RECONNAISSANCE LEVEL SURVEY OF THREE NORTHWEST OKLAHOMA TOWNS: GOODWELL, GUYMON, AND HOOKER

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ABSTRACT

A Reconnaissance Level Survey of Three Northwest Oklahoma Towns was conducted during the 2000-01 fiscal year under contract from the Oklahoma State Historic Preservation Office (SHPO). The survey was conducted by Brad Bays of the Oklahoma State University Department of Geography. The survey examined a study area of approximately 13.5 square miles (8,640 acres), composing the entire city limits of Goodwell, Guymon, and Hooker in Texas County, Oklahoma, as specified by the OK/SHPO survey subgrant stipulations. Some 147 resources, mostly historic buildings, were recorded at a minimal level of documentation, which included the completion of the Historic Preservation Resource Identification Form and at least two elevation photos. This document reports the findings of the survey and provides an analysis of these findings to guide the OK/SHPO's long term preservation planning process.

This report is organized into several parts. The section that follows this introduction describes the project research design. This is followed by a section that explains the objectives of the project. Section five defines the geographical extent of the area surveyed. Section six lays out the process of conducting the reconnaissance level survey. The Results section summarizes results of this survey based on the sample of resources recorded, including (a) a description of proportions of properties representing specific periods; (b) a summary of the number of properties recorded; (c) a listing and state of condition of all National Register-listed properties (individual resources and districts) located within the study area; (d) a listing and state of condition of all resources located within the study area that were previously listed on the Oklahoma Landmarks Inventory; (e) a listing of all resources identified during the present survey as eligible for National Register listing; (f) a detailed summary of resources identified as either contributing resources to potential National Register districts or individually warranting further study; (g) a listing of architectural styles represented in the study area; (h) a listing of nearby individual properties or potential districts located outside the survey area; (i) brief summaries of thumbnail sketches developed of areas within the entire study area, including areas warranting further study as potential National Register Districts and areas not warranting further study. The historic context of the study area provides a brief overview of community development from earliest days of settlement to the mid-twentieth century, which is intended to provide a baseline for evaluation of the survey results. The annotated bibliography provides direction for further research into specific events, processes, and personalities associated with the resources and study area. Maps are included for reference to the survey results and justification of area boundaries.

INTRODUCTION

In 1966 the National Historic Preservation Act established a unique partnership between federal, state, and local preservationists. This partnership was organized to address needs for identification, evaluation, and protection of historic and prehistoric cultural resources. Various stages of cultural resource preservation planning are outlined by the Secretary of the Interior's Standards and Guidelines of 1983. State Historic Preservation Offices (SHPOs) serve as the operational centers for state-level historic preservation initiatives. The SHPO implements the federal preservation program at the state level.

An important part of the SHPO's mission is to oversee and initiate a long term, comprehensive cultural resource survey and inventory program. Since the Oklahoma SHPO is responsible for cultural resources data management and distribution of information regarding the state's preservation program, it must sometimes subcontract with other agencies to carry out the time-consuming task of data collection. The data collection process involves two types of systematic surveys.

The first type of survey, termed a reconnaissance level survey, is a general assessment of the extent, condition, and types of cultural resources present within a relatively large rural area (i.e., a county) or part of an urbanized area, as in this survey of three northwest Oklahoma towns. Reconnaissance level surveys allow preservation planners to determine the level of need for more detailed investigation of cultural resources within reconnaissance survey study areas. The reconnaissance level survey requires the selective sampling of cultural resources representative of significant historical periods, events, trends, and personalities, and the substantiation of these through historical documentation. Such selected resources are recorded at a minimal

level of documentation through photography and completion of a standardized information collection procedure. The main product of the survey is an archive of information on the study area, including a completed Historic Preservation Resource Identification Form and one or more photographs of each sampled resource, as well as a final report detailing the goals, methods, and results of the survey. The final report identifies individual properties and areas that: (1) meet eligibility criteria for listing in the National Register of Historic Places; (2) warrant further study to determine the potential for National Register listing; and (3) are currently ineligible for listing in the National Register and require no consideration at the present time. Identifying areas that do not warrant further study allows preservation planners to more efficiently allocate their resources toward other preservation efforts.

The second type of survey is called an intensive level survey. The intensive level survey is a detailed inventory of all individual resources within a specified area such as a potential historic district. The intensive level survey is usually undertaken to generate the necessary documentation required to substantiate historic district nominations to the National Register of Historic Places.

The comprehensive planning process is reliant on the development of historic contexts. The historic context organizes information relating to cultural resources within a defined study area according to theme and chronological period. In conjunction with the National Register criteria, the historic context provides the basis for interpretation of a resource's significance to the broader historical, architectural, and cultural heritage of a place or region.

The Oklahoma SHPO delineates preservation planning management regions for both prehistoric and historic resource management (Figures 1 and 2).

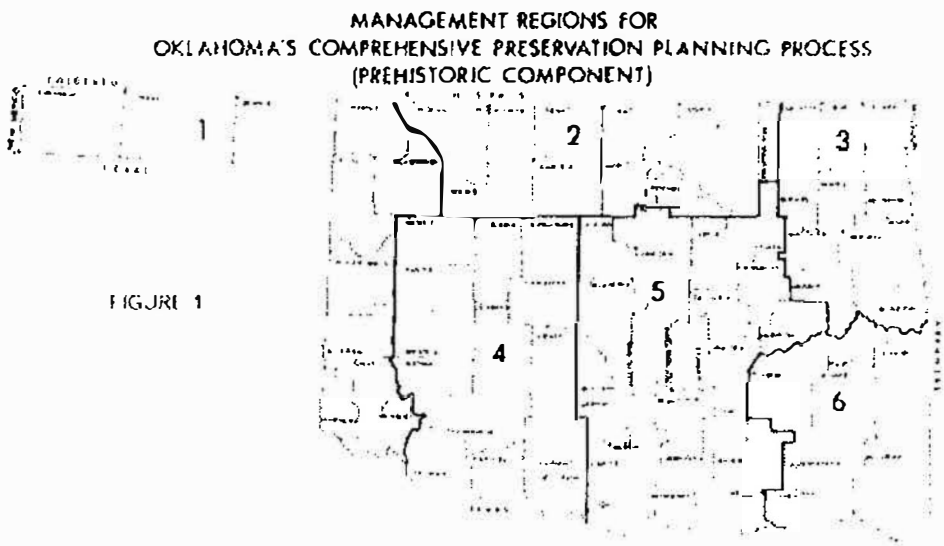


Figure 1. Management Regions for Oklahoma's Comprehensive Preservation Planning Process (Prehistoric Component).

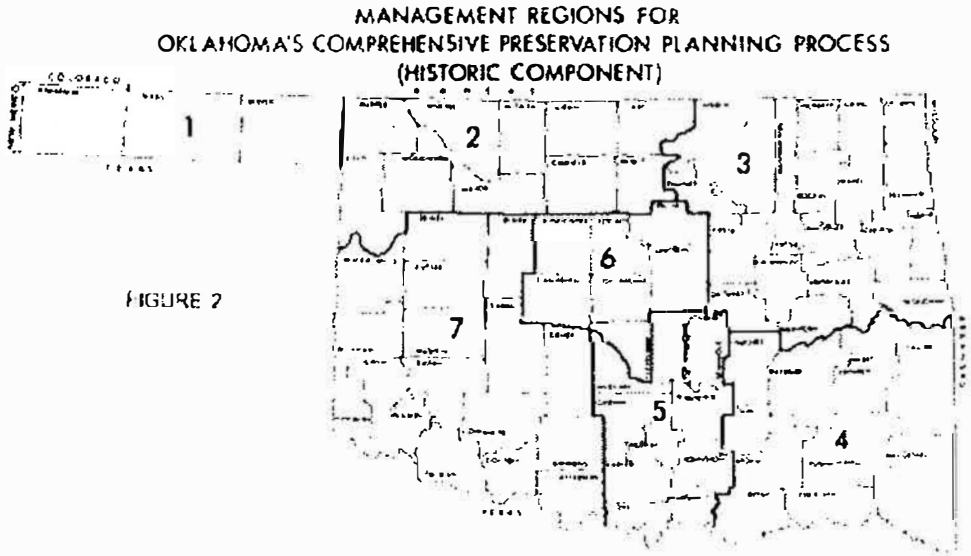


Figure 2. Management Regions for Oklahoma's Comprehensive Preservation Planning Process (Historic Component).

This survey involves the three northwest Oklahoma towns of Goodwell, Guymon, and Hooker, all located in Texas County, which is located within Historic Component Management Region One. Additionally, the SHPO recognizes 12 major historical themes important to Oklahoma's past:

1. Exploration
2. Native Americans
3. Settlement
4. Transportation
5. Agriculture
6. Ranching
7. Ethnicity
8. Industry
9. Energy
10. Commerce
11. Urban
12. Depression/Recovery

These themes provide the framework for developing the historic context that provides perspective for analysis of the survey results. More specialized needs are addressed by narrowing the scale of the geographic area to a place, such as this examination of an individual city, or by considering a sub-theme relating to one of the twelve major ones.

In this way, the comprehensive preservation planning process may allow recognition of local historic contexts, and allow them to be integrated into wider regional and thematic contexts. The historic context developed for this reconnaissance level survey outlines events and trends affecting development and change of the study area's cultural landscape. Preparation required systematic consultation of thematic contexts relevant to Management Region One.

Documentary and field evidence were used in conjunction to guide the survey process. While the historic context provided a baseline for evaluating the significance of individual resources, initial windshield surveys provided estimates of resource types in the study area. Survey personnel entered the field with knowledge of trends affecting the development of the study area and a general historical "mental map" of major resource locations such as those identified on Sanborn fire insurance maps.

This project increased the total area of the state that has been inventoried and increased the number of recorded properties in a cost-effective manner. Areas and individual properties within the study area were classified as National Register eligible, warranting further study, or not warranting further study. This classification provided data required for the development and implementation of intelligent cultural resources management (CRM) and urban planning decisions. It also assists with federal policy compliance, implementing federal preservation guidelines, and it providing basic background work for the National Register nomination process. Moreover, the information assists private sector initiatives for resource rehabilitation.

This project was completed as a collaborative effort by personnel at Oklahoma State University. Brad Bays, Associate Professor of Geography, was the project director.

Mr. Brent Payne, geography graduate student, assisted. All work was performed under contract from the Oklahoma State Historic Preservation Office (Project AA-5-62611) using funds from the United States Department of the Interior, National Park Service.

RESEARCH DESIGN

The research design of the Reconnaissance Level Survey of Three Northwest Oklahoma Towns followed the standard practices used in the disciplines of history and historical geography. At the outset, the survey team focused on documentary evidence including both primary and secondary sources. Primary materials included Sanborn Fire Insurance Maps, county, local, and city histories, city directories, and newspaper accounts from the period. Consultation of secondary sources allowed placement of primary source information into an accurate frame of historical reference. This initial research was followed by site visits to the Texas County study areas according to procedures recommended for reconnaissance level surveys in Architectural/Historic Resource Survey: A Field Guide. This included the following steps:

a. Development of a list of historic properties in the study area that have been placed in the Oklahoma Landmarks Inventory and the National Register of Historic Places. This facilitated identification of existing buildings, structures, and objects potentially eligible for individual National Register listing or as contributing resources to potential districts.

b. Evaluation of previous thematic surveys and historic contexts relevant to the OK/SHPO Management Region in which the study area is located.

c. Identification of local histories, especially city and county sources useful toward historic context preparation. These were obtained at Oklahoma State University, the Oklahoma Historical Society, and other local libraries.

d. Completion of an initial windshield survey of the study areas in order to assess the different styles and properties within, as well as the character and

condition of various sections of the study area. The windshield survey was conducted by the principal investigator and the research assistant.

e. A second windshield survey was conducted using Sanborn maps to note changes in individual properties, as well as to locate areas that exhibited potential as National Register-eligible districts, areas that warrant further study, and areas that should be eliminated from further investigation due to a lack of National Register age requirements. A list of properties was then compiled that either exhibit potential National Register eligibility or warrant further study.

f. Preparation of thumbnail sketches of eligible and non-eligible areas within the study area, outlining contributing and non-contributing resources in the potential historic districts.

g. Preparation of thumbnail sketches of individual properties located outside potential districts that either warrant further study or possess individual National Register eligibility.

h. Completion of a walking survey of the identified individual properties and districts in the study area using the Historic Preservation Resource Identification Form.

PROJECT OBJECTIVES

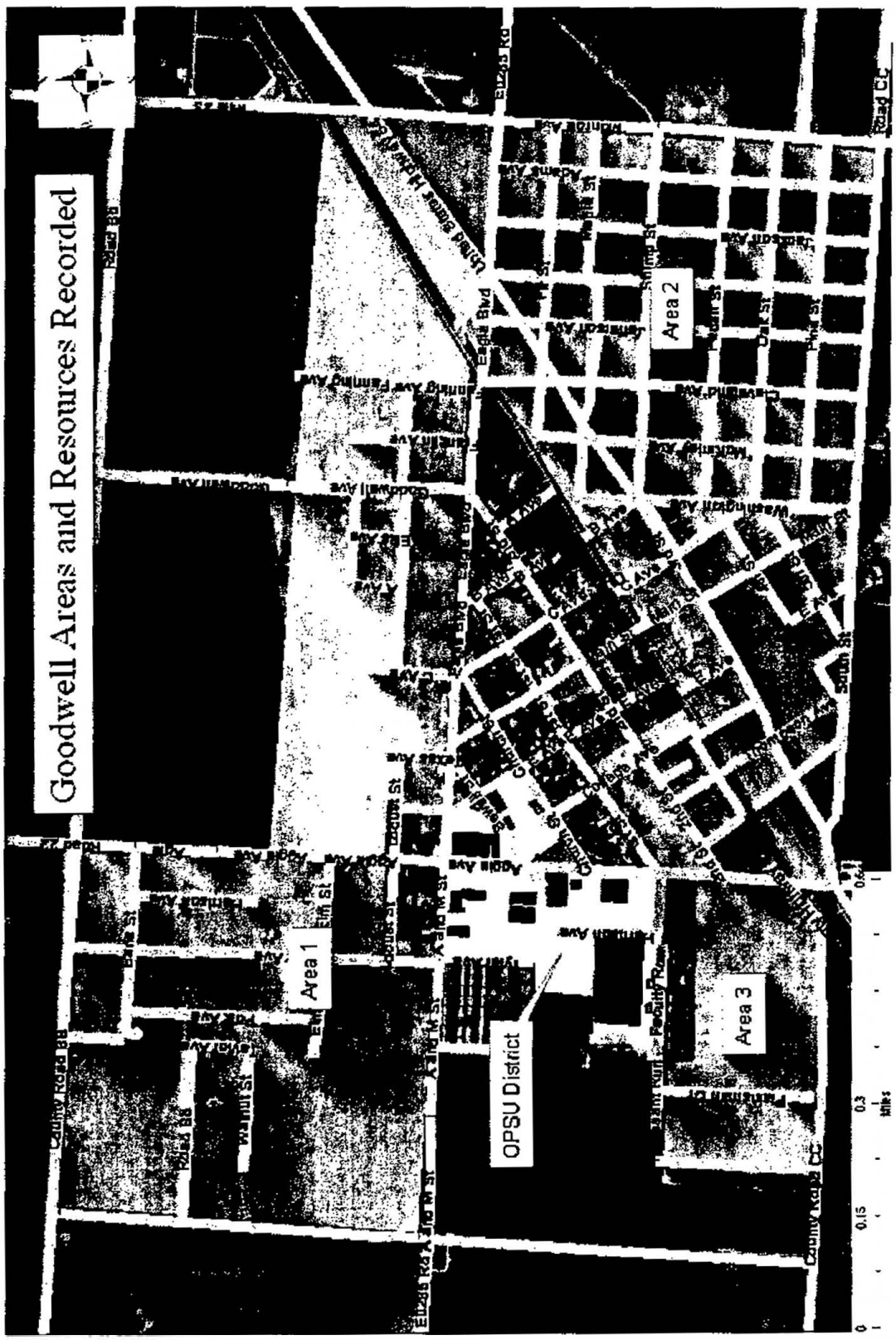
The fundamental objective of the Reconnaissance Level Survey of Three Northwest Oklahoma Towns: Goodwell, Guymon, and Hooker was to identify those individual properties and potential historic districts in the specified study area that met age eligibility requirements (construction prior to 1955), as well as retention of historic and architectural integrity. Those properties identified as meeting the basic requirements were designated for further study in the future. Windshield surveys and walking surveys were conducted to achieve this objective. Such properties were recorded at a minimal level of documentation in order to provide information for making cultural resources management decisions regarding future investigation of the study area. The project also sought to increase the total area inventoried and the number of recorded properties in the state at the reconnaissance level as a part of the ongoing Oklahoma Comprehensive Survey Program. An additional objective included identification and characterization of those portions of the study area that, due to insufficient age or integrity, warrant no further consideration for inclusion in the National Register of Historic Places. Finally, the project provided a historic context for the study area and identified and annotated all reference material relevant to the study area in order to complete future National Register nominations of individual properties and historic districts.

AREA SURVEYED

The area surveyed included the specified portion of the three study towns. Each is described below:

Goodwell

The Goodwell study area is defined as everything within the boundaries of a line beginning at the corner of the Chicago, Rock Island and Pacific Railroad and Monroe Avenue, which is the northeast corner of the city limits. From this point proceed south on Monroe Avenue to South Street, the southern boundary of the city limits. Follow South Street west across the Chicago, Rock Island, and Pacific Railroad to the intersection of South Street and Buchanan Avenue, which is near the southwest corner of the city limits. Proceed north along Buchanan Avenue to its intersection with Morris Street, which is the northwest corner of the city limits. Proceed east on Morris Avenue to its intersection with Aggie Avenue. Follow Aggie Avenue south to Elm Street, then follow Elm Street east to its intersection with "A" Avenue. Follow "A" Avenue north one block to its intersection with Walnut Street, then turn east and follow Walnut Street two blocks to Goodwell Avenue. Follow Goodwell Avenue north a few yards to where Walnut Street continues east. Follow Walnut Street east to its intersection with Fanning Avenue and continue approximately five blocks farther to the origin where the Chicago, Rock Island, and Pacific Railroad crosses Monroe Avenue. The study area includes everything within the enclosed boundary, including both sides of the boundary streets.


Goodwell Areas and Resources Recorded
Area 1
Area 2
Area 3
OPSU District

Guymon

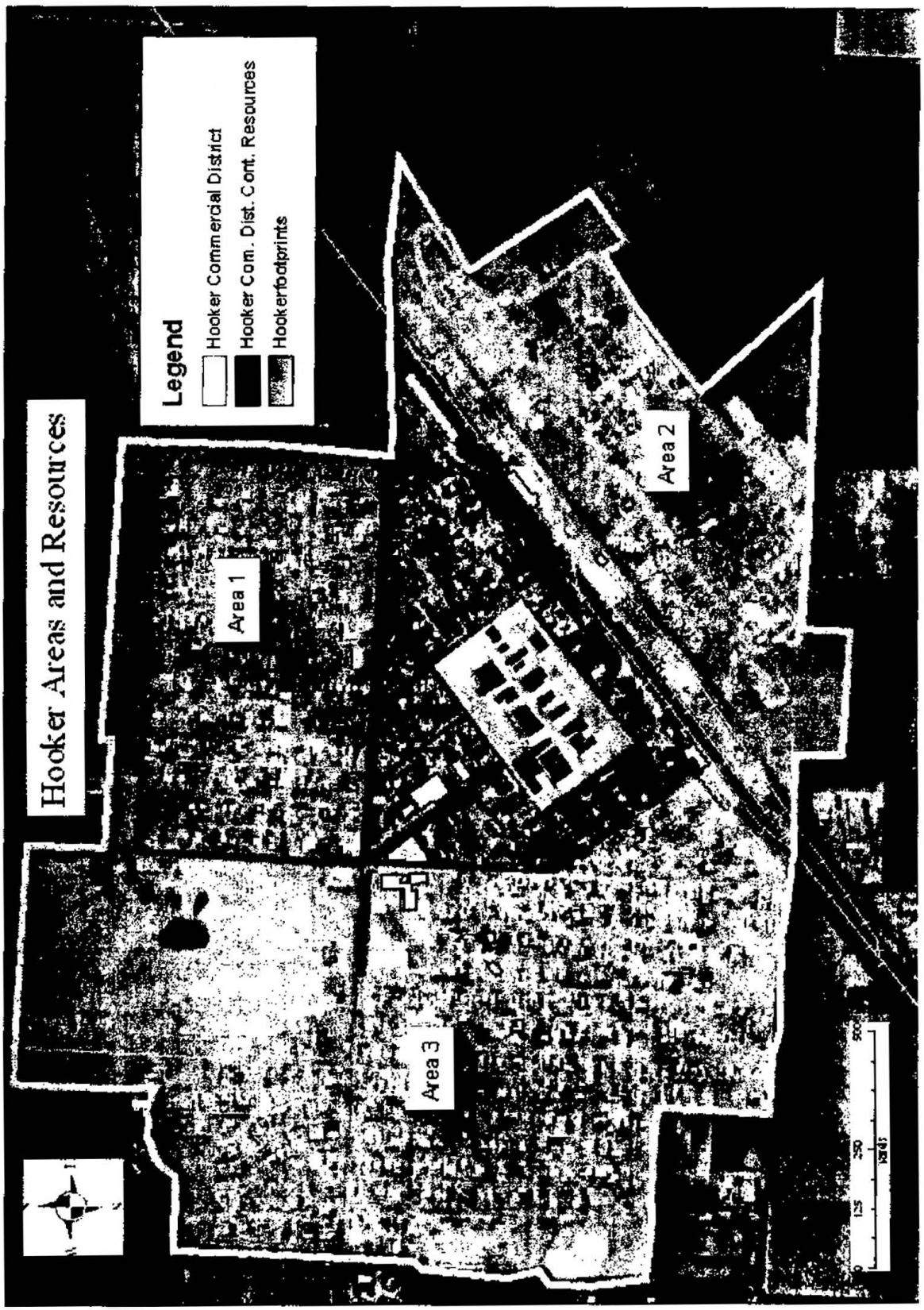
From an origin at the intersection of Northeast Twenty-Fourth Street and Oklahoma State Highway 26, proceed south on Highway 26 to United States Highway 412. Proceed west on U.S. 412 to Southeast Fifth Street. Proceed west on Southeast Fifth Street to Mesa Street and turn south. Proceed south on Mesa Street to Southeast Sixth Street and turn east. Proceed east on Southeast Sixth Street to Nopal Street and turn south. Proceed south on Nopal Street to Southeast Eighth Street and turn west. Proceed west on Southeast Eighth Street three blocks to Oklahoma Highway 136 and turn south. Follow Highway 136 south to its intersection with County Road E235 and turn west. Follow County Road E235 west to its intersection with Sunset Lane (County Road N850) and turn north. Follow Sunset Lane north to its intersection with West Twelfth Street and turn west. Proceed west on West Twelfth Street to its intersection with North Pioneer Drive and turn north. Proceed north on North Pioneer Drive to its intersection with West Twenty-Fourth Street and turn east. Proceed east on West Twenty-Fourth Street two miles to the origin at the intersection of Northeast Twenty-Fourth Street and Highway 26. In addition to this bounded area, the Guymon study area also includes the Sunset Lake Park area on the southwest side of Guymon. The study area includes everything within the enclosed boundary, including both sides of the boundary streets.


Guymon Study Area
Area 2
Area 1
Area 3
0
0.5
1
2 Miles

Hooker

From the intersection of Iva Burdge Street and Ohio Avenue, which is the northeast corner of the city limits, proceed south on Ohio Avenue to its intersection with Panhandle Street (Ohio Avenue parallels the railroad sour between the Chicago, Rock Island and Pacific Railroad and the Missouri, Kansas and Texas Railroad) and turn east. Proceed east on Panhandle Street to its intersection with U.S. Highway 54 and turn southeast onto Russell Street. Proceed south on Russell Street one block and follow the curve to the southwest for another block to the intersection of Russell Street and Longnecker Street and turn southeast onto Longnecker Street. Proceed southeast on Longnecker Street two blocks to its intersection with Sheffield Street and turn southwest. Proceed southwest along Sheffield Street to its intersection with Broadway Street and turn northwest. Proceed northwest on Broadway Street one block to its intersection with Murray Street and turn southwest. Proceed southwest on Murray Street one block to its intersection with Ireland Street and turn northwest. Proceed northwest on Ireland Street, across U.S. Highway 54 and the Chicago, Rock Island and Pacific Railroad tracks to the intersection of Ireland Street and Walnut Street and turn southwest. Proceed southwest on Walnut Street (Walnut parallels the Chicago, Rock Island and Pacific Railroad tracks here) for three blocks to where it turns due west; continue on west on Walnut Street another three blocks to its intersection with Jackson Street and turn north. Proceed north on Jackson Street one block to its intersection with Maple Street and turn west. Proceed west on Maple Street one block to Lorenz Street and turn north. Proceed north on Maple Street one block to its intersection with Main (Glaydas) Street and turn west. Proceed west on Main Street three blocks to its intersection with Thayer Street and turn north. Proceed

north along Thayer Street. Continue north as Thayer Street becomes Mayer Street to the intersection of Mayer Street and Panhandle Street and turn east. Proceed east on Panhandle Street to its intersection with Jefferson Street and turn north. Proceed north on Jefferson Street to its intersection with Iva Burdge Street and turn east. Proceed east on Iva Burdge Street to the point of origin at the intersection of Iva Burdge Street and Ohio Avenue. The study area includes everything within the enclosed boundary, including both sides of the boundary streets.


Hooker Areas and Resources
Legend
Hooker Commercial District
Hooker Com. Dist. Cont. Resources
Hookerfootprints
Area 1
Area 2
Area 3
0
125
250
500
Meters

METHODOLOGY

The methodology implementing the research design followed professional historical standards. Initially, the principal investigators compiled an extensive bibliography on material pertinent to the historical development of the study areas. Materials were gathered from Oklahoma State University libraries, the Oklahoma Historical Society, and local libraries. Additional materials were ordered through interlibrary loan from various libraries around the state.

Once a bibliography had been assembled, the principal investigator read pertinent primary and secondary sources. Historic photographs and maps were identified as additional archival sources to assist the analysis. Reading of secondary sources lent insight into the significance of the study towns as well as areas of historic importance. From this material the principal investigator prepared a historic context for the study area to about 1960.

Field work began during the fall of 2000 during times when the principal investigator and the research assistant were available. Preliminary contacts were made with the local newspaper offices and law enforcement officials such as the Hooker Police Department and the Texas County Sheriff's Office, in order to inform the public and the authorities of the planned survey activity. Other county officials, including the assessor and county clerk, were contacted and informed that project staff would be utilizing local public records to verify and locate survey form data.

Photocopies of Sanborn Fire Insurance Maps for the study areas were made from microfilm and appended to form several large scale historic maps. The fire insurance maps proved helpful in conducting the windshield surveys and in identifying street

addresses, lot and block numbers, types of properties, construction materials, and determining if alterations had been made to the properties.

During the fall of 2000, windshield surveys of the study areas were carried out in order to locate individual properties and districts that met age and integrity eligibility requirements for National Register of Historic Places. Second, individual properties and districts that warranted further study to determine National Register listing were identified. Finally, areas within the study area that clearly lacked potential National Register eligibility because of age or had lost their integrity by alteration and were therefore not meriting further study were eliminated from further evaluation. The windshield surveys allowed the compilation of a list of some 145 properties to be recorded at a minimal level of documentation.

The research team devoted several weeks during the spring of 2001 for follow-up analysis to determine that all individual properties and districts had been identified from the earlier windshield surveys in terms of eligibility requirements for the National Register, areas warranting further study, and areas deemed unworthy of further investigation. Based on the windshield surveys and follow-up evaluation, the principal investigator photographed two or more elevations of each property on the final survey list. At the same time, streetscape photographs were taken of potential National Register districts, areas that warranted further study, and areas that did not meet age or integrity criteria. Black and white 5x7 prints with appropriate labels were placed in acid-free envelopes.

During the spring and summer of 2001, on-site analysis was undertaken using the Oklahoma Historic Preservation Resource Identification Form for the identified

properties in the study area. At the same time, information was collected for the thumbnail sketches of the areas categorized as warranting further study and not warranting further study. The principal investigators prepared thumbnail sketch analyses in written form for the report.

Following the completion of field work, data were entered using the OK/SHPO online survey form. The final forms, 5x7 prints, and field notes were placed in file folders and organized by address. Maps of the study area were developed to include boundaries of the study area, location of individual properties eligible for National Register listing, location of individual properties that warranted further study, boundaries of areas that warranted further study and did not warrant further study.

At the conclusion of the organization of files, the final report draft and files were shared with the architectural consultant, Dr. John Womack of the Oklahoma State University School of Architecture, for his written assessment.

RESULTS

Two (3) thumbnail sketches of areas warranting further study as potentially National Register eligible districts were developed:

1 – Oklahoma Panhandle State University Campus District

2 – Guymon Historic District

3 – Hooker Commercial District

Nine (9) thumbnail sketches of areas not warranting further study were developed:

- Goodwell Area 1 (north, residential and agricultural)
- Goodwell Area 2 (southeast, residential and agricultural)
- Goodwell Area 3 (south, agricultural)
- Guymon Area 1 (west, residential)
- Guymon Area 2 (north, residential and commercial)
- Guymon Area 3 (southeast, commercial and industrial)
- Hooker Area 1 (north, residential)
- Hooker Area 2 (southeast, residential)
- Hooker Area 3 (west, residential)

HISTORIC FUNCTION TYPES SURVEYED

This section provides a systematic outline of all resource function types identified in this reconnaissance level survey. The organization, category titles, and numeric coding conventions used here conform to those of the OK/SHPO. Information for each resource was obtained through various sources, including historic photos, maps, city directories, published histories, personal communication, and public records.

01 Domestic Resources

01A Single Dwelling (48)

One-third of the resources recorded in the three study towns were domestic resources, all but one of which were single dwellings. Each of the three towns in the survey contained residential areas dominated by single dwellings. Several college-related housing resources (dormitories) were located in Goodwell.

Compared with other communities in Oklahoma, the domestic properties located in the three study area towns exhibit a markedly smaller range of architectural styles. Postwar era Minimal Traditional and Ranch style dwellings are predominant in the residential areas. The earliest styles present are quite unpretentious houses following Folk Victorian and Queen Anne traditions. The most interesting examples of domestic architecture tend to be two-story Dutch Colonial Revival and Craftsman/Bungalow examples representing the agricultural expansion years of the 1910s and 1920s. A few good examples of Tudor, Mission/Spanish Colonial Revival, Prairie School, and later Colonial Revival styles are interspersed in the three study towns. Compared to other parts of the state, the built landscapes of the Texas County study towns do not reflect

wide differentials in historic income levels; that is, there are not strong distinctions between areas of affluence, areas of working class people, and areas of poverty. Most residential areas could be classified as working class or within the middle class range, with no areas of recognizable affluence or severe poverty. There are no significant concentrations of high style single dwellings or rare architectural styles in the three study towns.

Ten architectural styles of single dwellings were observed in the Texas County study area. These ranged from older Queen Anne and National Folk styles to later Bungalow/Craftsman and Mission/Spanish Colonial Revival examples. The two most common styles surveyed were National Folk and Bungalow/Craftsman. The most architecturally interesting single dwellings—and perhaps evidence of Midwestern influence—were several Dutch Colonial Revival examples, all of which seem to have been affected by the Bungalow/Craftsman style in terms of decorative detailing. One definite pattern observed was the common use of stucco, both historically and as a recent addition to wall cladding; the use of stucco is apparently more common in the study towns than outside the Oklahoma panhandle region. A few shotgun houses were also observed.

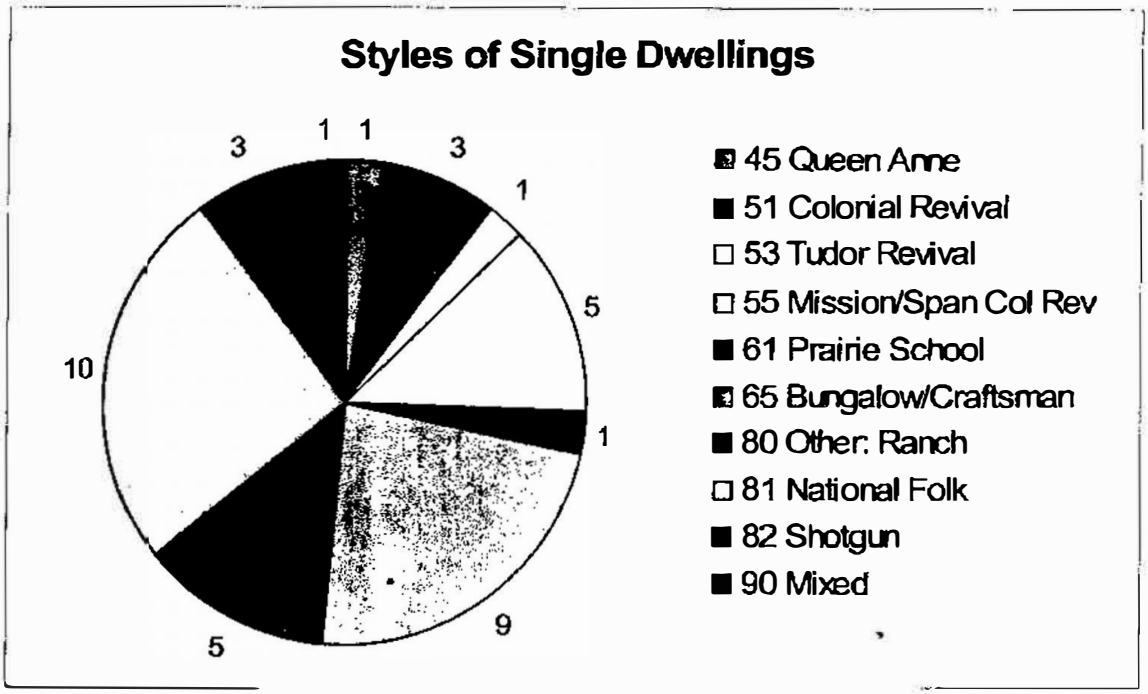


Figure 3. Styles of Single Dwellings recorded in the Three Study Areas.

