

A street scene in Southwest Tulsa, Oklahoma, featuring historic brick buildings, a yellow classic car, and a sign for "GORDON BARTON". The street is paved with asphalt and has a yellow double line down the center. The buildings are multi-story and made of brick. A yellow classic car is parked on the right side of the street. A sign for "GORDON BARTON" is visible on the left side of the street.

Early History of  
**Southwest Tulsa**

**Southwest Tulsa Planning Team**

**Southwest Tulsa Historical Society**

**Tulsa Planning Department**

**Photo courtesy – Beryl Ford**



to trickle proportions. Horses, wagons, buggies and people often waited in lines to cross on these ferries. The ferries did a good business until a toll bridge was built across the Arkansas River in 1904. In 1903 Tulsa Commercial Club boosters had submitted a bond issue for the building of a bridge, but the voters rejected it. Determined to have a bridge, Melvin L. Baird, George T. Williamson and J.D. Hagler obtained a franchise from the Federal government and built a steel toll bridge with their own capital. In January 1904 they held the grand opening at what is now known as the Eleventh Street crossing. They posted a sign at the foot of the bridge on the Tulsa side reading "You said we couldn't do it, but we did."



Railroads played a pivotal part in the development of Southwest Tulsa. In 1871, the Atlantic and Pacific Railroad extended a line into Vinita. The line ended there until the Frisco Railroad absorbed the Atlantic and Pacific Railroad in 1882. The Frisco Railroad then brought the line into Tulsa, with the first passenger train arriving on Monday morning, August 21, 1882. Within a short time of arriving in Tulsa, the railroad made a decision to extend the line across the Arkansas River to provide a more convenient place from which to ship cattle, avoiding the inconvenience of crossing the river by foot. Workers from the Buffalo Bridge Company completed the railroad bridge across the river in 1883 and the Frisco Railroad pushed into Red Fork.



## RED FORK

Red Fork, Indian Territory, began as a holding area in the 1800's for cattlemen waiting to cross the Arkansas River en route to Kansas. Admittedly, the logical location for the town of Red Fork would have been the junction of the Cimarron River (known as the Red Fork) with the Arkansas River, on the present site of Keystone Lake. However, with the extension of the Frisco railroad west from Tulsa in 1883, James H. Parkinson established a large general store on the railroad at a point eighteen miles from the junction of the two rivers. The station was given the name Red Fork.



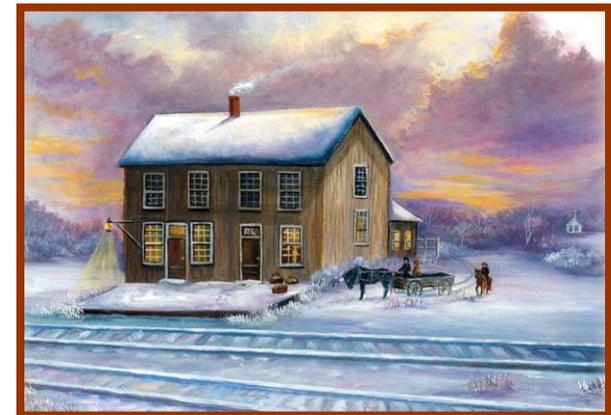
Jacobs Blacksmith



H.C. Hall soon opened a store in Red Fork to handle needs of the cowboys reaching the end of the trail and railroad workers pushing westward. Freight reaching the end of the line in Red Fork was initially handled by the Hall store, since there was no agent or depot for several years. Another push into the rugged Indian territory by the Frisco Railroad established the end of the line at Sapulpa. Sapulpa claimed the railhead from 1885 until 1889 when another extension reached Oklahoma City. However, the need for railroad facilities continued in Red Fork in spite of the line extensions.

A.E. Deffenbaugh served as Agent for the Frisco Railroad at Red Fork from July 1887 to December 1895. His first depot was just a shed, but it was replaced by a larger section house building moved to Redfork from Sapulpa in 1888. It was located at the back side of the town. Oddly enough, the railroad's location reversed the orientation of Red Fork. What began as the back side of the town became the front part as the tracks were laid through. The depot became Red Fork's front door.

Mr. Deffenbaugh and his family lived in the family quarters above the depot during his term as agent. A lighted pole extending from the building was used as a mail pickup by trains not scheduled to stop at the depot.

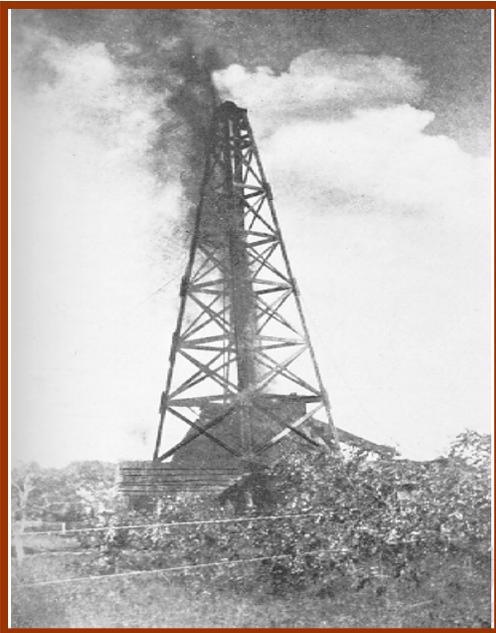


A post office was established with Samuel Clay as postmaster. A man by the name of Harmon built the first house in Red Fork and the Charles Clinton family built the next one, a three-room house with an enclosed porch. Clinton knew this





western terminus of the railroad was to be an important shipping point for cattle from the Chickasaw Nation, the Shawnee Country and the territory occupied by the Sac and Fox Indians. Clinton's wife, Louise, wished to locate in a settlement where there could be a church and school for the children. She often donned her dark blue riding skirt, saddled her horse with her side saddle and rode out over the country to solicit funds for this much longed for church. Presbyterians of Tulsa, assisted by their Home Mission Board of New York, built a church and parsonage. It was occupied by itinerate preachers of various religious denominations and also housed the first school in Red Fork. The first teacher for this subscription school was Miss Ratcliff who boarded in the Clinton home.



**Sue Bland Oil Well**

On June 25, 1901, the first oil well in Tulsa County was completed by Drs. J.C.W. Bland and Fred S. Clinton in Red Fork. Dr. Bland, the first graduate physician in Tulsa, had moved to Red Fork in 1895 to set up a country practice. The well was on the homestead allotment of Dr. Bland's wife, Sue A. Bland, a Creek citizen. The Sue Bland #1 Well came in at 3:00 p.m. It was a thirty barrel well with a depth of 600 feet. This well brought the first nation wide publicity and oil boom to Indian Territory. Prospectors flocked to the scene and within a few months the Red Fork village of some seventy-five inhabitants grew into a thriving town of 1,500 population. Drilling was slow but continued. Good food and drinking water were difficult to secure and very expensive. The only public eating places were temporary tents put up and run by fellows who followed the booms to reap what ready cash they could. Colonel Robinson's Hotel was the only hotel in Red Fork at that time. Many persons arriving had no place to stay and were entertained in private homes. The cowboys and oil-field workers who lived in Red Fork gave it a rough and rowdy reputation that lingers today. The original townsite, which contained 160 acres, was laid out by the government and Red Fork incorporated in 1902. Substantial homes began to replace the rude shacks of the prospectors. A weekly newspaper, called the Red Fork Derrick, was edited and published by O.B. Jones.



The town settled down to a state of healthy development, but was not to prosper fully for many years. Two factors brought about a decline in the population. The Frisco Railroad had continued the line into Sapulpa in 1885 and the cattle loading operations had moved there. And in November of 1905, the Glen Pool oil field was discovered and this great discovery caused the exodus of many oil men from the Red Fork area.

The first frame school in Red Fork was built in 1905 near the corner of what is now 40th and South 33rd West Avenue. To replace this, a four room, brick building, located at 3205 W. 39th, was built in 1908 at a cost of \$15,000. The building was constructed of red brick and limestone along colonial lines. This little red schoolhouse had four large rooms, two on the first floor and two on the second. It sat in a grove of large oak trees where families went for Sunday afternoon picnics and from this park site grew the name Park School.

Early students sometimes rode ponies and horses to school which they tied to hitching posts near the playground. The first principal was Mr. W.M. Sattgast. Students from the communities of Red Fork, Berryhill, Garden City and Carbondale attended this school which housed grades 1 through 10 (the Red Fork High School). The school was also used for various civic meetings and social gatherings.

