service Station/Abe Martin Service Station #1
1106	1965	402 East Main	Martin Abe Service Station #1/L & A Service Station #1
1212	1933	402 East Main	Lee Autrey Barnsdall Refining Co
1309	1981	402 East Main	Abe Martin Inc/L&A/Martin Oil Co
1515		402 East Main	

#15.  
402 East Main  
Street

ID	Year	Address	Business Name
190	1944	406 East Main	Caddell Blacksmith Shop
287	1948	406 East Main	B & W Radiator Co/Woods Blacksmith Shop
330	1949	406 East Main	Woods Blacksmith Shop
411	1951	406 East Main	L & A Wheel Alignment & Brake Service
456	1952	406 East Main	L & A Wheel & Brake
503	1953	406 East Main	L & W Wheel Alignment-Brake
551	1954	406 East Main	L & A Wheel Alignment
598	1955	406 East Main	L & A Wheel and Brake
644	1956	406 East Main	L& A Wheel & Brake
687	1957	406 East Main	Fred Jones Lincoln-Mercury/Service & Parts Dept/L& A Wheel & Brake
726	1958	406 East Main	L & A Wheel & Brake
767	1959	406 East Main	L & A Wheel & Brake
815	1960	406 East Main	L & A Wheel & Brake
861	1961	406 East Main	L & A Wheel and Brake
903	1962	406 East Main	L & A Wheel & Brake
989	1964	406 East Main	L & A Wheel & Brake
1030	1966	406 East Main	Martin Abe Wheel & Brake
1067	1967	406 East Main	Abe Martin Wheel & Brake
1107	1965	406 East Main	Martin Abe Wheel & Brake/L & A Wheel & Brake
1310	1981	406 East Main	Abe Martin Wheel/Conoco Inc/L & A Radiator & Glass/L&A Wrecker Servic
1515			

#16.  
406 East Main  
Street



ID	Year	Address	Business Name
370	1950	408 East Main	B & W Radiator Co
412	1951	408 East Main	B & W Radiator Co
457	1952	408 East Main	B & W Radiator Co
504	1953	408 East Main	B & W Radiator Co
552	1954	408 East Main	B & W Radiator Co
599	1955	408 East Main	B & W Radiator Co
645	1956	408 East Main	B & W Radiator Co
688	1957	408 East Main	B & W Radiator Co
727	1958	408 East Main	B & W Radiator Co
768	1959	408 East Main	B & W Radiator Co
816	1960	408 East Main	B & W Radiator Co
862	1961	408 East Main	B & W Radiator Co
904	1962	408 East Main	B & W Radiator Co
944	1963	408 East Main	B & W Radiator Co
990	1964	408 East Main	B & W Radiator Co
1031	1966	408 East Main	B & W Radiator Co
1068	1967	408 East Main	B & W Radiator Co
1108	1965	408 East Main	B & W Radiator Co
1515			

#17.  
408 East Main  
Street

ID	Field1	Field2	Field3
212	1933	410 East Main	No Listing
213	1935	410 East Main	LG Blackburn/Estelle Blackburn
214	1936	410 East Main	No Listing
215	1938	410 East Main	Commissary
216	1940	410 East Main	B&B Cleaners
217	1941	410 East Main	B&B Dry Cleaners/JW Webb
218	1943	410 East Main	B&B Cleaners
219	1944	410 East Main	B&B Cleaners/Bishop & Stubbs Cleaner
220	1946	410 East Main	Webb Cleaners
221	1947	410 East Main	Webb Cleaners
222	1948	410 East Main	Webb Cleaners
223	1950	410 East Main	Webb Cleaners
224	1951	410 East Main	Webb Cleaners
225	1952	410 East Main	Webb Cleaners/Smalley Cleaners
226	1953	410 East Main	Webb Cleaners
227	1954	410 East Main	Webb Cleaners
228	1955	410 East Main	Kelly Kleaners
229	1956	410 East Main	Kelly Kleaners
230	1957	410 East Main	Kelly Kleaners
231	1958	410 East Main	Kelly Kleaners
232	1959	410 East Main	Todd Cleaners
233	1960	410 East Main	No Listing
234	1961	410 East Main	Part of Abe Martin Service Station No 1
235	1962	410 East Main	Part of Abe Martin Service Station No 1
236	1963	410 East Main	No Listing
237	1964	410 East Main	No Listing
238	1965	410 East Main	No Listing
239	1966	410 East Main	No Listing
240	1967	410 East Main	No Listing
241			

#18.  
410 East Main  
Street

ID	Year	Address	Business Name
75	1938	412 East Main	Sam Berman Salvage
103	1940	412 East Main	Sam Berman Salvage
133	1941	412 East Main	Sam Berman Salvage
161	1943	412 East Main	Sam Berman Salvage
288	1948	412 East Main	Gene's Garage
331	1949	412 East Main	Docey's Garage
371	1950	412 East Main	East Main Garage
413	1951	412 East Main	Dee Wilson Garage
458	1952	412 East Main	Ward's Garage
505	1953	412 East Main	Ward's Garage
553	1954	412 East Main	Ward's Garage
600	1955	412 East Main	Ward's Garage
646	1956	412 East Main	Wards Garage
689	1957	412 East Main	Wards Garage
728	1958	412 East Main	Wards Garage/Ward's Radiator Works
769	1959	412 East Main	Ward's Garage
817	1960	412 East Main	TM Ward's Garage/Ward's Radiator Works
860	1961	402-412 East Main	Abe Martin Service Station #1
902	1962	402-412 East Main	Abe Martin Service Station
991	1964	412 East Main	L & A Parts House
1032	1966	412 East Main	L & A Wheel & Brake/Martin Abe Parts House
1069	1967	412 East Main	L & A Parts House/L & A Wheel & Brake/Abe Martin Parts House
1109	1965	412 East Main	Martin Abe Parts House/L & A Parts House
1311	1981	412 East Main	L&A
1500	1935	412 East Main	No Listing
1501	1936	412 East Main	No Listing
1515			