01B Multiple Dwelling (1)

The one multiple dwelling recorded in the study area was a duplex that warrants further study.

- 204 North Oklahoma Street [Hooker].

01D Hotel (1)

The one hotel recorded in the study area is the oldest property (1901) recorded and is National Register eligible. It is a hotel located on the railroad that is now used as a low-rent apartment building.

- Chenault Hotel [Guymon], Northeast Fourth Street and North Ellison Street

02 Commerce/Trade Resources

02A Business (32)

- 122 South Main Street [Goodwell]
- 124 South Main Street [Goodwell]
- 235 South Main Street [Goodwell]
- 212-214 Northwest Fifth Street [Guymon]
- 219-223 Northwest Fifth Street [Guymon]
- Northwest Sixth Street and North Quinn Street [Guymon]
- 402 North Main Street [Guymon]
- 415 North Main Street [Guymon]
- 500 North Main Street [Guymon]
- 122 North Broadway Street [Hooker]
- 124 North Broadway Street [Hooker]
- 102 East Glaydas Street [Hooker]
- Huston Building, 103-107 East Glaydas Street [Hooker]
- Davis Building, 104 East Glaydas Street [Hooker]
- 110 East Glaydas Street [Hooker]
- 112 East Glaydas Street [Hooker]
- Hooker Hardware Company, 121 East Glaydas Street [Hooker]
- 122 East Glaydas Street [Hooker]
- 201 East Glaydas Street [Hooker]
- 205 East Glaydas Street [Hooker]
- Anders Building, 213 East Glaydas Street [Hooker]

- Hooker's Laundry, 221 East Glaydas Street [Hooker]
- 225 East Glaydas Street [Hooker]
- Board of Education Building, 101 West Glaydas Street [Hooker]
- Jack's Barber Shop, 102 West Glaydas Street [Hooker]
- Shields Building 104, West Glaydas Street [Hooker]
- E & L Daylight Donut Grill, 107 West Glaydas Street [Hooker]
- Hooker Advance Building, 108 West Glaydas Street [Hooker]
- 111 West Glaydas Street [Hooker]
- Kilgore, Farm and Home, 113 West Glaydas Street [Hooker]
- 207 West Glaydas Street [Hooker]
- 100 West Glaydas Street [Hooker]

02D Financial Institution (3)

- 401 North Main Street [Guymon]
- W. J. Risen Building, 101 East Glaydas Street [Hooker]
- Farmers and Merchants Bank, 124 East Glaydas Street [Hooker]

02E Specialty Store (5)

- 114 South Main Street [Goodwell]
- 116 South Main Street [Goodwell]
- 120 South Main Street [Goodwell]
- Leon Allen and Son Building, 122 Northeast Fifth Street [Guymon]
- 120 East Glaydas Street [Hooker]

03 Social Resources

03B Clubhouse (1)

- Masonic Lodge, 501 North Main Street [Guymon]

03C Civic (1)

- Hooker Municipal Building, 113 South Broadway Street [Hooker]

04 Government

04 Government (1)

- 112 South Main Street [Goodwell]

04D Fire Station (1)

- 112 East Second Street [Goodwell]

04H Post Office (1)

- 118 South Main Street [Goodwell]

04I Public Works (2)

- Water Tower, Aggie Avenue and West Sewell Avenue [Goodwell]
- Telephone Exchange Building, 109 North Swem [Hooker]

05 Education

05 Education (2)

- Academy School Arch, 712 North Academy Street [Guymon]
- FFA Building, 215 North Broadway Street [Hooker]

05A School (6)

- Academy/Homer Long Elementary School, 604 North Academy Street [Guymon]
- Guymon High School, 712 North Academy Street [Guymon]
- Guymon Junior High School, 712 North James Street [Guymon]
- Hooker Junior High School, 301 North Broadway Street [Hooker]
- Hooker High School, 321 North Broadway Street [Hooker]
- Hooker Elementary School, 500 North Jefferson Street [Hooker]

05B College (5)

- Hefley Hall, OPSU Campus [Goodwell]
- Hesper Hall, OPSU Campus [Goodwell]
- Sewell-Loofborrough Hall, OPSU Campus [Goodwell]
- Physical Plant Building, OPSU Campus [Goodwell]
- Metal Shop, OPSU Campus [Goodwell]

05C Library (2)

- Marvin McKee Library, OPSU Campus [Goodwell]
- Guymon Public Library, 206 Northwest Fifth Street [Guymon]

05E Educational Related Housing (4)

- Field Hall, OPSU Campus [Goodwell]
- Franklin Hall, OPSU Campus [Goodwell]
- Muller Hall, OPSU Campus [Goodwell]
- North Hall, OPSU Campus [Goodwell]

06 Religion

06A Religious Structure (6)

- Goodwell Baptist Church, 203 South College Avenue [Goodwell]
- First Methodist Episcopal Church, 203 North Main Street [Goodwell]
- Church of the Four Square Gospel, 621 North Quinn Street [Guymon]
- First Church of the Nazarene, 202 North Broadway Street [Hooker]
- United Methodist Church, 202 East Imo Street [Hooker]
- 301 North Jackson Street [Hooker]

06D Church Related Residence (1)

- Presbyterian Pasonage, 324 South Academy Street [Guymon]

07 Funerary

07A Cemetery (1)

- Hooker Cemetery, southeast of Hooker (Northwest 1/4, Northwest 1/4, Southwest 1/4 of Section 35, Township 5 North, Range 17 East)

08 Recreation

08A Theater (1)

- American Theater, 413 North Main Street [Guymon]

08B Auditorium (1)

- Hughes-Strong Hall, OPSU Campus [Goodwell]

08C Museum (1)

- No Man's Land Historical Museum, 207 West Sewell Avenue [Goodwell]

08E Sport Facility (2)

- Oscar Williams Fieldhouse, West Church Street and Aggie Avenue [Goodwell]
- Carl Wooten Field, West Church Street and North Harrison Avenue [Goodwell]

09 Agriculture/Subsistence

09 Agriculture/Subsistence (1)

- Hooker Equity Exchange, 302 East U.S. Highway 54 [Hooker]

09B Storage (5)

- Farmer's Elevator Company Concrete Elevator, "C" Avenue and Chicago, Rock Island and Pacific Railroad [Goodwell]
- Light Grain and Milling Company Elevator, Northeast Fourth Street and Rock Island Railroad [Guymon]
- Cargill Elevator, Broadway Street and Chicago, Rock Island and Pacific Railroad [Hooker]
- Light Grain and Milling Company Elevator, Broadway Street and Chicago, Rock Island and Pacific Railroad [Hooker]
- Hooker Equity CO-OP Elevator, U.S. 54 and U.S. 64 [Hooker]

12 Health Care

12D Medical/Business Office (1)

- Dr. Hayes Office, 110 Northeast Fifth Street [Guymon]

15 Landscape

15B Park (2)

- Garden Club Park, Aggie Avenue and West Sewell Avenue [Goodwell]
- Memorial Park, North Jefferson Street and North Broadway Street [Hooker]

16 Transportation

16A Rail-Related (1)

- Guymon Station, Northeast Third Street and North Main Street [Guymon]

16D Road-Related (7)

- 103 East Second Street [Goodwell]
- 114 East Second Street [Goodwell]
- Libby Owens Ford Auto Glass, 124 Northeast Fourth Street [Guymon]
- Key-Perry Building, 203 Northwest Fifth Street [Guymon]
- Tucker Ford, 202 East Glaydas Street [Hooker]
- Ford Service Garage, 204 East Glaydas Street [Hooker]
- Phillips 66 Filling Station, Ireland Street and West Glaydas Street [Hooker]

97 Unknown

97 Unknown (2)

- 218 East Second Street [Goodwell]

ARCHITECTURAL STYLES SURVEYED

This section provides a systematic outline of all resource architectural styles identified in this reconnaissance level survey. The organization, category titles, and numeric coding conventions used here conform to those of the OK/SHPO. Categories in boldface indicate groups of styles related by historic period; underlined terms indicate specific styles within the group. The list is generally chronological beginning with the earliest American styles found in the study area and ending with those of the mid-twentieth century. Only groups and styles of resources recorded in the study area are included in this listing. The classification "80 Other" includes up to 18 vernacular styles of "American Houses Since 1940" that, although not coded by the OK/SHPO, are common. Classification of all resources was based on exterior diagnostic traits as described in A Field Guide to American Houses (1984) by Virginia and Lee McAlester. The number in parentheses following the name of each underlined architectural style indicates the number of such resources recorded. Numbers in parentheses following boldface groups indicate the sum of all properties classified within the group.

01 No Distinctive Style (10)

40 Late Victorian (6)

45 Queen Anne (6)

Popular from 1880 to about 1910, the Queen Anne style is recognized by its asymmetrical facade, irregular, often complex roof, a typically-dominant facade gable, and a prominent porch. Distinctive decorative details, which were

borrowed by subsequent styles, include: a facade corner tower or full-height, gabled bays that mimic a tower; intricately patterned shingle work in the gables; decoratively-leaded "Queen Anne" windows; and a large, wrapped porch and balustrade. Generally, Queen Anne houses vary considerably in their amount and style of ornamentation; some are decorated with Victorian spindlework, others are of the free-classic variety and include Classical elements, while a few grander examples employ half-timbering and patterned masonry. Examples found in Oklahoma, which was being settled at the time of the Queen Anne movement, are not very ornate. Limited by high labor and material costs, local builders rarely had the skills to construct high style examples, but basic Queen Anne traits were often incorporated into vernacular examples. These include the wrapped porch, prominent facade gables (often with decorative shingles), and the complex, asymmetrical, multiple-gabled roof. Sometimes basic foursquare plans were elaborated to mimic Queen Annes by adding wrapped porches, shingle work, and breaking the roofline with dormers. Except for a few locations, in Oklahoma Queen Anne windows and complex shinglework are uncommon, while true towers and spindlework are almost entirely absent. Facade corner bay windows are commonly used to mimic towers. On the whole, Oklahoma's Queen Anne style properties lack more complex designs, techniques, and decorative materials found on examples in longer-settled areas.

50 Late 19th and Early 20th Century Revivals (24)

51 Colonial Revival (6)

The Colonial Revival style was very popular house style during the first half of the twentieth century. Diagnostic characteristics include an accentuated façade entry, decorative pediment, entry sidelights and transom or fanlights, symmetrical facade fenestrations, and double-hung sashes. The Colonial Revival style is based on 16th and 17th century American colonial architecture; there are at least nine distinct subtypes based on regional vernacular New England, Middle Atlantic, and Virginia Tidewater archetypes. Examples include the Cape Cod subtype, named for its origin, and the gambrel-roof Dutch Colonial Revival, which originated in the Hudson Valley. In Oklahoma, a plain, pre-automobile, hipped roof subtype, often referred to as the "Colonial Foursquare," is common. Later, more stylish Colonial Revival houses were popular in middle class automobile suburbs of the 1920s and, compared with other styles of that period, better survived the Second World War, after which the style was incorporated into Ranch and Split Level houses.

52 Classical Revival (3)

Dominant in the first half of this century, the Classical Revival style, as utilized in domestic resources, is characterized by full-height porches supported by colossal classical columns with Ionic or Corinthian capitals, balustraded balconies, two-story bay windows on side elevations, and an occasional porte-cochere. In Oklahoma and other late-settled regions, these were the homes of the nouveau

elite, and the style was designed to advertise prestige. Large but simple moldings such as dentils and modillions, pedimented gables, and heavy cornices are hallmarks of the style. The style was often applied to commercial buildings, especially banks, due to the permanence implied by the use of classical elements.

53 Tudor Revival (6)

This post-Victorian revival style first appeared in the United States as large mansions on the outskirts of large cities in the 1880s before being popularized around 1920 and waning around 1940. It reflects American ideas of medieval English dwellings and is known for its diagnostic traits: half-timbered walls; steeply-pitched roofs; tall, narrow, Gothic-arched windows; a façade dominated by one or more prominent gables; prominent chimneys with chimney pots; and decorative masonry. Its popularity diffused downward to the middle classes in much smaller versions when new automobile suburbs expanded around American metropolitan areas. Among the most popular American middle class Tudor Revival subtypes built during the 1920s and 1930s was the Cotswold Cottage, named for the medieval period dwellings of southwest England. Cotswold Cottage features include a steeply-pitched, asymmetric roofline, small dormers, and a prominent façade chimney. False thatched roofs are also common. Although built in quantity, suburban Tudor Revivals often retained much ornamentation. Builders mixed and matched any number of innovations in detailing, sometimes adding traits associated with other period house styles (Mission, Craftsman, Colonial Revival). While it continued through the 1930s,

construction of this showy style declined in 1942 when labor and material costs rose. After 1945, the popularity of Minimal Traditional and early Ranch style tract housing terminated most all Tudor construction.

54 Late Gothic Revival (1)

Although the Gothic Revival style was popular between 1840 an 1880, it underwent another revival about 1890 that lasted well into the twentieth century for public buildings. One particularly visible form is Collegiate Gothic, which was used for educational properties and churches until the Second World War. The Late Gothic Revival style is characterized by pointed-arched windows, steeply-pitched roofs, and decorative verge boards in the gables.

55 Mission/Spanish Colonial Revival (9)

This style was common from about 1890 to 1940, particularly in the Southwest. Characteristic features of the Mission/Spanish Colonial Revival style include red tile roof covering and smooth stucco wall surfaces. These buildings may be either symmetrical or asymmetrical, and their roof types vary among a few distinct sub-styles. Three Mediterranean Period Eclectic house styles described in McAlester & McAlester—Mission, Spanish Eclectic, and Monterey—are included in this OK/SHPO category. The Spanish Eclectic style was common from about 1915 to 1940, especially in California, the southwestern states, and Florida. Spanish Eclectic houses are revivals that borrow and combine elements from a broad range of Spanish history. Typical traits include low-pitched red tile roofs with narrow

or flush eaves, smooth stucco wall surfaces, asymmetrical facades, use of arches over windows and entries. The Monterey style is a revival of a Spanish Colonial style that emerged in northern California after 1850 when New England house forms blended with those of Spanish California. The Monterey style thus blends traits of Spanish Eclectic and Colonial Revival styles. Built intermittently in suburbs after 1925, Spanish detailing predominates before 1940 and Colonial Revival thereafter. Monterey houses are usually two-story side-gabled houses with low-pitched roofs that are often covered with wood shingles or ceramic tiles and contain a cantilevered full-length façade balcony. The first and second stories are usually covered with different materials. There is usually a gable wall chimney and the fenestration is quite symmetrical.

60 **Late 19th and Early 20th Century American Movements** (77)

61 Prairie School (1)

The Prairie School style, an American original popular among the elite from 1900 through the 1920s, has a low-pitched, hipped roof with wide eaves, massive, squared porch supports, and eaves and cornices with horizontal emphasis. They are usually two stories in height and, having arisen with the automobile, often have porte-cocheres and/or matching garages. Landmark examples emphasize the horizontal and deemphasize entries, but common examples often borrow detailing from other styles, especially Craftsman and Colonial Revival, which break from the more formal Prairie School design. A common example is the "Prairie Box"

subtype, which is primarily differentiated from the Colonial Revival "Classic Box" by a lower-pitched roof and more emphasis on the horizontal elements.

62 Commercial Style (63)

The most common type of non-domestic building surveyed in the study area is that of the Commercial Style, which was prevalent in the first few decades of the twentieth century. Commercial Style buildings come in at least a dozen varieties based on their number of stories, footprint size, and facade decor. They are frequently one to twelve stories tall, three to five bays wide, and possess a flat roof and facade parapet. Free-standing and contiguous examples exist.

65 Bungalow/Craftsman (12)

The Bungalow/Craftsman style was popular between 1905 and the 1930s. Originally an avant-garde style associated with the Craftsman Movement in California, this simple, flexible form became one of the most common vernacular house types in the United States before 1940 because it could be cheaply mass-produced. Typical Bungalow/Craftsman characteristics include a low-pitched, gabled roof with wide, open eaves and exposed rafter tails and purlins, decorative gable stickwork, multiple roof lines, vertically-muntined windows, and porches supported by massive, squared, sometimes battered piers that connect to ground level. A distinctive subtype is the Airplane Bungalow, identified by a partial second story used for bedrooms.

70 Modern Movement (5)

71 Moderne (2)

The Art Moderne style, popular 1920-1940, is an easily identifiable style characterized by smooth, often rounded, usually stucco, wall surfaces, flat roofs with roof line coping, horizontal grooves, glass block windows, and asymmetrical facades.

73 Art Deco (3)

The Art Deco style, which is actually an eclectic style with a variety of influences, originated at the 1925 World's Fair in Paris and became very popular as an architectural style in the United States after 1928. Preceding the Moderne style, it shared many of the same characteristics, such as an emphasis on speed and smooth surfaces. Among the more common characteristics of the Art Deco Style were the incorporation of stylized animals from Egyptian and African art, geometric designs such as chevrons and sunburst motifs, and aerodynamic "streamlined" shapes reminiscent of modern machine designs. Art Deco architecture faded during the Second World War as material scarcities precluded indulgent designs during the 1940s.

80 Other (24)

80 Other: Quonset Hut (1940-1960) (1)

A Quonset hut is a lightweight, prefabricated building made of corrugated iron with a semicircular cross section. It was modeled after the British Nissen hut

developed during World War I. The first Quonset huts were manufactured for the U.S. Navy in 1941 by the George A. Fuller construction company at Quonset Point at the Naval Construction Battalion Center in Davisville, Rhode Island. The Quonset hut was lightweight enough to be shipped anywhere and could be easily reassembled. Over 150,000 units were made during WWII, after which the military sold surplus units to the public for $1,000 each.

80 Other: Ranch (1935-1975) (5)

The modern ranch house was developed in California during the mid-1930s and was popularized in the 1940s. During the 1950s and 1960s it became the prevailing style among new houses. In Oklahoma, it remained the dominant single dwelling type well into the 1970s. Ranches come in many sizes, but generally became larger with time. The earliest forms were typically less than 1400 square feet in area and clad in wood or asbestos siding. Use of brick veneer, partially or entirely, became very popular in the 1950s in Oklahoma. By the 1960s, Ranch houses had greatly increased their square footage and the trend would continue into the 1970s. Both early and late examples share common diagnostic characteristics: one-story and horizontal emphasis; a low-pitched roof (most commonly hipped); moderate to wide, open or boxed eaves; decorative shutters; Chicago-style picture windows and a conspicuous, attached garage with a driveway. Early ranches typically had one-car garages. Two-car garages came mostly after 1960. Among the most common alterations to the earlier form found

in Oklahoma is the construction of a carport and the expansion of living space into the garage.

81 National Folk (14)

The National Folk style, constructed in urban and rural areas from the early nineteenth to mid twentieth centuries, is more a family of several structurally-related single dwelling types than a fashionable architectural style. The National Folk family tree began in the British Isles in the Middle Ages before diffusing and blending with other European and Native American dwelling types. Over the centuries the family evolved several distinct folk log house forms, such as the saddlebag, dogtrot, and I-house types. Availability of inexpensive sawn lumber, which followed the industrial revolution and railroad expansion in the United States (beginning about 1870), these folk forms were converted to balloon frame forms. Some, like the I-house, remained virtually unchanged in appearance, while other new forms, like the pyramidal house, were offshoots of the earlier log single and double-pen forms.

82 Shotgun (3)

The Shotgun house is a type of one-story, gable-front National Folk dwelling characterized by a floor plan of one room wide and three to four rooms deep. These easily identifiable, long, narrow folk houses were originally either weatherboard or board-and-batten clad and typically had a full-width porch. Their name is derived from the idea that a shotgun blast at the front door would travel

through every room. They served as convenient worker housing in oilfields and mining areas in the early twentieth century. The Shotgun is especially associated with the petroleum industry of Oklahoma, Texas, and Louisiana, where they were used as inexpensive, portable quarters for single, working men. Since their size made them less attractive as family dwellings, after the decline of the oilfields, many Shotguns fell into decrepit condition and have been lost over the years. Ornamentation or wall cladding other than wood is, as a rule, an alteration.

90 **Mixed** (More than two styles from different periods) (1)

In summary, the 147 recorded resources represent fifteen (15) styles of American architecture in six architectural periods, as illustrated in the table below. Notable patterns of commercial architecture in the study area include:

(1) scarcity of high style domestic architecture and absence of affluent residential areas that are more than fifty years of age;

(2) a muted level of ornamentation whereby expected decorative detailing is toned down or even absent, but distinctive of Great Plains vernacular architecture;

(3) some unifying stylistic elements—namely, emphasis of horizontal lines, use of glass blocks, and rectangular brick designs in façades of commercial buildings—that provide visual continuity among commercial properties and are likely the work of a single local architect;

(4) frequent incorporation of stucco for wall cladding, both historically and in contemporary alterations.

Groups of Styles Related by Historic Period	Recorded	Percent
No Distinctive Style	10	7%
Late Victorian	6	4%
Late 19th and Early 20th Century Revivals	24	16%
Late 19th and Early 20th Century American Movements	77	52%
Modern Movement	5	3%
Other	24	16%
Mixed	1	1%
TOTAL	**147**	100%

Figure 4. Groups of Styles Related by Historic Period

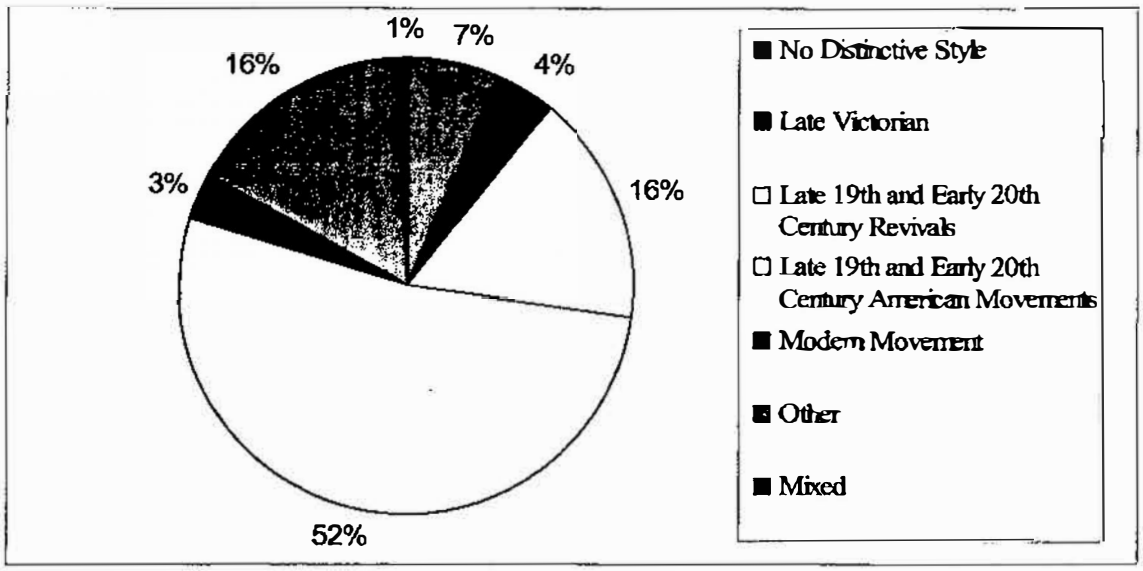


Figure 5. Groups of Styles Related by Historic Period (pie chart).

REPORT OF ALL PROPERTIES SURVEYED

Goodwell

Name (if available) and Address	Type	Significance
1. 117 SOUTH "A" AVENUE	B	Warrants Further Study
2. 222 NORTH "B" AVENUE	B	Warrants Further Study
3. 301 NORTH "B" AVENUE	B	Warrants Further Study
4. 124 SOUTH "C" AVENUE	B	Warrants Further Study
5. 103 SOUTH "E" AVENUE	B	Warrants Further Study
6. 116 SOUTH "E" AVENUE	B	Warrants Further Study
7. 406 NORTH "E" AVENUE	B	Warrants Further Study
8. 324 WEST FIRST STREET	B	No Further Study Warranted
9. 103 EAST SECOND STREET	B	Warrants Further Study
10. 112 EAST SECOND STREET	B	Warrants Further Study

11. 114 EAST SECOND STREET	B	Warrants Further Study
12. 218 EAST SECOND STREET	B	Warrants Further Study
13. 223.5 EAST SECOND STREET	B	Warrants Further Study
14. 305 EAST SECOND STREET	B	Warrants Further Study
15. 403 EAST SECOND STREET	B	Warrants Further Study
16. GOODWELL BAPTIST CHURCH 203 SOUTH COLLEGE AVENUE	B	National Register Eligible
17. NO MAN'S LAND HISTORICAL MUSEUM 207 WEST SEWELL AVENUE	B	Warrants Further Study
18. 116 WEST CHURCH STREET	B	Warrants Further Study
19. 319 WEST CHURCH STREET	B	Warrants Further Study
20. 130 NORTH MAIN STREET	B	Warrants Further Study

21. FIRST METHODIST EPISCOPAL CHURCH 203 NORTH MAIN STREET	B	National Register Eligible
22. 112 SOUTH MAIN STREET	B	Warrants Further Study
23. 114 SOUTH MAIN STREET	B	Warrants Further Study
24. 116 SOUTH MAIN STREET	B	Warrants Further Study
25. 118 SOUTH MAIN STREET	B	Warrants Further Study
26. 120 SOUTH MAIN STREET	B	Warrants Further Study
27. 122 SOUTH MAIN STREET	B	Warrants Further Study
28. 124 SOUTH MAIN STREET	B	Warrants Further Study
29. 235 SOUTH MAIN STREET	B	Warrants Further Study
30. 415 FACULTY ROW	B	Contributing Resource
31. 419 FACULTY ROW	B	Contributing Resource

32. GARDEN CLUB PARK AGGIE AVENUE AND WEST SEWELL AVENUE	S	Warrants Further Study
33. WATER TOWER AGGIE AVENUE AND WEST SEWELL AVENUE	S	Warrants Further Study
34. FARMER'S ELEVATOR COMPANY CONCRETE ELEVATOR "C" AVENUE AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD	S	Warrants Further Study
35. OSCAR WILLIAMS FIELDHOUSE WEST CHURCH STREET AND AGGIE AVENUE	B	Contributing Resource
36. CARL WOOTEN FIELD WEST CHURCH STREET AND NORTH HARRISON AVENUE	B	Contributing Resource
37. EAGLE BOULEVARD AND SEWELL STREET	B	Warrants Further Study
38. FIELD HALL	B	Contributing Resource

OPSU CAMPUS

39. FRANKLIN HALL OPSU CAMPUS	B	National Register Eligible
40. HEFLEY HALL OPSU CAMPUS	B	Contributing Resource
41. HESPER HALL OPSU CAMPUS	B	Contributing Resource
42. HUGHES-STRONG HALL OPSU CAMPUS	B	Contributing Resource
43. MARVIN E. MCKEE LIBRARY OPSU CAMPUS	B	Contributing Resource
44. METAL SHOP OPSU CAMPUS	B	Contributing Resource
45. MULLER HALL OPSU CAMPUS	B	Contributing Resource

46. NORTH HALL OPSU CAMPUS	B	Contributing Resource
47. OPSU PRESIDENT'S RESIDENCE OPSU CAMPUS	B	Contributing Resource
48. PHYSICAL PLANT BUILDING OPSU CAMPUS	B	Contributing Resource
49. SEWELL-LOOFBOROUGH HALL OPSU CAMPUS	B	Contributing Resource

Guymon

Name (if available) and Address	Type	Significance
1. LIBBY OWENS FORD AUTO GLASS 124 NORTHEAST FOURTH STREET	B	Contributing Resource
2. LIGHT GRAIN AND MILLING COMPANY ELEVATOR NORTHEAST FOURTH STREET AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD	B	Warrants Further Study
3. CHENAULT HOTEL NORTHEAST FOURTH STREET AND NORTH ELLISON STREET	B	National Register Eligible
4. DR. HAYES OFFICE 110 NORTHEAST FIFTH STREET	B	Contributing Resource
5. LEON ALLEN AND SON BUILDING 122 NORTHEAST FIFTH STREET	B	Contributing Resource

6. KEY-PERRY BUILDING 203 NORTHWEST FIFTH STREET	B	Contributing Resource
7. GUYMON PUBLIC LIBRARY 206 NORTHWEST FIFTH STREET	B	Contributing Resource
8. GRUEBBEL BUILDING 212-214 NORTHWEST FIFTH STREET	B	Contributing Resource
9. JAMES B. LANGSTON BUILDING 219-223 NORTHWEST FIFTH STREET	B	Contributing Resource
10. 702 NORTHWEST FIFTH STREET	B	Warrants Further Study
11. NORTHEAST SIXTH STREET AND NORTH QUINN STREET	B	Contributing Resource
12. PERRY GORE HOUSE 112 NORTH ACADEMY STREET	B	Warrants Further Study

13. 113 NORTH ACADEMY STREET	B	Warrants Further Study
14. 305 NORTH ACADEMY STREET	B	Warrants Further Study
15. 403 NORTH ACADEMY STREET	B	Warrants Further Study
16. 413 NORTH ACADEMY STREET	B	Warrants Further Study
17. 418 NORTH ACADEMY STREET	B	Warrants Further Study
18. 423 NORTH ACADEMY STREET	B	Warrants Further Study
19. 520 NORTH ACADEMY STREET	B	Warrants Further Study
20. ACADEMY/HOMER LONG ELEMENTARY SCHOOL 604 NORTH ACADEMY STREET	B	Warrants Further Study
21. 707 NORTH ACADEMY STREET	B	Warrants Further Study
22. GUYMON HIGH SCHOOL 712 NORTH ACADEMY STREET	B	National Register Eligible

23. ACADEMY SCHOOL ARCH 712 NORTH ACADEMY STREET	S	Warrants Further Study
24. 912 NORTH ACADEMY STREET	B	Warrants Further Study
25. PRESBYTERIAN PARSONAGE 324 SOUTH ACADEMY STREET	B	Warrants Further Study
26. GUYMON JUNIOR HIGH SCHOOL 712 NORTH JAMES STREET	B	Warrants Further Study
27. 401 NORTH MAIN STREET	B	Contributing Resource
28. 402 NORTH MAIN STREET	B	Contributing Resource
29. AMERICAN THEATER 413 NORTH MAIN STREET	B	Contributing Resource
30. ZELLER'S JEWELERS 415 NORTH MAIN STREET	B	Contributing Resource

31. 500 NORTH MAIN STREET	B	Contributing Resource
32. MASONIC LODGE 501 NORTH MAIN STREET	B	National Register Eligible
33. CHURCH OF THE FOUR SQUARE GOSPEL 621 NORTH QUINN STREET	B	Warrants Further Study
34. GUYMON STATION NORTHEAST THIRD STREET AND NORTH MAIN STREET	B	Warrants Further Study

Hooker

Name (if available) and Address	Type	Significance
1. CARGILL ELEVATOR BROADWAY STREET AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD	S	Warrants Further Study
2. LIGHT GRAIN MILLING COMPANY ELEVATOR BROADWAY STREET AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD	S	Warrants Further Study
3. HOOKER LUMBER COMPANY 122 NORTH BROADWAY STREET	B	Warrants Further Study
4. 124 NORTH BROADWAY STREET	B	Warrants Further Study
5. FIRST CHURCH OF THE NAZARENE 202 NORTH BROADWAY STREET	B	Warrants Further Study

6. FFA BUILDING 215 NORTH BROADWAY STREET	B	Warrants Further Study
7. HOOKER JUNIOR HIGH SCHOOL 301 NORTH BROADWAY STREET	B	Warrants Further Study
8. HOOKER HIGH SCHOOL 321 NORTH BROADWAY STREET	B	Warrants Further Study
9. HOOKER MUNICIPAL BUILDING 113 SOUTH BROADWAY STREET	B	Contributing Resource
10. 215 EAST DEWEY AVENUE	B	Contributing Resource
11. 302 EAST DEWEY AVENUE	B	Contributing Resource
12. HOOKER BOARD OF EDUCATION 101 WEST GLAYDAS STREET	B	Contributing Resource

13. W. J. RISEN BUILDING 101 EAST GLAYDAS STREET	B	Contributing Resource
14. 102 EAST GLAYDAS STREET	B	Contributing Resource
15. HUSTON BUILDING 103-107 EAST GLAYDAS STREET	B	Contributing Resource
16. DAVIS BUILDING 104 EAST GLAYDAS STREET	B	Contributing Resource
17. 110 EAST GLAYDAS STREET	B	Contributing Resource
18. 112 EAST GLAYDAS STREET	B	Contributing Resource
19. 120 EAST GLAYDAS STREET	B	Contributing Resource
20. HOOKER HARDWARE COMPANY 121 EAST GLAYDAS STREET	B	Contributing Resource
21. 122 EAST GLAYDAS STREET	B	Contributing Resource

22. FARMERS AND MERCHANTS BANK 124 EAST GLAYDAS STREET	B	Contributing Resource
23. HOOKER TAG AGENCY 201 EAST GLAYDAS STREET	B	Contributing Resource
24. TUCKER FORD 202 EAST GLAYDAS STREET	B	Contributing Resource
25. FORD SERVICE GARAGE 204 EAST GLAYDAS STREET	B	Contributing Resource
26. 205 EAST GLAYDAS STREET	B	Contributing Resource
27. ANDERS BUILDING 213 EAST GLAYDAS STREET	B	Contributing Resource
28. 221 EAST GLAYDAS STREET	B	Contributing Resource
29. 225 EAST GLAYDAS STREET	B	Contributing Resource

30. JACK'S BARBER SHOP 102 WEST GLAYDAS STREET	B	Contributing Resource
31. SHIELDS BUILDING 104 WEST GLAYDAS STREET	B	Contributing Resource
32. 107 WEST GLAYDAS STREET	B	Contributing Resource
33. HOOKER ADVANCE BUILDING 108 WEST GLAYDAS STREET	B	Contributing Resource
34. 111 WEST GLAYDAS STREET	B	Contributing Resource
35. 113 WEST GLAYDAS STREET	B	Contributing Resource
36. 210 WEST GLAYDAS STREET	B	Contributing Resource
37. 301 WEST GLAYDAS STREET	B	Warrants Further Study
38. UNITED METHODIST CHURCH 202 EAST IMO STREET	B	Contributing Resource
39. 207 NORTH IRELAND STREET	B	Contributing Resource

40. PHILLIPS 66 STATION IRELAND STREET AND GLAYDAS STREET	B	Contributing Resource
41. 213 NORTH JACKSON STREET	B	Warrants Further Study
42. ST. JOHNS LUTHERAN CHURCH 301 NORTH JACKSON STREET	B	Warrants Further Study
43. 415 NORTH JEFFERSON STREET	B	Warrants Further Study
44. HOOKER ELEMENTARY 500 NORTH JEFFERSON STREET	B	Warrants Further Study
45. MEMORIAL PARK NORTH JEFFERSON STREET AND NORTH BROADWAY STREET	B	Warrants Further Study
46. 107 SOUTH LINCOLN STREET	B	Warrants Further Study

47. 201 NORTH LINCOLN STREET	B	Warrants Further Study
48. 312 NORTH LINCOLN STREET	B	Warrants Further Study
49. 101 NORTH MISSOURI STREET	B	Warrants Further Study
50. 111 NORTH NEVADA STREET	B	Warrants Further Study
51. 206 NORTH NEVADA STREET	B	Warrants Further Study
52. 208 NORTH NEVADA STREET	B	Warrants Further Study
53. 101 NORTH OKLAHOMA STREET	B	Warrants Further Study
54. 110 NORTH OKLAHOMA STREET	B	Warrants Further Study
55. 203 NORTH OKLAHOMA STREET	B	Warrants Further Study
56. 204 NORTH OKLAHOMA STREET	B	Warrants Further Study
57. TELEPHONE EXCHANGE 109 NORTH SWEM STREET	B	Warrants Further Study

58. 100 SOUTH SWEM STREET	B	Warrants Further Study
59. 216 NORTH TEXAS STREET	B	Warrants Further Study
60. HOOKER EQUITY EXCHANGE 302 EAST U.S. HIGHWAY 54	B	Warrants Further Study
61. HOOKER EQUITY CO-OP ELEVATOR U.S. 54 AND U.S. 64	S	Warrants Further Study
62. 200 NORTH WASHINGTON STREET	B	Warrants Further Study
63. 311 NORTH WASHINGTON STREET	B	Warrants Further Study
64. HOOKER CEMETERY NW4, NW4, SW4 OF SECTION 35, T5N, R17E	S	Warrants Further Study

THUMBNAIL SKETCHES

Individual Resources Warranting National Register Consideration: Goodwell

[Brackets] indicate property numbers from the Report of All Properties Surveyed.