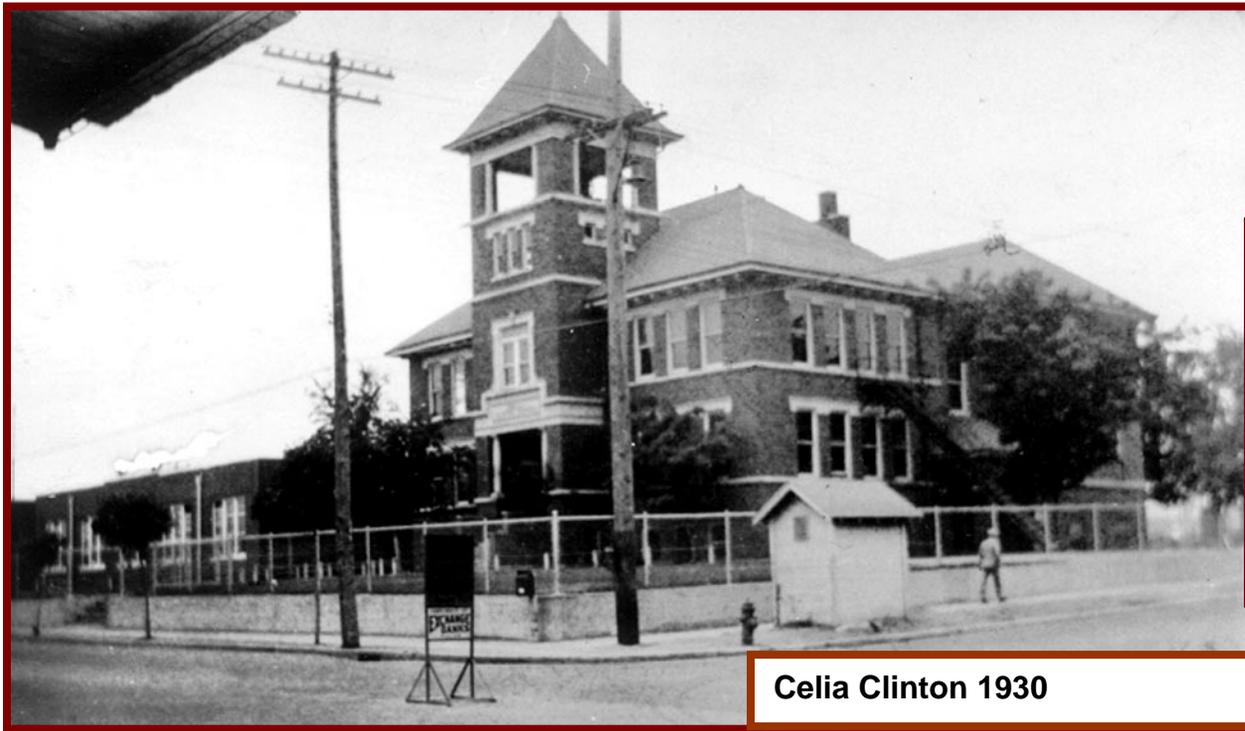
In 1918 a larger two-story school was built just east of the 4-room brick school for \$75,000. The new Red Fork High School included 11 classrooms, a gymnasium and an auditorium seating 450. The four room, brick school was converted into a warehouse until 1954 when it was reconditioned and reopened as a kindergarten and lower-grade school.



**Clinton**

The larger two-story high school was converted to a six-grade school with the opening of Clinton High School in 1925 and Eugene Field Junior High School in 1929. By 1971 the decision was made to replace the older Park School buildings with a new, open space, carpeted, air conditioned Park Elementary School building which was completed in 1972.



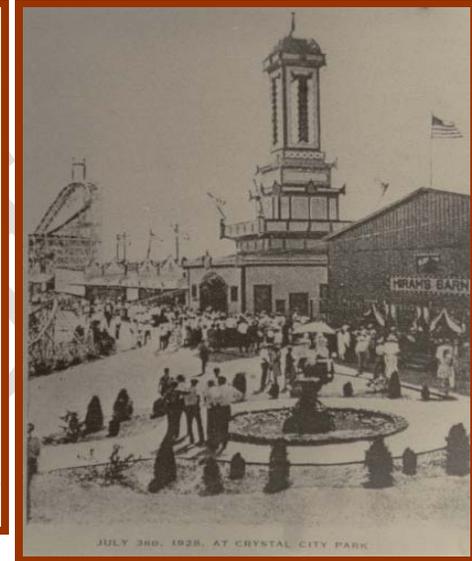
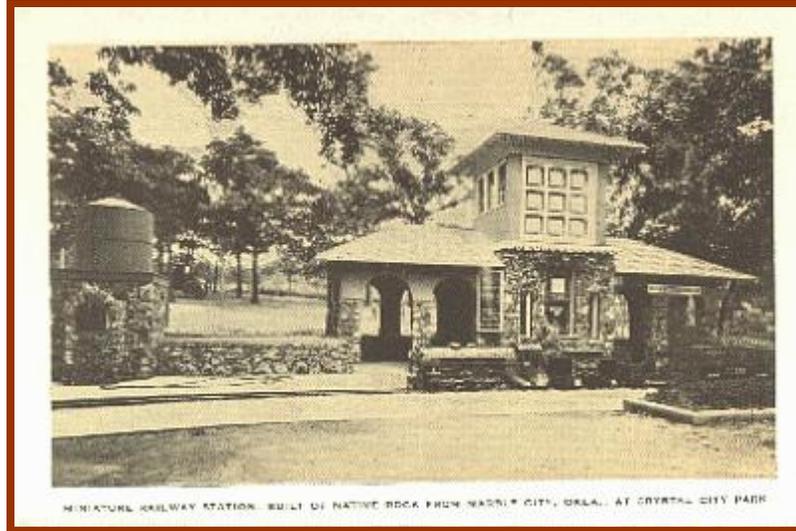
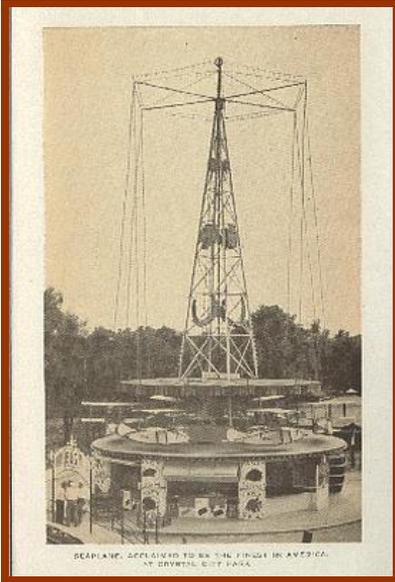


Celia Clinton 1930



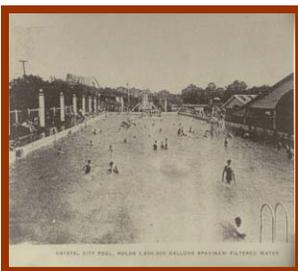
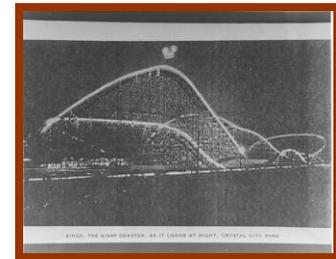
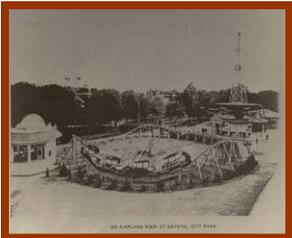
Construction of the Tulsa-Sapulpa interurban in 1918 revitalized the Red Fork area as many of the workers in the oil industry of "West Tulsa" found it more desirable to live further from their work site and the new rail line provided convenient transportation. In September of 1919, the community experienced notoriety with a shootout at the Red Fork State Bank. Everyone in Red Fork seemed to know that three bandits, strangers from Tulsa, had come to rob the town's bank that day. By 1920, Red Fork had experienced additional growth, boasting a population of 2,000, expanded public utilities, an active Chamber of Commerce, and an accredited Red Fork High School with an enrollment of over 300.





### CRYSTAL CITY

Crystal City was a major recreation park built in Red Fork in the middle 1920s. It had the Casa Loma dance pavilion, with its indoor/outdoor dance floor, where you could hear Bob Wills and other major bands. It could comfortably accommodate 1,500 dancers. Casa Loma was open until 1950. Virtually the entire 30 acres were attractively landscaped and provided with miles of stone sidewalks. There were spacious acres of well-equipped free picnic grounds and shelter houses. The park had about 15 major rides and seven more for the kids. Rides included a Ferris wheel, Loop-a-plane, Tilt-a-whirl, Octopus, and Dodge-em cars. In the 1920s, soon after the park was built by William Falkenberg, a super roller coaster called the Zingo was built. It was the biggest roller coaster ever built in Oklahoma.



The largest swimming pool in Oklahoma at the time was here. Crystal City had a funhouse guaranteed to frighten anyone. There were also pony rides and a variety of concession booths located near the entrance to the park. John C. Mullins owned and operated the park during its boom years from 1937 to 1948. During its peak, during the early 1940s, crowds as high as 15,000 a day poured into Crystal City.