#18.  
412 East Main  
Street

ID	Year	Address	Business Name
372	1950	422 East Main	Woody's Body Shop
414	1951	422 East Main	Norman Nash Co/Ray Dotson/Woody's Body Shop
459	1952	422 East Main	Norman Nash Company
506	1953	422 East Main	Norman Nash Co
554	1954	422 East Main	Norman Nash Co
601	1955	422 East Main	Roscoe Johnston's Nash Co
647	1956	422 East Main	Norman Nash/R. L. Fears Used Cars
770	1959	422 East Main	Collins Garage
818	1960	422 East Main	Collins Garage
863	1961	422 East Main	Garage Collins
905	1962	422 East Main	Collins Garage
945	1963	422 East Main	Collins Garage
992	1964	422 East Main	Collins Garage
1033	1966	422 East Main	Collins Garage
1070	1967	422 East Main	Collins Garage
1110	1965	422 East Main	Collins Garage
1312	1981	422 East Main	Kings Transmission/Transmission King
1515			

#19.  
420-422 East Main  
Street

ID	Year	Address	Business Name
289	1948	426 East Main	Floyd Eoff Motor Co
332	1949	426 East Main	Eoff Motor Company
373	1950	426 East Main	Eoff Motor Co
415	1951	426 East Main	Fred Jones Sales Dept/Service & Parts
460	1952	426 East Main	Fred Jones Lin Mer Service & Part/Sales Department
507	1953	426 East Main	Fred Jones Lin-Mer- Service-Price/Mer Sales
555	1954	426 East Main	Fred Jones Lincoln-Mercury/Service-Parts
602	1955	426 East Main	Fred Jones Lincoln Mercury/Service-Parts
648	1956	426 East Main	Fred Jones Lincln-Mercury
1313	1981	426 East Main	Locke Supply Co
1502	1957	426 East Main	Fred Jones Inc
1503	1958	426 East Main	No Listing
1504	1959	426 East Main	Knapp Advertising Co Inc
1505	1960	426 East Main	Knapp Advertising Co Inc
1506	1961	426 East Main	Knapp Advertising Co Inc
1507	1962	426 East Main	Knapp Advertising Co Inc
1508	1963	426 East Main	No Listing
1509	1964	426 East Main	Knapp Advertising Co Inc
1510	1965	426 East Main	Hansmeyer Electric
1511	1966	426 East Main	Harold Johnson
1512	1967	426 East Main	Locke Plumbing Supply
1515		426 East Main	

#20.  
426 East Main  
Street

ID	Year	Address	Business Name
240	1947	405 East Comanche	Barney Newman's Body Shop
275	1948	405 East Comanche	Barney Newman's Body Shop
318	1949	405 East Comanche	Barney Newman's Body Shop
360	1950	405 East Comanche	Auto Upholstering Co/Sawyer Bob Uphlstrng Shop/Barney Newman Body S
400	1951	405 East Comanche	Floyd Eoff Motor Co
445	1952	405 East Comanche	Eoff Motor Company
491	1953	405 East Comanche	Floyd Eoff Motor Co
540	1954	405 East Comanche	H & W Auto Service
584	1955	405 East Comanche	H & W Auto Service
634	1956	405 East Comanche	H & W Auto Service
678	1957	405 East Comanche	H & W Auto Service
718	1958	405 East Comanche	H & W Auto Service
756	1959	405 East Comanche	H & W Auto Service
801	1960	405 East Comanche	H & W Auto Service
848	1961	405 East Comanche	H & W Auto Service
890	1962	405 East Comanche	H & W Auto Supply
933	1963	405 East Comanche	H & W Auto Service
977	1964	405 East Comanche	H & W Auto Service
1021	1966	405 East Comanche	H & W Auto Service
1098	1965	405 East Comanche	H & W Auto Service
1280	1981	405 East Comanche	No Listing
1515			

#21.  
405 East Comanche  
Street

# Appendix C

Norman Cross Index Directory

Listings for

Automobile-Associated Properties

In the

Downtown Norman Historic District



ID	Year	Address	Business Name
79	1938	204 North Porter	Standley Moore Carburetor & Electric Co
106	1940	204 North Porter	Stanley Moore Carburetor & Electric Co
136	1941	204 North Porter	Stanley Moore Carburetor & Electric Co
165	1943	204 North Porter	Stanley Moore Carburetor & Electric Co
194	1944	204 North Porter	Moore Carburetor & Electric Co
257	1947	204 North Porter	Clark-Peyton Motor Co
296	1948	204 North Porter	Clarke Peyton Motor Co
336	1949	204 North Porter	Clarke Motor Co
422	1951	204 North Porter	Clark Motor Service
466	1952	204 North Porter	J.C. Hamilton Auto Supply
608	1955	204 North Porter	Clarke Motor Service
654	1956	204 North Porter	Clarke Motor Service
694	1957	204 North Porter	Smith-Newman Body Shop
734	1958	204 North Porter	Comer Thomas Garage
775	1959	204 North Porter	Comer Thomas Garage
824	1960	204 North Porter	Comer Thomas Garage
869	1961	204 North Porter	Comer Thomas Garage
911	1962	204 North Porter	Comer Thomas Garage
951	1963	204 North Porter	Comer Thomas Garage
998	1964	204 North Porter	Comer Thomas Garage
1039	1966	204 North Porter	Comer Thomas Garage
1076	1967	204 North Porter	Comer Thomas Garage
1116	1965	204 North Porter	Thomas Comer Garage
1322	1981	204 North Porter	Coach Builder Olivas/C Thomas Garage
1515			