Goodwell Baptist Church [16]

203 South College Avenue

Built ca. 1920

This property is a large, parapeted and gabled-roof, brick-clad, Tudor Revival style religious structure with a square bell tower above the gothic-arched entry portico. Decorative elements include stone coping on Tudor parapet; gothic arched windows; false buttresses with stone coping; arched portico framed by setoff buttresses.

First Methodist Episcopal Church [21]

203 North Main Street

Built in 1924

This property is a three-story, brick-clad, hipped-roof, classical revival style religious structure with a prominent classical revival style pedimented portico and three interior chimneys.

Franklin Hall [39]

OPSU Campus

Built in 1910

This property is a two-story, hipped-roof, rusticated concrete block-clad, colonial revival style multiple dwelling. Decorative details include wide eaves; smooth belt course; stone window sills and lintels; header course round-arched entry; entry transom light. Property has been used as a dormitory since construction and is the oldest surviving building on the OPSU campus.

Goodwell National Register-Eligible Resources
Goodwell.NRE
Calumy Road
Elbara Rd
Ellis St
Walnut St
Bard Blvd
Taquey Rd
Stolui St
0
0.15
0.3
miles

Individual Resources Warranting National Register Consideration: Guymon

Light Grain and Milling Company Elevator [3]

Northeast Fourth Street and Chicago, Rock Island and Pacific Railroad

Built in 1920

This is an old ironclad grain elevator. This property is not listed on the National Register. It is National Register eligible.

Chenault Hotel [4]

Northeast Fourth Street and North Ellison Street

Built ca. 1915

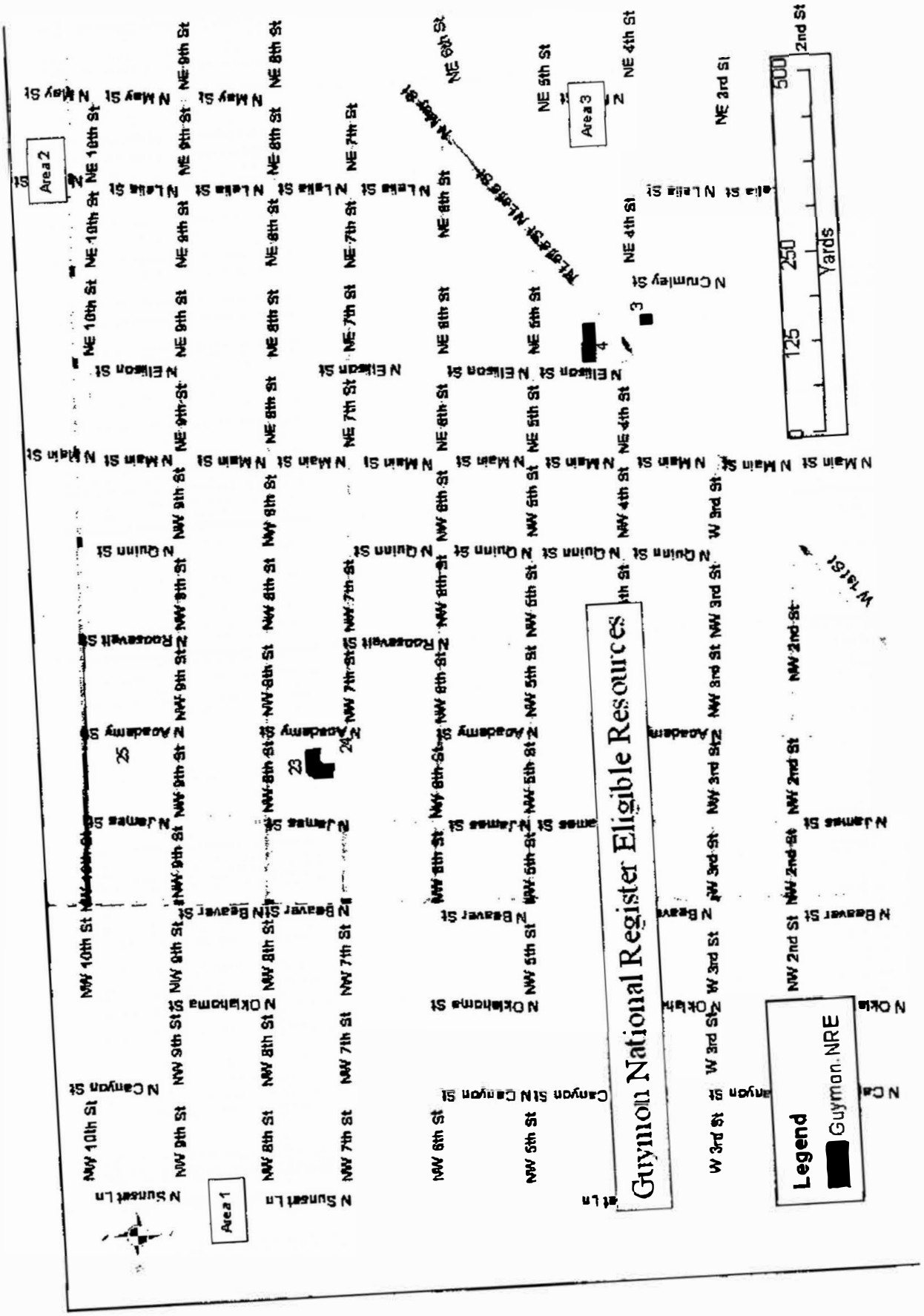
This property is a two-story, flat-roof, brick-clad, Commercial Style hotel building. Decorative details include contrasting buff brick façade and red brick side elevations, header course window sills and soldier course lintels, a recessed and brick-corbelled portion of the parapet on the west end of the south elevation, façade-elevation casement windows with aluminum awnings and a full-width aluminum awning on façade, and arched windows on rear (east) elevation. According to the 1930 Sanborn map, this property was the Chenault Hotel, an early landmark near the railroad in Guymon. This property is National Register eligible.

Guymon High School [23]

712 North Academy Street

Built ca. 1920

This property, originally Guymon High School, is a two-story, flat-roof, brick-clad, Late Gothic Revival (Collegiate Gothic) style school building. The L-shaped footprint focuses on an impressive castle-like corner entry with two towers, complete with stone battlements and spires. Other decorative elements include decorative brick work, a large stone band and stone arched entry with opposing inset arched windows, extensive use of white trim stone for vertically-emphasized parapet designs, soldier belt courses, and full-height, vertical panels of brick sleepers. This property is National Register eligible.


Guymon National Register Eligible Resources
Legend
Guymon NRE
Area 1
Area 2
Area 3
0
125
250
500
Yards
N Main St
N Quinn St
N Elkson St
N Leslie St
N May St
N Cumley St
N James St
N Beaver St
N Oklahoma St
N Canyon St
N Sunset Ln
NE 10th St
NE 9th St
NE 8th St
NE 7th St
NE 6th St
NE 5th St
NE 4th St
NE 3rd St
NW 10th St
NW 9th St
NW 8th St
NW 7th St
NW 6th St
NW 5th St
NW 4th St
NW 3rd St
NW 2nd St
W 3rd St
W 1st St
Roosevelt St
N Academy St
2nd St

Individual Resources Warranting National Register Consideration: Hooker

W. J. Risen Building [13]

101 East Glaydas Street

Built in 1929

This property is a two-story, flat-roofed, brick-clad, Commercial Style bank building. Exterior features include a recessed corner entry and corner lot location. This handsome property exhibits modest decorative detail, which is representative of the region. A tall parapet with stone coping caps the façade and both side elevations; there is a stone nameplate with a header frame; small white square trim stones ornament soldier course lintels on all windows and entries; stone sills support all paired windows; there is a mezzanine above the façade windows and entry and header course sills are below the façade window. This property retains all of its exterior elements and is National Register eligible.

102 East Glaydas Street [14]

Built ca. 1910

This property is a one-story, flat-roofed, brick-clad, Commercial Style shop building. Its exterior features include a recessed façade entry with shop window surrounds and a corner location. This well-preserved property contains a relatively large set of decorative detailing, including the use of polychromatic masonry (red brick with buff accents); a semi-castellated parapet featuring contrasting brick-rectilinear designs: a façade oculus of buff brick; buff soldier course lintels above façade windows; header course sills below façade windows; buff header course frames around side windows (obscured); and

dovetail brick-and-brick joints on the façade elevation. The original glass entry survives. This property is National Register eligible.

120 East Glaydas Street [19]

Built ca. 1920

This property is a one-story, flat-roof, tin-clad, Commercial Style office building. This National Register eligible resource is unique. Decorative elements include an unusual tin shingle-over-rusticated concrete block construction; an original cornice with button designs, and the original wood and glass, slightly recessed entry. The rear of the building contains an older frame addition that is out of sight and therefore does not compromise this resource's integrity. This property warrants further study for its architectural and historic significance to the city of Hooker.

Tucker Ford [24]

202 East Glaydas Street

Built ca. 1925

This property is a one-story, flat-roof, brick and stucco-clad, Mission/Spanish Colonial Revival (Mission) style automobile dealership building. Parapet is a rectilinear Mission style featuring header coping with white brick accents at corners and oculi between brick pilasters (northeast elevation); southwest elevation parapet contains a contrasting white brick horizontal fringe belt course in parapet. Original showroom-style windows and transform lights completely wrap street exposures (some transom lights are obscured with plywood). Original wood car door on northeast elevation. Mission tile visor roof with

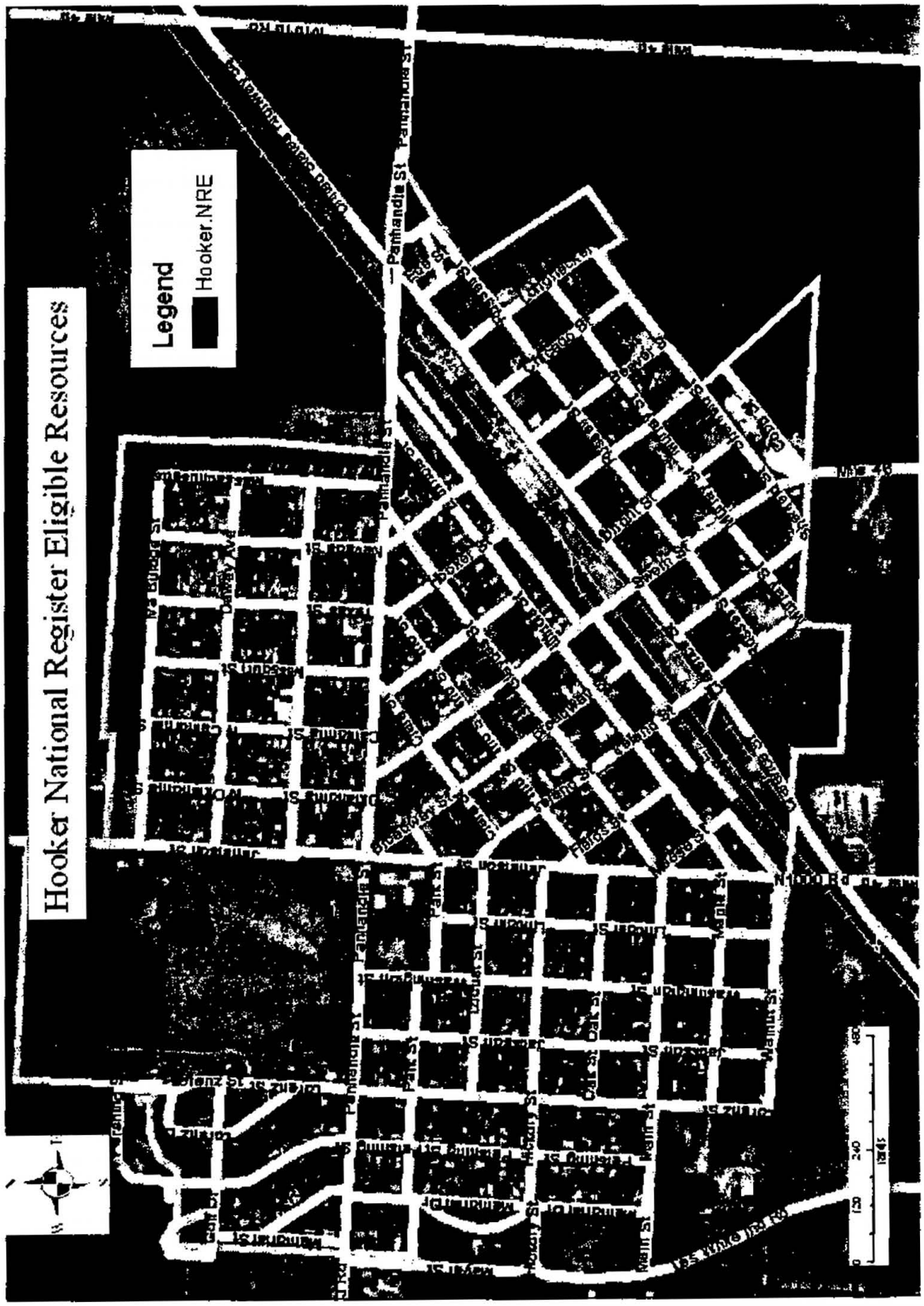
ornamental brackets extend full-length of northeast elevation and wrap around to part of the southwest elevation. Stucco pediment below and soldier course lintels adorn showroom windows. This property is National Register eligible.

Phillips 66 Station [40]

Ireland Street and Glaydas Street

Built ca. 1930

This property is a one-story, cross-gabled, brick-clad, Tudor style gasoline service station building. One of the surviving Phillips 66 stations, this road-related resource sports a façade chimney with chimney pot, steeply-pitched, metal-shingle roof, original guttering, soldier course-arched lintels above windows and arched entry, and steel casement windows with transom lights. This excellent example is National Register eligible.


Hooker National Register Eligible Resources
Legend
Hooker.NRE
Pamlandia St
Lincoln St
Main St
Durbin St
Hooker Creek
0
250
500
1,000 Feet

THUMBNAIL SKETCHES

Individual Properties Outside Districts Warranting Further Study: Goodwell

[Brackets] indicate property numbers from the Report of All Properties Surveyed.

222 NORTH "B" AVENUE [2]

ca. 1925

This is a one and one-half story, front-gabled, weatherboard-clad, craftsman/bungalow style single dwelling with a shed dormer, eave wall chimney, and small gabled portico on the south elevation. Facade has a recessed corner entry porch. Decorative elements include wide, open eaves with exposed rafter tails and triangular eave braces and craftsman-style window muntins throughout.

301 NORTH "B" AVENUE [3]

ca. 1930

This is a one-story, front-gabled, stucco-clad, bungalow with both craftsman and mission/Spanish colonial revival (Spanish eclectic) overtones. Decorative elements include a moderately-pitched roof with narrow, open eaves and exposed rafter tails; smooth stucco walls with arcaded entry; steel casement windows; attic vents and aluminum window awning, north elevation.

124 SOUTH "C" AVENUE [4]

ca. 1940

This property is a one-story, gabled, particle board-clad national folk (gable-front, other than shotgun) style single dwelling. Its minimal decorative details include gable-end attic vents and narrow, open eaves with exposed rafter tails.

103 SOUTH "E" AVENUE [5]

ca. 1920

This property is a two-story, gabled (gambrel) roof, stucco-clad, (Dutch) colonial revival style single dwelling with a one story addition to the rear; it contains two wood-clad gabled dormers. Decorative elements include symmetrical fenestration, side gabled gambrel roof, dormers with cornice returns, narrow boxed eaves, and decorative cornices on roof, smooth stucco walls, and wood window lintels. Original windows have been replaced with aluminum windows; otherwise house appears to be in mostly original condition.

116 SOUTH "E" AVENUE [6]

ca. 1925

This is a one-story, front-gabled, stucco-clad, national folk (shotgun) style single dwelling with a shed-roof portico. This small property's decorative details include craftsman-inspired exposed rafter tails and Spanish eclectic-inspired stucco walls.

406 NORTH "E" AVENUE [7]

c. 1945

This is a one-story, gabled-roof, asbestos siding-clad, national folk (gable-front other than shotgun) style single dwelling with no decorative detail.

103 EAST SECOND STREET [9]

ca. 1920

This property is a one-story, gabled-roof, concrete block transportation-related garage building with partial stucco cladding and shingled gables. Original hung windows have been replaced with smaller fixed windows. In 1930 this building had a capacity of fourteen cars.

112 EAST SECOND STREET [10]

ca. 1920

This property is a one-story, front-gabled, stucco-clad, commercial style fire station building with a garage door facing the street. Original bay door has been replaced with new metal door. Barnboard trim has been added above bay door. Original outside security light on façade.

114 EAST SECOND STREET [11]

ca. 1925

This property is a one-story, flat-roofed, brick-clad, commercial style road-related building. In 1930 it had a capacity of 45 cars. The original structure remains except for

recent stucco work on facade. No windows or doors have been changed. Old security light still mounted on façade of building. Bracket for original hanging porcelain sign still mounted to building.

218 EAST SECOND STREET [12]

ca. 1935

This property is a one-story, flat-roof, brick-clad, commercial building with a recessed entry, two eave-side chimneys and decorative brick and stone work emphasizing horizontal lines. It may be associated with one of the new deal agencies active in the area in the 1930s. Enclosed entry features window ribbon on façade and east side.

223.5 EAST SECOND STREET [13]

ca. 1910

This property is a one-story, side-gabled, weatherboard-clad, national folk (hall-and-parlor) style single dwelling. It is probably among the oldest surviving single dwellings in Goodwell and is probably associated with the early history of the town. It is currently being used as a secondary structure.

403 EAST SECOND STREET [15]

ca. 1940

This property is a one-story, cross-gabled, stucco-clad, bungalow with two enclosed porticos on the north and east elevations. Decorative details include wide, open eaves;

smooth wall surfaces; gable end attic vents; paired windows at corners; and wrought iron portico railings.

NO MAN'S LAND HISTORICAL MUSEUM [17]

207 WEST SEWELL AVENUE

Built in 1950

This property is a one-story, brick-clad, commercial style museum building. It was originally constructed as a museum and remains in service.

116 WEST CHURCH STREET [18]

ca. 1930

This property is a one-story, gabled roof, aluminum siding-clad craftsman bungalow with an enclosed entry portico and eave wall chimney on the east elevation. Decorative elements include wide, open eaves; craftsman-style vertical window muntins; and wrought iron railing on portico.

319 WEST CHURCH STREET [19]

ca. 1920

This is a 2.5 story, hipped roof, weatherboard-clad colonial revival (foursquare) style single dwelling with a hipped facade dormer and a full-length, hipped roof porch. House appears to be mostly original; only storm windows have been added; house still has original clapboard siding.

130 NORTH MAIN STREET [20]

ca. 1925

This property is a one-story, flat-roof, stucco-clad, pueblo revival style single dwelling. Its footprint has not changed since 1930. Appears to be mostly original; storm windows have been added.

112 SOUTH MAIN STREET [22]

ca. 1920

This is a one-story, brick-clad, commercial style store building with recessed entry on south end of facade; aluminum siding and door are recent alterations.

114 SOUTH MAIN STREET [23]

ca. 1920

This property is a one-story, flat roof, brick-clad, commercial style business building that features an original recessed entry with a transom light above, and recent barnboard and vinyl siding above windows. New aluminum windows have been installed. Original community grocery sign is above entrance but has been painted over.

116 SOUTH MAIN STREET [24]

ca. 1920

This is a one story, flat-roof, brick-clad, commercial style building originally used as a laundry press. It still has original wood recessed entry and features transom above entry.

Barnboard has been added above entry and has altered the appearance of the building. Original door has been replaced with modern metal door.

118 SOUTH MAIN STREET [25]

ca. 1920

This property is a one-story, flat-roof, brick-clad, commercial style building with decorative brickwork on the facade. Still has original wood entry. Transom light has been filled with window air conditioner. Barnboard has been added above entry and has altered the appearance of the building. Building still has original door and wooden screen door.

120 SOUTH MAIN STREET [26]

ca. 1920

This property is a one-story, flat-roof, brick-clad commercial style business building. Still has original wood recessed entry. Barnboard has been added above entry and has altered the appearance of the building. Original door has been replaced with modern glazed panel door. The original wooden screen door is still on building.

122 SOUTH MAIN STREET [27]

ca. 1920

This is a one-story, flat-roof, brick-clad, commercial style building. It has been heavily altered. Painted barnboard cladding has been installed at entrance. Decorative concrete

block trim and wrought iron railing has been installed at entrance. Original windows and door have been replaced and wood shake shingles have been installed.

124 SOUTH MAIN STREET [28]

ca. 1930

Building has been altered from original state. Nothing original remains. South elevation has been altered. New windows and new stucco cladding. Façade has been altered with synthetic stone cladding. Altered windows.

235 SOUTH MAIN STREET [29]

ca. 1910

This is a one and one-half story, wood-clad, front-gabled with false front, agricultural office building. Facade contains large awning and front porch. North elevation contains one-story, shed-roof addition. Large wood awning. New aluminum hung windows have been added.

WATER TOWER [33]

ca. 1920

This is a steel water tower.

FARMER'S ELEVATOR COMPANY CONCRETE ELEVATOR [34]

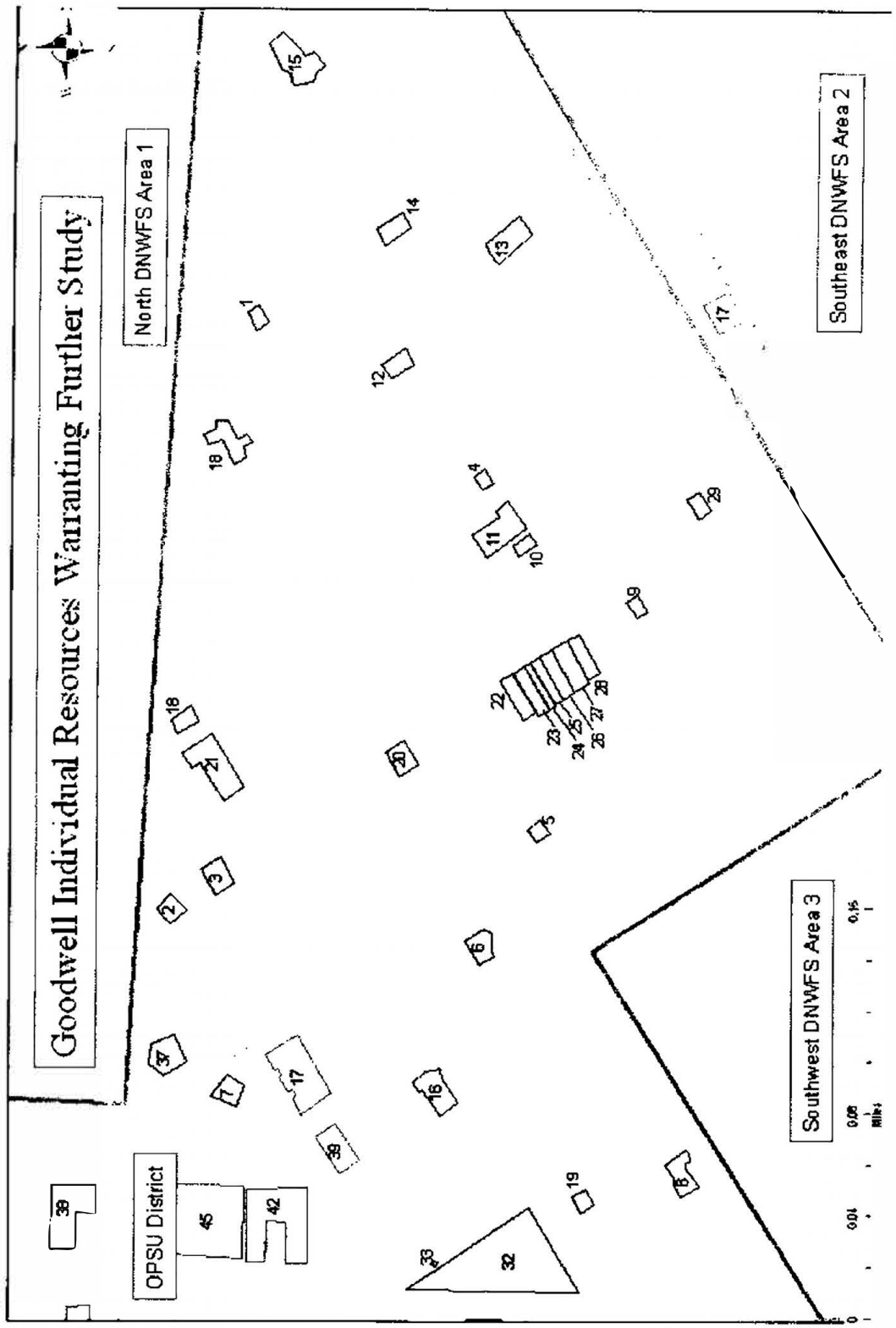
1930

This is a six-bin, 125,000 bushel capacity, grain elevator with six-inch-thick concrete walls.

EAGLE BOULEVARD AND SEWELL STREET [37]

ca. 1940

This property is a one and one-half story, gabled, stucco-clad Mission/Spanish Colonial Revival style single dwelling with intricate cross gabled roof. Heavy foliage obscures property. Has original windows, door, pivoting garage door and trim.


Goodwell Individual Resources Warranting Further Study
North DNWFS Area 1
Southeast DNWFS Area 2
Southwest DNWFS Area 3
OPSU District
0
0.03
0.06
0.15
Miles

Individual Resources Warranting Further Study: Guymon

702 NORTHWEST FIFTH STREET [10]

ca. 1960

This property is a one-story, hipped roof, brick-clad, Ranch style single dwelling with a ranch style front porch and entry. Exterior features include an eave-wall chimney and prominent two-car garage. Decorative details on this Ranch style house are significant and include Spanish tile finial along the rooflines, a large multi-pane picture window, and stone window sills. This property warrants further study for its architectural and historic significance to the city of Guymon.

PERRY GORE HOUSE

112 NORTH ACADEMY STREET [12]

Built ca. 1920

This property is a one-story, gable-on-hipped roof, weatherboard-clad, National Folk (front-gabled, other than Shotgun) style single dwelling. Its exterior features include two interior chimneys in front of each small gable atop the otherwise-hipped roof, a centered, hipped, Creole-style entry porch, and a one-story, shed addition on the rear elevation. Decorative details include very narrow eaves, four Doric colonettes as porch supports, decorative façade pilasters and fascia. This property warrants further study for its architectural and historic significance to the city of Guymon.

113 NORTH ACADEMY STREET [13]

ca. 1935

This property is a one-story, gable-roof, stucco-clad, Tudor style single dwelling. Exterior features include a prominent, façade eave-wall chimney and an enclosed, gabled portico with a Tudor-arch. Other decorative elements include narrow eaves and smooth stucco walls. This property warrants further study for its architectural and historic significance to the city of Guymon.

305 NORTH ACADEMY STREET [14]

ca. 1905

This property is quite unusual and probably among the oldest houses in Guymon. It is a one-story, gable-roof, weatherboard-clad, National Folk (Hall-and-Parlor) style single dwelling. The property may more accurately be described as a "box house." Its primary exterior features are one-story, shed-roof additions, located on each eave-wall. The wide eaves, Queen Anne shingles in the gable, and decorative pilasters reflect the earlier Victorian Era, while the exposed rafter tails on the additions signify later Craftsman influences. This property warrants further study for its architectural and historic significance to the city of Guymon.

403 NORTH ACADEMY STREET [15]

ca. 1915

This property is a one and one-half story, hipped and cross-gabled roof, weatherboard-clad, Queen Anne style single dwelling. Exterior features reflect the Craftsman style,

such as three large gabled dormers that intersect the ridgeline of the hipped roof and a recessed corner entry porch. Decorative details reflect both the Queen Anne and Prairie School styles: the dormers are covered in Queen Anne shingles and the vertical-emphasized frieze, yet the roof is gently-sloped and the eaves are very wide and boxed to emphasize the horizontal. The house appears to be completely original. This property warrants further study for its architectural and historic significance to the city of Guymon.

413 NORTH ACADEMY STREET [16]

ca. 1930

This property is a one and one-half story, gable-roof, shingle and weatherboard-clad, Craftsman (airplane bungalow) style single dwelling. Exterior features include a gabled airplane and prominent gabled dormer atop a hipped roof and a hipped, three-quarter centered, façade entry porch. Decorative details include exposed rafter tails, wood shingle cladding, Doric colonette porch supports, and pilasters. This property warrants further study for its architectural and historic significance to the city of Guymon.

418 NORTH ACADEMY STREET [17]

ca. 1920

This property is a one and one-half story, hipped with lower cross-gabled, vinyl siding-clad, Queen Anne style single dwelling. The exterior features include two large gabled dormers, a large gable-on-hip façade, and a full-width, completely enclosed entry porch, and a bay window (north elevation). While the enclosed porch appears original, the roof of the original porch appears to have been removed and the balustrade has been added

recently. Decorative details include a 10-window ribbon (façade), decorative fascia board, and wide eaves. This property warrants further study for its architectural and historic significance to the city of Guymon.

423 NORTH ACADEMY STREET [18]

ca. 1940

This property is a one and one-half story, cross-gabled and hipped roof, weatherboard and board and batten-clad, Tudor style single dwelling. Exterior features include a shed addition (rear elevation), a ridgeline chimney in the interior of the rear hipped-roof section and a prominent eave-wall façade elevation chimney and a narrow, gabled, enclosed portico with a round-arched pediment. Decorative details include gable attic vents, a steeply-pitched gabled roof, decorative fascia and verge boards, and decorative brickwork in the chimney. This property warrants further study for its architectural and historic significance to the city of Guymon.

520 NORTH ACADEMY STREET [19]

ca. 1910

This property is a one and one-half story, hipped and cross-gabled roof, weatherboard-clad Queen Anne style single dwelling. Exterior features include a bay window and hipped, wrapped porch that completely encircles the front of the house. Decorative elements include an asymmetrical roofline, Queen Anne (diamond) shingles in all gables and Queen Anne leaded windows. The house appears to be in original condition without alteration, except for the concrete slab porch, which does not detract from its integrity.

This property warrants further study for its architectural and historic significance to the city of Guymon.

ACADEMY/HOMER LONG ELEMENTARY SCHOOL [20]

604 NORTH ACADEMY STREET

ca. 1960

This property is a one-story, flat roof, brick-clad, Commercial Style, elementary school building. Stone coping on parapet is a decorative element. This property warrants further study for its architectural and historic significance to the city of Guymon.

707 NORTH ACADEMY STREET [21]

ca. 1930

This property is a two-story, gambrel-gabled roof, brick and weatherboard-clad, (Dutch) Colonial Revival style single dwelling with Craftsman stylistic influences. The exterior features of the front-gabled house include two full-length shed dormers in each eave wall section of the roof, a full-width shed porch (façade), and a one-story shed-roof addition (rear elevation). Decorative details include a gently-pitched gambrel roof, a symmetrical fenestration, and exposed rafter tails on wide, open eaves. This property warrants further study for its architectural and historic significance to the city of Guymon.

ACADEMY SCHOOL ARCH [23]

712 NORTH ACADEMY STREET

ca. 1961

This structure, which is located on the grounds of Guymon High School is an arch structure. It is a brick arch commemorating the Guymon High School class of 1961. It contains a keystone. This structure warrants further study for its architectural and historic significance to the city of Guymon.

912 NORTH ACADEMY STREET [24]

ca. 1925

This property is a two-story, flat-roof, brick-clad, Mission/Spanish Colonial Revival (Mission) style single dwelling. Exterior features include an eave-wall chimney (north elevation), an enclosed and arcaded entry porch (north elevation), and an enclosed round-arched portico (east elevation). Decorative elements include use of polychromatic brick; battlements and brick coping on the parapet; and contrasting red brick accents, including an oculus in the east elevation parapet, headers in the arches, keystones, soldier course lintels and header sills and window frames. The two-story wing has a two-car garage, which was highly unusual for a house of this period. Overall, this home is intriguing, retains a high level of integrity, and warrants further study for its architectural and historic significance to the city of Guymon.