## Southwest Tulsa Planning

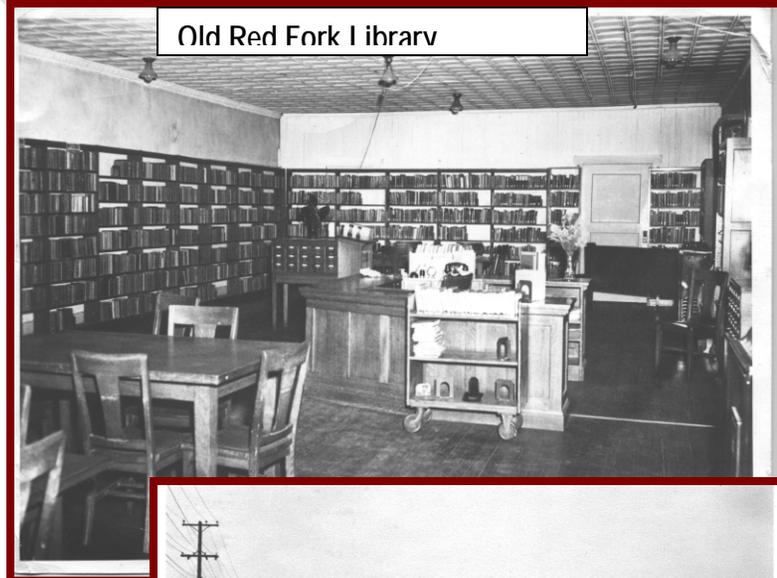
Fire destroyed the vacant Casa Loma dance hall in the spring of 1956. The bathhouse in the vacant amusement park had burned less than two months before. Destruction of the dance hall completely wiped out all buildings in the park. The site, east of 33rd West Avenue on what is now Southwest Boulevard, was redeveloped as the Crystal City Shopping Center. Crystal City had been preceded by Electric Park which had a sandy lounging place and a big pool.



Cove Theater - Red Fork, Tulsa

On Wednesday, October 16, 1927, Red Fork was annexed into the City of Tulsa with great fanfare. But in the 1970's, Interstate 244 split the old Red Fork business community in half. Lookout Mountain, known by old-timers as Red Fork Hill, now looms over the remnants of Red Fork's original downtown. But little

remains of what started as a booming cattle shipping point and Frisco railroad terminus. Most of the business offices, grocery stores, and barber shops are gone. Gone is the Cove Theater which was located on W. 40th Street. Gone is the Red Fork City Hall with its public library on the second floor. Gone is the Oklahoma Union Railway Station.



## WEBSTER



Possibly no other institution in Southwest Tulsa has had greater impact upon the people that live there than the Daniel Webster High School. When Park school, which had been erected in 1908, became overcrowded with its 12 grade-enrollment, it was converted to a six-grade school in 1925 with the opening of Clinton high school the same year and Eugene Field junior high school in 1929. But mushrooming enrollments in these schools forced the necessity for a new four-year high school in 1938. Clinton was then converted to a junior high and Field to an elementary school.



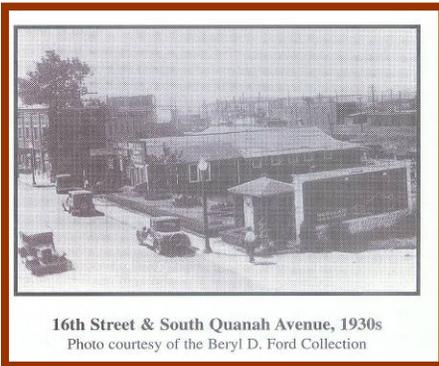
September 1938, saw the opening of Webster high school's Main building and Gym building which had been constructed on a beautiful 20-acre campus through Works Progress Administration funds. The Dedication program for Webster was held in a student assembly Friday morning, November 4, 1938, with the Student Council officers, Principal David M. Roberts, Superintendent Dr. Harry W. Gowans, and representatives of the WPA participating. On Webster's first day of school 767 students were enrolled. During the first year, the student association voted to accept the name "Warriors" and was accepted into the Oklahoma Six Conference. Frances Lowery designed the Warrior emblem: an Indian Warrior, combined with the letter "W" into a diamond shaped motif.



Webster joined three other high schools in Tulsa: Central, Cherokee (Dawson), and Booker T. Washington. With the building of Webster high school students from West Tulsa, Carbondale, and Red Fork were housed in one building. When funds became available for the new Red Fork school, the story goes that the Board of Education had decided to start naming new high schools for presidents and chose George Washington for the present Webster building. Several Decorative "W's" were placed on the building. Residents of the community reportedly feared that the school could become confused with the long-established Booker T. Washington high school and asked that the name George Washington be changed. But there were those "W's" already on the school, so Daniel Webster was chosen. Webster's academic offerings were un as an effort was made to teach skills which would prepare students for immediate employment after graduation's were enrolled in typewriting and other business courses, and elementary auto mechanics was offered. In the spring of 1937, Clinton high school students used the new Webster facilities for some of their events. The senior play was presented in the Webster auditorium for its first use. The Clinton H.S. band appeared in a spring concert to raise funds for the upcoming year's band uniforms. In 1956, Webster became the first integrated high school in the State of Oklahoma. Additions to the campus over the years have included: erection of the press box atop the stadium and building of the new (north) side of the stadium in 1958; completion of the academic annex in 1961; completion of the auto shop (formerly housed under the old stadium) in 1968; and enlargement of the Gym building in 1969 to accommodate drafting classes, and provide a standard basketball court with adequate seating and enlarged workout and squad rooms. The Webster Gym was renamed the "Bill Allen Field House" in 1985 after William Graham "Bill" Allen who inspired countless students as a teacher and coach at Webster from 1951 to 1985.

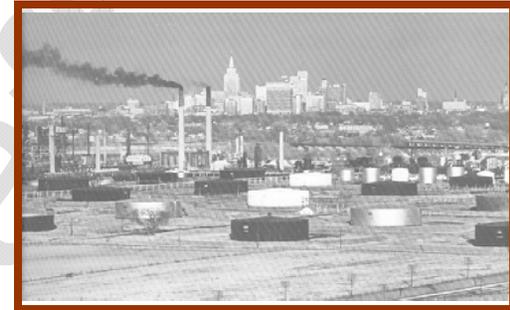


## WEST TULSA



16th Street & South Quanah Avenue, 1930s  
Photo courtesy of the Beryl D. Ford Collection

Before the railroad bridge was built over the Arkansas River in 1883, some people had already settled on the lower land on the west bank of the Arkansas River. Most of what later came to be known as West Tulsa was still prairie land. There were numerous fences around large plots of ground. What would become the Frisco Railroad Yard and the West 21st Street Industrial area was still plowed ground. The 1901 oil strike in Red Fork brought major changes to West Tulsa as it



did to other nearby areas. The first change was an increase in population. The numbers of people coming to the great oil field swelled as news of the strike spread throughout the country. Even more important to West Tulsa were the creation of the Josh Cosden Refinery, which began operation on December 20, 1913, and the ever-expanding railroad service facility for the Frisco Railroad. By the early 1920s, West Tulsa had a population of about three thousand people who lived in all sorts of homes from modern bungalows to box houses and tents. The principal industries were the refineries which numbered six, including: the Cosden (later Mid-Continent, DX, Sun Ray DX, and now Sun Oil) with its fifteen hundred to two thousand employees; the Midco, a little to the West; the Pan American; the Texas (later Texaco and now Sinclair); the Constantine, just being rebuilt after it burned in 1919; and the Uncle Sam. The Frisco Railroad also had a considerable force of employees and a boiler shop. Some early residents had planned for Phoenix to be the main street in West Tulsa so several brick buildings were constructed at 17th and Phoenix. One of these was to be a bank and another apartment house. But the bridge across the Arkansas River was placed a block further west, so the main street became Quanah. The ferry site was west a block or so of the bridge site. The steel post and the steel ring that were used to guide the ferry across the river may still be there.





Transportation in early West Tulsa consisted of jitneys. The jitney was a long, open van with running boards. If the passenger was a man, the jitney would often only slow down at its stops forcing an individual to run and hop on if he wanted a ride. The interurban began running from Greenwood to Sapulpa in 1918.



It ran down what would have been Rosedale. The Oklahoma Union R.R. Company West Tulsa Passenger Station was located at 1326 West 17th Street. The West Tulsa fire station was built at 1217 W. 17th Street between Phoenix and Olympia.

West Tulsa boasted several movie theaters including the Cameo (next to the streetcar station on 17th) and the Empress (1713 S. Quanah). West Tulsa also had a substantial number of hotels including the Catherine Hotel (1325 W. 18th St.), the Central Hotel (1720 1/2 S. Quanah), the David Hotel (1332 W. 19th St.), the Frisco Hotel (1350 W. 21st St.), the Harrington Hotel (1314 W. 20th St.), and the Lon Hotel (1309 1/2 W. 17th St.).

West Tulsa has had its share of disaster. In 1923, there was a flood which put most of West Tulsa under water. On another occasion, lightning struck the Constantine tank farm. A cannon was used to open up tanks that were on fire, so the oil would spill into the diked circle around the tanks and burn.



West Tulsa sported the Magic City Kennel Club in the early 20s. It was home to greyhound racing and became a popular stop for local residents and travelers alike. In the early days, the Mecca for young and old alike was Sunset Plunge





Amusement Park. It was located between West Tulsa and Garden City near the junction of the Sapulpa Union Railway and the Sapulpa to Tulsa Highway (about 34th Street) on what would become the famous Route 66. The park had two big swimming pools, a roller coaster (called the Jack Rabbit), and carnival booths.