#HD 1.  
204 North Porter  
Avenue

ID	Year	Address	Business Name
162	1943	122 North Porter	C.E. Mahaffay Auto
253	1947	122 North Porter	Black Motor Co
1214	1933	122 North Porter	Joe Ballard Service Station
1316	1981	122 North Porter	No Listing
1515			

#HD 2.  
122 North Porter  
Avenue

ID	Year	Address	Business Name
19	1935	126 North Porter	Chapman Motor Co
42	1936	126 North Porter	C.E. Mahaffey Autos
76	1938	126 North Porter	C.E. Mahaffay Autos
104	1940	126 North Porter	C.E. Mahaffay Autos
134	1941	126 North Porter	C.E. Mahaffay Auto
192	1944	126 North Porter	Mahaffay Motor Co
223	1946	126 North Porter	Black-Scoggin Motor Co
291	1948	126 North Porter	Black Motor Co
334	1949	126 North Porter	Cook Motors/Studebaker Agency
376	1950	126 North Porter	Cook Motors/Studebaker Agency
419	1951	126 North Porter	Cook Motors/Studebaker Agency
463	1952	126 North Porter	Cook Motors
510	1953	126 North Porter	Krejci Motor Co/Studebaker Agency
557	1954	126 North Porter	Cook Motor Co
604	1955	126 North Porter	Cook Motor Co
650	1956	126 North Porter	Cook Motor Co
691	1957	126 North Porter	Cook Motor Co
730	1958	126 North Porter	Cook Bonner Motors
772	1959	126 North Porter	Cook-Bonner Motor Co
821	1960	126 North Porter	Bill Bonner Motors
866	1961	126 North Porter	Bill Bonner Motors
908	1962	126 North Porter	Bill Bonner Motors
948	1963	126 North Porter	Bill Bonner Motors
995	1964	126 North Porter	Bill Bonner Motors
1036	1966	126 North Porter	Bill Bonner Motors
1073	1967	126 North Porter	Bill Bonner Motors/Bill Bonner Rambler
1113	1965	126 North Porter	Bill Bonner Motors
1317	1981	126 North Porter	Bills Surplus
1515			

#HD 2.  
126 North Porter  
Avenue

ID	Year	Address	Business Name
191	1944	102 North Porter	Champlin Garage/Champlin Service Station/Sherman Oil Co
222	1946	102 North Porter	Champlin Service Station/Sherman Oil Co
252	1947	102 North Porter	Champlin Garage/Eoff Motor Co/Surplus Motor Parts/Sherman Oil Co
290	1948	102 North Porter	Champlin Garage/Champlin Super Service Station/Sherman Oil Co
333	1949	102 North Porter	Sherman Service Station/Sherman Oil Co/Champlin Garage
374	1950	102 North Porter	Champlin Garage/Champlin Super Service Station/Sherman Oil Company/S
417	1951	102 North Porter	Champlin Garage/Champlin Super Service Station/Sherman Oil Co
461	1952	102 North Porter	Champlin Garage/Champlin Super Service Station/Sherman Oil Company/S
508	1953	102 North Porter	Champlin Super Service Station/Sherman Oil Co
556	1954	102 North Porter	Rutherford Champlin Oil Co
603	1955	102 North Porter	Champlin Oil Co
649	1956	102 North Porter	Rutherford Champlin Service Station
690	1957	102 North Porter	Rutherford Service Station/Champlin Oil Co
729	1958	102 North Porter	Rutherford Service Station
771	1959	102 North Porter	Rutherford Service Station
820	1960	102 North Porter	Champlin Oil Co/Rutherford Service Station
865	1961	102 North Porter	Champlin Oil Co/Rutherford Service Station
907	1962	102 North Porter	Rutherford Service Station
947	1963	102 North Porter	Rutherford's Champlin Service Station
1035	1966	102 North Porter	Rutherfords Champlin Service Station
1072	1967	102 North Porter	Rutherford's Champlin Service
1112	1965	102 North Porter	Rutherford's Champlin Service Station
1314	1981	102 North Porter	Tire Town/X L Champlin
1515			

#HD 3.  
102 North Porter  
Avenue

ID	Year	Address	Business Name
16	1935	332 East Main	Continental Oil Co
39	1936	332 East Main	Continental Oil Co/Pratt-Thomas Truck Lines
72	1938	332 East Main	Conoco Service Station #1
100	1940	332 East Main	Conoco Service Station
130	1941	332 East Main	Conoco Service Station No. 1
187	1944	332 East Main	Morton's Conoco Station
219	1946	332 East Main	Conoco Service Station #1
248	1947	332 East Main	Conoco Service Station No. 1/Ed Merton Service Station
284	1948	332 East Main	Morton's Conoco Station
327	1949	332 East Main	Morton Conoco Service Station
367	1950	332 East Main	Morton Conoco Station
408	1951	332 East Main	Conoco Service Station No. 1/Ed Morton Conoco Station
453	1952	332 East Main	Frank Lockes Conoco Station
500	1953	332 East Main	Ward's Conoco Service Station
548	1954	332 East Main	Sherman's Conoco Station/Sherman Oil Co
595	1955	332 East Main	Sherman's Service Station
641	1956	332 East Main	B & E Conoco #1
684	1957	332 East Main	B & E Conoco No 1
723	1958	332 East Main	B & E Conoco #1
764	1959	332 East Main	B & E Conoco #1
813	1960	332 East Main	B & E Conoco #1
859	1961	332 East Main	B & E Conoco #1/Jansing Marine Sales
901	1962	332 East Main	B & E Conoco #1/Jansing Marine Sales
943	1963	332 East Main	Lloyd Earp Conoco
987	1964	332 East Main	Long Conoco Service Station/Taylor Texaco Service Station
1211	1933	332 East Main	Continental Oil Co
1307	1981	332 East Main	No Listing
1515			