PRESBYTERIAN PARSONAGE [25]

324 SOUTH ACADEMY STREET

ca. 1915

This property is a one and one-half story, hipped with lower cross-gabled roof, weatherboard-clad Queen Anne style single dwelling. Exterior features include a pyramidal roof with four lower cross gables, a hipped-roof wrapped porch, a full-width façade elevation bay window, and an interior chimney. Decorative details include metal roof cresting on all ridgelines, Queen Anne (fish scale) shingles in the gables, and decorative shutters. There has been considerable alteration to this property that do not fit, such as the north elevation balcony, lattice work, and porch balustrade, but the property still warrants further study for its architectural and historic significance to the city of Guymon.

GUYMON JUNIOR HIGH SCHOOL [26]

712 NORTH JAMES STREET

ca. 1935

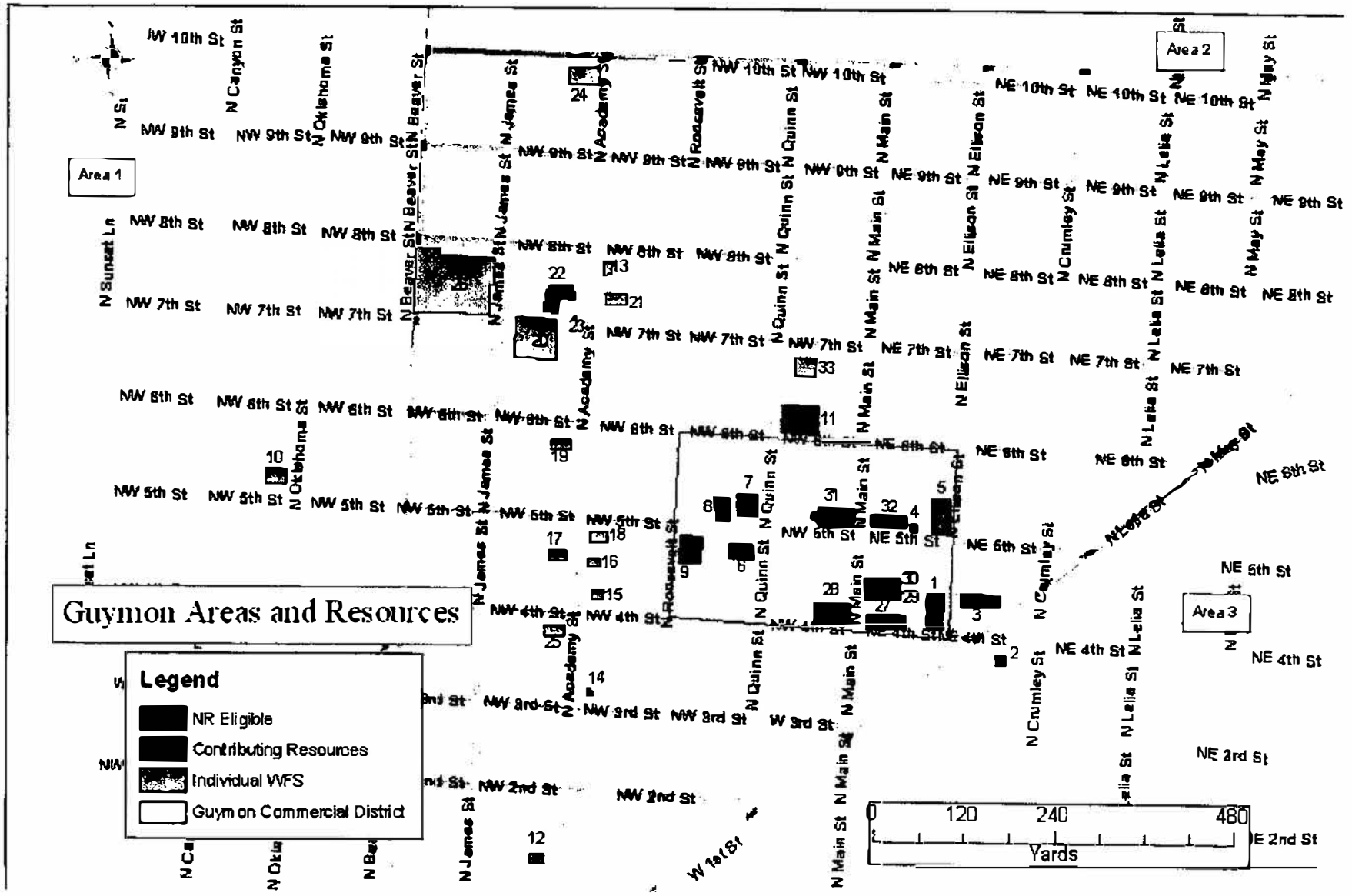
This property is a two-story, flat and convex roof, brick-clad, Commercial Style school building. Decorative details are minimal, such as stone parapet coping and stone window sills. Although it has apparently been altered by additions at different times, it warrants further study for its architectural and historic significance to the city of Guymon.

CHURCH OF THE FOUR SQUARE GOSPEL [33]

621 NORTH QUINN STREET

Built in 1952

This property is a two-story, cross-gabled, stucco-clad, Mission/Spanish Colonial Revival (Spanish Eclectic) style religious structure. The building has an unusual footprint and very gently-sloped roof. Decorative details include a brick veneer half-ground story, a symmetrical fenestration including very narrow windows with stone sills, and small, centered cross-gables. The recessed entry is brick-clad, which contrasts with the smooth, stucco walls. This property warrants further study for its architectural and historic significance to the city of Guymon.


Guymon Areas and Resources
Legend
NR Eligible
Contributing Resources
Individual WFS
Guymon Commercial District
Area 1
Area 2
Area 3
0
120
240
480
Yards
NW 10th St
NW 9th St
NW 8th St
NW 7th St
NW 6th St
NW 5th St
NW 4th St
NW 3rd St
NW 2nd St
NE 10th St
NE 9th St
NE 8th St
NE 7th St
NE 6th St
NE 5th St
NE 4th St
NE 3rd St
N Canyon St
N Oklahoma St
N Beaver St
N James St
N Academy St
N Roosevelt St
N Quinn St
N Main St
N Ellison St
N Crumley St
N Lelia St
N May St
N Sunset Ln
W 1st St

Individual Resources Warranting Further Study: Hooker

CARGILL ELEVATOR [1]

BROADWAY STREET AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

ca. 1925

This property consists of two large concrete grain elevators connected by a steel catwalk. The complex is located at the intersection of Broadway Street and the railroad right-of-way. This property warrants further study for its architectural and historic significance to the city of Hooker.

LIGHT GRAIN AND MILLING COMPANY ELEVATOR [2]

BROADWAY STREET AND CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

ca. 1910

This resource is a wood frame grain elevator. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER LUMBER COMPANY [3]

122 NORTH BROADWAY STREET

ca. 1930

This property is a one-story, flat-roof, stucco-clad, Commercial Style store building. Decorative elements include emphasis on horizontal lines and perhaps Art Moderne, as in the overhanging facade and west elevation eave and the sign. The adobe-inspired stepped up parapet on the east elevation is also reminiscent of Mission/Spanish Colonial Revival

styles. This property warrants further study for its architectural and historic significance to the city of Hooker.

124 NORTH BROADWAY STREET [4]

ca. 1930

This property is a two-story, flat-roof, stucco and asbestos siding-clad, Commercial Style lumber store building. It lacks decorative detail. It is very long, with an office and building materials store off the street end and a long set of lumber bins toward the center of the block. The building likely played an important role in the development of Hooker in the first half of the century. This property warrants further study for its architectural and historic significance to the city of Hooker.

FIRST CHURCH OF THE NAZARENE [5]

202 NORTH BROADWAY STREET

Built in 1951

This property is a two story, cross-gabled roof, buff brick-clad, Tudor Revival style religious structure featuring stone coping on gabled, Tudor-style parapets, round arched windows, a bell tower with castellated parapets and twin round arches on all sides, stone-lined round-arched entries; false buttresses capped with contrasting trim stone, and header window sills. This property warrants further study for its architectural and historic significance to the city of Hooker.

FFA BUILDING [6]

215 NORTH BROADWAY STREET

ca. 1940

This property is a one-story, round roof, buff brick-clad, Commercial Style education facility. Decorative details include use of buff brick, extensive use of glass blocks for lighting, and facade elevation vertical recessed designs with contrasting trim stone between large glass block windows. Currently used for conducting vocational agricultural education, this building appears to be in the WPA Standardized style and was probably built during the late 1930s or early 1940s. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER JUNIOR HIGH SCHOOL [7]

301 NORTH BROADWAY STREET

ca. 1940

This property is a one-story, flat roof, buff brick-clad Commercial Style education facility. Decorative details include use of buff brick, extensive use of glass blocks for lighting, and contrasting trim stone around large stacks of glass block windows. This building appears to be in the WPA Standardized style and was probably built during the late 1930s or early 1940s. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER HIGH SCHOOL [8]

321 NORTH BROADWAY STREET

ca. 1925

This resource is a three-story, flat roof, red brick-clad Commercial Style education facility. Exterior features include a small parapet pediment centered over the main entry, a flat-roofed, enclosed entry portico, and an eave wall chimney. Decorative details include stone coping, stone nameplate, stone window sills, ground story stone belt course, and stone foundation. Decorative brickwork includes a herringbone parapet band, vertical rectangular designs with soldier and stretcher courses, and false quoins. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER MUNICIPAL BUILDING [9]

113 SOUTH BROADWAY STREET

ca. 1925

This resource is a one-story, flat-roof, buff brick-clad, Art Deco style city hall building. Exterior features include metal coping (façade elevation), a cantilevered awning (obscured by aluminum siding), and plate glass and aluminum entry. Decorative details include asymmetrical fenestration and a metal Art Deco sign on parapet. The building also houses the city police station. This property warrants further study for its architectural and historic significance to the city of Hooker.

215 EAST DEWEY AVENUE [10]

ca. 1915

This resource is a one-story, hipped-roof, stucco-clad, National Folk (pyramidal) style single dwelling. Exterior features include a full-width porch and a full-width addition to the rear elevation. Decorative details include narrow, boxed eaves, exposed rafter tails on the porch and addition, and slightly battered, squared wood porch supports. This folk house has only a slight feeling of the Craftsman style. This property warrants further study for its architectural and historic significance to the city of Hooker.

302 EAST DEWEY AVENUE [11]

ca. 1925

This property is a two-story, cross-gabled roof, asbestos-clad, Craftsman (cross-gabled roof) style single dwelling. The south elevation gives the appearance of a side-gabled version, but the opposite side is clearly cross-gabled. Primary exterior features are the prominent shed dormer, centered with a ribbon of four windows on the south elevation; a full-length, south-facing, almost arcaded ranch style porch, which wraps to a recessed entry; and a shed portico on the east elevation. Decorative elements include wide, open eaves supported with triangular eave braces, exposed rafter tails, slightly battered, squared wood porch supports, and Craftsman-style vertical window muntins. This property warrants further study for its architectural and historic significance to the city of Hooker.

HUSTON BUILDING [15]

103-107 EAST GLAYDAS STREET

Built in 1920

This property is a two-story, flat-roof, brick and stucco-clad, Commercial Style building. Exterior features include a recessed, recently-altered façade entry and a loading dock in the rear. The decorative details of this property include small battlements on the north-elevation parapet, rectilinear header designs in the façade, a stone nameplate, four wall anchors, stone window lintels and sills on upper level, and double header-arched windows in rear elevation. Unfortunately, the ground level façade has been altered with a stucco veneer. This property warrants further study for its architectural and historic significance to the city of Hooker.

DAVIS BUILDING [16]

104 EAST GLAYDAS STREET

1921

This property is a one-story, flat-roof, brick-clad, Commercial Style shop building with the original wood and glass storefront windows. Decorative details of this contributing resource include header coping on the façade parapet, a recessed brick cornice, a stone nameplate, a full-length glass block transom light, and double header-arched windows (obscured, rear elevation). The sheet metal awning is recent but not detrimental to integrity. This property warrants further study for its architectural and historic significance to the city of Hooker.

110 EAST GLAYDAS [17]

ca. 1920

This property is a one-story, flat-roof, brick-clad, Commercial Style shop building featuring an original glass shop window recessed entry. Decorative elements include recessed rectilinear masonry in parapet and stepped brickwork simulating modillions; header course window sills (façade); and double header-arched entry (rear). Aluminum awning and plywood covering are recent, but do not compromise integrity. This property warrants further study for its architectural and historic significance to the city of Hooker.

112 EAST GLAYDAS STREET [18]

ca. 1930

This property is a two-story, flat-roof, brick-clad, Commercial Style business building with a recessed entry. Decorative details include brick header coping and pilasters (façade elevation), a stepped brick parapet design resembling a shallow cornice, and a full-width glass block mezzanine. Rear brick arched windows have been filled with masonry. Entry ceiling retains original tinplates. The recent barn board veneer on the ground story façade is an alteration detrimental to integrity, but the resource is still a contributing one to the district. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER HARDWARE COMPANY [20]

121 EAST GLAYDAS STREET

ca. 1925

This property is a one-story, flat-roof, brick-clad, Commercial Style store building. Two entries are framed in glass, although the north façade entry retains original elements; stepped parapet is covered with brick header coping; a raised brick cornice runs the entire width and length of the building on the street elevations; brick header-arched windows remain functional. Aluminum cantilevered awning is not original but probably dates to the 1950s. This property warrants further study for its architectural and historic significance to the city of Hooker.

122 EAST GLAYDAS STREET [21]

ca. 1910

This property is a two-story, flat-roof, brick-clad, Commercial Style business building with a tall interior chimney, a flush façade entry and a recent full-width wood shingle awning. Stepped brick work on parapet resembles cornice. Three square anchor pins are below simulated cornice. Symmetrical façade fenestration of three double header-arched hung windows on upper level. Brick parapet rainbow joiner unites property to adjacent building. This property warrants further study for its architectural and historic significance to the city of Hooker.

FARMERS AND MERCHANTS BANK BUILDING [22]

124 EAST GLAYDAS STREET

Built in 1908

This is a two-story, flat-roof, brick-clad, Commercial Style bank building. Exterior features include an eave-wall chimney, north elevations, and a corner arched recessed entry. Decorative details include a stepped-up façade parapet with brick cornice, façade elevation; stone parapet coping; north and south side parapets; double header-arched windows with contrasting stone sills throughout; a trim stone belt course and anchor pins, façade elevation; a picture window and flush entry with transom light, façade ground level. Entry arches have keystones. This property is National Register eligible.

HOOKER TAG AGENCY

201 EAST GLAYDAS STREET [23]

ca. 1910

This is a small, free-standing, flat-roof, tin-clad, Commercial Style building with an original wood and glass recessed entry. This is one of two buildings in Hooker exhibiting tin shingle-over-rusticated concrete block construction and retaining original metal cornices on parapets roof. One large window is obscured with plywood and two rear windows are obscured with sheet metal. Recent metal shed over entry is not detrimental to the integrity of this contributing resource. This property warrants further study for its architectural and historic significance to the city of Hooker.

FORD SERVICE GARAGE [25]

204 EAST GLAYDAS STREET

ca. 1925

This property is a two-story, flat-roof, stucco-clad Commercial style garage building. Metal coping on parapet and smooth stucco cladding are reminiscent of the Pueblo style; windows are all obscured by plywood. Two service bays retain original doors. Stucco has been added to original brick wall cladding. This property warrants further study for its architectural and historic significance to the city of Hooker.

205 EAST GLAYDAS STREET [26]

ca. 1920

This is a two-story, flat-roof, brick and stucco-clad, Commercial Style business building. Originally built for two businesses, there are twin entries on either side of the façade. Header coping on shallow parapet is above a rectangular recess (painted white) featuring five small raised crosses. Two round wall anchors at lower corners of façade rectangle. Twin glass block mezzanines enclose double-hung windows. Original wood entry on east side of façade. This property warrants further study for its architectural and historic significance to the city of Hooker.

ANDERS BUILDING [27]

213 EAST GLAYDAS STREET

Built in 1908

This building is a two-story, flat-roof, brick-clad, commercial style business building with a flush entry located on the south side of the west-facing façade. Decorative details include a parapet with façade-elevation stepped brickwork resembling a cornice, and rowlock arches above window; white stone sills and midline belt course above street-level barn board alteration. Contains a nameplate rising above the parapet. Rear elevation has a false buttress and shed-roof one-story addition with a recently-installed overhear door. This property warrants further study for its architectural and historic significance to the city of Hooker.

221 EAST GLAYDAS STREET [28]

ca. 1910

This property is a two-story, flat-roof, brick and stucco-clad, Commercial Style business building containing two businesses. Two recessed entries and shop windows have been slightly altered. Decorative details include a stepped-brick cornice, double header-arched hung windows (façade, upper level) with stone sills, and a white stone midline belt course. Rear elevation is stucco-clad. Property may have originally been a multiple dwelling (hotel). This property warrants further study for its architectural and historic significance to the city of Hooker.

225 EAST GLAYDAS STREET [29]

ca. 1910

This property is a two-story, flat-roof, brick and stucco-clad Commercial Style business building with a single, centered, recessed entry. Exterior features include an interior chimney, a small, one-story addition to the rear elevation, and a three-sided, shed-roof oriel (north side of façade elevation) centered above the entry. North elevation and symmetrical façade-fenestration upper levels have original windows with arches of double headers below an arch of bull headers. Stepped brickwork on parapet resembles cornice with modillions. Stone lintels and midline belt course match adjacent property to the south. Parapet contains several iron anchor pins (ornaments missing). Recent fire escape (north elevation) and rear elevation stucco do not detract from this property's integrity. This property warrants further study for its architectural and historic significance to the city of Hooker.

JACK'S BARBER SHOP [30]

102 WEST GLAYDAS STREET

ca.

This property is a one-story, flat-roof, buff brick and concrete block-clad, Commercial Style shop building. Decorative details include stone parapet coping, a soldier belt course at the level of the window lintels, header row window sills, an aluminum window awning, and a barber pole. The property also features large aluminum frame windows and a glazed slab door.

SHIELDS BUILDING [31]

104 WEST GLAYDAS STREET

Built in 1929

This property is a one-story, flat-roof, brick and stucco-clad, Commercial Style business building with a centered, recessed entry of original brick. Façade parapet contains header coping and stone nameplate above recessed rectangular brick design that contains a row of bricks with exposed corners. Full-width transom light over shop windows (obscured) is separated by a large, stone lintel. North elevation has exposed firewall (brick veneer missing) due to destroyed neighboring unit. Rear elevation is stucco-clad and contains a recent overhead door. This property warrants further study for its architectural and historic significance to the city of Hooker.

107 WEST GLAYDAS STREET [32]

ca. 1930

This property is a one and one-half story, flat-roof, brick-clad, Commercial Style business building with a recessed entry on the north side of the façade. Decorative details include stretcher course coping and stepped brickwork resembling modillions on the parapet and a full-width glass block mezzanine. Art Deco style ceramic tile veneer covers pediment below mezzanine and street level windows. Original suspended zinc awning covers full width of façade. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER ADVANCE BUILDING [33]

108 WEST GLAYDAS STREET

ca. 1930

This property is a free-standing one-story, flat-roof, buff brick and stucco-clad, Commercial Style business building. Originally constructed and continuously used as a newspaper printing and publishing office, this property features a symmetrical fenestration, parapet header coping, a centered entry with a transom light, and two identical shop windows composed of three rows of glass blocks on three sides of a picture window. Only the façade is brick-clad; the other three walls are stucco. This property warrants further study for its architectural and historic significance to the city of Hooker.

111 WEST GLAYDAS STREET [34]

ca. 1920

This property is a two-story, flat-roof, brick and stucco-clad, Commercial Style business building with a single, centered, flush entry featuring transom and sidelights. Stone coping on parapet and header course window sills are decorative elements. Façade elevation mezzanine glass block windows have been removed and boarded, although stucco-clad rear elevation retains identical elements. This property warrants further study for its architectural and historic significance to the city of Hooker.

113 WEST GLAYDAS STREET [35]

ca. 1940

This property is a one and one-half story, gable-roof, tin and buff-brick-clad, Commercial Style store building. Decorative elements include a prominent, stair-stepped, false-front, buff brick façade with header coping, and large store front window. Rear elevation of resource remains un-veneered tin. This property warrants further study for its architectural and historic significance to the city of Hooker.

210 WEST GLAYDAS STREET [36]

ca. 1940

This property is a one-story, flat-roof, stucco-clad, Mission/Spanish Colonial Revival (Pueblo Revival) style single dwelling. Exterior and decorative features include a large arched portico, stepped-corners on the parapet, an eave-wall chimney, and smooth wall surfaces. Recent metal carport is a non-detrimental alteration. This property warrants further study for its architectural and historic significance to the city of Hooker.

301 WEST GLAYDAS STREET [37]

ca. 1920

This is a one-story, hipped-roof, weatherboard-clad, National Folk (pyramidal) style single dwelling. Exterior features of this folk house include a one-story, full-width kitchen addition and shed-roof portico on rear elevation. Façade elevation has a recessed corner porch with two entries and a shed-roof bay window. Wood sashes on windows and doors are original. Eaves are shallow and verge boards are wide. Bay window,

which is adorned with exposed rafter tails, is likely an early alteration. Porch railing is a recent alteration. This property warrants further study for its architectural and historic significance to the city of Hooker.

UNITED METHODIST CHURCH [38]

202 EAST IMO STREET

ca. 1955

This property is a two-story, flat-roof, buff brick-clad, Colonial Revival style religious structure. This exterior features include a pedimented portico entry to the nave composed of white stone, including stone coping, trim stone, window sills, and a stone belt course that defines the parapet. All windows have been obscured. Sides of nave include paired round-arched windows with squared and trident-shaped trim stone highlights. Inconsistencies in brick composition suggest substantial alterations to entry. This property warrants further study for its architectural and historic significance to the city of Hooker.

207 NORTH IRELAND STREET [39]

ca. 1945

This property is a one and one-half story, round-roof, tin-clad, Quonset hut. This large and unusually-shaped building is currently used as a welding shop. It likely dates to the Second World War. Functional details include quad-window ribbons in gable end and multiple fixed windows at ground level on the south elevation. This property warrants further study for its architectural and historic significance to the city of Hooker.

213 NORTH JACKSON STREET [41]

ca. 1945

This property is a two-story, side-gabled, vinyl-siding-clad Colonial Revival style single dwelling. Exterior features include an attached two car garage (south elevation), a one-story wing (north gable-end), and a gabled portico. Decorative elements include ornamental shutters, paired, squared portico supports, narrow, boxed eaves, and an entry transom light. Although among the better Colonial Revival examples in Hooker, this property has extensive alterations that preclude National Register eligibility; namely, these are vinyl siding and windows. This property warrants further study for its architectural and historic significance to the city of Hooker.

ST. JOHN'S LUTHERAN CHURCH [42]

301 NORTH JACKSON STREET

ca. 1955

This is a front-gabled, brick-clad, Tudor Revival style religious structure. Exterior features include a prominent square bell tower containing a white stone gothic-arched, double-door entry (west works) and a lower-cross-gabled wind)east elevation). Decorative elements of this typical Lutheran church include a steeply pitched roof; tall, paired, fixed windows with header sills, and tri-stepped, stone-coped, false buttresses on the nave. The tower contains four corner battlements topped with stone pyramids as well as paired Roman arches and a small niche below. This property warrants further study for its architectural and historic significance to the city of Hooker.

415 NORTH JEFFERSON STREET [43]

ca. 1915

This property is a one-and one-half story, hipped-with-lower-cross-gabled roof, weatherboard-clad, National Folk (pyramidal) style single dwelling. Exterior features include three lower cross-gables, and two shed-roof one-story wings. Decorative elements include lightning rods, verge boards, pilasters and crowned window and door sashes. This is a typical folk imitation of the Queen Anne style, which was in vogue but not readily available. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER ELEMENTARY SCHOOL [44]

500 NORTH JEFFERSON STREET

ca. 1955

This is a one-story, gabled-roof, buff brick-clad, Modern elementary school complex. Although certainly the result of several additions, at least part of the building is of significance. Extensive use of glass blocks. This property warrants further study for its architectural and historic significance to the city of Hooker.

MEMORIAL PARK [45]

NORTH JEFFERSON STREET AND NORTH BROADWAY STREET

Built in 1948

This site, dedicated to the memory of fallen military in 1948, is located on a triangular lot between the elementary, Junior High, and High schools. It features a monument to local

heroes from the community. This property warrants further study for its architectural and historic significance to the city of Hooker.

107 SOUTH LINCOLN STREET [46]

ca. 1910

This property is a one-story, gable-roof, stucco-clad, National Folk (hall-and-parlor) style single dwelling. The property may simply qualify as a box house of about 200 square feet of floor space. It contains gable-end attic vents, crowned window sashes, and minimalist guttering. This property warrants further study for its architectural and historic significance to the city of Hooker.

201 NORTH LINCOLN STREET [47]

ca. 1925

This property is a one and one-half story, gable-roof, stucco-clad, Craftsman (front-gabled roof) style single dwelling. It is unusual in the sense that it has all the elements of the side-gabled Craftsman bungalow, except for the gable entry. Exterior features include two shed dormers containing two pairs of windows, a single, ridgeline chimney, and a hipped entry porch on the gable end. Wide, open eaves display exposed purlins on gables, which also contain attic vents. Porch supports consist of short, battered wooden supports on 3 squared brick piers. Basement features glass block lighting. This property warrants further study for its architectural and historic significance to the city of Hooker.

101 NORTH MISSOURI STREET [49]

ca. 1920

This property is a two-story, gambrel-roof, weatherboard-clad, Colonial Revival (Dutch Colonial) style single dwelling. The exterior features include a shed dormer, a full-length, gabled entry porch, and a one-story, shed-roof wing (north elevation). Decorative details include a symmetrical fenestration, exposed rafter tails (shed and gable roofs) as well as exposed purlins, triangular eave braces, and crowned window and door sashes. This early Dutch Colonial likely reflects Midwestern taste and is a quite modest, early specimen. This property warrants further study for its architectural and historic significance to the city of Hooker.

111 NORTH NEVADA STREET [50]

ca. 1910

This is a one-story, gabled, asbestos siding-clad, National Folk (hall-and-parlor) style single dwelling. In very poor condition, this folk dwelling exhibits very little stylistic effort and has been modified with little skill. This property warrants further study for its architectural and historic significance to the city of Hooker.

206 NORTH NEVADA STREET [51]

ca. 1930

This one story, aluminum, vinyl, and particleboard-clad, Craftsman (front-gabled) style single dwelling contains limited decorative detail (exposed rafter tails and triangular eave braces), but its brutal alterations warrant it not worthy of further study.

208 NORTH NEVADA STREET [52]

ca. 1920

This property is a one-story, gable roof, stucco-clad, National Folk (shotgun) style single dwelling. Wide, open eaves and exposed rafter tails are decorative features. One gable end is clad in weatherboard. This is a far-flung shotgun house that reflects the local preference for white stucco. This property warrants further study for its architectural and historic significance to the city of Hooker.

101 NORTH OKLAHOMA STREET [53]

ca. 1915

This property is a two-story hipped-with-cross-gabled roof, asbestos siding-clad, Queen Anne style single dwelling. Exterior features include a centered chimney, an asymmetrical roofline, a wrapped porch, and a bay window simulating a half tower. Characteristic of the region, this quite subtle version of the Queen Anne style is relatively striking in Hooker. Doric colonettes and a crowned window and door sashes add stylistic detail, but Queen Anne style windows and shingled gables are absent. This property warrants further study for its architectural and historic significance to the city of Hooker.

110 NORTH OKLAHOMA STREET [54]

ca. 1945

This is a one-story, gable-roof, vinyl siding-clad National Folk (massed planned, front-gabled) style single dwelling. The property has a cantilevered, gabled portico on the east gable end. Decorative elements are few, reflecting the FHA designs during this period.

The property has attic vents on the gables, flush eaves, and a symmetrical fenestration. This property does not warrant further study.

203 NORTH OKLAHOMA STREET [55]

ca. 1945

This property is a one-story, cross-gabled roof, stucco-clad, Tudor Revival style single dwelling. Exterior features include an attached garage and an enclosed entry. Decorative elements include a steeply-pitched roof, multiple roof planes, narrow eaves, attic vents, aluminum window awnings, and a basket-handle-arched entry. This property warrants further study for its architectural and historic significance to the city of Hooker.

204 NORTH OKLAHOMA STREET [56]

ca. 1920

This property is a two story, hipped-with-lower-cross-gabled roof, vinyl-siding-clad, Queen Anne style multiple dwelling (duplex). The exterior features include an interior chimney, full-width, hipped entry porch, and a gabled, one-story wing in the rear. Decorative elements include moderate, open eaves and an asymmetrical fenestration. Recent alterations include vinyl siding, aluminum windows, and utilitarian porch supports. This property does not warrant further study.

TELEPHONE EXCHANGE [57]

109 NORTH SWEM STREET

ca. 1910

This property is a one story, front-gabled roof, brick-and stucco-clad, Craftsman style utility facility, with a prominent gabled entry porch. Decorative elements include exposed rafter tails, purlins, and ridgepole; porch is supported by battered wooden posts atop squared brick- piers. This property, which now serves as an American Legion post, was the original telephone exchange for the town of Hooker. This property warrants further study for its historical and architectural significance to the city of Hooker.

100 SOUTH SWEM STREET [58]

ca. 1940

This property is a one-story, round-roof, tin-clad warehouse type building. Its exterior includes a large overhead door and large fixed windows for lighting. On the round-roof are three ventilation units that appear to have been recently installed. This property warrants further study for its architectural and historic significance to the city of Hooker.

216 NORTH TEXAS STREET [59]

ca. 1930

This property is a one and one-half story gabled, weatherboard-clad, Craftsman style single dwelling. Decorative details of this property include exposed rafter tails, triangular eave braces, and paired and triple-hung windows. Exterior features include a flush entry (original portico has been removed) and a one story, shed-roof wing on the south

elevation. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER EQUITY EXCHANGE [60]

302 EAST U.S. HIGHWAY 54

ca. 1925

This is a one-story, flat-roofed, brick-and-stucco-clad Mission/Spanish Colonial Revival style agricultural cooperative building (CO-OP). Decorative details include a stepped parapet on each gable. Truck scales are located on the east elevation. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER EQUITY CO-OP ELEVATOR [61]

BROADWAY STREET AND ROCK ISLAND RAILWAY

ca. 1950

This is the largest grain elevator complex within the three study towns. This property warrants further study for its architectural and historic significance to the city of Hooker.

200 NORTH WASHINGTON STREET [62]

ca. 1925

This property is a two-story, vinyl-siding-clad, Craftsman (airplane bungalow) style single dwelling. Exterior features include a gabled airplane with a three-window ribbon; two bay windows with gabled porticos; a full-width entry porch, and an eave-wall chimney. Decorative elements include expose rafter tails, triangular eave braces,

Craftsmen style windows throughout, and exposed purlins and ridgepole on the porch. This is the finest example of the Craftsmen/Bungalow style in Hooker (and the three study areas at large). This property warrants further study for its architectural and historic significance to the city of Hooker.

311 NORTH WASHINGTON STREET [63]

ca. 1960

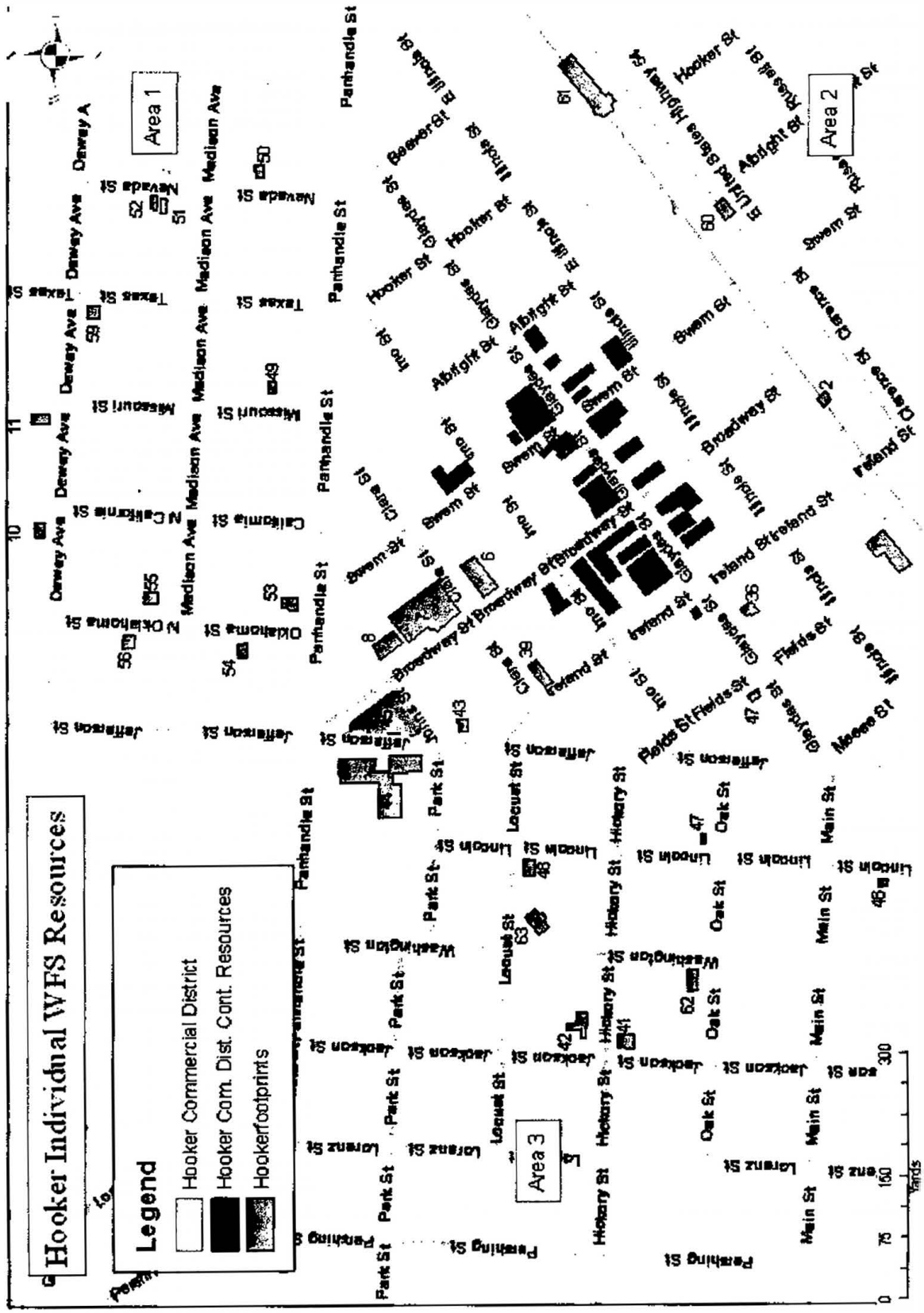
This property is a one story, Texas hipped-roof, brick-clad, Ranch style single dwelling. Although questionably within range of the study in terms of construction date, this property exhibits some unusual decorative elements, especially for Ranch style house. Exterior features include a small squared, hipped cupola with a weathervane, and eave-wall chimney (a one-story, flat-roofed addition of chipboard has been added to make it an interior chimney), a two-car garage, and a corner porch entry. Decorative details include the incorporation of Mission style finial to the roof ridgeline. This property warrants further study for its architectural and historic significance to the city of Hooker.