School District No. 29 was organized in West Tulsa in December of 1907. West Tulsa voted a \$25,000 bond issue for a schoolhouse in the fall of 1908. Walton Clinton, a local builder, donated the land for the school and as a result, the Celia Clinton School (named for his daughter) was built just west of the junction of 21st Street and Southwest Boulevard (2100 S. Quanah). When West Tulsa was annexed to Tulsa on September 14, 1909 (Tulsa's first annexation), the original school was still open. It closed in 1939 and was demolished in 1952. Eugene Field School opened in 1922. It was the final place of education for a lot of the west side boys who went to work as soon as they could for the refineries. Urban renewal in the late 1960s and early 1970s eliminated most of the older housing in West Tulsa.

#### West Tulsa YMCA



GARDEN CITY





The Big Store  
3602 S. Maybelle

Garden City was settled by railroad and oil refinery workers in the early 1900s and incorporated in 1924. One of the original settlers was George Schmitt, who farmed near what is now Elwood Avenue. The original community built their homes in an area bounded by 36th Street on the north, 37th place on the south (formerly Russell Avenue), Elwood Avenue on the east, and Maybelle Avenue on the west (formerly Washington Avenue). Gradually the community spread to the west. Some believe the first residents lived on Galveston Avenue (formerly Main). While it was a separate community, Garden City had its own mayor and jail. The jail was located in a building that still stands at 3712 S. Jackson Avenue. The “Big Store” on South Maybelle is the sole remaining grocery store in the community. The Groden family was among the first to operate it, with John and Mary Smith operating the store in later years. From the beginning, community affairs centered on its school. Garden City’s original school

was located at 3667 S. Maybelle. This school house is still standing and has been the home of the Pleasant family since 1940. In 1922, McBirney School was opened. The school was located on a three-acre tract of land bordered by Nogales and Olympia Avenues and 36th Place and 37th Street (3600 S. Olympia Avenue). The 30,000 square foot brick structure, which faced north, consisted of classrooms across the front of the building. The east side of the building held the school office, with the cafeteria on the west side. A “U” shaped hallway surrounded the school gymnasium. Across from the classrooms were wooden doors which opened out over the gym. During recess, students played “soccer” and “King off the Mountain” off the tree roots of a huge tree on the west border of the school property. The “soccer” field was also on the west side of the school. Miss Alice Chambers was a well-known teacher in Garden City. She retired in 1960 after having taught at McBirney School for 31 years.





Early School  
3667 S. Maybelle

But McBirney was not only a school; it was the community center for Garden City. When the school census declined, the school was closed in 1965 and the children were bussed to Pleasant Porter School. For a while, the McBirney building was used for Manpower Training Programs and then later used by the Tulsa Public School System to store used school furniture. McBirney School burned to the ground on April 23, 1973. Arson was suspected as the cause of the fire. Garden City was annexed into the City of Tulsa at 11:50 p.m. on June 30, 1950. On the night of the annexation, Garden City Mayor Oris C. Hoffman turned the town's money, records and town's seal over to Tulsa city officials, including Mayor George Stoner. Newspaper reports indicate Mayor Hoffman went to the Tulsa city hall with an armload of books and records relative to the town's business affairs. "While I am here," Mayor Hoffman said, "I'll write out a check for the amount of cash our town has on hand." The check was for \$2,437.98. Hoffman ended three years

of service as Garden City mayor when he turned over the records. He commented that he would be going back to his full-time job at the Mid-Continent Petroleum Company. The town's 793 residents had mixed emotions about losing their identity and becoming part of the City of Tulsa. Among those supporting the annexation into Tulsa were Mr. and Mrs. Carl D. Zeigler, Mr. and Mrs. Manuel O. Coffey and O. L. West. They circulated the petition for the annexation, supported by Carl Fite, who had previously served as mayor of Garden City for four years. Opposing the annexation were Mayor Oris Hoffman and H. C. Schultz, who had previously been mayor for 12 years. Schultz made a fiery speech against annexation when the first meeting was held on the question in McBirney School.



## OAKHURST (Once known as Taneha)



and Fuller. About seven months after Weatherman's filing, O. H. P. Thomas renamed the area New Taneha. The "New Taneha" plat shows the New Taneha Frisco Railroad Depot located about one block north of Main Street on Depot Street near its intersection with Weatherwax Avenue. Depot Street later became part of Route 66 and is now Southwest Boulevard (Old Sapulpa Road). The Taneha area was sold to O. C. Graves in 1915. The O. C. Graves Development Company aggressively marketed lots in the new community and oil

Taneha is a Creek word which means "oil is below." New Taneha began when Creek freedman George Taylor received a 119-acre allotment on the authority of Creek Chief Pleasant Porter. The community was officially platted as "Business Men's First Addition to Taneha" when L. J. Weatherman platted it on November 19, 1909. Main Street (now West 60th Street) was laid out with a "Market Square" at its west end. North-south avenues east of that square were named Yoder, Weatherwax, Burnham, Fleming, Farr,

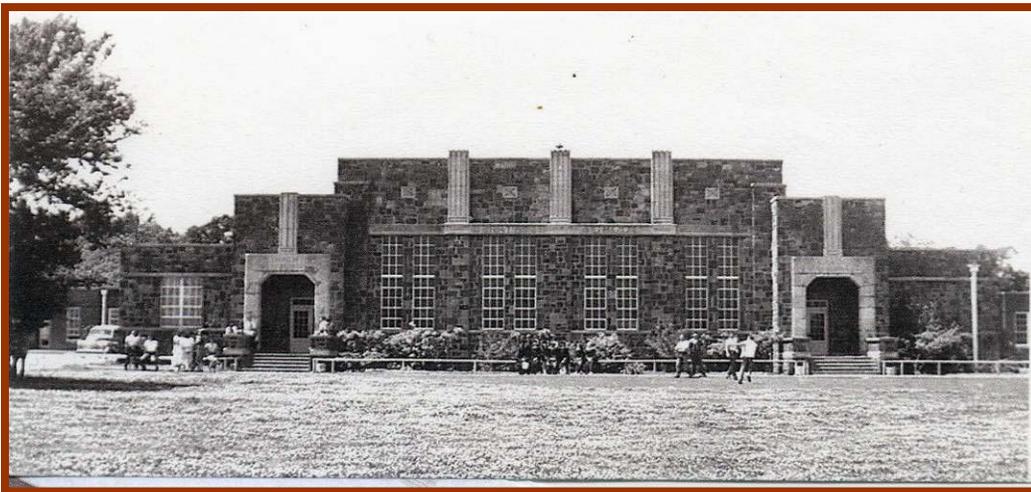


derricks soon sprouted north of New Taneha (near the current Jane Addams School). Sidewalks with distinctive natural gas streetlights were constructed in approximately 1917. The gas lines for the streetlights were placed beneath the sidewalks. At the time of this sidewalk construction, there were several houses and brick commercial buildings in New Taneha. Brick pillars, and twin still-standing brick buildings, flanked the entrance to New Taneha. It is uncertain when this community became known as Oakhurst. The first post office had come to the Taneha area in 1909, but it was named for the Bowden Switch on the Frisco Railway. A newer post office was established at 6216 W. 60th Street on December 12, 1918, but the Oakhurst name may not have been used until 1927. A new post office was dedicated on January 20, 1968, at 6403 W. 60<sup>th</sup>.

The beginnings of the Depression brought most development in Taneha to an end. Many lots in the community had never been claimed. But these inexpensive properties began to attract a new generation. Many young families found their way to Taneha on Route 66 after losing their jobs and homes in the Depression. Prefab buildings served Oakhurst as Jane Addams grade school from 1949 until 1961. The new Jane Addams at 5323 S. 65th West Avenue opened on January 30, 1961. Oakhurst had a two-story hotel, train station, broom factory, machine shop and a grocery store.



## BERRYHILL (Once known as Happy Hollow)



Berryhill was sparsely settled in the years before the 1901 oil strike in Red Fork. It served mostly as range and farm land. Then known as “Happy Hollow.” A one-room school was built south of the present day Berryhill football stadium by Thomas Berryhill, a Creek Indian. Berryhill was a farmer from St. Louis, Missouri, who obtained a 160-acre Indian allotment. It was a makeshift school for farm children taught by a traveling teacher and also was a church conducted by a circuit –riding preacher. Most of the history of Happy Hollow /Berryhill community is still being passed down in stories from older residents.

The legend of “Lost City,” now known as Chandler Park at 6500 W. 21st Street, is a good example of such stories. The origin of the name “Lost City” for this area of rugged and scenic cliffs overlooking the Arkansas River is still a mystery. Some think cliff dwellers once lived there. Others believe the cliff formations resemble a city from the river, and that early-day travelers could have named it. There have also been persistent rumors throughout the years that outlaw Jesse James once buried money, wrapped in a leather cloth, among the rocks. The land for the 100-acre Chandler Park was donated to Tulsa County in the late 1950s by Claude Chandler, president of Chandler Materials Company

After discovery of oil in Red Fork, the people who lived in Berryhill, or Happy Hollow, were mostly farmers and oil field workers. The growing oil boom spawned the Cosden Oil Company, which later became Mid-Continent Oil Company. It brought new residents into the area. The Ozark-Mahoning Acid and Chemical Plant and later, the Texaco oil refinery, also provided jobs. Happy Hollow also boasted a rock quarry and a sand plant. The Tulsa View Addition was platted in 1906. By 1915 there were about a dozen homes in the Berryhill area.