#HD 4.  
104 South Porter  
Avenue



ID	Year	Address	Business Name
261	1947	220 South Porter	Burklee Used Cars
303	1948	220 South Porter	Landers Used Cars
343	1949	220 South Porter	Brown-Patrick Motor Co
344	1949	220 South Porter	Brown-Patrick Motor Co/L H Brown Office/Oldsmobile Sales & Service/Old
383	1950	220 South Porter	Norman General Tire Service/Oldsmobile Sales & Service/Frank Patrick Mo
427	1951	220 South Porter	Frank Patrick Motor Office/Sales/Oldsmobile Sales & Service Garage
473	1952	220 South Porter	Smith-Newman Olds Cad Dealer/Smith-Newman Used Cars/Smith-Newma
520	1953	220 South Porter	Charles Smith Distributing Co
701	1957	220 South Porter	Bobs Auto Trim
781	1959	220 South Porter	Murdock-Salyer Imports
831	1960	220 South Porter	Murdock-Salyer Imports
956	1963	220 South Porter	Murdock-Salyer Imports
1003	1964	220 South Porter	Murdock-Salyer Body Shop
1043	1966	220 South Porter	Murdock Body Sho
1081	1967	220 South Porter	Murdock Body Shop
1121	1965	220 South Porter	Murdock-Salyer Body Shop
1515			

#HD 5.  
220-222 South  
Porter Avenue

ID	Year	Address	Business Name
384	1950	222 South Porter	Frank Patrick Motors Sales
521	1953	222 South Porter	Smith-Newman Motor/Oldsmobile & Cadillac Dealer
566	1954	222 South Porter	Smith-Newman Motor Co
614	1955	222 South Porter	Smith-Newman Motor Co
661	1956	222 South Porter	Smith-Newman Oldsmobile Dealer/Oldsmobile Sales & Service Garage
876	1961	222 South Porter	Murdock-Salyer Imports
918	1962	222 South Porter	Murdock-Salyer Imports
1334	1981	222 South Porter	Norman Muffler Shop
1515			

#HD 5.  
220-222 South  
Porter Avenue

ID	Year	Address	Business Name
1057	1967	113 North Crawford	Downey's Auto Glass
1270	1966	113 North Crawford	Downey's Auto Glass
1515			

#HD 6.  
113 North Crawford  
Avenue

ID	Year	Address	Business Name
402	1951	203 South Crawford	Van Pick Super Service Station
1289	1981	203 South Crawford	No Listing
1515			

#HD 7.  
201 South Crawford  
Avenue

ID	Year	Address	Business Name
1	1935	302 East Comanche	Van Pick Oil Co
30	1936	302 East Comanche	Van Pick Oil Co
56	1938	302 East Comanche	Van-Pick Oil Co
149	1943	302 East Comanche	Van Pick Oil Co
177	1944	302 East Comanche	Van Pick Oil Co
236	1947	302 East Comanche	Van Pick Oil Co
315	1949	302 East Comanche	Van Pick Oil Co
397	1951	302 East Comanche	Van Pick Oil Co
488	1953	302 East Comanche	Van Pick Oil Co
537	1954	302 East Comanche	Van Pick Oil Co
581	1955	302 East Comanche	Van Pick Oil Co
630	1956	302 East Comanche	Van Pick Oil Co/Service Station
675	1957	302 East Comanche	Van Pick Oil Co
715	1958	302 East Comanche	Vin Pick Oil Co
753	1959	302 East Comanche	Van Pick Oil Co
797	1960	302 East Comanche	Van Pick Oil Co
929	1963	302 East Comanche	Van Pick Oil Co
972	1964	302 East Comanche	Van Pick Oil Co
1018	1966	302 East Comanche	Van Pick Oil Co
1054	1967	302 East Comanche	Van Pick Oil Co
1093	1965	302 East Comanche	Van Pick Oil Co/Van Pick Super Service Station
1276	1981	302 East Comanche	No Listing
1515			

#HD 7.  
201 South Crawford  
Avenue



ID	Year	Address	Business Name
363	1950	Crawford & Comanch	Van Pick Super Service Station
442	1952	Crawford & Comanch	Van Pick Oil Co/Van Pick Service Station
758	1959	Corner South Crawfor	Van Pick Super Service Station
803	1960	South Crawford & Co	Van Pick Service Station
849	1961	Crawford & Comanch	Van Pick Super Service Station
934	1963	Crawford & Comanch	Van Pick Super Service Station
1247	1953	Crawford & Comanch	Van Pick Super Service Station
1252	1954	Crawford & Comanch	Van Pick Super Service Station
1515			