HOOKER CEMETERY [64]

NW4, NW4, SW4, SECTION 35, T5N, R17E

ca. 1905

This is a cemetery. This property warrants further study for its architectural and historic significance to the city of Hooker.


Hooker Individual WFS Resources
Legend
Hooker Commercial District
Hooker Com. Dist. Cont. Resources
Hookerfootprints
Area 1
Area 2
Area 3
Yards

THUMBNAIL SKETCHES

Potential National Register Districts Warranting Further Study: Goodwell

Oklahoma Panhandle State University Campus Historic District (Goodwell)

The proposed Oklahoma Panhandle State University Campus Historic District warrants further study as a potential National Register-eligible district. This area comprises most of the campus of Oklahoma Panhandle State University (OPSU), which is located on the west side of the town of Goodwell. Some ten of the 15 contributing resources recorded are classified as Commercial Style buildings, and these range in age from 50 to 90 years. Colonial Revival, Classical Revival, and Prairie School style resources are also among the contributing resources. The median age of contributing resources is ca. 1935 and the ratio of contributing resources to all buildings is fairly high: over 40 percent are contributing.

Franklin Hall, a 1915 concrete block dormitory located within the district on the northeast side of campus, is National Register-eligible. Thus far, Goodwell contains no National Register-listed resources.

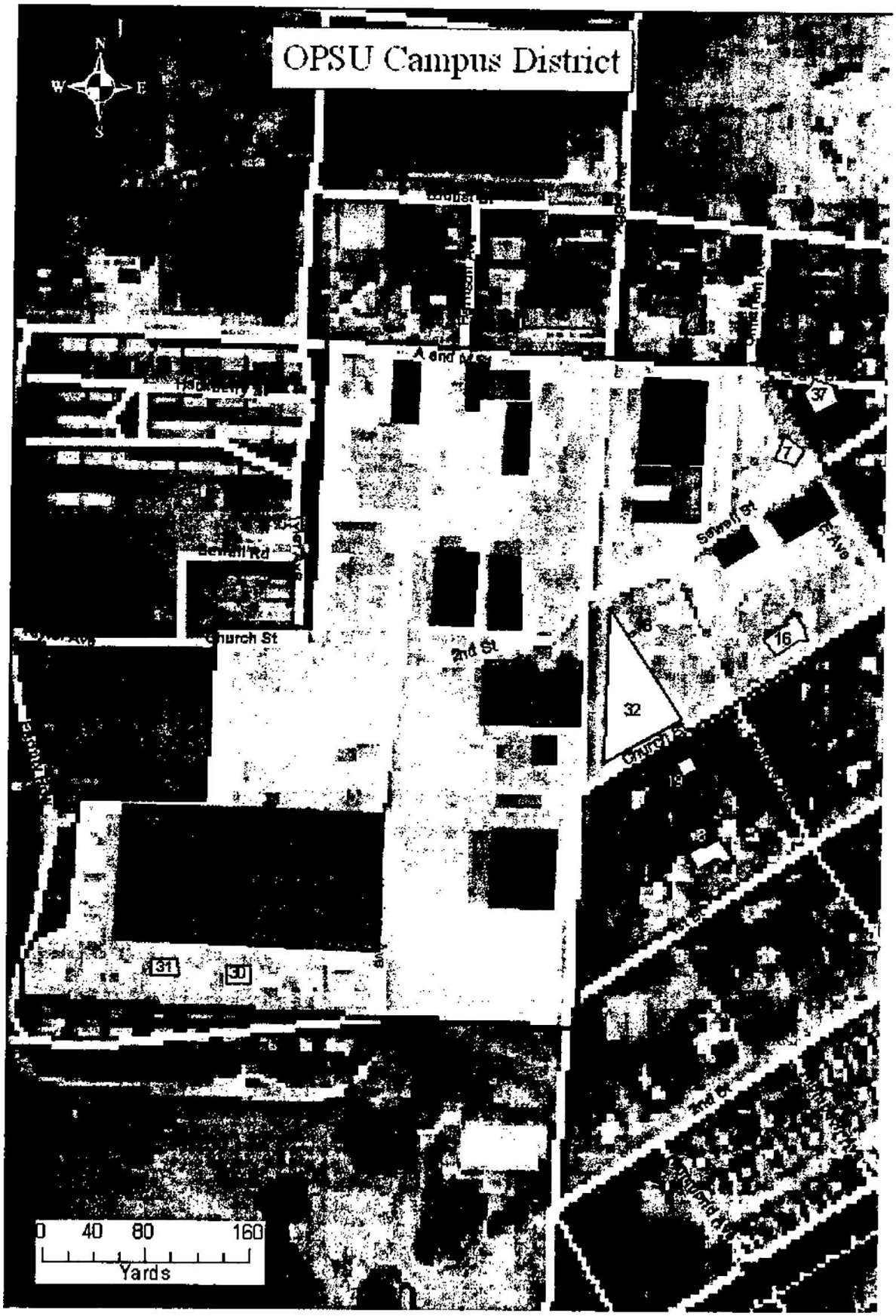
The proposed OPSU campus district is significant because it is the historic center of activity in Hooker, being far more important to the development of the town and ties to the surrounding region than the Goodwell business district to the east. Moreover, the setting of the campus reflects a long term plan and its architectural style is distinctive to the location.

Due to its relatively high density of intact, historically and architecturally significant resources representing public higher education in northwestern Oklahoma, this district warrants further study in the form of an intensive level survey with a goal to

nominate the district to the National Register of Historic Places. At the least, a National Register nomination of Franklin Hall should be undertaken as soon as possible. *An intensive level survey of Hooker is recommended; this is the second highest priority determination of this reconnaissance level survey.*

Contributing Properties Surveyed

- NO MAN'S LAND HISTORICAL MUSEUM, 207 WEST SEWELL AVENUE [17]
- OSCAR WILLIAMS FIELDHOUSE, WEST CHURCH STREET AND AGGIE AVENUE [35]
- CARL WOOTEN FIELD, WEST CHURCH STREET AND NORTH HARRISON AVENUE [36]
- FIELD HALL, OPSU CAMPUS [38]
- FRANKLIN HALL, OPSU CAMPUS [39]
- HEFLEY HALL, OPSU CAMPUS [40]
- HESPER HALL, OPSU CAMPUS [41]
- HUGHES-STRONG HALL, OPSU CAMPUS [42]
- MARVIN MCKEE LIBRARY, OPSU CAMPUS [43]
- METAL SHOP, OPSU CAMPUS [44]
- MULLER HALL, OPSU CAMPUS [45]
- NORTH HALL, OPSU CAMPUS [46]
- OPSU PRESIDENT'S RESIDENCE, OPSU CAMPUS [47]
- PHYSICAL PLANT BUILDING, OPSU CAMPUS [48]
- SEWELL-LOOFBORROUGH HALL, OPSU CAMPUS [49]


OPSU Campus District
N
W
E
S
Bethel Rd
Church St
2nd St
Sewell St
31
30
32
16
17
37
0 40 80 160
Yards

Potential National Register Districts Warranting Further Study: Guymon

Guymon Commercial District (Guymon)

The proposed Guymon Commercial District warrants further study as a potential National Register-eligible district. This rectangular area comprises the six contiguous city blocks between Sixth Street, North Ellison Street, Fourth Street, and North Roosevelt Street. It encompasses a relatively small portion of the Guymon business district, and includes a two-block stretch of North Main Street. Nine of the resources located within the district are Commercial Style business buildings, two are Art Deco, and two are of the Moderne style. The age range of the contributing resources and National Register-eligible resources is from 60 to 100 years. The median age of contributing resources is ca. 1930. The density of contributing resources in this district is low: about 25 percent of all buildings within the proposed boundaries are contributing resources, and the proposed district is only a portion of the entire business district of Guymon.

There are two National Register-eligible resources located within or contiguous to the proposed district. These include the Libby Owens Ford Auto Glass building at 124 Northeast Fourth Street (ca. 1935) and the Masonic Lodge at 501 North Main Street (ca. 1930). Thus far, Guymon contains a single National Register-listed property, the Texas County Courthouse, located at 319 North Main, which is contiguous to the proposed district. These properties anchor the eastern one-third of the district.

While this area does not fully represent the entire commercial setting of historic Guymon, it is the single area that retains the most architectural integrity. It is apparent that the contributing resources of this district have retained their integrity against the

odds; the façades of most Main Street businesses in Guymon have been obscured by aluminum.

This district may warrant further study in the form of an intensive level survey with a goal to nominate a portion, or at least individual resources, to the National Register of Historic Places. At the least, National Register nominations of the Libby Owens Ford Auto Glass building and the Masonic Lodge should be undertaken as soon as possible. *An intensive level survey of Guymon is not highly recommended; this is the lowest priority determination of this reconnaissance level survey.*

Contributing Resources Surveyed (Descriptions of Contributing Resources provided)

LIBBY OWENS FORD AUTO GLASS [1]

124 NORTHEAST FOURTH STREET

ca. 1945

This property is a one-story, flat-roof, brick and stucco-clad, Commercial Style business building. It features a parapeted roof with stone coping, a rectangular header course design on the façade and street-facing elevation. Two large picture windows containing soldier course lintels and header course sills face Fourth Street, while the longer side of the building contains two overhead doors. The rear elevation contains three large 45-pane windows. This building is on the site of a former hotel and is located near the Chicago, Rock Island and Pacific Railroad.

DR. HAYES OFFICE [4]

110 NORTHEAST FIFTH STREET

ca. 1945

This property is a one-story, flat-roof, brick and stucco-clad, Commercial Style dentist office building. Decorative details include a slight pediment-shaped parapet with stone coping, a rectangular design of headers with square stone corners and a stone diamond in the center on the façade and around the façade windows and entry transom light. Two façade windows have stone sills and three-pane transom windows above a large fixed window. Side elevations are stucco-clad. It warrants further study for its architectural and historic significance to the city of Guymon.

LEON ALLEN AND SON BUILDING [5]

122 NORTHEAST FIFTH STREET

Built in 1945

This property is a one-story, flat-roof, brick-clad, Commercial Style store building with hints of Art Deco-inspired detailing. Originally a Chrysler automobile dealership, it later became Allen's Tire Shop and finally an irrigation supply company. This property warrants further study for its architectural and historic significance to the city of Guymon.

KEY-PERRY BUILDING [6]

203 NORTHWEST FIFTH STREET

Built in 1949

This property is a former automobile dealership that is now used by a religious organization. The Art Moderne section of the building housed the auto showroom. The larger buff brick section was the service department. This property warrants further study for its architectural and historic significance to the city of Guymon.

GUYMON PUBLIC LIBRARY [7]

206 NORTHWEST FIFTH STREET

ca. 1940

This property is a one-story, flat-roof, buff brick-clad, Commercial Style library building that has a simple, attractive design with reflecting public architecture of the New Deal period. Decorative details include a symmetrical fenestration, straight lines, thin stone coping, header course lintels above the windows and entries, and header course sills. It warrants further study for its architectural and historic significance to the city of Guymon.

GRUEBBEL BUILDING [8]

212-214 NORTHWEST FIFTH STREET

Built in 1950

This is a one-story, flat-roof, buff sandstone-clad, Commercial Style office building. Its exterior features include a glass entry below a full-width, cantilevered aluminum awning and a stone planting box at the base of the façade. Decorative details include red tile

parapet coping and a large glass block window. The property retains original aluminum doors and window, and green ceramic tile trim on the façade. The property appears to be totally original with no exterior changes. It warrants further study for its architectural and historic significance to the city of Guymon.

JAMES B. LANGSTON BUILDING [9]

219-223 NORTHWEST FIFTH STREET

Built in 1948

This property is a one-story, flat-roof, brick-clad, Commercial Style, former automobile dealership building. Decorative details include brick coping on the parapet, straight lines and sharp right angles, original doors and aluminum showroom windows. One window has been filled with wood siding on one side. Garage door on one side contains large multi-pane steel windows on either side. This very simple, unadorned building warrants further study for its architectural and historic significance to the city of Guymon.

401 NORTH MAIN STREET [27]

Built in 1901

This property is a two story, flat-roof, brick-clad, Art Deco style business building. Decorative details include use of buff brick, a high parapet on the façade and west half of the south elevation (second story of east half of building appears to have been added later due to unmatched brick); vertically-oriented façade with stepped brick pilasters with ornamental stone caps; stone coping above angled brick rows; a stone date plate; and much vertical emphasis on the south elevation. Rear of building is clad in red brick, with

ground story windows with glass block rows above. This property warrants further study for its architectural and historic significance to the city of Guymon.

402 NORTH MAIN STREET [28]

ca. 1905

This property is a two-story, flat-roof, brick-clad, Commercial Style business building. Decorative details include horizontal-emphasis brickwork (façade has been totally obscured by aluminum) on parapet (stepped brickwork resembling cornice) and above windows. Two small additions are located on the south elevation. The original ground floor windows and doors have been replaced with aluminum doors and windows. The property warrants further study for its architectural and historic significance to the city of Guymon.

AMERICAN THEATER [29]

413 NORTH MAIN STREET

ca. 1905

This property is a two-story, flat-roof, brick-clad, Commercial Style movie theatre. Decorative elements include use of buff brick and red brick accents, as in rectangular and vertical designs and the two arched windows (one obscured) on the façade. Red brick soldier course lintels are located mezzanine windows. Stone parapet coping and the original marquee make this property very interesting, although it has been subdivided for contemporary use. This property warrants further study for its architectural and historic significance to the city of Guymon.

ZELLER'S JEWELERS [30]

415 NORTH MAIN STREET

Built in 1904

This property is a two-story, flat-roof, brick-clad, Commercial Style shop building. Decorative details match those of the adjacent American Theatre, including similar buff brick cladding with rectangular red brick accents and white trim stones. Its mezzanine windows are original and unaltered. Originally a hotel when built, it was later a bakery, and in 1949 it was converted into a jewelry store, which is its current use. This property is in excellent condition. It warrants further study for its architectural and historic significance to the city of Guymon.

500 NORTH MAIN STREET [31]

ca.1910

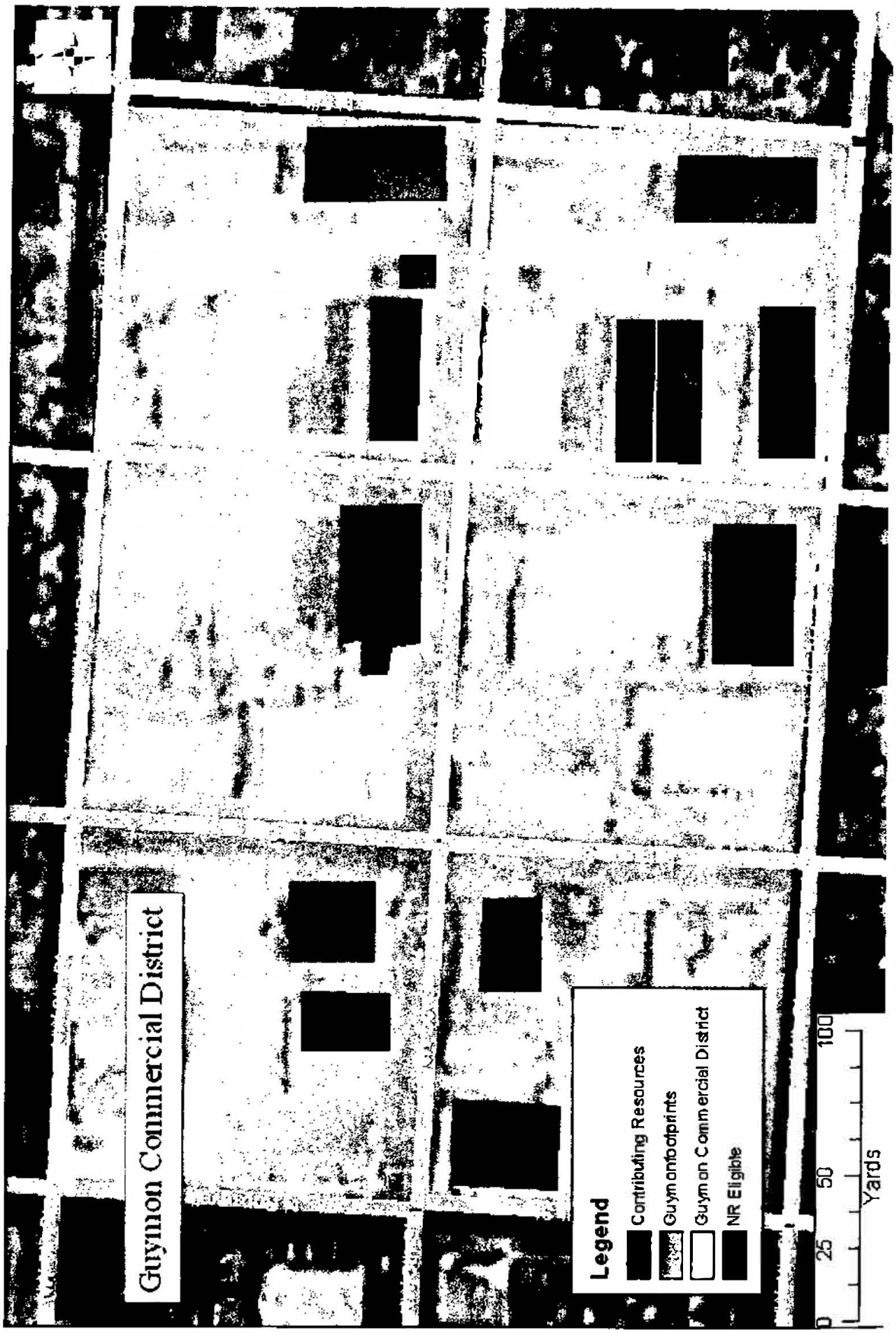
This property is a two story, flat-roof, brick-clad, Commercial Style business building. Decorative details include use of buff brick, a high parapet on the façade and north elevation; pilasters with horizontal-emphasis rectangular brickwork panels along north elevation (façade is totally obscured by aluminum awning); header course coping on parapet and glass block windows and ribbons. Rear of building is covered with a layer of stucco. This property warrants further study for its architectural and historic significance to the city of Guymon.

MASONIC LODGE [32]

501 NORTH MAIN STREET

Built in 1930

This property is a three-story, flat-roof, brick-clad, Commercial Style lodge hall that has been converted into an office building. Decorative details include use of buff brick, an interesting façade parapet with stone coping and pyramid-shaped, corner finials. Rear section of parapet contains clay tile coping. Symmetrical façade, header courses and stepped-brick cornice designs; white trim stone accents and window sills and name plate; soldier course lintels above windows. Part of the façade has been obscured by aluminum siding and the east end of the building appears to have been significantly altered. This property is National Register Eligible.


Guymon Commercial District
Legend
Contributing Resources
Guymonfootprints
Guymon Commercial District
NR Eligible
0
25
50
100
Yards

Potential National Register Districts Warranting Further Study: Hooker

Hooker Commercial District (Hooker)

The proposed Hooker Commercial District warrants further study as a potential National Register-eligible district. This rectangular area comprises the six contiguous city blocks between Albright, Illinois, Ireland and Imo Streets. It encompasses the primary section of the Hooker business district, which focuses on Glaydas Street. About 80 percent of the contributing resources are classified as Commercial Style business buildings that range in age from 60 to 100 years. The median age of contributing resources is ca. 1920. The density of contributing resources in this district is fairly high: over 50 percent of all buildings within the proposed boundaries are contributing resources.

Moreover, at least five resources within or contiguous to the proposed district are National Register-eligible. These include the (ca. 1930) Phillips 66 Filling Station at Ireland Street and West Glaydas Street; Tucker Ford at 202 East Glaydas Street (ca. 1925); 102 East Glaydas Street (ca. 1910); the W. J. Risen Building at 101 East Glaydas Street (1929); and the Farmers and Merchants Bank at 124 East Glaydas Street (1903). These properties anchor the district in three of the six blocks, as well as on the periphery of a fourth. Thus far, Hooker contains only one National Register-listed resource, the Hooker Woodframe Grain Elevator, located off Texas Avenue.

The area is significant because it is the historic commercial center of Hooker. At the heart of the district is the historical southwest-to-northeast-oriented business district along Glaydas Street, which parallels the railroad. Two secondary business streets—Broadway and Swem—intersect Glaydas at a right angle.

Among the more significant property types in the district are two impressive corner lot bank buildings, a specialty store, a civic building, a publics works resources, and a three road-related resources. It is apparent that the resources of the district have survived quite well since the construction of U.S. Highway 54. Unlike the business district of Guymon, which was all but entirely sheathed in aluminum siding during the 1960s, Hooker's business district retains much of it original appearance, save for recent work that has restored sidewalks and streetlamps.

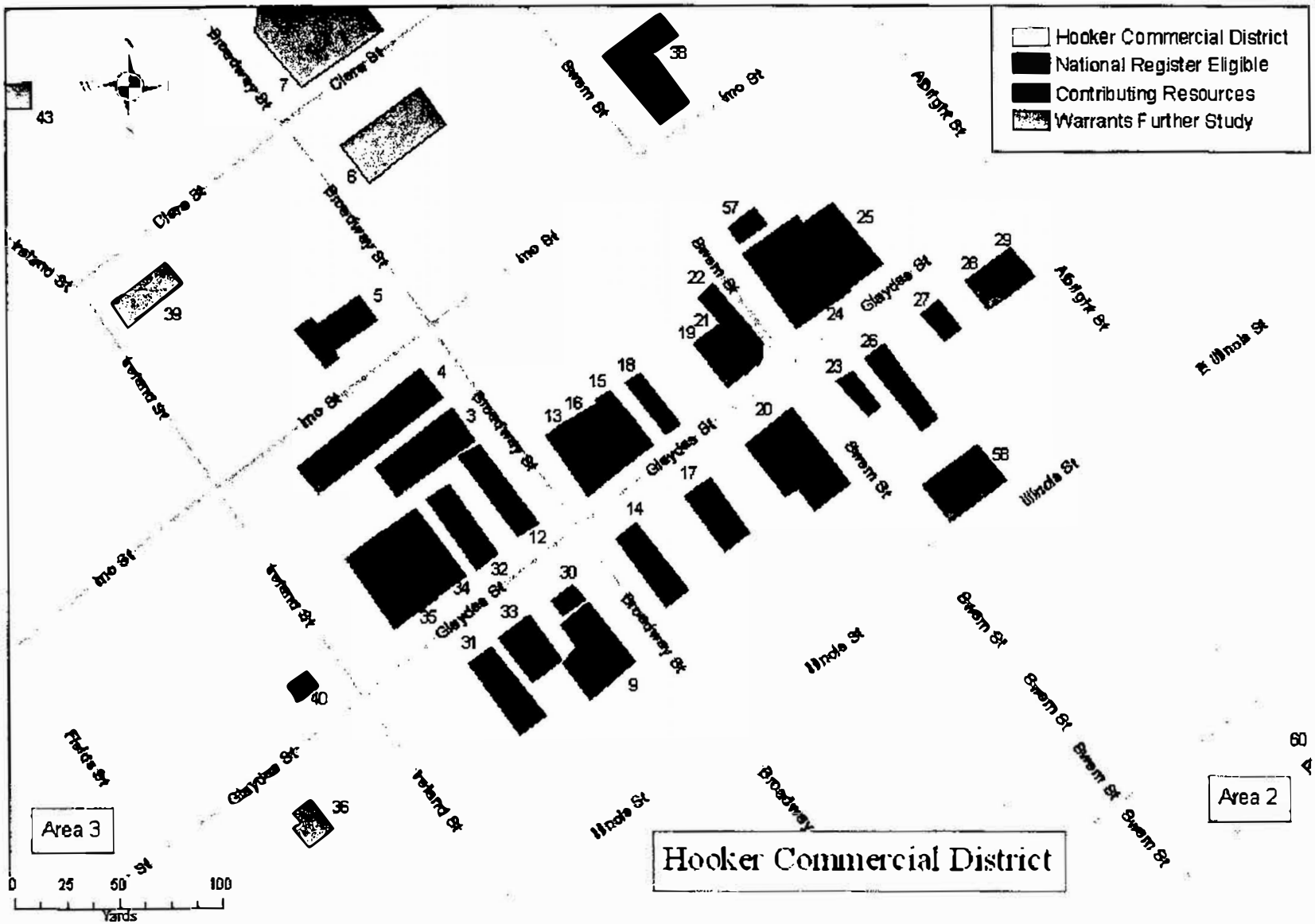
Due to its high density of intact, historically and architecturally significant resources representing the Territorial and Early Statehood Era, this district warrants further study in the form of an intensive level survey with a goal to nominate the district to the National Register of Historic Places. *An intensive level survey of Hooker is highly recommended; this is the single highest priority determination of this reconnaissance level survey.*

Contributing Properties Surveyed

- HOOKER MUNICIPAL BUILDING, 113 SOUTH BROADWAY STREET [9]
- BOARD OF EDUCATION BUILDING, 101 WEST GLAYDAS STREET [12]
- W. J. RISEN BUILDING, 101 EAST GLAYDAS STREET [13]
- 102 EAST GLAYDAS STREET [14]
- HUSTON BUILDING, 103-107 EAST GLAYDAS STREET [15]
- DAVIS BUILDING, 104 EAST GLAYDAS STREET [16]
- 110 EAST GLAYDAS STREET [17]

- 112 EAST GLAYDAS STREET [18]
- 120 EAST GLAYDAS STREET [19]
- HOOKER HARDWARE COMPANY, 121 EAST GLAYDAS STREET [20]
- 122 EAST GLAYDAS STREET [21]
- FARMERS AND MERCHANTS BANK, 124 EAST GLAYDAS STREET [22]
- 201 EAST GLAYDAS STREET [23]
- TUCKER FORD, 202 EAST GLAYDAS STREET [24]
- FORD SERVICE GARAGE, 204 EAST GLAYDAS STREET [25]
- 205 EAST GLAYDAS STREET [26]
- ANDERS BUILDING, 213 EAST GLAYDAS STREET [27]
- HOOKER'S LAUNDRY, 221 EAST GLAYDAS STREET [28]
- 225 EAST GLAYDAS STREET [29]
- JACK'S BARBER SHOP, 102 WEST GLAYDAS STREET [30]
- SHIELDS BUILDING, 104 WEST GLAYDAS STREET [31]
- E & L DAYLIGHT DONUT GRILL, 107 WEST GLAYDAS STREET [32]
- HOOKER ADVANCE BUILDING, 108 WEST GLAYDAS STREET [33]
- 111 WEST GLAYDAS STREET [34]
- KILGORE FARM AND HOME, 113 WEST GLAYDAS STREET [35]
- PHILLIPS 66 FILLING STATION, IRELAND STREET AND WEST GLAYDAS STREET [40]

- TELEPHONE EXCHANGE BUILDING, 109 NORTH SWEM STREET [57]
- 100 SOUTH SWEM STREET [58]


Hooker Commercial District
National Register Eligible
Contributing Resources
Warrants Further Study
Broadway St
Clare St
Ireland St
Imo St
Illinois St
Byram St
Aldrich St
Glaydes St
Fields St
Area 3
Area 2
Hooker Commercial District
0 25 50 100
Yards

THUMBNAIL SKETCHES
Areas Not Warranting Further Study: Goodwell

Goodwell Area 1 (north, residential and agricultural)

Area 1 of Goodwell is defined as all of the municipal area of Goodwell north of A&M Street/Eagle Boulevard and west of the railroad, except for that portion south of Locust Street between Tyler Avenue and Texas Avenue. The area is generally the northern one-third of the town of Goodwell.

This large area not warranting further study contains a gradation of domestic resources from oldest to newest as one moves west from Goodwell Avenue. Single dwellings within the gridiron street section of this area include mostly minimal traditional and early ranch style houses dating from the 1930s to the 1950s. The section of this area located west of Aggie Avenue is a newer, but very sparsely-developed residential area. This section does not conform to the historic railroad-oriented gridiron street pattern of Goodwell and apparently includes much state-owned university land.

This area contains no National Register eligible properties or OLI-listed properties. It contains no individual resources warranting further study.

Most of Area 1 does not warrant further study due to alteration of individual resources, including the utilization of vinyl siding, the enclosure of garage space, and the addition of wings to original structures. Generally speaking there is little architectural cohesion throughout the area. For these reasons the area does not warrant further study.

Goodwell Area 2 (southeast, residential and agricultural)

Area 2 of Goodwell is defined as all of the municipal area of Goodwell located on the east side of the railroad tracks. The area is generally the southeast one-third of the town of Goodwell.

This large area not warranting further study contains very few permanent domestic resources; most of these are located in the section located adjacent to U.S. Highway 54. The majority of dwellings located within this area are mobile homes occupied by students and other transients. The primary area of dense mobile home housing is located in a triangular are between South Main Street and Washington Avenue. The oldest section of Area 1 is found in the set of blocks that conform to the historic gridiron street pattern centering on Main Street. The large section on the east side of Area 2—that bound by U.S. Highway 54 and Eagle Boulevard on the north, Monroe Avenue on the east, South Street o the south, and Washington Avenue on the West—is almost wholly undeveloped.

This area contains no National Register eligible properties or OLI-listed properties. It contains no individual resources warranting further study.

Area 2 does not warrant further study due to age and lack of permanent structures. Generally speaking there is little architectural cohesion throughout the area. For these reasons the area does not warrant further study.

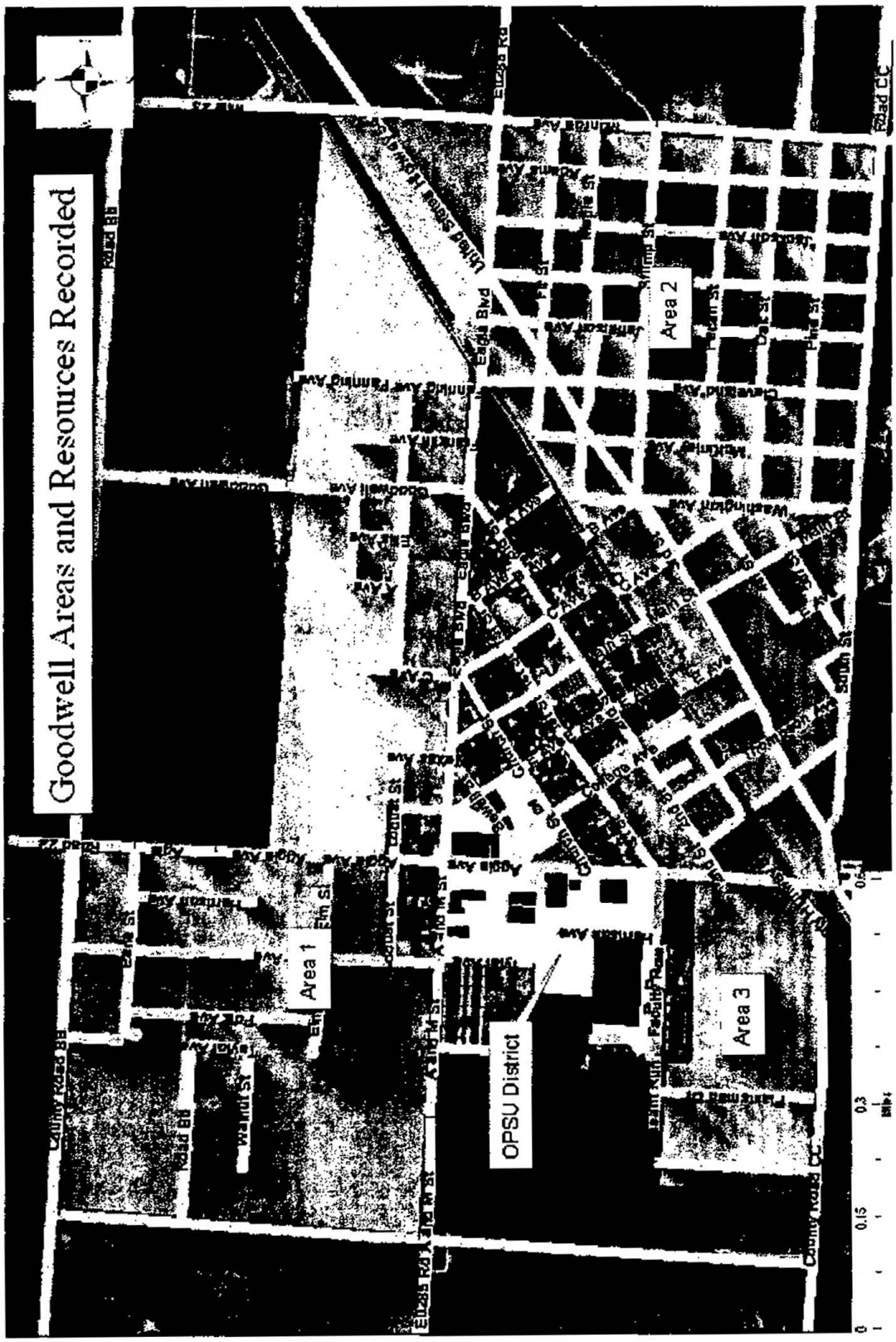
Goodwell Area 3 (south, agricultural)

Area 3 of Goodwell is defined as all of the municipal area of Goodwell located south of the OPSU campus and southwest of the main developed part of Goodwell. The area is bounded on the north by Pheasant Run and First Street, on the east by College Avenue, and on the south by the Rock Island Railroad and Country Club Road. The area lies west and north of the railroad right-of-way.