In the early '20s a two-room school was built where the present south elementary school sets on land donated by Thomas Berryhill's family. Thereafter, the community became known as Berryhill. By the fall of 1927, there were approximately seventy-five students attending the school. In the spring of 1928, a new four-room brick school building was constructed. Mr. A. F. Hyden came as principal and Mrs. Hyden as a teacher. There were a total of three teachers that year. The older, two-room school building was sold to the Freewill Baptist Church and moved across the street.

In the late 1920s and early 1930s, large land owners in Berryhill dwindled. Part of the Berryhill Farm was platted as Berry Hill Acres on January 2, 1930. People began to move to Berryhill. As the area began to grow, ownership changed hands quickly. Many were still employed by the Mid-Continent and Texaco Refineries. Mid-Continent allowed Berryhill residents, many of whom were employees, to draw as much water as they could carry from a fresh water faucet on company grounds. The school began to grow and more teachers were added. During Mr. Hyden's tenure, the school continued to grow. In 1933, the present auditorium and the rooms to the south were built. In 1937, the gym and classrooms were added. A cafeteria was included in the building as a Works Progress Administration (W.P.A.) project. At the same time, two giant-sized paintings were done by Mary McCray, also as W.P.A. projects. These paintings are very valuable and remain in the school to this day. The school's football stadium was built in 1954. A new elementary school with a modern cafeteria was constructed in 1954. A new gymnasium was built in 1960 seating 1200 on either side of the playing field. A 20,000 sq. ft. high school was built in 1971. The old school building was refurbished and turned into a junior high school. All school rooms were air conditioned. Additions included a wrestling facility, band room and industrial arts room. When a new junior high school was built, the elementary school was divided. Additions were added to the original school building in the 1980's. Grades Pre K through the third grade were located in this new south elementary building. Grades four through six were located in the north elementary school building. An elementary commons complex and an activity center were completed in 2005. The commons complex included classrooms, new offices for principal, counselor, nurse, testing room, kitchen and cafeteria. The activity center included a second gym and a wrestling building; four new high school classrooms were added.



## Hayes Home Place



Mamma (Grace Lynn Postoak Hayes) was born February 28, 1896. She was given her farm (an allotment) when she was three years old. Grandpa (Lincoln Postoak) paid the man who had homesteaded it \$100 for the improvements. There were a few buildings and an orchard. I was born in a small two bedroom house on the property that was later moved a quarter mile down the road and became the tenant's house. Mom and Dad (James Ray Hayes) built a four bedroom house after he came back from the war. (WWI 1914-1919). Mamma's house faced south with a constant southwest wind. There was a double porch across the south and west. We had a swinging the southwest corner where the two porches met. On hot summer nights, we would have some kind of bed on the porch. It was too hot to sleep in the house. Daddy put in a Delco electrical system. It was a generating system that charged a series of batteries that

would last several days before being recharged. We had our first washing machine, an electric iron, and electric lights in all the rooms except the dining room. The gas chandelier was left intact there. We had the first radio in the surrounding country. We had our own natural gas from the oil wells with which we cooked and heated the house. A bathroom was built into the house with a flush toilet, and running water was piped from a pond up on the hill. During the depression, with little oil money coming in, our house began to deteriorate. The pond dried up. We had to haul water from town. The Delco system went haywire. There was no water for plumbing, so we used the outdoor privy again. We were glad the lights were still connected in the dining room. It was centrally located and, if you had to get up at night, you could see your way all over the house. In the privy, we used old Sears-Roebuck catalogs for toilet paper. It was called the wish book, we wished for a good number of things from the wish book. We would pull up several buckets of water from the cistern; put them in a wash tub to heat from the hot sun, and then empty into the bathtub to take a bath. The drains still worked, and we would have water to flush the toilet. In winter, we would have to take a bath in a wash tub in the kitchen.

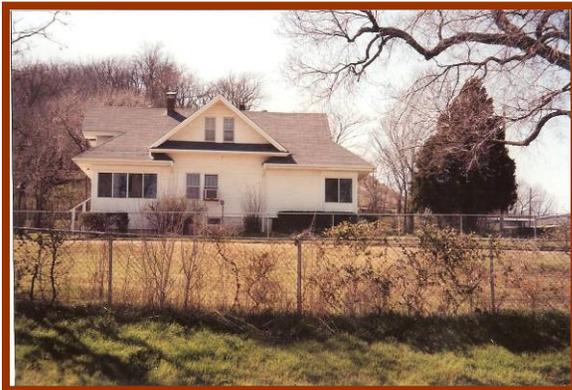


### Haden E. Bridges Home



Hayden E. Bridges was born in Missouri September 9, 1885. He married Hattie Lorena Yargee in 1908. The newspaper The Tulsa Chief had this story on November 3, 1908. Mrs. Hattie Bridges born September 27, 1887, in Oklahoma and was the niece of Pleasant Porter. Hattie Lorena Yargee's Indian allotment deed was granted in 1903 for land on 41<sup>st</sup> street in the SW quarter of Section 20, T19, and R12E. It is assumed that sometime after their marriage in 1908, Mr. and Mrs. Bridges built their home on this land at 6251 West 41<sup>st</sup> Street. Hade stated in an affidavit dated February 13, 1934, that was found in an abstract, that he had lived in the vicinity of the land for more than 25 years. The 1910 census lists them in the area living next to the Lincoln Postoak family. Their house still stands today as does the Lincoln Postoak house across the street

### The Postoak House



The original land was part of a government allotment to the Creek Indian tribe in 1842 and was allotted to Lilly Buster Postoak in 1903. A cabin originally stood in the area east of Skyline Drive. Around 1915, Lilly and her husband, Lincoln, ordered the house that stands today. It was shipped in section from Montgomery Ward, being one of the first pre-fabricated house in the Tulsa area. The original log building used to smoke meat and one of the two cisterns used to gather rain water are still intact. A daughter of the Postoaks, who was born in the house, told of two stained glass windows in the upstairs of the house that were blown out at 2:00 a.m. one morning when nitroglycerin stored in a shed on top of the hill exploded. Because of its interesting history, the house was featured on a television series that highlighted old and unusual homes in the Tulsa area.

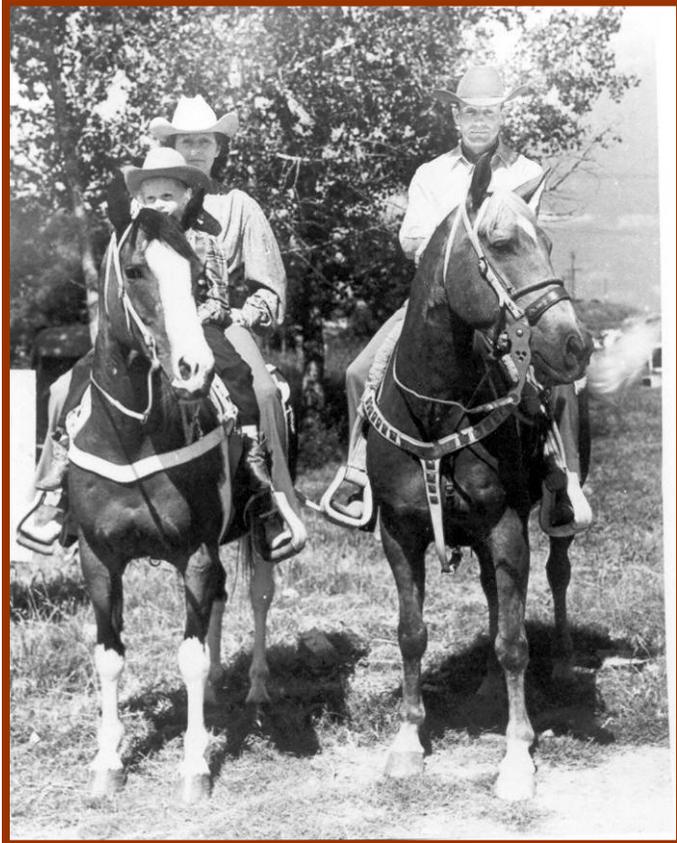


The house was featured in the August 2004 edition of Tulsa People magazine which indicated that while Tulsa has been home to several “houses by mail”; it is the only one of the early –day models that still exists. The article by John Brooks Walton, a noted Tulsa architect and author, who has also featured the house in one of his three-part series of Tulsa historic homes. **This story and other interesting facts are provided by Norma Lannon. (Note Cecil and Jo Gomez are also pictured.)**



The U.S. Census in 1910 and 1920 show that Hade Bridges was a farmer. The Tulsa City Directories show he was President of the bank of Red Fork in 1928-1932. The bank of Red Fork became Peoples State Bank between 1938-1939 and he continued as a director of the bank. Hade was Tulsa County Commissioner from 1932 to 1934. He was on the fair Board and was Secretary/ Manager of the Tulsa State Fair from 1939 to 1941. He was also a land developer. His sister, Dora Wilcox, was born June 19, 1878, in Missouri. She was the mother of Don Wilcox who was born October 20, 1913 in Kansas. When her husband left, she and her son moved to Oklahoma. She moved to Berryhill and built her home about 1929 at 3913 S. 65<sup>th</sup> W. Avenue. (The house is still standing.) Hade and Hattie sold her the land that was part of Hattie's allotment. Her son, Don, grew up there and became one of the greatest trick riders in the nation. **Don was inducted into the Cowboy Hall of Fame in Oklahoma City in 1994. This is Don and Virginia sitting on the feed trough.**