#HD 7.  
201 South Crawford  
Avenue

ID	Year	Address	Business Name
94	1940	313-315 East Gray	Motsenbocker Auto Repair
1351	1941	313-315 East Gray	Motsenbocker Auto Repair
1352	1944	313-315 East Gray	Coca Cola
1353	1946	313-315 East Gray	Coca Cola
1354	1947	313-315 East Gray	Coca Cola Co
1355	1948	313-315 East Gray	Coca Cola
1356	1949	313-315 East Gray	Coca Cola Co
1357	1950	313-315 East Gray	Coco Cola Bottling Co/Bennie J Gatewood, JT McClanahan
1358	1951	313-315 East Gray	Coc (sic) Cola/Bennie J Gatewood
1359	1952	313-315 East Gray	Coca Cola Bottling Co/Bennie J Gatewood
1360	1953	313-315 East Gray	Coca Cola Bottling Co
1361	1954	313-315 East Gray	Coca Cola Co
1362	1955	313-315 East Gray	Coca Cola Co
1363	1956	313-315 East Gray	Coca Cola Bottling Co
1364	1957	313-315 East Gray	Coca Cola/Eugene C Clinkenbeard
1365	1958	313-315 East Gray	Coca Cola
1366	1959	313-315 East Gray	Coca Cola
1367	1960	313-315 East Gray	Coca Cola Bottling Co
1368	1961	313-315 East Gray	Coca Cola Bottling (sic) Co
1369	1962	313-315 East Gray	Coca Cola Bottling Co
1370	1963	313-315 East Gray	Coca Cola
1371	1964	313-315 East Gray	Coca Cola Bottling Co
1372	1965	313-315 East Gray	Coca Cola Bottling Co
1373	1966	313-315 East Gray	Coca Cola Bottling Co
1374	1967	313-315 East Gray	Coca Cola Bottling Co
1375	1981	313-315 East Gray	No Listing
1515			

#HD 8.  
313-315 East Gray  
Street

ID	Year	Address	Business Name
8	1935	329 East Gray	Highway Service Station
33	1936	329 East Gray	Highway Service Station
62	1938	329 East Gray	Daniel & Jones Service Station
1206	1933	329 East Gray	Highway Service Station
1296	1981	329 East Gray	No Listing
1515			

#HD 9.  
333 East Gray  
Street

ID	Year	Address	Business Name
135	1941	202 North Porter	Talkie Service Station
164	1943	202 North Porter	Talkie Service Station
193	1944	202 North Porter	Talkington Service Station/Wardon & Son Implements
225	1946	202 North Porter	I.C. Warden Impliments (sic)
256	1947	202 North Porter	Warden & Son Impliments (sic)
295	1948	202 North Porter	Warden & Son Farm Implements
465	1952	202 North Porter	Warden & Son International Dealer
513	1953	202 North Porter	Warden & Son International Dealer
560	1954	202 North Porter	Warden & Son International Dealer
607	1955	202 North Porter	Warden & Son International Dealer
653	1956	202 North Porter	Warden & Son International Dealers
693	1957	202 North Porter	Warden & Son International Harvester
733	1958	202 North Porter	Warden & Son International Harvester/International Harvester Sales & Ser
774	1959	202 North Porter	Warden & Son International Harvester Dealer
823	1960	202 North Porter	International Harvester Sales & Service
868	1961	202 North Porter	International Harvester Sales & Service/Warden & Son International Harve
910	1962	202 North Porter	Warden & Son International Harvester Dealer
950	1963	202 North Porter	Warden & Son International Harvester Dealer
997	1964	202 North Porter	Warden & Son International Harvester Dealer
1038	1966	202 North Porter	Warden & Son International Harvester
1075	1967	202 North Porter	Warden & Son International Harvester Sales & Service/Warden & Son Inter
1115	1965	202 North Porter	International Harvester Sales/Warden & Son International Harvester
1321	1981	202 North Porter	Waggoners Heating & Air
1515			

#HD 9.  
333 East Gray  
Street

ID	Year	Address	Business Name
11	1935	300 East Main	Pontiac Service Station
34	1936	300 East Main	Auto Services/Floyd Eoff Motor Co
1207	1933	300 East Main	Wright Service Station
1297	1981	300 East Main	Collins Engine Machine
1515			

#HD 10.  
300-302 East Main  
Street



ID	Year	Address	Business Name
12	1935	302 East Main	Eoff Motor Co
67	1938	302 East Main	Palace Garage
95	1940	302 East Main	Palace Garage
125	1941	302 East Main	Palace Garage
154	1943	302 East Main	Palace Garage
183	1944	302 East Main	Palace Garage
216	1946	302 East Main	Palace Garage
245	1947	302 East Main	Palace Garage
280	1948	302 East Main	Palace Garage
324	1949	302 East Main	Palace Garage/Eagle Lodge
364	1950	302 East Main	Palace Garage
404	1951	302 East Main	Palace Garage
448	1952	302 East Main	Palace Garage
495	1953	302 East Main	Palace Garage
543	1954	302 East Main	Palace Garage
590	1955	302 East Main	Palace Garage
637	1956	302 East Main	Palace Garage
680	1957	302 East Main	Palace Garage
720	1958	302 East Main	Palace Garage
760	1959	302 East Main	Palace Garage
808	1960	302 East Main	Palace Garage
854	1961	302 East Main	Palace Garage Supply
897	1962	302 East Main	Palace Garage
938	1963	302 East Main	Palace Garage
982	1964	302 East Main	Palace Garage
1024	1966	302 East Main	Palace Garage/Ron's Garage
1061	1967	302 East Main	Palace Garage Supply/B & B Auto Service
1101	1965	302 East Main	Krohmer Garage/Palace Garage Supply
1208	1933	302 East Main	Norman Motor Parts Co
1298	1981	302 East Main	Palace Auto Supply

#HD 10.  
300-302 East Main  
Street

ID	Year	Address	Business Name
13	1935	306 East Main	Palace Garage
35	1936	306 East Main	Palace Garage
126	1941	306 East Main	Leadbetter Motor Co
281	1948	306 East Main	Leadbetter Motor Co
365	1950	306 East Main	Leadbetter Motor Co
405	1951	306 East Main	Leadbetter Motor Co
449	1952	306 East Main	Leadbetter Motor Co
544	1954	306 East Main	Leadbetter Motor Co
591	1955	306 East Main	Leadbetter Motor Co
681	1957	306 East Main	Leadbetter Motor Company
721	1958	306 East Main	Leadbetter Motor Co
761	1959	306 East Main	Leadbetter Motor Co
809	1960	306 East Main	Leadbetter Motor Co
855	1961	306 East Main	Leadbetter Motor Co
939	1963	306 East Main	Leadbetter Motor Co
983	1964	306 East Main	Leadbetter Motor Co
1025	1966	306 East Main	Cagle-Prier Buick
1062	1967	306 East Main	Cagle Prier Buick
1102	1965	306 East Main	Leadbetter Motor Co
1299	1981	306 East Main	Leroy Krohmer/Bruces Auto Service/Town & Country Real Estate
1515			