This area is dominated by low-density development and agriculture. The two-thirds of the area located west of Aggie Avenue consists of undeveloped land. The eastern one-third contains approximately 10 single family homes and about 50 mobile homes in a large trailer park.

This area contains no National Register eligible properties or OLI-listed properties. It contains no individual resources warranting further study.

Area 3 does not warrant further study due to age and lack of permanent structures. Generally speaking there is little architectural cohesion throughout the area. For these reasons the area does not warrant further study.


Goodwell Areas and Resources Recorded
Area 1
Area 2
Area 3
OPSU District
Elm St
Main St
Dale St
Oak St
Apple Ave
Cedar St
Walnut St
Eagle Blvd
Union Pacific Railroad
Road 88
Road 77
Road CC
Panhandle Pkwy
0
0.15
0.3
0.6

Areas Not Warranting Further Study: Guymon

Guymon Area 1 (west, residential)

Area 1 of Guymon is defined as all of the municipal area of Guymon west of North Beaver Street, south of West Nineteenth Street, and north of South Beaver Street and the railroad. The area is generally the western one-fifth of the city of Guymon.

This large area not warranting further study contains several north-south aligned residential streets on which domestic resources become newer from east to west. The older eastern streets contain a mix of Minimal Traditional, Bungalow/Craftsman, and 1960s-era Ranch style homes, as well as some limited commercial development near the railroad in the southern section. The most western streets contain larger Ranch style homes and newer construction associated with the golf course and Sunset Lake area.

This area contains no National Register eligible properties or OLI-listed properties. It contains only one recorded resource that warrants further study, 702 Northwest Fifth Street, which is a ca. 1960 Texas-hipped Ranch style house.

Area 1 does not warrant further study due to age.

Guymon Area 2 (north, residential and commercial)

Area 2 of Guymon is defined as all of the area of Guymon west of Area 1, north of Northwest Tenth Street, and west of U.S. Highway 54. It is an area composed of a combination of undeveloped land, varied residential areas, and commercial strip-type development. The area makes up about one-third of the total incorporated area of Guymon.

Roughly one-half of Area 2 is undeveloped agricultural land (eastern half) and the rest has been developed for residential or commercial use. The developed western half is located west of a north-south line beginning at the intersection of Northwest Tenth Street and U.S. Highway 54. Through the center part of this developed area runs North Main Street, which is the primary commercial strip dominated by post-1970 service and retail development such as fast-food chains and Wal-Mart. Residential areas located east of the commercial strip in Area 2 consist mainly of a mix of Bungalow/Craftsman and early Ranch style single dwellings built mostly during the 1940s and 1950s, but many of which have been altered by the addition of extra rooms and vinyl siding. Many of the single dwellings located within this area are dilapidated and have lost their integrity. Later (1970s) Ranch style single dwellings become more common in the northeast section of Area 2. Single dwellings West of North Main Street include many larger Ranch style homes built since the 1970s.

Area 2 of Guymon contains no National Register eligible properties or OLI-listed properties. It contains no recorded resources that warrant further study. Area 2 does not warrant further study due to lack of architectural significance, loss of integrity, and age.

Guymon Area 3 (southeast, mixed residential, commercial and industrial)

Area 3 of Guymon is defined as all of the area of Guymon east and south of the Rock Island Railroad right-of-way, south of Areas 1 and 2. It is an area of commercial, industrial, and post-1950 residential development surrounded by undeveloped land on the east and west. The residential section is primarily composed of modest Ranch style houses from the 1950s and 1960s, many of which have been altered with add-ons or by enclosing garage space. Most of the single dwellings are in fair or poor condition. The commercial/industrial section includes a large variety of consumer and agricultural service firms along U.S. 54. The area makes up about one-third of the total incorporated area of Guymon.

Area 3 of Guymon contains no National Register eligible properties or OLI-listed properties. It contains one recorded resource, the Light Grain and Milling Company Elevator, at Northeast Fourth Street and the Chicago, Rock Island and Pacific Railroad, adjacent to the Guymon Commercial District. Area 3 does not warrant further study due to lack of architectural significance, loss of integrity, and age.


Guymon Study Area
Area 1
Area 2
Area 3
0
0.5
1
2 Miles

Areas Not Warranting Further Study: Hooker

Hooker Area 1 (north, residential)

Area 1 includes the section of Hooker located north of Panhandle Street, west of the abandoned BM&E Railroad, and east of Jefferson Street. This portion of Hooker is easily discernable by its street pattern, a gridiron of streets aligned to the cardinal directions that breaks with the railroad-orientated streets of Hooker's Original Townsite.

Architecturally this area is composed of a variety of older (pre-1950) single dwellings. Lots are larger and most contain occupied housing units. The area contains a variety of pre-1950 Minimal Traditional, Bungalow/Craftsman, and National Folk single dwellings. Some resources have been altered with vinyl siding and some, especially the larger properties, contain additions that do not conform to the style. There are a few mobile homes interspersed in the area.

The area contains some 11 individual resource that warrant further study representing the following styles: Queen Anne (2 resources), Bungalow/Craftsman (3), Tudor Revival (1), National Folk: Hall-and-Parlor (1), Mixed (1), Shotgun (1), National Folk: Massed Planned (1), and National Folk: Pyramidal (1). None of these resources, however, are closely clustered enough to achieve the visual continuity that would warrant further study for a historic district.

Hooker Area 2 (southeast, residential)

Area 2 is located southeast of the Rock Island Railroad, south of Area 1 and Area 3. Of the three areas not warranting further study, it contains the fewest individual resources

(agricultural-related resources located on the railroad right-of-way) that do warrant further study. The area also contains the sparsest density of built resources. The street plan of the area conforms to the railroad orientation of the Original Townsite. While it appears to that development in this area began early in Hooker's history, it was entirely cut off from the business district and relegated to second-class status. Apparently the area never filled and the presence of ruins indicates that others have been destroyed. Numerous empty lots separate the single dwellings of this area, and most appear to have been in decline for years.

The area contains a mix of pre-1960 Minimal Traditional, Bungalow/Craftsman, and National Folk style single dwellings, many of which have been altered in various ways, not the least common being the addition of vinyl siding. It also contains a significant proportion of mobile homes interspersed throughout the area.

It is recommended that this area does not warrant further study due to a loss of architectural integrity of most of the individual resources and the area as a whole.

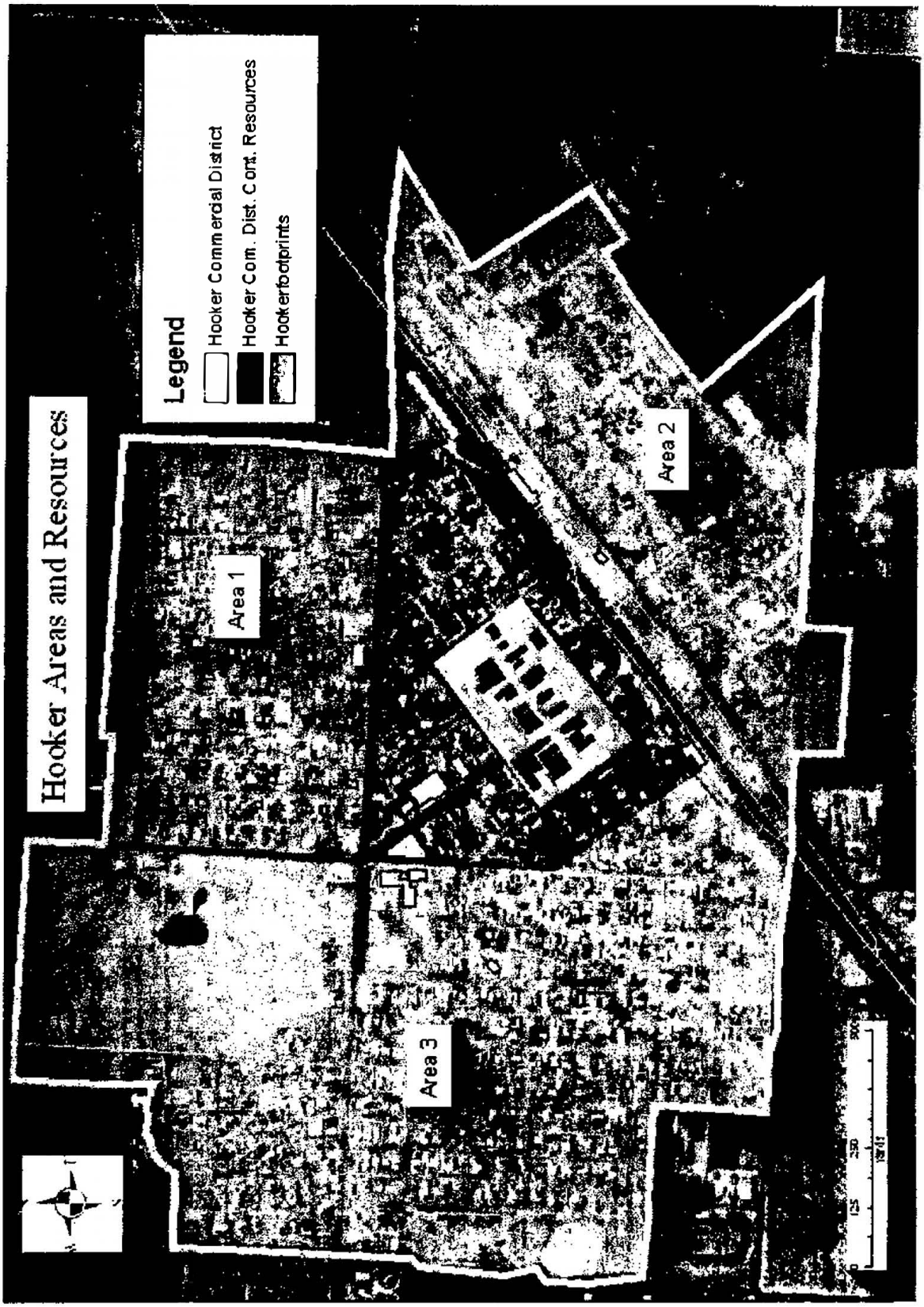
Hooker Area 3 (west, residential)

Area 3 is composed of all of the municipal area of Hooker west of Jefferson Street as well as the right triangle-shaped section on the south formed by Fields Street and the railroad. Like Area 1, this portion of Hooker is easily discernable by its contrasting street pattern.

Architecturally, this area is the most complex of the three areas of Hooker that do not warrant further study. The eastern half of the area—that located between the north-south streets of Jackson on the west and Jefferson on the east—is the oldest part and contains most of the 10 resources recorded as individually warranting further study. As

one moves west from the intersection of Imo and Jefferson the architecture changes from 1920s Bungalow/Craftsman and Tudor Revival style resources to postwar Colonial Revival and Minimal Traditional examples until west of Lorenz Street is completely post-1955 Ranch style housing, much of it less than 30 years old. The newest development in Area 3 is north of Panhandle Street, near the golf course, where 1980s and later Ranch style housing predominates.

While this area does contain some substantial resources that individually warrant further study, it is recommended that Area 3 does not warrant further study due to a lack of architectural cohesiveness.


Hooker Areas and Resources
Legend
Hooker Commercial District
Hooker Com. Dist. Cont. Resources
Hookerfootprints
Area 1
Area 2
Area 3

HISTORIC CONTEXT

Introduction

The objective of this historic context is to survey historic events and patterns relevant to the historic environments of the three study towns of Goodwell, Guymon, and Hooker in Texas County, Oklahoma. The study towns evaluated by this survey are located in Management Region One (1) of the Oklahoma Comprehensive Preservation Planning Process. The specific time period of concern in this survey is 1900-1955, roughly the time of town founding, platting and settlement to a decade after the Second World War. The latter date also corresponds to the construction date of properties 45 years of age or older. This context has been written under consideration of the National Register's Criteria for Evaluation. The Criteria for Evaluation were developed to recognize the accomplishments of all peoples who have made a contribution to American history and cultural heritage. This context begins with brief descriptions of the study town locations and is followed by a historical-geographical overview of Texas County. This section is followed by separate community histories of each study town: Guymon (est. 1901; pop. 7,803), Hooker (est. 1902; pop. 1,551), and Goodwell (est. 1903; pop. 1,065).

Study Town Locations

The three study towns are located in Texas County, which comprises the central one-third of the Oklahoma Panhandle. The northern and southern boundaries of Texas County follow the Thirty-Seventh Parallel and 36 ½° North, respectively. The eastern and western boundaries follow township boundaries that closely follow the 101st and 102nd meridians. On the map, Texas County appears as a 168 by 34.5-mile rectangle

encompassing 2,065 square miles, or approximately 1,321,600 acres, a county area that is Oklahoma's second largest.

The absolute map location of Goodwell is 36.59449° North latitude, 101.63214° West longitude (Figure 1). In 1990 Goodwell's population was 1,065. Goodwell's relative location is in southern Texas County, in the Oklahoma Panhandle, three miles north of North Fork Creek and slightly south of the headwaters of Dry Sand Draw, a tributary of the Beaver (Canadian) River. Goodwell is 110 miles north of Amarillo, Texas and 51 miles southwest of Liberal, Kansas. It is 11 miles southwest of Guymon, Oklahoma, the Texas County seat, and 11 miles northeast of the nearest smaller settlement, Texhoma. The road distance between Guymon and Oklahoma City is 276 miles.

The absolute map location of Guymon is 36.68628° North latitude, 101.48300° West longitude (Figure 1). In 1990 the population of Guymon was 7,803. Guymon's relative location is in south central Texas County, on the east bank of Dry Sand Draw, two miles south of the Beaver River. Guymon is 121 miles north of Amarillo and 40 miles southwest of Liberal. It is 11 miles northeast of Goodwell, 20 miles southwest of Hooker, and nine miles southwest of Optima, the nearest smaller settlement. By road, Guymon is 265 miles from Oklahoma City.

The absolute map location of Hooker is 36.85991° North latitude, 101.21196° West longitude (Figure 1). In 1990 Hooker's population was 1,551. Hooker's relative location is in northeastern Texas County, on high, flat land, six miles northeast of Pony Creek. Hooker is 141 miles north of Amarillo, 21 miles southwest of Liberal, and 20 miles northeast of Guymon. It is 11 miles southwest of Tyrone, Oklahoma (population

880), which is the nearest smaller settlement. The distance between Hooker and Oklahoma City is 263 miles.

The three towns examined in this survey are among the most distant Oklahoma settlements from Oklahoma City. Generally, people in Goodwell, Guymon and Hooker gravitate toward Amarillo, Texas and Liberal, Kansas for metropolitan services. Yet the area retains a distinctive, persistent vernacular identity as "No Man's Land" that separates it from surrounding states and "Downstate" Oklahoma.

The Study Area: Texas County

Physical Geography

In terms of physiography, the three study towns are located within the High Plains region, a partially-dissected, flat, alluvial plain gently sloping west to east. Elevation above sea level is approximately 3,700 feet along the western boundary of Texas County and approximately 2,700 feet along the eastern boundary. Elevation above sea level at Goodwell (101.632° W) is 3,300 feet, at Guymon (101.483° W) 3,119 feet, and at Hooker (101.212° W) 2,985 feet.

Hydrogeography

High Plains hydrogeography is characterized as youthful and generally lacks channelization. Intermittent streams are the norm (only the Beaver River and its two southern tributaries, Coldwater and Palo Duro Creeks, are perennial streams). Most runoff from the sparse and inconsistent rains does not leave the region as stream flow, but

instead pools in the numerous depressions–locally referred to as buffalo wallows, sinks, and lakes, based on their size–where it either evaporates or percolates into the ground. Of course, a significant proportion of the region's precipitation falls in the form of torrential rain brought by frontal and convective thunderstorms, which rapidly run off due to the region's sparse vegetation, making flashfloods not uncommon in the spring months. The occasional gully-washers carve out an interesting feature of High Plains terrain known locally as "breaks," which are erosion zones bounded by escarpments marking the numerous intermittent channels tributary to the Beaver River. About one-quarter of Texas County's area is within these dissected zones. In response to the flash flood hazard, early settlements located on the uncut, upland parts of the High Plains. Alternatively, mining operations exploiting sand and caliche (a hard, calcareous cement that forms in semiarid regions where groundwater evaporation during summer months precipitates dissolved solids, usually calcium carbonate) locate within these natural incisions.

Optima Lake is located about 25 miles east of Guymon. Although the Oklahoma Water Resources Board granted surface water rights of 8,675 acre feet per year to the City of Guymon in 1977, in the quarter century since it was impounded the reservoir still has not filled to a useable level, and all of the recreational amenities associated with it have been abandoned and fallen into severe disrepair.[1]

The most important hydrogeographic fact of Texas County is the presence of the Ogallala aquifer, a subterranean water body comparable in volume to one of the great lakes. In the 1940s farmers began exploiting this resource to irrigate crops of grain sorghum, wheat, and corn. The entry of intensive hog and cattle feeding operations since the 1980s has so increased demand that in two decades the water table in places has fallen

over 100 feet. Nevertheless, irrigation-based intensive agriculture is the primary reason why the counties of the Oklahoma panhandle can boast of the highest per capita incomes in the state.[2] The City of Guymon obtains its water supply from a series of wells.[3]

Climate

An accurate understanding of the climate of the study area, indeed the whole of the Great Plains, has for centuries eluded sedentary peoples attempting to occupy the plains. The climate of Texas County is classified as semiarid, receiving an average of 17 inches of precipitation annually; only Cimarron County, higher in elevation and farther west, is drier. Moreover, averages are less meaningful in the semiarid Panhandle than elsewhere in the state, since precipitation variability increases as average precipitation decreases. Evidence suggests that the workings of climate are very different for the Great Plains. The region tends to go through cycles of wet and dry years or even wet and dry decades. The 1830s, early 1870s, later 1880s and early 1890s, 1910s, 1930s, 1950s, 1970s and early 1980s, were all periods of drought on the Great Plains (or, perhaps, the years between were excessively moist). The region's unreliable rainfall is partially a result of continental location, which also affects its seasonal and daily temperatures, making them more extreme than further east. In general, the Panhandle counties receive much greater swings in temperatures over the course of a day and from day to day. Average seasonal temperature ranges are also greater than in the rest of Oklahoma. The growing season is shorter, and weather phenomena, especially blizzards, are more severe in the Panhandle than elsewhere in Oklahoma. More than any other factor, climate has affected human occupation of the study area.

Goodwell holds two official Oklahoma weather records. The record for the coolest high temperature ever recorded in the State of Oklahoma during the month of July was recorded in Goodwell on July 5, 1915, when the temperature reached a mere 41° F. Goodwell also holds the record cold temperature recorded in Oklahoma, -19° F, which occurred December 12, 1932.

Vegetation

Native vegetation in Texas County consists of mixed (tall and short) and short grasses. Native short grasses, which dominate the less-dissected, flatter northern half of the county, consists of side oats grama (*Bouteloua curtipendula*), blue grama (*Bouteloua gracilis*), and buffalo grass (*Buchloe dactyloides*). Native woodland is limited to riparian stands along breaks and main stream valleys where the water table is close to the surface. Native riparian forest trees include cottonwood, willow, and other species not valuable as timber. As a result, building materials had to be imported by rail from the earliest days of settlement.

The Twelve Major Historical Themes Important to Oklahoma's Past

Exploration

Europeans first encountered the area that became the Oklahoma Panhandle in 1541 when Coronado crossed through the northwestern section of present Cimarron County.[4] The area was claimed by Spain, Mexico, the Republic of Texas, and the United States prior to becoming part of Oklahoma Territory in 1890. American explorers charting the Santa Fe

Trail entered the region in the 1820s during its first years under the flag of independent Mexico.

Native Americans

Several archeological sites are located within Texas County. These represent significant prehistoric occupation of the area by indigenous cultures long before European exploration and colonization. The Native American culture most associated with the Texas County is the Comanche Nation. The Comanche occupied the southern plains from a large area including eastern New Mexico and western Texas and Oklahoma. Although they were perhaps the best example of an equestrian-oriented, bison-based, Plains Indian culture, they also depended on trade with farming tribes to the east and they traded horses with groups to the north. The Comanche did not make permanent settlements in the study area and left no significant trace of their residence.[5]

Settlement and Population

What we today refer to as the Oklahoma Panhandle (a rectangular strip of land between 100°W and 103°W and 37°N and 36° 36'N) was within Spain's North American claim until the 1801 transfer of Louisiana from Spain to Napoleonic France via the terms of the Treaty of San Ildefonso (1800). As part of the original Louisiana Purchase, it was technically under the flag of France for a few months until being purchased by the United States in 1803. However, the Panhandle region was included in the area that passed back to Spain when international boundaries were defined in the Transcontinental (Adams-Onís) Treaty of 1819. It became part of Mexico in 1821 following Mexican

independence from Spain, then a part of the Republic of Texas in 1836 following Texan independence from Mexico. After Texas Annexation by the United States in 1845, the Oklahoma Panhandle region came under the U.S. flag a second time. Following legislation enacting the infamous Compromise of 1850, the State of Texas was forced to define its western boundary, and because it was a slave state, to draw its northern boundary at 36° 30' and relinquish all lands north of that parallel to the federal government.

The Compromise of 1850 also defined surrounding boundaries according to slavery or free soil status. The southern boundaries of Kansas and Colorado were set at 37°N. The 103rd meridian became the boundary between the Texas panhandle and New Mexico Territory. So after 1850, the Panhandle region moved out of the domain of the State of Texas to the U.S. public domain, beyond the boundaries of any state. Sometime in the 1870s it began appearing as the "Public Land Strip" and "No Man's Land" on maps, and would remain dubbed as such until about 1890. During the 1880s the Cherokee Nation asserted legal claim to the Public Land Strip as part of its tribal domain. The 1835 Treaty of New Echota, which transferred Cherokee sovereignty in the east to what is now northeastern Oklahoma, had guaranteed the tribe an unimpeded strip or "outlet" of land connecting their domain in the Indian Territory with the Great Plains. The 1835 treaty, however, failed to define the western boundary of this "Cherokee Outlet." When the Cherokees prepared to sell the Cherokee Outlet to the federal government for white settlement during the 1880s, they included the Public Land Strip, which by that time was occupied by thousands of squatters. But federal courts rejected the Cherokees' claim on the grounds that the area had been part of Mexico in 1835 and

thus defined the western boundary of the Cherokee Outlet as the 100th meridian. In effect, the area called No Man's Land was never a part of Indian Territory.

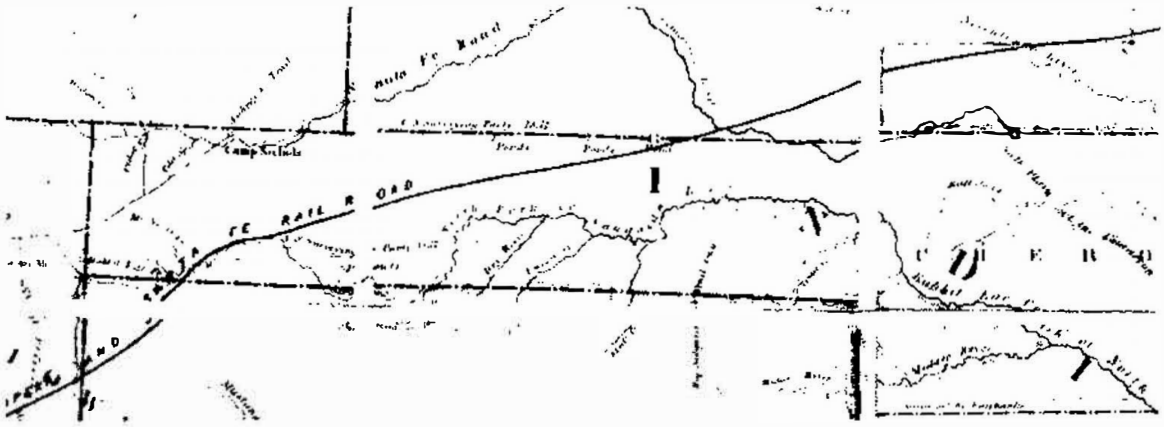


Figure 6. Portion of 1867 War Dept. Map of Panhandle.

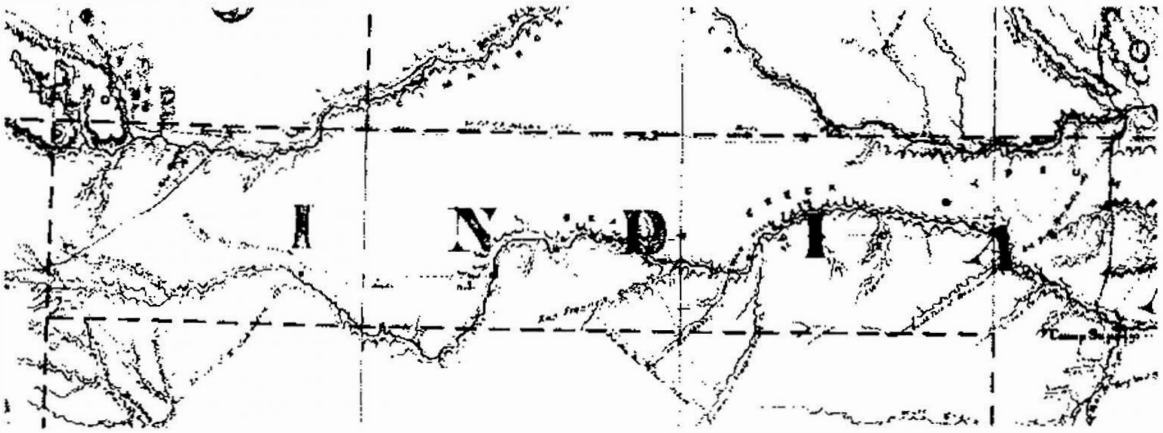


Figure 7. Portion of 1869 War Dept. Map of Panhandle.

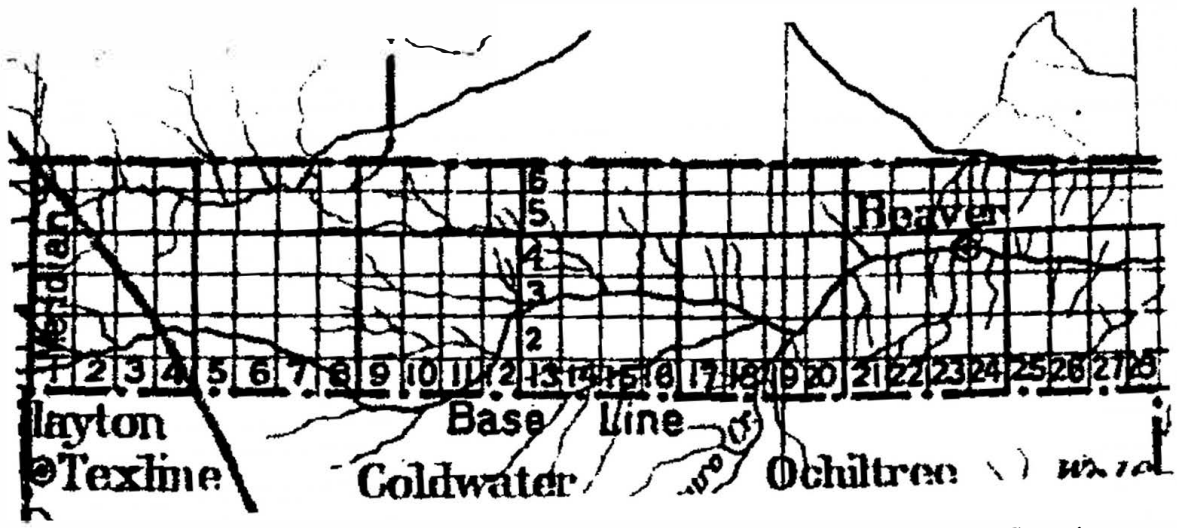


Figure 8. Portion of Texas map showing surveyed townships of Beaver County.

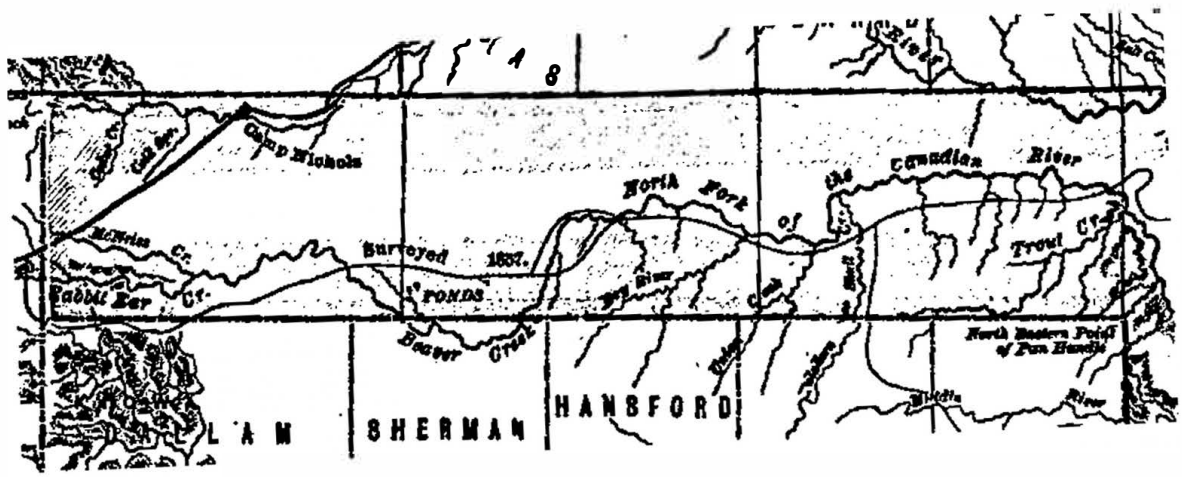


Figure 9. No Man's Land, 1884.

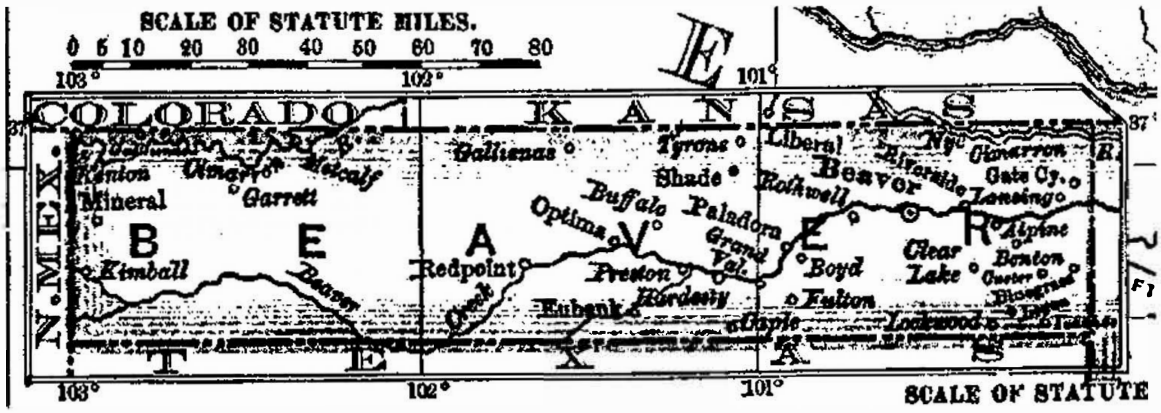


Figure 10. Portion of an 1895 Map of Oklahoma and Indian Territory.

Source: < http://fermi.jhuapl.edu/states/1895/ok_1895.jpg> last accessed 07 June 2005.

Oklahoma Territory was created in 1890 and the Panhandle was attached out of convenience, despite a short-lived attempt by Panhandle squatters to create a separate "Cimarron Territory." The Oklahoma Territorial legislature in Guthrie named the region Beaver County, and it remained the largest of the seven counties of Oklahoma Territory (1890-1907).

In 1907, the United States Congress admitted Oklahoma Territory and "Indian Territory" into the union as a single entity, the State of Oklahoma. In the process of establishing counties, the Oklahoma legislature divided "Old Beaver County" into three counties along the township lines near the 101st and 102nd meridians (note that the county boundaries do not match meridians). The new counties were named Beaver County (easternmost), Texas County (middle), and Cimarron County (westernmost).

Chronology of Sovereignties over the Oklahoma Panhandle

Spain (1519-1802)

Napoleonic France (1802-1803)

United States (1803-1819)

Spain (1819-1821)

Mexico (1821-1836)

Republic of Texas (1836-1845)

State of Texas (1846-1850)

United States "No Man's Land" (1850-1890)

Oklahoma Territory [Beaver Co.] (1890-1907)

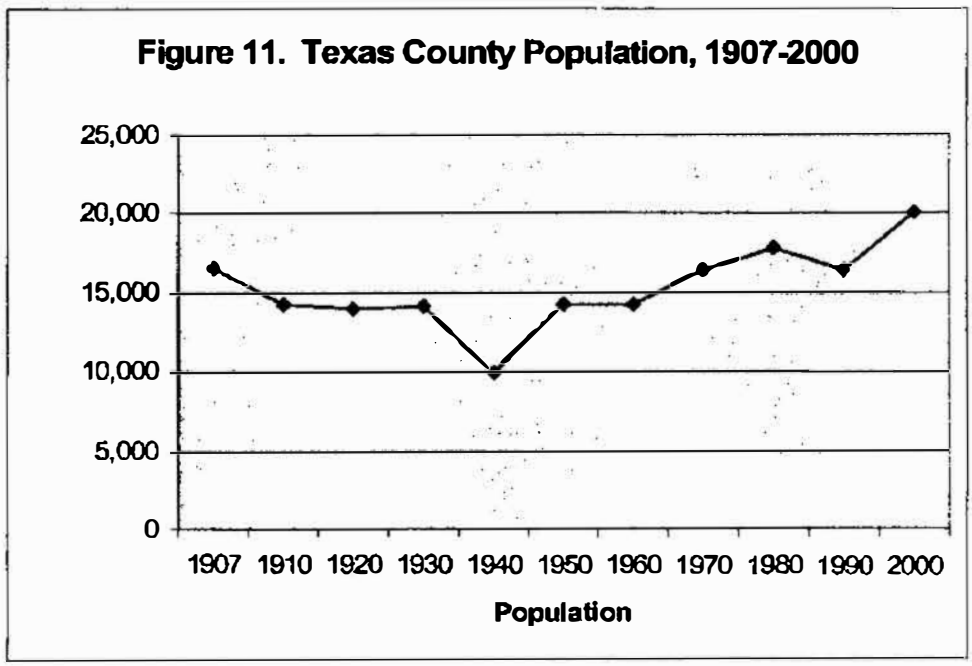
State of Oklahoma [Beaver Co., Texas Co., Cimarron Co.] (1907-present)

A handful of Texas ranchers had used No Man's Land during the 1870s and early 1880s, but a small influx of homesteaders apparently arrived in 1885 following an Interior Department ruling that No Man's Land was legally separate from the Cherokee Outlet (and therefore part of the public domain). At this time, according to Turner, thousands of settlers from Kansas and the Ohio Valley states began establishing pre-emptive claims. Within a few years, however, these "nesters" had been thinned out by drought, blizzards, and ranchers.[6] Having failed to secure title to their claims and with greater opportunities in the Unassigned Lands in 1889, a large proportion of the farming population abandoned the area. When No Man's Land became Beaver County, Oklahoma Territory in 1890, ranchers had undisputed control over the area.