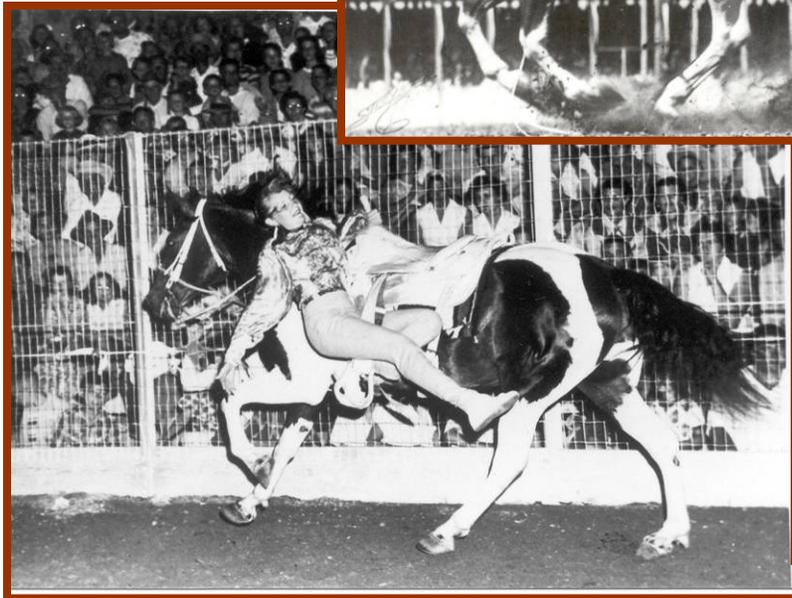


**This is Don and Virginia Wilcox with Donna on horseback**

**This is Don with a famous trick.**



Don and Virginia Wilcox do some of that trick riding.



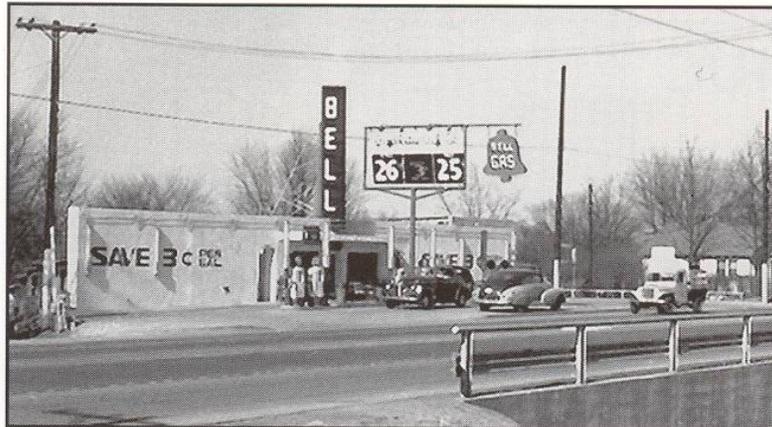
## ROUTE 66- SOUTHWEST BOULEVARD

United States Highway 66, popularly known as Route 66, is significant to the history of Oklahoma as the first east-west transcontinental highway in the state. Also significant are the many Oklahoma businesses on the highway that owed their livelihood to and served the needs of the traveling public in the 1920s and 1930s. Filing stations, service stations, and garages are significant to Route 66 because they were most clearly related to the automobile, which made it possible for people to travel the highways in relative safety and security. Motor courts evolved with the development of the highway system. The expanding numbers of automobile travelers resulted in the development of the tourist cabin; generally small, one-story detached rooms arranged around a courtyard. Several historically significant structures are located within Southwest Tulsa.



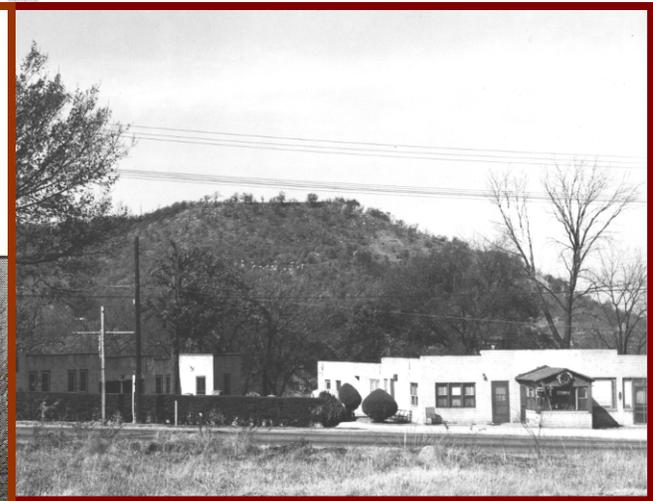
United States Highway 66, popularly known as Route 66, is significant to the history of Oklahoma as the first east-west transcontinental highway in the state. At the time of its completion in 1937, Route 66 was over 2,400 miles long and connected Chicago with Los Angeles. Also significant are the many Oklahoma businesses on the highway that owed their livelihood to and served the needs of the traveling public in the 1920s and 1930s. Filling stations, service stations, and garages are significant to Route 66 because they were most clearly related to the automobile, which made it possible for people to travel the highways in relative safety and security. Motor courts evolved with the development of the highway system. The expanding numbers of automobile travelers resulted in the development of the tourist cabin: generally small, one-story detached rooms arranged around a courtyard. Several historically significant Route 66 structures are located within Southwest Tulsa.

OKLAHOMA ROUTE 66



*Above: Bell station just west of the 66 Motel, 1950.  
Oklahoma Department of Transportation*

*Right: The same station a half-century later.  
Kathy Anderson - 1997*



**El Reposo Motel**



### 66 Motel

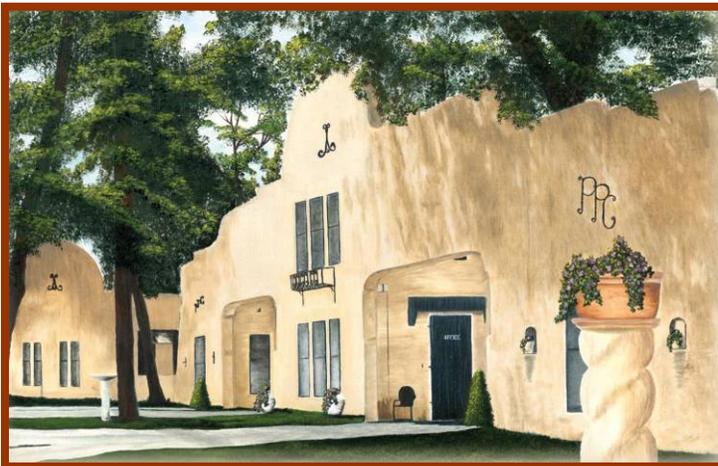
3660 Southwest Boulevard

The 66 Motel, built in approximately 1933, consists of 17 small units of concrete block construction that have been covered with stucco. Most of the rooms of this motel are quite small, and are connected with covered garage bays. The office building originally housed a cafe, and there was once a service station on the site. Thus, it was an early example of offering multiple services to the traveler. Rooms rented for \$2.00 per night per couple, \$1.50 for singles. The motel's front signs still boast the comforts of "Thermostat Heating" and the availability of "Reasonable Rates."



### Park Plaza Court

3512 Southwest Boulevard



The Park Plaza Court tourist court, built in about 1930, consisted of approximately 35 units of stucco-surfaced masonry construction. The units were arranged in the form of a Spanish plaza. The court's street facade presented Spanish Baroque style curvilinear building fronts that evoked the southwestern mission feeling. The center building which faced the street was two-storied and served as the office. The court was one of the first motels built in the Tulsa area. Park Plaza Court was demolished in 1988.



### Southwest Community Chamber- Craftsman

The byway facility, located and adjacent to Route 66 in Tulsa Oklahoma, will provide a thematic and interpretive approach to the experience of Route 66 as a turn of the century experience from 1900 to 1942. The thematic and interpretive approach to the experience of Route 66 will be a source of entertainment for the traveling motorist. The Route 66 experience began as an idea that a route to avoid the Rocky Mountains was necessary and that decision would be a road that would turn south through Tulsa and Oklahoma City.



The Route 66 Redfork Project will utilize a two-story 1920's Craftsman Bungalow structure to provide a focus point for byway travelers in Oklahoma. The structure will provide a regional stop for visitors traveling and experiencing Route 66. The structure will be restored and provide a reception area, museum and gift shop. It will also provide a parking lot and pavilion for the motoring public. In order to benchmark the culture and stature of America's Main Street, a Route 66 emblem will be displayed from the top of the tallest oil derrick in Oklahoma. This will be visible from the interstate highway system. This will identify the facility as a key interpretive site and stop for the motoring public. An outdoor pavilion will be provided with parking area. This will allow, those that want to rest, a place to study the route.