#HD 11.  
306-310 East Main  
Street

ID	Year	Address	Business Name
96	1940	308 East Main	Kerns Motor Co
155	1943	308 East Main	Leadbetter Motor Co
184	1944	308 East Main	Leadbetter Motor Co
217	1946	308 East Main	Leadbetter Motor Co
246	1947	308 East Main	Leadbetter Motor Co
325	1949	308 East Main	Leadbetter Motor Co
638	1956	308 East Main	Leadbetter Motor Co
1209	1933	308 East Main	Palace Garage
1300	1981	308 East Main	No Listing
1515			

#HD 11.  
306-310 East Main  
Street

ID	Year	Address	Business Name
545	1954	310 East Main	Western Auto Association Store/Hickman Jewelry
592	1955	310 East Main	Western Auto Association Store/Hickman Jewelry
1515			

#HD 11.  
306-310 East Main  
Street

ID	Year	Address	Business Name
810	1960	309 East Main	Capitol Truck Leasing
856	1961	309 East Main	Capitol Truck Leasing/General Auto Supply
898	1962	309 East Main	General Auto Supply
940	1963	309 East Main	General Auto Supply
984	1964	309 East Main	General Auto Supply
1026	1966	309 East Main	General Auto Supply
1063	1967	309 East Main	General Auto Supply
1103	1965	309 East Main	General Auto Supply
1460	1933	309 East Main	Sooner Cleaners
1461	1935	309 East Main	Allard Cleaners
1462	1936	309 East Main	Allard Cleaners
1463	1938	309 East Main	Allard Cleaners
1464	1940	309 East Main	Allard Cleaners
1465	1941	309 East Main	Allard Cleaners
1466	1943	309 East Main	Pioneer Shoe Shop
1467	1944	309 East Main	Allard Cleaners/Guild-Lacy Insurance
1468	1946	309 East Main	Rambo Insurance Agency
1469	1947	309 East Main	Rambo Insurance Agency
1470	1948	309 East Main	Norman Dry Goods/Rambo Insurance Agency
1471	1949	309 East Main	Heron's Department Store
1472	1950	309 East Main	Heron's Department Store
1473	1951	309 East Main	Heron's Department Store
1474	1952	309 East Main	Heron's Department Store/Norman Dry Goods
1475	1953	309 East Main	Heron's Department Store
1476	1954	309 East Main	Heron's Department Store
1477	1955	309 East Main	Heron's Department Store
1478	1956	309 East Main	Bell Furniture Store
1479	1957	309 East Main	Bells Furniture and Appliance
1480	1958	309 East Main	Bells Furniture and Appliance
1481	1959	309 East Main	No Listing

#HD 12.  
309 East Main  
Street

ID	Year	Address	Business Name
127	1941	313 East Main	Norman Motors Parts Co
156	1943	313 East Main	Norman Motor Parts Co
185	1944	313 East Main	Norman Motor Parts
218	1946	313 East Main	Norman Motor Parts
247	1947	313 East Main	Norman Motor Parts
282	1948	313 East Main	Norman Motor Parts
326	1949	313 East Main	Norman Motor Parts
366	1950	313 East Main	Norman Motor Parts
406	1951	313 East Main	Norman Motor Parts
450	1952	313 East Main	Norman Motor Parts
497	1953	313 East Main	Norman Motor Parts
546	1954	313 East Main	Norman Motor Parts
593	1955	313 East Main	Norman Motor Parts
639	1956	313 East Main	Norman Motor Parts
682	1957	313 East Main	Norman Motor Parts
1301	1981	313 East Main	Hughes Custom Cabinet
1482	1933	313 East Main	J.C. Lovett
1483	1935	313 East Main	Lovett Pool Hall
1484	1936	313 East Main	Tenenbaum Clothing
1485	1938	313 East Main	Tenenbaums 2nd Hand Clothing Store
1486	1940	313 East Main	Morrison Grocery
1490	1958	313 East Main	C. A. Holman
1491	1959	313 East Main	C.A. Holman Shoe & Saddle Shop
1492	1960	313 East Main	Holman Shoe & Saddle Shop
1493	1961	313 East Main	Charlie Holman Shoe & Saddle Shop
1494	1962	313 East Main	Charlie Holman Shoe & Saddle Shop
1495	1963	313 East Main	Holman Shoe & Saddle
1496	1964	313 East Main	C.A. Holman
1497	1965	313 East Main	No Listing
1498	1966	313 East Main	No Listing

#HD 13.  
313 East Main  
Street



ID	Year	Address	Business Name
1499	1967	313 East Main	No Listing
1515			

#HD 13.  
313 East Main  
Street

ID	Year	Address	Business Name
971	1964	301 East Comanche	A D Black Motor Co
1017	1966	301 East Comanche	Black A D Motor Co
1053	1967	301 East Comanche	A D Black Motor Co
1092	1965	301 East Comanche	A D Black Motor Co
1350	1981	301 East Comanche	Carpet Center/Clouse Auto Repair
1515			