Despite land tenure standardization under Oklahoma territorial administration after 1890, farm settlement remained virtually absent until the arrival of the Rock Island Railroad. This first and most successful railroad in Texas County extended southwest from Liberal, Kansas in 1901 and the three study towns emerged as farmers moved back into the area of Texas County (at the time this was the central section of old Beaver County, which covered the entire Panhandle). The first five years were difficult for pioneering Panhandle farmers because they had no legal recourse for damages to their crops caused by open-range cattle; however, the tide turned in the settlers' favor in 1906 when they succeeded in getting a "herd law" established that required fenced pasturage in the central section of old Beaver County. This early foothold of farm settlement would evolve into the most agriculturally-intensive part of the Panhandle, Texas County.[7]

Texas County's period of population growth was dramatic. In less than a decade the population jumped from a few hundred ranch families (1900) to its peak population of 16,448 (1907). Not until 1980 did the county's population exceed the 1907 figure.

Figure 11. Texas County Population, 1907-2000



Even if the 1907 census counted some who never intended to stay in the county, the rate of population change was steady during the 1920s, a period of automobile adoption, falling crop and beef prices, and farm mechanization and consolidation. Despite these economic stresses, both ranchers and cash grain farmers adopted important innovations during the 1920s. Ranchers transitioned to purebred (Hereford) stock, which required other changes such as scientific herd management practices and reliance on diversified feedstuffs. During the 1920s Panhandle ranchers generally increased their production of alfalfa, improved prairie hay pasture, increased production of grain sorghums, and began importing cottonseed cake from cotton oil mills in the Cotton Belt to the south.[8] Meanwhile, Texas County wheat farmers, many of whom were increasingly in debt but now armed with powerful new tractors, plowed up as much land as they could in hopes of getting a book-balancing bumper crop. During the so-called "Great Plow-Up" of the 1920s the county's cultivated acreage increased by some 300 percent.

The 1930s were a different story—lowering commodity prices collapsed just as a severe drought hit the region. The massive increase in cultivated land combined with the drought produced spectacular rounds of dust storms that became legendary. By 1934, many typically tenacious Great Plains farmers had become economic and environmental refugees. At least a quarter of the population of Texas County evacuated for greener pastures on the Pacific Coast or in larger towns. The only place in Texas County to actually gain population during the 1930s was Guymon, which increased by a little more than 100 people.

Perhaps just as amazing was Texas County's population rebound during the 1940s, a period of high agricultural prices, new technological innovations, and the onset of energy production in Texas County. Nevertheless, the war years also increased the cost of labor and equipment. Marginal producers tended to get out of agriculture, while the largest operators tended to increase their efficiency by investing in new equipment and increasing their landholdings. Indeed, the 44 percent rebound of population during the 1940s was entirely focused on the larger towns of the county; during the same period, the number of farms declined from 1,408 (1940) to 1,260 (1950). The farmers and ranchers who remained in business began experimenting with more profitable operations, namely feeding cattle in stockyards and irrigating grain crops. As is usually the case, those who could not afford such capital inputs were removed from the agricultural economy.

The 1950s were marked by a drought even more severe than that of the 1930s, but changes in land use made since 1935 made it much less traumatic. Indeed, the damage of the blizzard of March 1957 is generally remembered more than the drought.[9] While population in Texas County during the 1950s was static, rural population continued to decline and the largest towns—Guymon, Hooker, and Goodwell—continued to gain population at a rate higher than at any other point in their histories. The "postwar boom" in the three towns translated into economic specialization that drove population increases: The college town of Goodwell, which had always been specialized, benefited from the G.I. Bill, which attracted a much larger student population and supporting services; Hooker found a niche in more diversified agricultural services; Guymon, much the capital of the Panhandle, attracted the greatest range of services (professional, retail, transport,

etc.) and essentially all of the region's heavy industry, from gas processing to meatpacking.

After 1960 the postwar trend of rural population decline and population growth in the largest towns continued, albeit with some important modifications to the pattern. While the number of farms in the county continued to decline, the average farm size continued to increase and, in fact, by the end of the twentieth century, Texas County boasted the most profitable agriculture in the State of Oklahoma.[10] The urban population of the county (people living within the limits of the three study towns) would have declined—as have those of small towns throughout the Great Plains during the last quarter of the twentieth century—had it not been for: (1) the increase in employment associated with the development of the Guymon-Hugoton super-giant gas field (1953-present); (2) the intensification of agriculture based on large-scale exploitation of the Ogallala aquifer, which itself was made feasible by the availability of cheap natural gas and the use of Low Energy Precision Application (LEPA) irrigation systems, otherwise known as "center-pivot" irrigation.

By the 1980s the area was so productive that not only was it supporting dozens of cattle feedlots that supplied several beef packing plants, but it was also exporting grain and fodder. By the 1990s, the efficiency of the beef and feed production system, as well as the low population density, had attracted a highly-organized commercial hog operation to Texas County. Anchored by one of the world's largest packing plants located east of Guymon, scores of huge, automated hog farms now dot the landscape of the Panhandle. Texas County pork is marketed worldwide, much of it bound for East Asia. In less than a decade, cheap foreign (Mexican, Central American, and Southeast Asian) labor, upon

which the pork production system depends, has transformed the cultural geography of Texas County from one of the whitest counties in Oklahoma to easily the most ethnically-diverse. Today Texas County has the largest Hispanic population in the state and the population of Guymon is over 40 percent Hispanic. In smaller towns, the population influx has added to the tax rolls and visibly revived stagnate housing markets, but school systems and social services have been severely strained. Ironically, in 2000 Texas County had both the highest per capita income in and received the greatest share (per capita) of state appropriations.

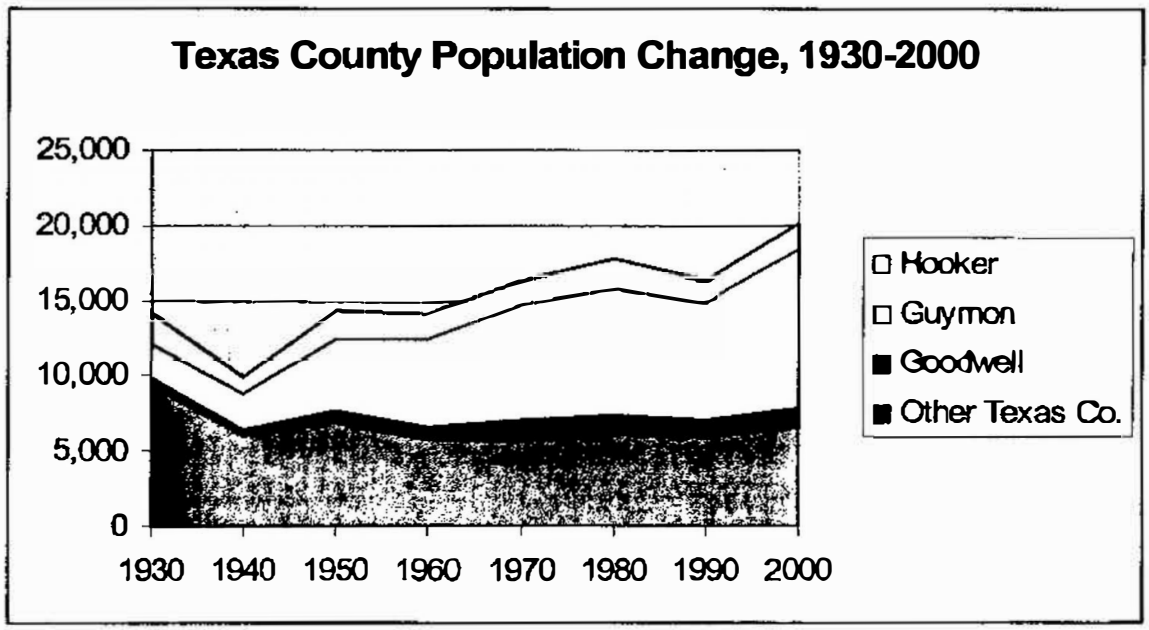


Figure 12. Texas County Population Change, 1930-2000.

Transportation Development

Trails

The first regular transportation routes across Texas County were freight and cattle trails. The earliest and most famous route across the region was the Cimarron Cutoff of the Santa Fe Trail, a dangerous shortcut that passed through Cimarron County, but had little significance to the development of the study towns. Another notable trail across the Panhandle was a freighting route founded in 1872 by C. E. "Ed" Jones and Joseph Plummer, two Texas buffalo hunters. The trail they established connected Booker, Texas to Dodge City, crossing present Beaver County, but like the Cimarron Cutoff, the Jones and Plummer Trail had no effect on Goodwell, Guymon, or Hooker. The Tascosa Trail, active from 1870 until 1887, was a cattle trail connecting the town of Tascosa, (Oldham Co.) Texas to Dodge City, Kansas. The trail closely followed the Fort Bascom Trail, passing through old Beaver County to Sharp's Creek, where it took a sharp turn northeast. Tascosa was a destination of cattle drives from south Texas; from there cattle were gathered for drives to the railheads.[11]

Railway Development

Three railroads were constructed across Texas County during the twentieth century. The first railroad to enter Texas County was the Chicago, Rock Island, and Pacific Railway, which extended southwest from Liberal, Kansas to the Texas panhandle in 1901. This line served as the primary director of initial farm settlement in Texas County and the most important market linkage to all three study towns. This line is a part of the Union Pacific Railroad.

The second railroad built in the study area was conceived in the summer of 1906 as the Santa Fe, Liberal and Englewood Railroad and was intended to be an electric traction railway connecting Englewood, Kansas and Des Moines, New Mexico. It was not actually built until 1928 as the Beaver, Meade and Englewood Railway north from Beaver City, Oklahoma to Forgan, then west through Hooker and on to Boise City in Cimarron County. The B. M. & E. was later acquired by the Missouri, Kansas and Texas (Katy) Railroad's Northwestern District, which focused on Wichita Falls, Texas.[12] The B. M. & E. was later abandoned.

The third railway constructed through the study area was a branch of the Rock Island system that crossed through Hardesty, connecting Amarillo to Kansas and generally paralleling the route of the 1901 Chicago, Rock Island, and Pacific Railway route that connects Goodwell, Guymon, and Hooker. This line is currently part of the Texas Northwestern Railroad system and did not directly affect the development of the three study towns.

Internal Combustion Engines and Roads

By 1915 the Ford Model-T was affordable to most Oklahoma panhandle farmers who drove on county roads that followed the section boundaries of the township and range grid. Local (city and county) government held authority over road construction and improvement until 1916 by encouraging private landowners to labor on the roads in lieu of taxes. The Oklahoma Highway Department, created in 1911 but not functional until 1914, was a small office that essentially promoted better roads in conjunction with the assistance of local Good Roads clubs during the 1910s. The authority of road

construction shifted to states in 1916 with the passage of the Federal Aid Road Act. This law provided state highway departments matching federal funds for highway construction, and thus began the era of state and federal road construction using state and federal taxes. Road construction ultimately led to intercity road planning and the construction of the first improved highways by states during the First World War. A 1921 amendment to the Federal Aid Road Act established a federal gasoline tax that increased the amount of federal money available for highways.[13]

Oklahoma enacted legislation in 1924 that brought the state in line with the 1921 amendment, which greatly increased the revenue available for highway construction and gave authority over highway construction to a state highway commission. Construction of new routes and paving of existing routes dramatically increased between 1925 and 1940.[14] The two routes relevant to the study towns are present U.S. Highway 54, which follows the same route of the Chicago, Rock Island, and Pacific Railway, and present U.S. Highway 64 (combined with U.S. Highway 412 in the study area), which in Oklahoma follows the former route of the Beaver, Meade and Englewood Railway. The latter route, originally known as Oklahoma Highway 11, paralleled the northern boundary of Oklahoma from Arkansas to New Mexico before 1925. Construction of U.S. 54, which connected the study towns to Kansas and Texas, began in 1926. At the national scale this route connects coastal North Carolina with northeastern Arizona.[15] Today the most heavily-traveled expanse of highway in Texas County—the fifteen miles of U.S. Highway 54 between Guymon and Hooker—was first initially paved during the early 1930s, making it one of the earliest hard-surface routes in the state. In contrast, Oklahoma State Highway 3, which was the first direct route from Guymon (and the

panhandle counties at large) to Oklahoma City, was constructed between 1932 and 1937, but was not paved until 1952.[16]

After 1945, an increased reliance on truck transport worked to enlarge farm size, accelerate rural depopulation, focus economic and population growth in the area's "hub city" of Guymon, and collapse the viability of the smallest trade centers. Truck transport brought significant changes to the growing livestock fattening industry during the 1940s and 1950s by increasing nighttime rustling. The rustling problem prompted centralization and regulation of the cattle marketing system, which further eroded the economies of small towns. Truck transport also allowed larger centers like Guymon to sprout their first non-farm industries, such as natural gas processing. In that year the "hub city" as it began to called, contained one third of the entire population of Texas County and contained more non-farm jobs than all other places in the county combined. Railroads continued to transport the majority of the wheat crop until about the 1970s when truck transport generally proved more efficient.

Air Transport

Air travel became popular in the Guymon area during the late 1920s when oil industry personnel prompted the construction of an airstrip south of town.[17] In 1942 the military built an airfield at Texhoma and conducted a civilian pilot training program to recruit for the European and Pacific theaters. After the war a number of veterans with flight experience began utilizing the abundant general aviation aircraft for ranch and irrigation management. Enthusiasm for this use of general aviation increased in tandem with the

rise of irrigation agriculture and, by the late 1950s, Guymon had obtained a modern airport to serve several dozen locally-owned aircraft.[18]

Agricultural Change

Ranching

Ranching has long been the most important economic activity of Texas County, and it remains extremely important today. Ranchers, mostly from the Upland South, settled No Man's Land during the 1880s and 1890s. Ranching was the only viable economic activity before the arrival of the Chicago, Pacific, and Rock Island Railroad in 1901.

Ranching in Texas County has changed a great deal since first gaining a foothold in the days of the overland cattle drives of the 1880s. Rail shipping points pushed closer and closer to the Panhandle before 1901, allowing ranchers to manage larger herds on the open-range of No Man's Land. The last railhead was the wild cow town of Tyrone, located just within the Panhandle in what would become the northeastern corner of Texas County. Although farmers gained a permanent footing in the county beginning in 1901, they were suffered a great disadvantage until 1906, when open range grazing was finally prohibited. By 1910 ranchers had enclosed all but the most isolated ranches with barbed wire. Ranching has been significant in attracting and sustaining other forms of economic development in Texas County. Land sales to wheat farmers arriving from the Ohio Valley benefited Texas County ranchers during the 1910s. Many ranchers provided the capital needed to organize banks and supply loans to farmers and town merchants in the new railroad towns during the first decades of the twentieth century. Ranching generally rode ups and downs in beef prices that were similar to prices swings for wheat.

For example, the 1910s and 1940s were highly profitable, while the 1920s and 1930s were lean decades. In the fat years of the 1910s most Texas County ranchers improved their herds with purebred stock and during the 1940s they diversified their operations to include feed production, small scale livestock fattening, and scientific herd management strategies into their operations.[19] In lean years they usually went into debt and worked to devise more efficient production strategies. Ranchers were also instrumental in attracting new industries associated with the development of natural gas production after World War II.

In the three decades following the war the study area's ranching economy evolved from one of cow-calf operations supplying feeder cattle to stockyards in Oklahoma City and Kansas City to an ultramodern, vertically-integrated, and locally-focused livestock fattening industry that includes irrigated grain production, feed processing, and meatpacking. In the 1990s this system—enabled by the Hugoton Gas Field and the High Plains aquifer and built by the beef industry—attracted the pork industry. Today the "pork palaces on the Panhandle" harbor every aspect of the pork industry, from breeding to packing, in the same area (Figure 13).[20] In summary, the economy of Texas County was born and has continued to thrive for some 120 years on the production of livestock, to which all other economic activities tend to be tributary.

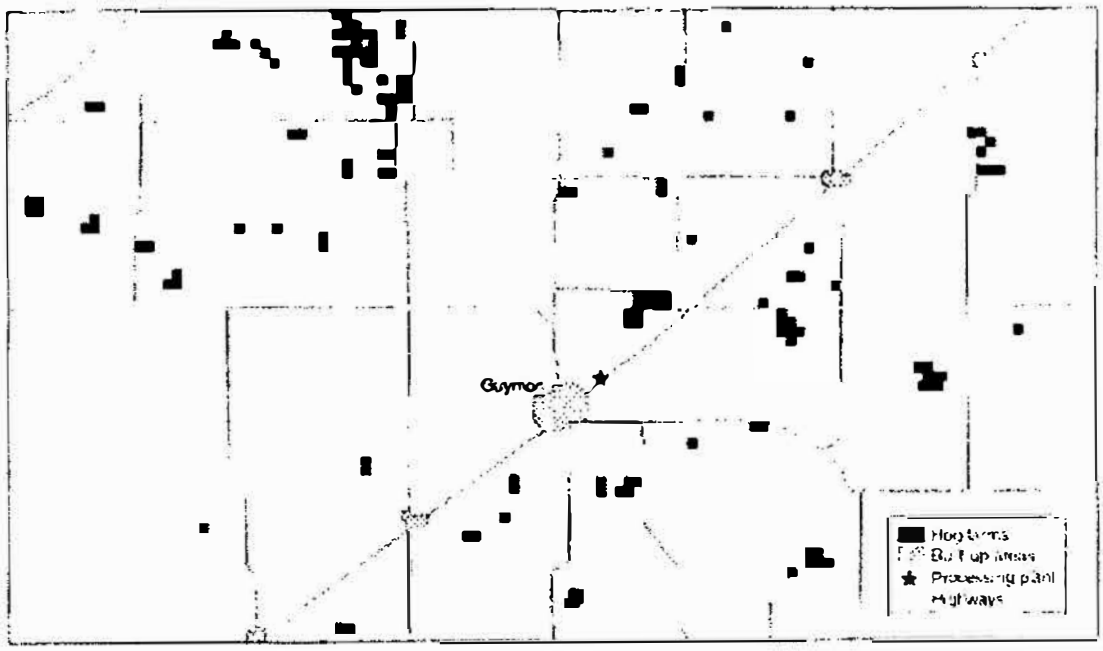


Figure 13. Distribution of Hog Farms in the Texas County Study Area, ca. 1995. Source: Hart, John Fraser and Chris Mayda. "Pork Palaces on the Panhandle," Geographical Review 87:3 (1997), 396-401.

Cash Grain Farming

Cash grain farming developed in Texas County when railroads crossed the area in1901. Early wheat farmers in Texas County came mainly from the lower Ohio and Missouri valleys. Their activities remained quite limited until 1914, when World War I drove up grain prices and accelerated farm settlement. The 1920s were very difficult for cash grain farmers in Texas County, as grain prices declined over the entire decade. Debt-driven increases in cultivated land during the 1920s spelled disaster during the next decade as the entire region's agricultural economy disintegrated in the deepest part of the Dust Bowl.

Wheat farming partially recovered during the 1940s, but it was significantly pared down from its 1920s extent. New Deal soil conservation efforts, which promoted

improved pasture and soil-conserving crops such as alfalfa, worked to reduce the acreage in wheat cultivation. In 1940, however, much land was returned to wheat cultivation in support of the war effort. Wheat production was lucrative throughout the 1940s, which allowed farmers to pay off debts accrued in the previous two decades. Wheat farmers generally increased the scale of their operations with larger machinery developed after 1945.

The dry 1950s convinced Panhandle farmers that drought would always be a hazard. Recent natural gas development, however, allowed grain farmers to better cope with the uncertain climate of the High Plains in two important ways. First, natural gas royalties carried landowners through hard financial periods when crops failed or prices were depressed. Second, before the 1960s and widespread rural electrification, natural gas played a pivotal role in effecting the development of surface irrigation in the Panhandle. Rotary drilling, an oilfield technique perfected much earlier, had no problem tapping the High Plains aquifer, but it was the electric pump, powered by a small generator running on (often free) locally-produced natural gas, which allowed Texas County farmers to draw fossil water up several hundred feet to the fields on the surface. Early surface irrigation was especially important in the expansion of alfalfa and grain sorghums that were a growing part of the beef production system.

During the 1970s the electric pump running from a natural gas generator evolved into a spectacular contraption known as the center-pivot irrigation system. These quarter-mile long sprayers rotate in a 160-acre square and irrigate about 130 acres using electric motors to pump water and drive rotation motors. Where natural gas is available to the landowner, both the energy and water inputs are essentially free. The result is one of the

highest concentrations of irrigated grain production in the United States, a fact made quite visible when flying over Texas County.

Ethnicity

Manifestations of ethnicity on the Texas County cultural landscape are not of great consequence in relation to this study. New Mexico Hispano sheep herders briefly occupied and utilized the Oklahoma panhandle region prior to the arrival of cattle ranchers in the 1880s, perhaps even leaving their mark on the landscape in the form of adobe houses, as in the one known to have existed in Hooker in 1903. Throughout the historical period under study (1901-1960), there were very few people of Hispanic heritage in Texas County. In the last two decades of the twentieth century a large wave of Hispanic migration began to dramatically change the ethnic makeup and culture of the area, but this topic is not the subject of this study.

African-Americans have not had a visible presence in the three survey towns. According to the U.S. census of population, there was one "negro" person in Texas County in 1910, seven "black males" in 1920, none in 1930 or 1940, and two in 1950. African-Americans have not had a significant role in the history of Texas County.

In its most ethnically-diverse census year during the period under study, 1910, less than one in 20 people living in Texas County were of foreign ancestry (Figure 14). Most of these were German farm families who had relocated to the vicinity of Hooker to farm wheat. The graph below shows the number of foreign-born white people and their proportion of the total population of Texas County over the span of the period under study.

Year	Total Population	Foreign Whites	Percent
1910	14,249	643	4.51
1920	13,975	380	2.72
1930	14,100	274	1.94
1940	9,896	158	1.60
1950	14,235	141	0.99

Figure 14. Foreign-Born Whites as a Percentage of Population, Texas County, Oklahoma, 1910-1950. Source: United States Census of Population, various years.

Prior to 1917, the Hooker Advance lauded its German population and published articles in German. The population was large enough to support a German Evangelical Lutheran Church. After 1920, however, the ethnic German population faded in distinctiveness, most likely through conscious assimilation. By the 1950s, the foreign-born population had declined to less than one percent, making Texas County one of most ethnically homogenous counties in Oklahoma. As late as 1960, when the total population of Texas County was 14,162, only nine non-white males over the age of 21 were living there.

Industry (Other than Energy Related)

Of the three study towns, Guymon was the only town containing significant manufacturing activities during the study period. Until the 1950s the only manufacturing in Hooker were printing and publishing, represented by the Hooker Advance Building (108 West Glaydas Street), ice production, small-scale farm apparatus production, and electric utilities. In addition to these, Hooker has always been a center for small grain

storage and wholesaling, an activity represented by the Cargill Elevator (Broadway Street and Chicago, Rock Island and Pacific Railroad) and the National Register listed [1983] Wheat Pool Elevator Company elevator (off Texas Avenue). Goodwell has never had a manufacturing base, although it does have a large grain elevator, the Farmer's Elevator Company Concrete Elevator ("C" Avenue and Chicago, Rock Island and Pacific Railroad).

Guymon's historic industries were, in order of importance, petroleum processing (discussed below), farm equipment manufacturing, food processing, sheet metal fabrication, and printing and publishing. The farm equipment sector included firms such as Kings Welding and Machine, Dandee Manufacturing Company (located at First and Main Streets, south of the commercial section), Plains Manufacturing Company, and the Adams Hard-Facing Company (Fifth and Elm). The food processing sector was represented by Bill's Bakery (Fourth and Ellison), the Guymon Coca-Cola Bottling Company (1307 North Main), the Tri-State Food Bank (Second and Quinn), Perry Mill, Roby's Products, and Polf Potato Chips. The sheet metal trade was represented by Klines Tin Shop (105 North Main) and Guymon Sheet Metal (410 North Quinn). Printing and publishing was represented by Stanfield Printing (108 West First) and the Guymon Observer (121 North Main). In addition to these, Guymon also had an ice plant that utilized the abundant natural gas of the area.

Energy

Natural gas production and petroleum processing have been very important industries in Texas County since the mid-twentieth century. The energy industry accounted for the

largest share of the industrial sector during the last few decades of the period under study (prior to 1960). More than half the county is covered by the giant Guymon-Hugoton gas field, one of the largest known natural gas fields of its kind in the world, which spans well beyond Texas County into Kansas and Texas.

The huge Guymon-Hugoton field was initially discovered in 1923, but was slow to develop due to the cost-prohibitive depth of the formation, which was two to three times as deep as comparable wells in central Kansas and Oklahoma. Fortunately for landowners in the vast gas field, drilling technology enabled large scale production—and lease money—just as they were nearly expelled from the area by drought, dust storms, and dismal farm prices.[21] Gas production in Morton and Stevens Counties in Kansas, which border Texas County, began in 1929.[22] By 1931 tens of thousands of acres of leases had been taken by major gas companies and two pipelines moved gas to the Chicago, Indianapolis, and Omaha markets.[23] The Oklahoma part of the field was confirmed in late 1936 when discovery wells near Hardesty, just east of Guymon, reached sweet gas at about 2,700 feet, revealing that the Hugoton gas field actually extended well into central Texas County. Within a few years the discovery had attracted pipeline companies to connect the field with markets in the central and north Great Plains and the Great Lakes region. The Oklahoma side of the field, however, remained essentially "shut-in" (without pipeline access). In the early 1940s Kansas gas producers began moving into Texas County in response to production restrictions by the Kansas Corporation Commission.[24]

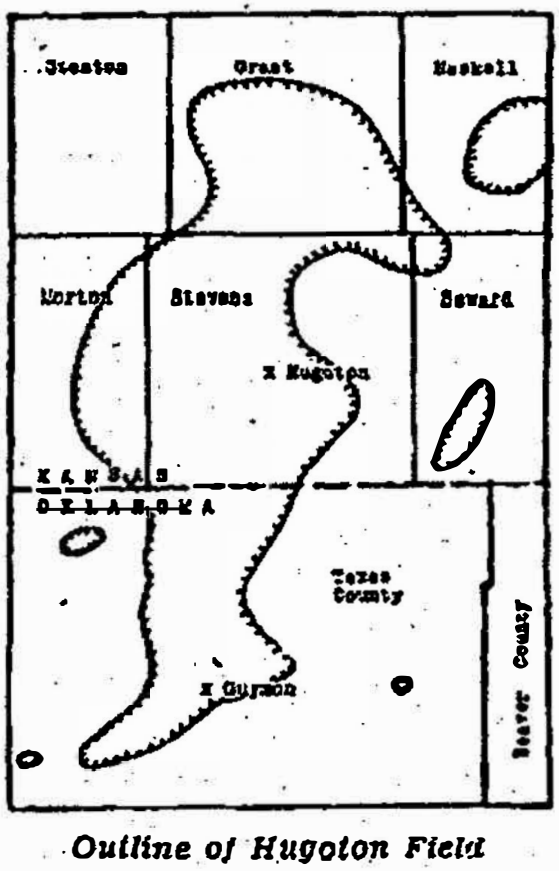


Figure 15. The Known Extent of Hugoton Giant Gas Field, March, 1940. Source: "Kansas Gas Proration Forces Development in Guymon Area," The Daily Oklahoman [31 March 1940], 50.

So much high-quality gas was found during the early1940s that the Oklahoma Corporation Commission (OCC), seeking to avert a price collapse and keep gas in reserve, soon repeated the earlier actions of its Kansas counterpart. In November 1942, with over 40 gas wells producing in the 30 by 8-mile strip of the field called the "Guymon sector," the Kansas Corporation Commission set production rules to require wells to be capped when pressure fell below a prescribed wellhead level. Soon afterward, however, the Interstate Oil Compact Commission advised states to set minimum wellhead prices for natural gas. By April 1943, war-induced fuel shortages in the Midwest had

prompted deregulation of oil and gas production. An immediate increase in gas well drilling was difficult, however, given equipment and manpower shortages, and the fact that no interregional pipeline had yet been constructed. When it became clear that private companies could not afford the steel to build the necessary line, the War Department agreed to supply steel for a 16-inch pipeline if a company could complete the project by December. Cities Service Gas Company, which had long been active in the Guymon sector, won the contract on July 28, 1943 to construct a 26-inch pipeline from Guymon to Blackwell, Oklahoma and the Midcontinent mainline system that supplied the industrial areas of Missouri and Kansas. The Hugoton Field thus opened for rapid gas well development in late 1943 as part of the war effort.[25]

Generally, the natural gas boom in Texas County began in 1944 following pipeline completion and carried on to supply a growing demand for domestic natural gas as the postwar housing boom extended new suburbs around Midwestern cities.[26] The companies most responsible for the development of the Guymon Sector during this period were Cities Service, Phillips Petroleum Company, Skelly Oil Company, and Republic Natural Gas. In 1958, the Guymon-Hugoton gas field contained 1,373 wells producing 70 billion cubic feet of "sweet" natural gas per month was ranked as the second-largest natural gas reserve in the world. At least 60 different natural gas and oilfield-related businesses were active in Texas County. Guymon, with its county courthouse and airfield, became known as the "Sweet Gas Capital of the World."[27]

Several natural gas processing plants operated in the vicinity of Guymon beginning in the 1940s. Two companies, Panoma Corporation and Harrington & Marsh, Inc., extracted gasoline from natural gas through the process of compression, or

"stripping." These facilities were located outside the Guymon study area. Natural gas refining also supported several Guymon-area plants that produced carbon black, a material used in the manufacturing of steel and tires. By 1944 two carbon black plants were operating in the Guymon Sector, on by Cabot Carbon Company and the other by General Atlas Carbon & Chemical. That year Cabot Carbon began work on a third plant near Guymon.[28] Carbon black plants in the Guymon area during the 1950s and 1960s included Atlas Carbon Company, B & H Foundry, and Cabot Carbon Company. None of these facilities, however, are represented by the built environment of the Guymon study area.

Three minor oilfields were also developed in Texas County during the late 1950s and early 1960s. The first was the Southeast Camrick field, located southeast of Guymon. Oil was discovered there in 1953 at about 6,700 feet in the Purdy sands. In May 1956, after several years of exploration, Parker Petroleum discovered oil at the Northwest Eva field, located west of Guymon. Northwest Eva's oil was found in the Keyes sand at 4,410 feet. The third field, East Postle, was discovered in 1962 at a location northwest of Guymon at depth of 6,450 feet.[29]

Depression/Recovery

The federal government had a strong presence in Texas County during the 1930s and 1940s. Because of its size, county seat status, and centrality, Guymon housed most of the New Deal program administrative offices. These included the Production Credit Corporation (PCC), the Federal Emergency Relief Administration (FERA), the Civil Works Administration (CWA), the Agricultural Adjustment Administration (AAA), the

Works Progress Administration (WPA), and the Civilian Conservation Corps (CCC).[30] The PCC loaned money to farmers and ranchers in the area. The FERA provided destitute familes with emergency assistance. The CWA put unemployed men to work grading roads and leveling fields. The AAA developed programs that paid farmers not to plant crops and purchased (and destroyed) livestock from farmers who could not afford feed. Both the WPA and the CCC provided area men with local jobs such as constructing stock ponds and small lakes that worked to rehabilitate the land and help agriculture recover. After the war, Texas County farmers established a water conservation district that brought a U.S. Soil Conservation Service office to Guymon. The federal government's soil conservation efforts have been credited not only with allowing agriculture to quickly bounce back after the 1930s, but also with averting a repeated disaster during the more severe drought of the 1950s.[31]

Goodwell resident H. H. Finnell, professor and director of the agricultural experiment station at Panhandle A&M College (OPSU), has been recognized as having played an especially important role in getting the federal government to institute soil conservation measures that adapted cultivation practices to the fickle precipitation regime of the High Plains. Finnell was a proponent of contour listing and terrace construction that worked to preserve the required moisture and bacteria levels necessary to sustain topsoil and keep it from blowing away.[32]

Historical Themes of the Three Study Towns

Goodwell

Founding and Naming

Goodwell was founded as a railroad town on the Chicago, Rock Island, and Pacific Railroad when it was constructed in 1901. According to area lore, the town was named by railroad workers who enjoyed the high quality water from a well at the site. A post office was opened at Goodwell on 16 June 1903. Goodwell was incorporated on 2 January 1917.[33]

Natural Resources

Water, whether used for human consumption, filling steam locomotives, or irrigating crops, has been the most significant natural resource over the long term in Goodwell. Like the other two study towns, Goodwell is located adjacent to the Guymon-Hugoton gas field region and benefited from population and economic growth from oil industry workers during the middle part of the twentieth century. The third most important natural resource in Goodwell is high quality topsoil. Together, groundwater, natural gas, and topsoil are the natural resource bases of Goodwell and Texas County generally.

Agriculture

Goodwell initially grew as a railroad town serving the local ranching and winter wheat farming area of southwestern Texas County. The primary economic motor of Goodwell

is Oklahoma Panhandle State University, originally named Panhandle A&M College, which is a regional agricultural institution of higher education.