The transportation theme park adjacent to the byway facility will enhance and create a Route 66 experience. The theme park has a replicate Route 66 byway, complete with 9 foot road surface, which winds through the site. It highlights the Cyrus Avery Bridge and Council Oak tree both on the National Register of Historic Places. It has a model of the original Redfork gas station, complete with antique cars, when available. The 4500 locomotive will celebrate the transportation industry and the oil derrick the inevitable emergence of the automobile as the catalyst for Rout 66. John Steinbeck labeled Route 66 in the “Grapes of Wrath” the “Road of Flight”. The event of the Model T and dust Bowl may have been responsible for our beginning tourism.



## Southwest Community Chamber

### CARBONDALE



**Old Blackburn Ice House  
4802 S. 31st W. Ave**

Carbondale emerged in 1921, from a large, gently rolling meadow. To the north and west lay Red Fork Hill. To the northeast, across the Arkansas river, the gleaming towers of Tulsa could be seen. This meadow originally belonged to Winnie McIntosh, a Creek Indian. Her family had drawn it as part of their Indian allotment from the federal government. On the first day of March, 1921, M. A. Blackburn purchased this tract of land that seemed to him ideal for his experiment. The Sunlight Carbon Company factory, which inspired the name Carbondale, lay just south of Red Fork upon the Frisco Railroad tracks. It was the first of the many manufacturing concerns he hoped to attract to the area.

The tract was surveyed and marked out into lots and streets. F. S. Brooks, Lola Brooks, and Blackburn himself were the first buyers. The formal opening was on March 31, 1921. One week later, T. S. Rice bought several lots and began building the home in which he still

lives. J. H. Billingsley and Mark Cassidy soon followed. Building was brisk throughout that first summer. Gas for fuel and lighting was brought from the wells to the west of the townsite. But, due to the lack of pumping service, the pressure grew so low in cold weather that many times men went to work and children to school without breakfast or with only cold food in their stomachs. The next year, electricity was secured and street lights installed.

In June, 1925, Carbondale was incorporated into a city under a trustee form of government. J. B. Haynie was the first president of the first board of trustees. J. S. Howell, B. A. Blackburn (the son of M. A. Blackburn ), A. J. McCombs, H. R. Brox and E. L. Rice were members. The first offices were held by: T. S. Rice, justice of the peace; J. H. Billingsley, treasurer; and George Smith, the town clerk.



The new town grew rapidly for two years. By the summer of 1927, the first edition of the Carbondale News recorded with pride that: “Carbondale has a population of 1,400, an established post office, Spavinaw Mountain water, electricity furnished by the Public Service Company, good schools and a community church, oiled streets, gas furnished by the Oklahoma Natural Gas Company, a real 32-piece band under the able leadership of P. F. Peterson, a town hall, a picture show, a fine interurban and bus service, and best of all, a future.”

But two events occurred in 1928 that Carbondale had not counted on--the burning to the ground of the Sunlight Carbon Company’s factory, and the death of M. A. Blackburn. A careless workman cleaning off the “right of way” on the Frisco Railroad tracks allowed the fire to spread to the factory buildings and, before the fire equipment could arrive from town, the \$350,000 plant became a pile of ashes. The company sued the railroad but the judgment handed down was too small to rebuild and start all over again. M. A. Blackburn’s death followed a few months afterward. No factories had been built on the sites that he had given to the Tulsa Chamber of Commerce for that purpose and, although 20 lots had been purchased and an investment company had built several houses upon them, no real building boom developed.

So with the carbon factory a thing of the past and the guiding spirit of the little town gone, the trustees met to discuss what course to take. They decided to ask the City of Tulsa to annex their community. A petition was circulated. The required number of signers was secured and Carbondale became a part of Tulsa in 1928. At once, sanitary sewers were built and the streets put into better condition, but that was in the latter part of 1928. The Depression struck before any of the real estate firms could start a new building program. Several buildings remain at Carbondale’s hub on the corner of 31st West Avenue and 48th Street. The First Apostolic Church is in the building that used to house the Carbondale Assembly of God. The old, two-story drugstore building across the street at 4802 S. 31st West Avenue still has the Blackburn name gracing its facade.



National Folk Style  
5023 S. 33rd W. Ave



Carbondale's oldest buildings, located a few doors south of the former drugstore (4812 and 4814 S. 31st West Avenue) housed a grocery and barber shop. Stan's Westside Auto Electric is across the street where a laundry and a beauty shop were located. Joe Admire Jr.'s Superior Lawn and Landscape store is on the northeast corner. Admire's grandfather built the yellow brick building and ran a dry-cleaning business in it from the late '40s to early '80s. On summertime Saturday nights, families sat outside the old drugstore and watched movies projected on the yellow brick wall.

The community's elementary school was first named Carbondale when it opened in 1929, but its name was quickly changed to Alice Robertson Elementary School (2720 W. 48th Street) to honor the first (and only) female Oklahoman elected to the U.S. Congress. Today, children attend middle school in the former Clinton Junior-Senior High building. High schoolers have gone to Webster since the building opened in 1938.



**National Folk Victorian  
Perryman-Wakefield House  
4702 S. 27th W. Ave**



## SOUTH HAVEN



South Haven Tudor Revival  
4018 W.54th Street

In 1920, Tulsa pioneer Oscar U. Schlegel had 80 acres southwest of Tulsa platted as South Haven. He sold lots, but never built homes in the addition. In addition to platting the acreage, he donated land for a community park and churches. Schlegel's daughter, Mrs. Larkin Bailey of Tulsa, inherited 98 undeveloped lots when Schlegel died in 1955.

South Haven became a community for African-Americans, many of whom originally worked on the railroad. The community was never developed with water, street and sewer improvements until annexed by the City of Tulsa in the summer of 1966. Even then, the improvements were limited.

The South Haven community never did take off and prosper. The few houses built early in the development were poorly constructed and set the stage for a continuing path of poor construction. South

Haven's little, one-story, white frame elementary school was located at 5409 S. 40th West Avenue. It opened in 1919, but had inadequate facilities. After annexation to Tulsa, the school was enlarged with a brick wing. It was closed on February 20, 1967, and was converted into the South Haven Community Center in 1969. Its 92 students transferred to Frederic Remington Elementary School at 2524 W. 53rd Street which had opened in 1959.





## South Haven Community Center 5409 S. 40th W. Ave

South Haven's only park is located at South 40th West Avenue and West 53rd Place. The park, which is about the size of a city block, was once the scene of baseball games pitting South Haven against the Snake Creek Community. The South Haven public housing project was developed in 1971. With 100 units located on 20 acres at 4012 W. 56th Place, it was something new in Tulsa public housing projects at the time. It was a single-family and duplex housing project with a low-density of only five units per acre.



**APPENDIX A-SUMMARY OF PLAT MAPS FOR SOUTHWEST TULSA**

**Roy Heims 1994**

<u>Plat</u>	<u>Location</u>	<u>Date</u>
508	Red Fork	Jan 25, 1902
518	Red Fork, Creek Nation	Feb 20, 1902
560	Tulsa, Creek Nation Town	1902
780	Bridges Park	Mar 26, 1906
790	Campbell Hills	May 24, 1906
794	Tulsa View Addition	Aug 24, 1906
147	Riverside Addition to West Tulsa	Apr 20, 1909
159	Taneha	Sep 18, 1909
7	Business Men's Addition to Taneha	Nov 19, 1909
27	Clinton Addition	April 1910
48	Freeland Addition to Red Fork	
210	Garden City	May 17, 1910
116	New Taneha	Jun 11, 1910
175	Sapulpa & Interurban Railway	July 27, 1910
118	North Taneha (3 plats)	Sep 26, 1911
510	Original Tulsa Townsite	August 1915
148	New Addition to New Taneha	Sep 27, 1915
182	New Taneha	Jan 24, 1916
63	Glen Pool	Sep 11, 1916
304	South Haven	
255	Fuller-Walter Add'n to West Tulsa	Mar 21, 1917
254	Clinton Heights Add'n to Red Fork	July, 1917
221	Highland Addition to Red Fork	Aug 13, 1917
284	Maple Park Addition to Tulsa	Jan 29, 1918



- 331 Taneha Mar 11, 1919  
Blocks 62 through  
69 and Trackage Lots E, F, G, H, I, J, K, L
- 180 Addition to New Taneha May 21, 1919
- 376 First Refinery Add'n  
to West Tulsa March, 1920
- 391 Hilldale Add'n to Red Fork April 1920
- 403 Park Add'n to Red Fork May 1920
- 556 Amend Plat of South Haven May, 1920  
Crystal City Park
- 421 Roosevelt Addition Jul 26, 1920
- 435 Frisco Addition to Red Fork Oct 20, 1920
- 466 Red Fork (Resurvey) 1921 Galb/Russ Addn.
- 455 Carbondale 1921
- 575 Garden City Amend. May 1921
- 649 Osage Pipeline Dec 16, 1921
- 555 Waldall Addition to West Tulsa Mar 29, 1922
- 593 Red Fork (Resurvey) Oct 30, 1922
- 619 Brooks Add'n to Red Fork April 5, 1923
- 621 Clinton Home Add'n to Red Fork April 1923
- 654 Clover Lawn Add'n to Red Fork June 1923
- 665 Yargee Acres, Near Red Fork 1923
- 651 Bridges Third Sub near Red Fork Jul 10, 1923
- 613 Red Fork (Resurvey) Jun 10, 1925
- 741 Stovall's Re-Sub of West Tulsa blk 23 1925
- 750 Bridges Third Sub-Div Jul 17, 1925
- 760 Carbondale, 2nd Addition 1925
- 767 Tulsa View Addition 1925
- 807 Clinton Homesites Add'n of Red Fork Feb 7, 1927
- 809 Park Heights Feb 19, 1927
- 815 Westdale Addition Mar 3, 1927
- 817 Searcy Re-Sub of Blk 3, Red Fork Mar 22, 1927