#HD 14.  
303-305 East  
Comanche  
Street

ID	Year	Address	Business Name
57	1938	314 East Comanche	Floyd Eoff Motor Co
91	1940	314 East Comanche	Floyd Eoff Motor Co
119	1941	314 East Comanche	Floyd Eoff Motor Co
150	1943	314 East Comanche	Floyed Eoff Motor Co
178	1944	314 East Comanche	Eoff Motor Co
210	1946	314 East Comanche	Eoff Motor Co
237	1947	314 East Comanche	Clyde Black Mtr Co/Parts Dept
272	1948	314 East Comanche	Clyde Black Motor Co/Parts Department
316	1949	314 East Comanche	Black Clyde Motor Co Office/Parts
358	1950	314 East Comanche	Clyde Black Motor Co/Parts Department
398	1951	314 East Comanche	Clyde Black Motor Co office/Parts Department
443	1952	314 East Comanche	Clyde Black Motor Co/Office/Parts Dept
489	1953	314 East Comanche	Clyde Black Motor Office/Parts Department
538	1954	314 East Comanche	Clyde Black Motor Co Office/Parts Dept
582	1955	314 East Comanche	Clyde Black Motor Co/Parts Dept
631	1956	314 East Comanche	Black Motor Co Office/Parts Department
676	1957	314 East Comanche	Clyde Black Motor Co
716	1958	314 East Comanche	Clyde Black Motor Co
754	1959	314 East Comanche	Clyde Black Motor Co
799	1960	314 East Comanche	Clyde Black Motor Co
846	1961	314 East Comanche	Clyde Black Motor Co
888	1962	314 East Comanche	Black Clyde Motor Co
930	1963	314 East Comanche	Clyde Black Motor Co
973	1964	314 East Comanche	Schmidt-Tullius Dodge
1019	1966	314 East Comanche	Schmidt-Tullius Dodge Sales
1055	1967	314 East Comanche	Schmidt-Tullius Dodge
1094	1965	314 East Comanche	Schmidt-Tullius Dodge Sales
1277	1981	314 East Comanche	Collins Auto Repair
1515			

#HD 15.  
314 East Comanche  
Street

ID	Year	Address	Business Name
931	1963	315 East Comanche	Collins Body Shop
974	1964	315 East Comanche	Collins Body Shop
1020	1966	315 East Comanche	Schmidt-Tullius Paint & Body
1056	1967	315 East Comanche	Schmidt-Tullius Paint & Body Shop
1376	1933	315 East Comanche	Lee Russell
1377	1935	315 East Comanche	No Listing
1378	1936	315 East Comanche	No Listing
1379	1938	315 East Comanche	Endicott Produce
1380	1940	315 East Comanche	Endicott Produce
1381	1941	315 East Comanche	Endicott Produce
1382	1943	315 East Comanche	Endicott Produce
1383	1944	315 East Comanche	Endicott Produce
1384	1946	315 East Comanche	Endicott Produce
1385	1947	315 East Comanche	Endicott Produce
1386	1948	315 East Comanche	Endicott Produce
1387	1949	315 East Comanche	Endicott Produce
1388	1950	315 East Comanche	Endicott Produce
1389	1951	315 East Comanche	Endicott Produce
1390	1952	315 East Comanche	No Listing (No Endicott Produce in 300 block)
1391	1953	315 East Comanche	No Listing (No Endicott Produce in 300 block)
1392	1954	315 East Comanche	No Listing (No Endicott Produce in 300 block)
1393	1955	315 East Comanche	Endicott Produce
1394	1956	315 East Comanche	No Listing (No Endicott Produce in 300 block)
1395	1957	315 East Comanche	No Listing (Endicott Produce at 323 1/1)
1396	1958	315 East Comanche	Endicott Produce
1397	1959	315 East Comanche	No Listing (Endicott Produce at 317 1/2)
1398	1960	315 East Comanche	T H Endicott (Endicott Produce at 317 1/2)
1399	1961	315 East Comanche	No Listing (Endicott Produce at 317 1/2)
1400	1962	315 East Comanche	Endicott Produce
1401	1965	315 East Comanche	No Listing (Schmidt Tullius Paint & Body Shop at 317)

#HD 16.  
315 East Comanche  
Street

# Appendix D

Norman Cross Index Directory

Listings for

Automobile-Associated Properties

No Longer Extant

ID	Year	Address	Business Name
21	1935	131 North Porter	Black Gold Filling Station/Hales Garage
43	1936	131 North Porter	Black Gold Service Station
105	1940	131 North Porter	Black Gold Service Station/Yellow Transit Co/Pratt-Thomas/Cressent Servic
224	1946	131 North Porter	McGetick & Son Salvage
294	1948	131 North Porter	Cox Garage
335	1949	131 North Porter	Cox Garage
378	1950	131 North Porter	Cox Garage
421	1951	131 North Porter	Madden's Upholstery
464	1952	131 North Porter	Maddens Upholstery
511	1953	131 North Porter	Madden's Body & Upholstery
558	1954	131 North Porter	Madden's Body & Upholstery
605	1955	131 North Porter	Cox Garage
651	1956	131 North Porter	McGetrick Body Shop
731	1958	131 North Porter	Norman Trim Shop
1319	1981	131 North Porter	Carl & Bobs Music Store/Impel Records/Little River Publishing
1515	1959	131 North Porter	Carl & Bob's Music Store