823	Search Re-Sub of Blk 3, Red Fork	1927
825	Carbondale, Third Addition	Apr 12, 1927
836	Oak Grove Add'n to Carbondale	May 1927
877	Bridges Heights	1927
612	Burgess Acres Addition	Feb 23, 1927
876	Bridges Park, Second Addition	1928
963	Yargee Homesite Addition	1928
797	Opportunity Heights	Jun 17, 1928
927	Toydel Addition	Dec 1928
945	Opportunity Heights corr.plat	Apr 12, 1929
981	Berry Hill Acres	Jan 2, 1930
1011	Oakhurst Estates	Mar 27, 1930
1011	Oakhurst Estates	Jul 18, 1931
1034	West Tulsa View Acres	Jan 27, 1931
1067	Second West Tulsa View Acres	Jan 11, 1932
1103	Plan of Ark Riv Levee Across Sinclair Refinery Land	
1198	Bridges Acres	Jun 22, 1939
1306	Summit Parks	Oct 29, 1946
1322	Dokes Heights Addition	Feb 3, 1947
1331	Opportunity Heights	Mar 14, 1947
1348	Veteran's Addition	Apr 30, 1947
1352	Berry Hill Gardens	May 20, 1947
1398	Southwest Gardens	Mar 20, 1948
1403	Re-Plat of Veteran's Addition	Apr 15, 1948
1478	Lindavista Addition	Jun 1, 1949
1485	Park Grove Addition	Jun 6, 1949
1519	Valley Homes Addition	Oct 5, 1949
1520	Linda Vista, 2nd Addition	Sep 28, 1949
1544	Cameron Cline Acres	Mar 1, 1948
1548	Grant 2 Addition	Jan 9, 1950
1555	Robison Addition	Feb 13, 1930
1567	Park Grove Second Addition	Feb 14, 1950



## APPENDIX B – 4500 Steam Locomotive

**Built by:** Baldwin Locomotive Works – Philadelphia, Pa. Nov. 1942

**Rail line served:** Frisco

**Service time:** 1942 – 1947 “Meteor” passenger train

1947 - 1950 demoted to freight trains (Frisco converted motive power to diesels)

**Service routes:** 1942 – 1947 St. Louis thru Tulsa, Ok. to Okla. City (daily) 1947 – 1950 over entire Frisco system (retired 1950)

Life after retirement: 4500 was pulled to Springfield, Missouri to the Frisco main shops to be cleaned up and repainted. It was donated to Tulsa, Okla. in 1954 and was placed in Tulsa’s Mohawk Park Zoo as a static display on August 26, 1954. There it sat until 1991 when it was removed and pulled to the Owasso, Okla. for renovation. It was then pulled back to Tulsa’s South Kansas & Oklahoma Lines (SKOL) rail yard on October 9, 2004 to complete its renovation. It is currently in the last stages of restoration.



**Statistics:**

**Length:** 105 feet

**Weight:** 811,050  
lbs. (405 tons)

**Height:** 16' 5"

**Wheel**

**Arrangement:** 4-8-4  
Northern type

**Tender capacities:**

18,000 gallons  
water; 6,500 gallons  
fuel oil (Bunker "C"  
type)

**Main drive wheel**  
diameter: 74"

**Rated horsepower:**  
5,600

**Drive pistons:** 28"  
diameter with a 31"  
stroke

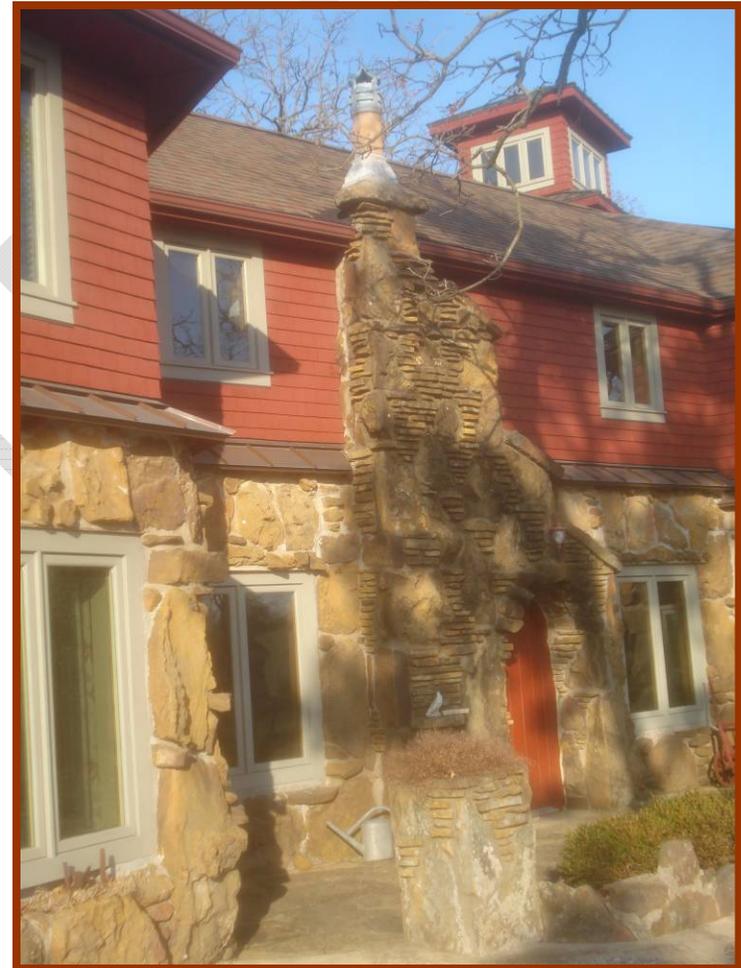
**Boiler pressure:** 255 lbs. psi

**Cruising speed:** 70 mph



**Appendix C- Tecumseh Perryman House  
Also known as Cedar Rock Inn**

The first significant settlements in Tulsa and the surrounding area were made by the Creek and Cherokee Tribes in 1836. The Creeks and Cherokees, along with the Seminoles, Choctaws and Chickasaws (known collectively as the Five Civilized Tribes) were forced to migrate west during the Indian removal of the 1830's. The Creeks, who settled the area in and around Tulsa, were part of the Lochapokas band of the creek Indian Tribe, who had made their home in Alabama prior to the Indian removal.



## *Southwest Tulsa Planning*

Many of the first families in Tulsa were mixed-blood Creek Indians. One of the most prominent families was the Perryman family. The original Tecumseh Perryman home is now a bed and breakfast. It was once the home of Tecumseh Perryman built in 1890. The Perryman home was part of an allotment of the Dawes Commission. (Historic Context for the Native American Theme management Region #3) for the State of Oklahoma describes this as a residential –post railroad dwelling. This is a two –level home, with the first constructed of sandstone and the second fashioned from wood frame and clapboard siding. The roof has hips and gables; there are two circular windows on the lower level, there are bays on both levels. In all, the house is very rustic, as well as carpenter eclectic in style. Tecumseh Perryman built the lower level of the house, thus making it one of, if not the oldest house in Tulsa. That such a credit should be given to a Creek Indian, the first settlers of the Tulsa area, is ironic indeed, this is the inside of the Tecumseh Perryman home.



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18. **Tulsa Times, A Pictorial History: The Boom Years**, Author World Publishing Co. 318 S. Main Mall, Tulsa, Oklahoma, printed by Western Printing Company, Inc. Tulsa, Oklahoma. Text by Susan Everly-Douze, Edited by Terrell Lester. Photos from the Beryl D. Ford Collection. Copyright in 1987. ISBN: 0-941093-02-6.
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20. **Tulsa Tribune**, Tribune Publishing Co., 318 S. Main St., Tulsa, Oklahoma. Particular thanks for descriptions and materials contained in this document.
21. **Tulsa World**, World Publishing Co., 318 S. Main St., Tulsa, Oklahoma. Particular thanks for descriptions and materials contained in this document.
22. **Tune of the Hickory Stick**, by Joyce Elliott Nichols, a 75-year history of the Jenks Public Schools, with a rich local history in the beginning.



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The purpose of this document is to provide an introduction to the rich history of the area west of the Arkansas River, and its development into the close-knit communities of Red Fork, West Tulsa, Oakhurst, Garden City, South Haven, Carbondale, and Berryhill. Community pride and close families rate as top qualities for the people who selected this area to live and work in. Research for this project was completed with the full support of the Southwest Tulsa Chamber of Commerce, founding parent of the Southwest Tulsa Historical Society.

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