Not Extant  
 131 North Porter  
 Avenue



ID	Year	Address	Business Name
22	1935	114 South Porter	Walker Service Station
47	1936	114 South Porter	Walker Oil Co
83	1938	114 South Porter	Rollins Garage
110	1940	114 South Porter	Dan Rollins Garage
167	1943	114 South Porter	Bollins Garage
197	1944	114 South Porter	Rollins Garage
300	1948	114 South Porter	A & M Garage
339	1949	114 South Porter	A & M Garage
379	1950	114 South Porter	A & M Garage
423	1951	114 South Porter	A & M Garage
469	1952	114 South Porter	A & M Garage
516	1953	114 South Porter	A & M Garage
562	1954	114 South Porter	A & M Garage
611	1955	114 South Porter	A & M Garage
657	1956	114 South Porter	A & M Garage
698	1957	114 South Porter	A & M Garage
737	1958	114 South Porter	A & M Garage
777	1959	114 South Porter	A & M Garage
827	1960	114 South Porter	A & M Garage
872	1961	114 South Porter	A & M Garage
914	1962	114 South Porter	A & M Garage
954	1963	114 South Porter	A & M Garage
1000	1964	114 South Porter	A & M Garage
1040	1966	114 South Porter	Miller's Bicycle Shop
1078	1967	114 South Porter	Miller's Bicycle
1118	1965	114 South Porter	Miller's Bicycle Shop
1217	1933	114 South Porter	Hopper Tire Shop Co
1330	1981	114 South Porter	D & D Cycle Center
1516			

Not Extant  
 114 South Porter  
 Avenue

ID	Year	Address	Business Name
25	1935	400 South Porter	Cities Service Station
51	1936	400 South Porter	A.H. Erickson Service Station/City Service Station
86	1938	400 South Porter	Cities Service Station
143	1941	400 South Porter	City's Service Station
172	1943	400 South Porter	Cities Service Station
202	1944	400 South Porter	City Service Station
230	1946	400 South Porter	Harts Service Station/City Service Station
264	1947	400 South Porter	Cities Service Station
307	1948	400 South Porter	Cities Service Station
349	1949	400 South Porter	Cities Service Station/Pruett Brothers
389	1950	400 South Porter	Cities Service Station
433	1951	400 South Porter	Cities Service Station/Pruett Brothers
479	1952	400 South Porter	Cities Service
527	1953	400 South Porter	Cities Service Station
571	1954	400 South Porter	Cities Service Station
619	1955	400 South Porter	Cities Service
666	1956	400 South Porter	Bauman Cities Service Station
705	1957	400 South Porter	Bauman Service Station
743	1958	400 South Porter	Bauman Service Station
787	1959	400 South Porter	Bauman Service Station
836	1960	400 South Porter	Bauman Service Station
879	1961	400 South Porter	Bauman & Sons Cities Station
962	1963	400 South Porter	Vacant
1009	1964	400 South Porter	Ralphs Cities Service
1219	1933	400 South Porter	Cities Service Oil Co
1341	1981	400 South Porter	Highlander Center
1516			

Not Extant  
 400 South Porter  
 Avenue

ID	Year	Address	Business Name
806	1960	301 East Gray	Leadbetter Used Cars
852	1961	301 East Gray	Leadbetter Used Cars
937	1963	301 East Gray	Leadbetter Motor Co/Leadbetter Motor Co
980	1964	301 East Gray	Leadbetter Motor Body Shop
1023	1966	301 East Gray	Cagle-Prier Buick Body Shop/Cagle-Prier Used Car Lot
1060	1967	301 East Gray	Prier-Cagle Used Car/Cagle-Prier Buick Body
1099	1965	301 East Gray	Leadbetter Motor Body Shop
1290	1981	301 East Gray	No Listing
1516			

Not Extant  
301 East Gray  
Street

ID	Year	Address	Business Name
31	1936	326 East Comanche	Hughes Motor Co
151	1943	326 East Comanche	Sooner Chevrolet Motor Co
211	1946	326 East Comanche	Sooner Chev Motor Co
239	1947	326 East Comanche	Sooner Chev Motor Co
399	1951	326 East Comanche	Sooner Chevrolet Motor Co/Mgr Parts Department/Bookkeeper
717	1958	326 East Comanche	Murdock & Salyer Chevrolet
800	1960	326 East Comanche	Murdock & Salyer Chevrolet
847	1961	326 East Comanche	Murdock & Salyer Chevrolet
932	1963	326 East Comanche	Murdock-Salyer Chevrolet
1096	1965	326 East Comanche	Murdock & Salyer Used Car Lot
1278	1981	326 East Comanche	No Listing
1516			

Not Extant  
 326 East Comanche  
 Street

ID	Year	Address	Business Name
58	1938	330 East Comanche	Hughes Motor Co
92	1940	330 East Comanche	Hughes Motor Co
120	1941	330 East Comanche	Sooner Chevrolet Motor Co
179	1944	330 East Comanche	Sooner Chevrolet Co
274	1948	330 East Comanche	Sooner Chev. Mtr. Co/Bkpg. Dept/Mgr-Parts & Serv-Dept
317	1949	330 East Comanche	Sooner Chev Motor Co/Bookkeeper
359	1950	330 East Comanche	Sooner Chevrolet Motor Co/Mgr Parts & Serv Dept/Bookkeeper
444	1952	330 East Comanche	Sooner Chevrolet Motor Co/ Bkpg Dept/Mgr Parts & Service Department
490	1953	330 East Comanche	Sooner Chevrolet Motor Co Sales/Mgr-Parts & Serv Depts
539	1954	330 East Comanche	Sooner Chevrolet Co/Mgr-Parts & Service Dept
583	1955	330 East Comanche	Sooner Chevrolet/Sales Dept
633	1956	330 East Comanche	Murdock Salyer Chevrolet Sales Dept/Mgr-Parts & Service Department
677	1957	330 East Comanche	Murdock-Salyer Chevrolet
755	1959	330 East Comanche	Murdock & Salyer Chevrolet
976	1964	330 East Comanche	Murdock & Salyer Chevrolet
1097	1965	330 East Comanche	Murdock-Salyer Chevrolet
1204	1933	330 East Comanche	Hughes Motor Co
1279	1981	330 East Comanche	No Listing
1516			

Not Extant  
 330 East Comanche  
 Street