Commercial Establishments

At least six newspapers have existed in Goodwell at one time or another, including *The Goodwell Gazette* (founded in 1928), *The Goodwell Independent* (founded in 1920), *The Goodwell News* (founded in 1908), *The Goodwell Eagle* (founded in the 1920s), *The Goodwell Sentinel* (1950-1952), and *The Goodwell-Texhoma News* (1993-present). Other commercial establishments included a bank, groceries, gasoline service stations, hardware stores, and other activities that generally provided goods and services to the local residents.

In terms of wholesaling and manufacturing, in 1930 Goodwell contained two grain elevators along the Rock Island Railroad right-of-way—one 13,000 bushel capacity ironclad elevator built in 1915 and a new (1930) concrete one of 125,000 bushel capacity—owned by Farmer's Elevator Company. Adjacent to the elevators were the oil storage facilities of the Smith Oil Company and Champlin Refining Company, each with a storage capacity of 20,000 gallons.

Goodwell's commercial district, which was located on Main between First Street and Third Street, never exceeded two blocks in size. In 1930 the little strip of commercial buildings housed the Goodwell Hotel, two print shops, two drug stores, a pressing shop, a bank, a few offices and miscellaneous stores, two corner filling stations, a feed store, a carpentry shop, a garage, a tractor repair shop, and the Big Jo Lumber Company. Since the 1950s, a variety of other establishments have occupied these

buildings, but they have not worked to preserve the building stock. Except for a couple of convenience stores, Guymon, which is only nine miles northeast, has essentially terminated all commercial activity.

Town Growth and Residential Development

Goodwell has a history of slow growth. Early Goodwell was a classic example of a railroad T-town in which the commercial district was aligned along a Main Street that intersected the railroad right-of-way at a 90 degree angle. This focused business properties along a single axis during the earliest years of settlement. Nevertheless, Goodwell has always been in the shadow of Guymon, which is illustrated by the fact that it was not formally incorporated until 1917. Had it not been for some political good fortune in 1909, the town probably would have dissolved by mid-century. In 1909 Goodwell landed the agricultural college, which gave it a new *raison d'etre*.

The town's population grew twice during the twenty five years following World War II: first in the late 1940s when veterans came to college under the G.I. Bill, and again in the late 1960s when their children—the Baby Boom generation—also attended college. Since 1970, however, Goodwell's population has been static at best. The residential pattern of the town reflects the two population influxes of the late 1940s in the Minimal Traditional and Early Ranch house styles, as well as the 1960s in modest brick Ranch houses.

The town was never large or complex enough to develop distinct patterns of social geography and it appears to have never had significant zoning ordinances. Residential patterns reflect merely changes in the street grid, themselves artifacts of the original plat.

Because of the town's very slow growth, Ranch style houses of the 1960s and mobile homes of the 1980s are interspersed among earlier bungalows and austere kit houses of the 1920s.

Schools and Churches

Goodwell contains three Protestant churches: Goodwell Baptist Church, Panhandle Centenary United Methodist Church, and the Church of Christ.

The most significant periods of growth in Goodwell are associated with the expansion of higher education. In 1909 the Oklahoma Legislature designated Goodwell as the location of a state agricultural school. In 1921 the Legislature expanded the school to become a two-year institution and renamed it the Oklahoma Panhandle Agricultural & Mechanical College (Panhandle A&M College). In 1925 it became a four-year, baccalaureate-granting college. The name was changed to Oklahoma Panhandle State College in 1967. The current name of the institution, Oklahoma Panhandle State University of Agriculture and Applied Science (OPSU), was formalized in 1974.[34]

Because of the near-stasis of population in Goodwell and the relatively low enrollments over the years at OPSU, much of the campus landscape and built environment remain essentially unaffected by the integrity-reducing change characteristic of growing institutions. The low level of landscape change is verified by the 1930 Sanborn maps. The cornerstone of the Science Building was laid November 10, 1927.[35]

Politics and Government

According to area folklore, following statehood an informal agreement between civic leaders in Goodwell and Guymon arranged a voting pattern that allowed Goodwell to obtain the agricultural school and Guymon to get county seat status.[36]

Local government in Goodwell operates using a Mayor/Town Council model. There is a mayor, a town clerk, a town treasurer, five city councilors, and a five-member zoning board. The Goodwell Police Department is responsible for providing police services and protection to the residents of Goodwell and Oklahoma Panhandle State University. The department has three paid full-time officers, one paid part-time officer and five volunteer reserve officers. The Goodwell Fire Department provides fire protection for the Town of Goodwell and Oklahoma Panhandle State University. The department also provides services to rural areas outside of the town, and assists other departments when needed outside of the county and state. The department has 20 volunteer fire fighters. The Goodwell Ambulance Service provides ambulance service to the residents of Goodwell, Oklahoma Panhandle State University, and a 220 square mile area around the town. The service has 10 volunteer personnel, all licensed EMT-Basic or above.

Cultural and Social Aspects

For a community so small, Goodwell has a wide range of cultural amenities. University programs offer the area a great variety scientific exchange, performing arts, and sporting events that would otherwise not exist. Goodwell has had at least six newspapers during its history.[37] The most significant cultural amenity is a first-rate historical museum, the

(1951) No Man's Land Historical Museum (207 West Sewell Avenue). The museum was built by the No Man's Land Historical Society, which formed on October 3, 1934. With leadership of several leading Panhandle ranchers and educators, the historical society acquired many artifacts that attract visitors from around the region. The museum was constructed with $30,000 raised locally by the historical society and a matching grant from the Oklahoma Legislature. The museum today is an excellent facility that houses archaeological, historical, and local cultural exhibits and sponsors public education programs.[38]

The social geography of housing in Goodwell is determined by the presence of Oklahoma Panhandle State University. In 1970, only 54 percent of the 449 dwellings were single-family units, and 63 percent of the occupied housing was rented. That year, one in five dwellings were mobile homes—scattered throughout the town—and nine percent of the housing stock was vacant. A 1979 OEDA report described Goodwell to be in need of capitalization to improve housing quality and retail services.[39]

Population Changes

Goodwell may be best described today as a small, commuter-oriented college town/agricultural service center lacking any significant commercial or industrial function. Never a large town, Goodwell would more than likely not have survived the early part of the century without the presence of the college. Having attracted scarcely 500 people in 1930, Goodwell, like most towns in the southern high plains, lost over a quarter of its population during the "dirty thirties." Neither was population recovery spectacular during mid-century: the two significant population gains resulted from years of increased

postsecondary enrollment, first in the late forties when veterans enrolled under the G.I. Bill, and again in the late sixties, when the baby boom generation reached college age. These surges were typical of college towns during the century.

What is unusual is that despite increasing enrollments in the late 1990s, Goodwell has not experienced a similar surge of population in recent years. The 2000 census enumerated a population of 1,192, significantly lower than the town's 1970 high of 1,456. That year, the college enrollment was 1,341 and the population of college-age (18 to 24) residents made up nearly two-thirds of the town's total population, an amazingly skewed proportion even for the smallest of college towns. Even with a significant commuter population in 1970, Goodwell had become essentially the living quarters of the few resident college students, faculty, and staff.

During the 1970s, OPSU enrollment steadily declined and the population followed.[40] Modest enrollment and population growth have followed since the 1980s as the service area of the university has expanded into Texas and Kansas. This is perhaps due in part to the increasing tendency for students, faculty, and staff to commute to Goodwell. Many students who do not commute occupy mobile homes on the perimeter of town. This highly transient population supports a few convenience stores, but most other retail and professional services have long since gravitated to Guymon. Commuting and a fondness for mobile homes have weakened capitalization of existing housing stock, much of which has become vacant and derelict.

Guymon

Founding and Naming

Edward T. "E.T." Guymon was born in Illinois in 1859. In his early 20s, he came west to McPherson, Kansas, where he worked as a grocery store clerk. Eventually, Mr. Guymon acquired an interest in the store. The Chicago, Rock Island and Pacific Railroad began pushing southwest in the spring of 1888 and reached Liberal, Kansas. Mr. Guymon established the Star Grocery Company in Liberal. In the 1890s Mr. Guymon speculated the next town to come up along the future railroad would be west of the Beaver River. He purchased a section of land, which eventually became the original town, known as Sanford, and established his Star Mercantile Company on the site now occupied by Stanfield Printing. Legend has it that the railway freight agent so often confused Sanford with Stratford (another town on the line), that he changed the name to Guymon, since Star Mercantile was the only recipient of freight at the location anyway.[41]

Natural Resources

The two most important natural resources relative to the historical and continued development of Guymon are water and natural gas. Water, or the lack of it, in regard to agriculture, has been the primary factor in population change in Guymon during the twentieth century, but discussion of its role is reserved for the section on agriculture below.

The giant Guymon-Hugoton natural gas field has been significant to the economy of Guymon. The first experimental well in Texas County was 3,040 feet deep, drilled by a local company near Texhoma between November 1922 and December 1923. Because

no pipeline or storage infrastructure for natural gas existed at the time, the estimated 15 to 30 million cubic feet of natural gas from this well was not utilized. The deep Tertiary sands of the High Plains region would continue to confound developers and petroleum geologists until new deep drilling techniques were invented in the 1940s and new petroleum exploration technologies were developed in the 1950s and 1960s. While natural gas-related firms were located in Texas County in 1940, by 1948 there were three natural gas-related firms in the Guymon area.[42] Today, natural gas is the power source for irrigation in Texas County.

Agriculture

Settlement surged for three decades after the drought of the 1890s, as farmers growing cotton and small grains flocked to the region. The war time demand and government incentives for wheat production in the 1910s and then large-scale mechanization in the 1920s brought far more of the region's land into cultivation than could be sustained during times of drought. Thus in the 1930s, the lack of adequate rainfall produced the environmental disaster of the Dust Bowl, and the decline of regional population.

Since mid-century, technological advances have allowed intensive agricultural exploitation of the Ogallala aquifer. This cheap, high-quality water source has enabled intensive commercial grain production, which is the base of the local livestock fattening and meat processing industries. This sector of the present economy is all but entirely the realm of corporate agribusiness based elsewhere, and has been criticized by environmentalists as ecologically and economically unsustainable. Nevertheless, firms that specialize in the intensive production of grain and livestock and the processing of

meat have created thousands of new jobs in the Guymon area in the last decade, making Texas County far and above the most agriculturally profitable in Oklahoma. The agribusiness demand for labor has attracted the largest influx of population to Guymon since the 1920s.

Commercial Establishments

A saloon operated by Jim McQuinen has the distinction of being the first business in the town of Guymon. Other early day businesses in Guymon were a hotel operated by a Mrs. Wilson and the first newspaper, operated by R. B. Quinn and called The Herald, which came to Guymon from Hardesty.[43]

The first bank to open in Guymon was the Beaver County Bank, which was organized in 1901 by E. T. Guymon, John H. Lott, Charles Summers, and Ellison, with Guymon serving as the first president and largest stockholder.[44]

In his biography of H. C. Hitch, historian Donald Green surveyed the advertisements from the 1910 Guymon Herald. In the town's most populous census year, Green captured a snapshot of Guymon's commercial landscape, which included the following establishments: the J.G. McLarty Grocery; Langston Hardware Company; the City Meat Market; the Savage Drug Company; Dr. Lightner, Dentist; First National Bank; Ross and Fletcher (seed, feed, coal, and wagons); William Dutch, Bakery; the Star Lumber Company; the Star Mercantile Company; North Main Street Grocery; the Westland Hotel; Ennis & Dale Buick; Langston & Lyons EMFs (automobiles); Ennis & Dale Real Estate; Farmers Co-Operative Milling Company; Lon Holland, Blacksmith; J. C. Sheil Dry Goods and Clothing; Latham Dry Goods; Hazelton and Langston, Bonded

Abstracters; and the Dime Theater.[45] Guymon's county seat status naturally attracted most of the county's professional and legal services (abstractors, banking), which in turn tended to attract higher-order retailing such (automobile dealerships, theaters).

The Sanborn maps of Guymon in 1930 illustrate changes that had taken place during the 1920s boom years. The core area of Guymon's business district was North Main Street between Fourth and Sixth Streets. On North Ellison at the railroad right-of-way were two modern brick-clad hotels, the Chenault Hotel and the Willoquhby Hotel. Nearby was the Pierce Petroleum Company's oil storage facility and Guymon's three grain elevators: the old (1897) Rogers Grain Company elevator at South Main and the railroad; the (1920) Light Grain and Milling Company 22,000 bushel grain elevator; and the Guymon Equity Exchange elevator, which had been rebuilt in 1916. The Guymon First Church of the Nazarene was located at First and Main, and the brick-clad South Side School was at East First and South Sullivan.

Guymon has had several newspapers over the years. These include: *The Guymon Daily News* (1934-1938), *The Guymon Democrat* (1907-1919), *The Guymon Herald* (190?-1925), *The Guymon Observer* (1946-present), *The Guymon Tribune* (1921-1926), *The Guymon Daily Herald* (1950-present), *The Oslo Posten* (1910-191?), *The Panhandle Herald* ([Guymon] 1925-1941), *The Panhandle News-Herald* (1941-1950), and *The Texas County News* ([Guymon] 1931-1941).[46]

Town Growth and Residential Development

Guymon's commercial district emerged soon after its platting in 1902 along Main Street directly north of the Rock Island Railroad. Street paving commenced in early 1910 when

some 10 miles of Guymon streets were paved by W. C. Ondler, who pulled a grader with a gasoline traction engine.[47] Also that year the first brick business building was constructed on Main Street to house the C. Summers and Sons Dry Goods Store.[48] Main Street merchants had also planned a drainage system for the business district that year.[49]

The earliest residential area was located two to three blocks west of the business district along the north-south axis of Academy Street between West First Street and West Twelfth Street. Here were situated the homes of the relatively affluent citizens of the 1920s. It should be noted that this area generally does not have the same opulence of comparable neighborhoods of oil boom towns elsewhere in the state.

By the 1950s residential infilling continued around the initial business and residential section, including into a triangular area southwest of the Rock Island tracks between Fifth Street and May Street. Along the western and northwestern periphery of Guymon newer subdivisions composed of Ranch style homes built during the 1960s and 1970s expanded the city westward. Publicly-subsidized housing constructed during the 1960s and 1970s predominates in the northeastern quadrant of Guymon, and mobile homes are quite common in the southeastern section near the newer Highway 54 Bypass.

Schools and Churches

Guymon contains many Protestant churches and one Catholic church. These include Guymon First Baptist Church (601 North Academy); Northridge Freewill Baptist Church (1738 North Oklahoma), Calvary Baptist Church (619 South May Street), Sunset Lane Baptist Church, Tabernacle Baptist Church (709 N. Ellison), Grace Southern Baptist (115 Northwest Tenth Street), Kingdom Hall of Jehovah's Witnesses (1023 N Sunset Lane),

Victory Memorial Methodist Church, Panhandle Hispanic Ministry (104 Northwest Sixth Street), First Presbyterian Church (310 Northwest Seventh Street), St. Stephens Episcopal Church (6080 Sunset Drive), First Pentecostal Holiness (1007 Ellison Street), First Apostolic Church-United Pentecostal (1011 North Crumley Street), Lighthouse Tabernacle Pentecostal Church (1029 Knutson Street), Church of the Four Square Gospel (--), The Church of Jesus Christ of Latter Day Saints (Memory Lane), First Assembly of God, St. Peters Catholic Church, First Church of God, First Christian Church, Church of Christ, Trinity Lutheran Church (1212 N. Crumley Street), Church of The Nazarenes (2214 North Sunset Lane), New Life Christian Center (405 North Main Street), Panhandle Bible Center (1901 North Lelia Street), Victory Center, Living Word Fellowship (802 North Roosevelt Street), and the Seventh Day Adventist Church (1710 North East Street).

The first school in Guymon was built on the site where the grade school in the south part of town is now located.[50] There is one public library in Guymon.

Politics and Government

According to area folklore, following statehood an informal agreement between civic leaders in Goodwell and Guymon arranged a voting pattern that allowed Guymon to get county seat status in recognition of Goodwell as the location for the agricultural school.[51] The Texas County courthouse, National Register-listed [1984], was constructed in 1927. Local government in Guymon consists of a statutory council/city manager system. Guymon has a comprehensive city plan and a zoning department. The city provides garbage service, gas, sewer and water to its citizens.

Cultural and Social Aspects

The most important annual event in the Oklahoma Panhandle is the Pioneer Days Celebration, held on the second of May each year since beginning in 1933. The celebration commemorates the Oklahoma Organic Act (May 2, 1890), which established Oklahoma Territory and brought territorial government to No Man's Land. Activities such as parades, a rodeo, and the naming of a Pioneer Queen developed out of the area's spring cattle roundups and Independence Day celebrations of earlier decades.[52] Guymon also had a dancing club in the Summers Building.[53]

Hooker

Founding and Naming

The early history of Hooker exemplifies the optimism, competitiveness, and tenacity of Great Plains settlers in the early twentieth century. Like most plains settlements at the time, Hooker was a railroad town and, like almost all of those that survived, it was founded after tracks were laid. The Chicago, Rock Island, and Pacific Railroad completed its line through area in 1901 and the town of Hooker was begun in the spring of 1902 by E. J. Albright. At Albright's point on the line in 1902 there was an old abandoned adobe house, a new frame section house built by the Rock Island, and two sod houses.

Albright converted the adobe dwelling into a post office and received recognition from the federal government on October 13, 1902. He decided to name the place after John "Hooker" Threlkeld, a rancher in the area. Despite recognition as a post office, only a handful of people arrived within the year, making Hooker not much more than a

campsite along the new railroad. The first frame residence was constructed in October of 1903 by F. T. Norbury.[54]

In February and March of 1904, under the subsidiary name of the Chicago-Oklahoma Town Company, D. W. Swem, A. S. Cobb, E. J. Albright, and others platted the town site that would become Hooker. Starting at the northwest corner of Section 34, they ran a straight line perpendicular to the railroad and named it Broadway. Meese, Fields, Ireland, Swem, Albright, Hooker, Beaver, and Chicago Streets paralleled Broadway on both sides of the tracks. The other streets were parallel to the railway, crossing the other streets at right angles. From the railway northwest these were Illinois, Glaydas, Imo, Clara, and Johns Streets. From the railway southeast the streets were named Clarence, Russel, Murray, Sheffield, and Cobb. The southeast portion of the plat also included two streets, Longnecker and Remmel, which were too far northeast to cross the tracks to the other side of the plat. The resulting plat of Hooker, with a gridiron street pattern parallel and perpendicular to the railway, created an original town oriented at exactly 45 degrees from the township and range survey.

The original town plat of 160 acres (the entire northwest quarter of section 34) was a somewhat crude example of what is known in the parlance of railroad town planning as a "T-town" plan. Actually, Hooker was an older design that railroad companies had discarded in the 1890s; it also reflected the high hopes of Albright and the other town founders in that it was composed almost entirely of business lots measuring 25 feet by 150 feet. By the time Hooker was platted in 1904, the trend was to plat only one side of the tracks, since usually only one side developed anyway, and to reserve business lots only for a few streets, notably the two perpendicular arterials.[55] Hooker benefitted

from the T-town's ability to attract merchants and grow a business district along the two main streets, Glaydas and Broadway.

As railroad townsite agents on the plains realized, most commercial development took place along one or two streets. They preferred the T-town plan because it concentrated development on two primary arterials that intersected to create single point of highest land values—the prime business location of the town—where only high-order services, typically banks, could absorb the expense. In Hooker's case this was Broadway (the spine of the plat) and Glaydas, the "main" street paralleling the tracks. Placement of the parallel street one or two blocks away from the railway protected buildings from the cinder fires, smoke, steam, and noise of the tracks; it was as close to the railway as comfort allowed. Like a magnet imposing economic order, this single intersection set the pattern of business development so that higher-order services, such as law, real estate, and upper-end retailers (jewelers) clustered near the banks, while stores, restaurants, and saloons accumulated farther out.[56]

Settlement in Hooker began immediately after the platting with newcomers arriving by rail and purchasing lots from Albright, the town site agent.[57] Apparently not satisfied with building houses on business lots, in November 1906 A. C. Murphy and J. S. Morris bought the H. O. Baker place, the southeast quarter of section 33, west of the original town. The eighty-acre Murphy-Morris Addition contained 28 blocks with all but two containing 12 larger residential lots measuring 50 by 140 feet. The addition conformed to the township and range grid, creating a dividing boulevard between it and the original townsite. The new street, which intersected the railway at a 45 degree angle, was named Jefferson Street.

Apparently working at the same time as Murphy and Morris, two brothers named Baker secured land north of the original townsite, in the southwest quarter of section 27, from a farmer named Ruggles. This 80-acre addition also conformed to the cardinal directions and was composed of 18 residential blocks, each with 16 lots measuring 50 by 150 feet. Northside Addition was divided from the original townsite by Panhandle Street; the other east-west streets were Madison Avenue and Dewey Avenue. From west to east beginning at Jefferson Street, the new north-south aligned streets of the addition were named Oklahoma, California, Missouri, Texas, Nevada, and Massachusetts.

Later that year Albright, through his Town Company, made another addition to Hooker called First Addition, which extended his original townsite eastward into part of the northeast quarter of section 34, rounding out the number of blocks to 100.[58] The platted area south of the tracks remained undeveloped because it was used as the city dumping ground.[59] History would prove Hooker as surveyed to be larger than necessary, particularly the area of the First Addition and the original town southeast of the railway. No significant development would ever take place there during the first half of the century.[60]

Nearly three years after lots began to be sold, on December 7, 1906, Hooker had attracted a few hundred settlers and merchants, a population large enough to apply for incorporation; it achieved incorporation in January 1907. The incorporated area included the original town site, the east side addition of the Town Company, the Murphy-Morris Addition, and the Baker Addition.[61]

Natural Resources

Water was for years the most crucial resource relative to successful town development in Hooker. The first community water well was drilled in March of 1904. Population growth and increasing demand for water prompted an attempt to drill a deep well in 1911, which failed after reaching 1,053 feet. Thousands of trees were planted by early town settlers, but most succumbed to summer heat and aridity.

Agriculture

Dry land wheat farming did not become the mainstay of the region until the outbreak of the First World War and the Great Plow-Up of the 1910s. In the first decade of settlement the primary crops were cotton, corn, and oats. Wheat was introduced later as farms mechanized. Other profitable dry land crops introduced with wheat included maize, kaffir corn, milo, cane, feterita, sudan, millet, barley, and broom corn. An Enid grain buyer was first to opened shop on the Rock Island tracks in 1906. In November of 1907 the Bolin-Hall Company constructed a wood-frame elevator with a capacity of 18,000 bushels on the south side of the tracks. In 1908 the Liberal Elevator Company constructed the still-standing tin-clad elevator farther northeast with a capacity of 20,000 bushels.

Wheat production began to fuel Hooker's growth in 1914. In 1915, the Hooker Advance remarked that the area had been settled by a large contingent of wealthy, progressive German farmers, and the paper published in German twice per week.[62] In November 1917 Hooker exported 45 rail cars of broomcorn.[63] By 1920, Hooker exported about one-third of the wheat produced in Texas County. Even though there were massive

crop failures during the 1930s, wheat continued to be an important crop of the region throughout the twentieth century.

Although Hooker is located on the far northwestern periphery of possible dry land cotton farming, the first load of cotton was brought into Hooker during the fall of 1905.[64] Cotton was very profitable in 1905 and the area was far from the reach of the boll weevil, which was just then invading Oklahoma and Indian Territories from Texas.[65] Hooker's first cotton gin, located at the southeast corner of the Murphy-Morris Addition, west of the depot, was completed and opened for business in September of 1908. The four iron-clad buildings of the Hooker Gin Company included two storage buildings, the gin and oil press building, and a cotton house.[66]

Early in the century the many ranches in the Hooker area obtained blooded cattle such as shorthorns, Aberdeen-Angus, and Herefords. Early settlers also included quite a few dairy farmers who kept herds of Holstein, Guernsey, and Jersey cattle. In 1926, for example, local dairymen exported from Hooker a total of 50 tons of butterfat worth some $40,000. Other profitable agricultural activities included poultry raising and hog farming. Prior to the 1930s the area produced orchard fruits, including apples, pears, plums, peaches, apricots, and cherries. Even a few grapes were produced. Cantaloupe production was important by 1917, when a cantaloupe growers organization was established in the area.[67]

Residents experienced a few "freak" dust storms in 1926. During the first five months of 1933, however, Hooker suffered through some 29 separate dust storms. The Dust Bowl days lasted until 1939, convincing as many as one-fourth of the residents to leave.

Commercial Establishments

Compared with the other two towns of the study area, Hooker has a relatively good historical record of commercial activity. In 1911, when the town's population was approximately 700, the business district was confined to only two blocks centering on Swem and Glaydas from Albright to Broadway (Figure 16). Included in this area were the brick bank at 428 North Glaydas and a brick general store at 463 North Glaydas. Hooker contained no less than three hotels at this time: the frame Hooker Hotel on the southeast corner of Illinois Avenue and Broadway, just southeast of downtown; the frame Illinois Hotel on the northeast corner of Illinois and Broadway; and a lodging house across the street from the Illinois Hotel. Heavier commercial activities, including several lumber yards and warehouse space for hay and broomcorn, hugged the railroad right-of-way southwest of the business district. The largest church at the time was the Methodist Episcopal Church, which occupied the northwest corner of Imo and Swem.

In 1922, with an estimated population of 1,300, Hooker's commercial landscape had noticeably matured (Figure 17). The business district between Swem and Broadway (Glaydas) was filling with brick buildings. On the northwest side was a bank, a lodge hall, a post office, a drug store, a bake shop, and many other stores. On the southeast side was a dance hall, a drug store, a motion picture theater, and more stores. The three hotels built before 1911 were still there, and a new bank was located on the west corner of Glaydas and Broadway. The warehouse and lumber yards on the northeast part of Swem had expanded by 1922, and the automobile age had arrived by this date, as indicated by the automobile service station on the north corner of Glaydas and Broadway. Northwest of the business district, in the Rock Island right-of-way, were the (1903) Liberal Elevator

Company ironclad elevator, and two elevators operated by the Light Grain and Milling Company, one brick (1920) and another ironclad built in 1907.

By 1930 Hooker had approximately 2,000 people and had added a considerable degree of commercial activity (Figure 18). The rising importance of the automobile is made clear by the presence of several new filling stations (corner of Swem and Albright on Clarence), new tourist cabins (between Swem and Albright on Clarence), and several new petroleum refining operations (Champlin, Sinclair, Phillips Petroleum, and Continental Oil Co.) located along the Rock Island right-of-way. Nearby, between Hooker and Albright Boulevard, was the new (1928) Oklahoma Wheat Pool Elevator, as well as the older structures. An ice plant had been added to the city power plant.

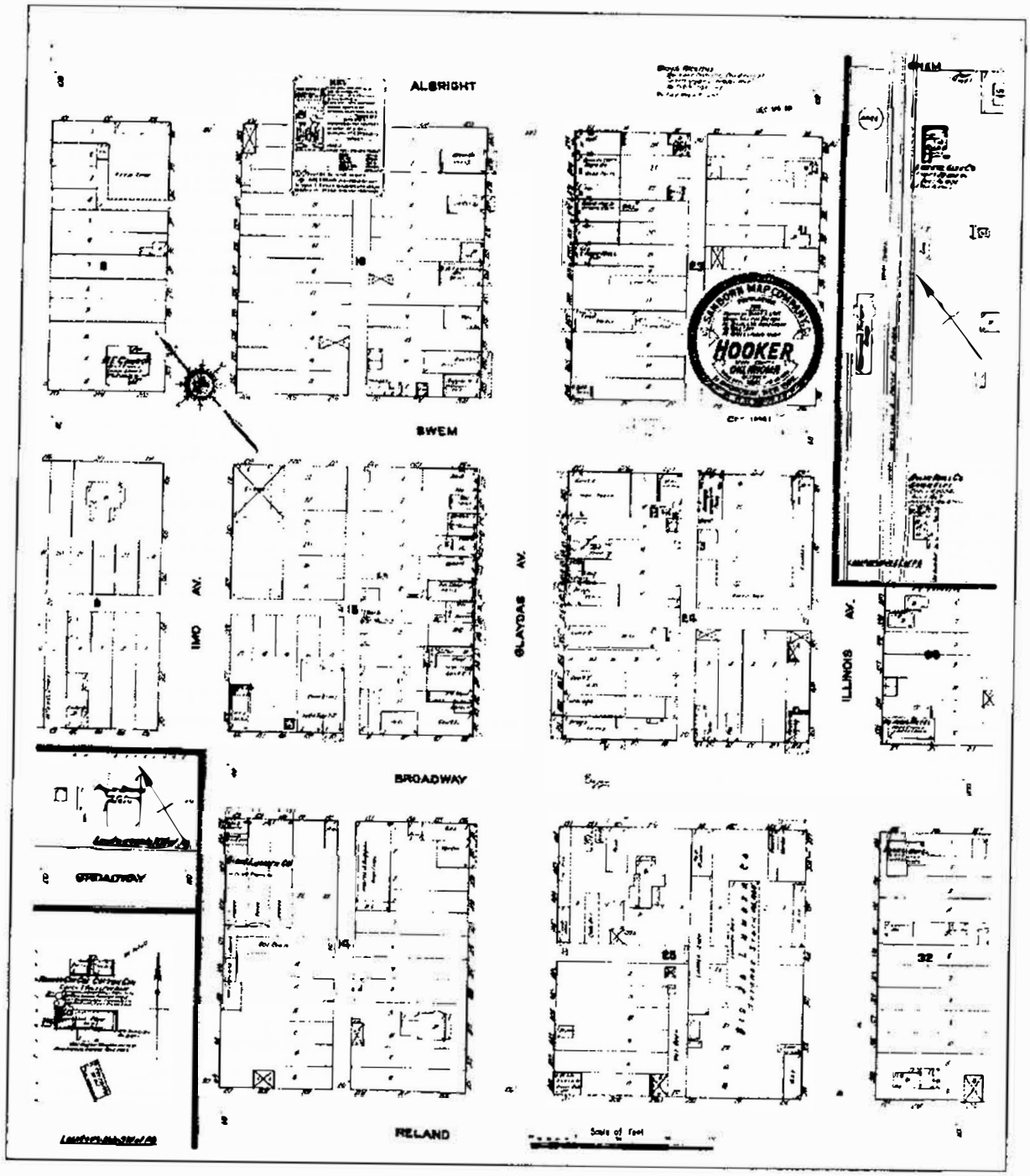


Figure 16. Downtown Hooker, Oklahoma, 1911. Source: Sanborn Fire Insurance Map of 1911.

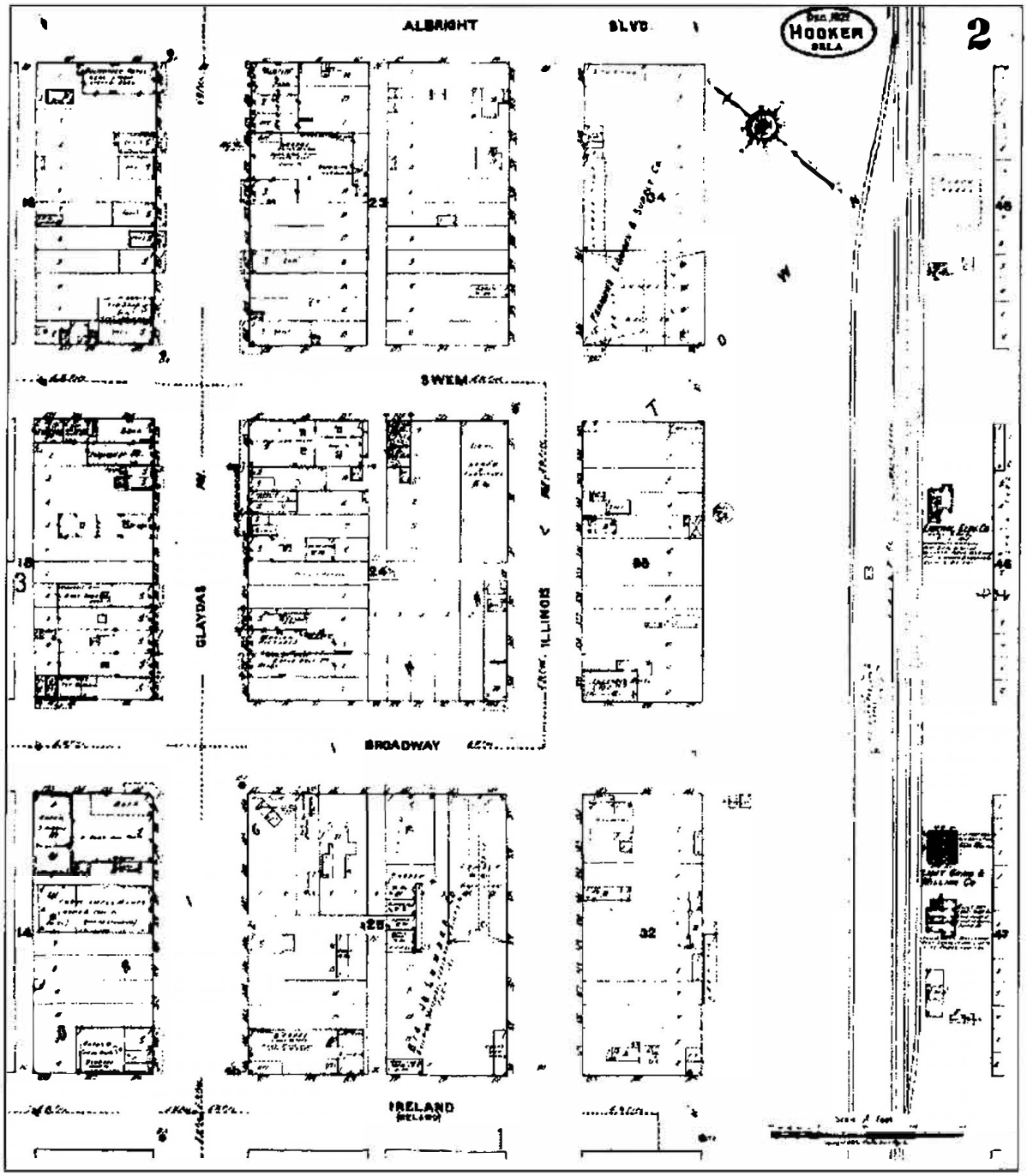


Figure 17. Downtown Hooker, Oklahoma, 1922. Source: Sanborn Fire Insurance Map of 1922.

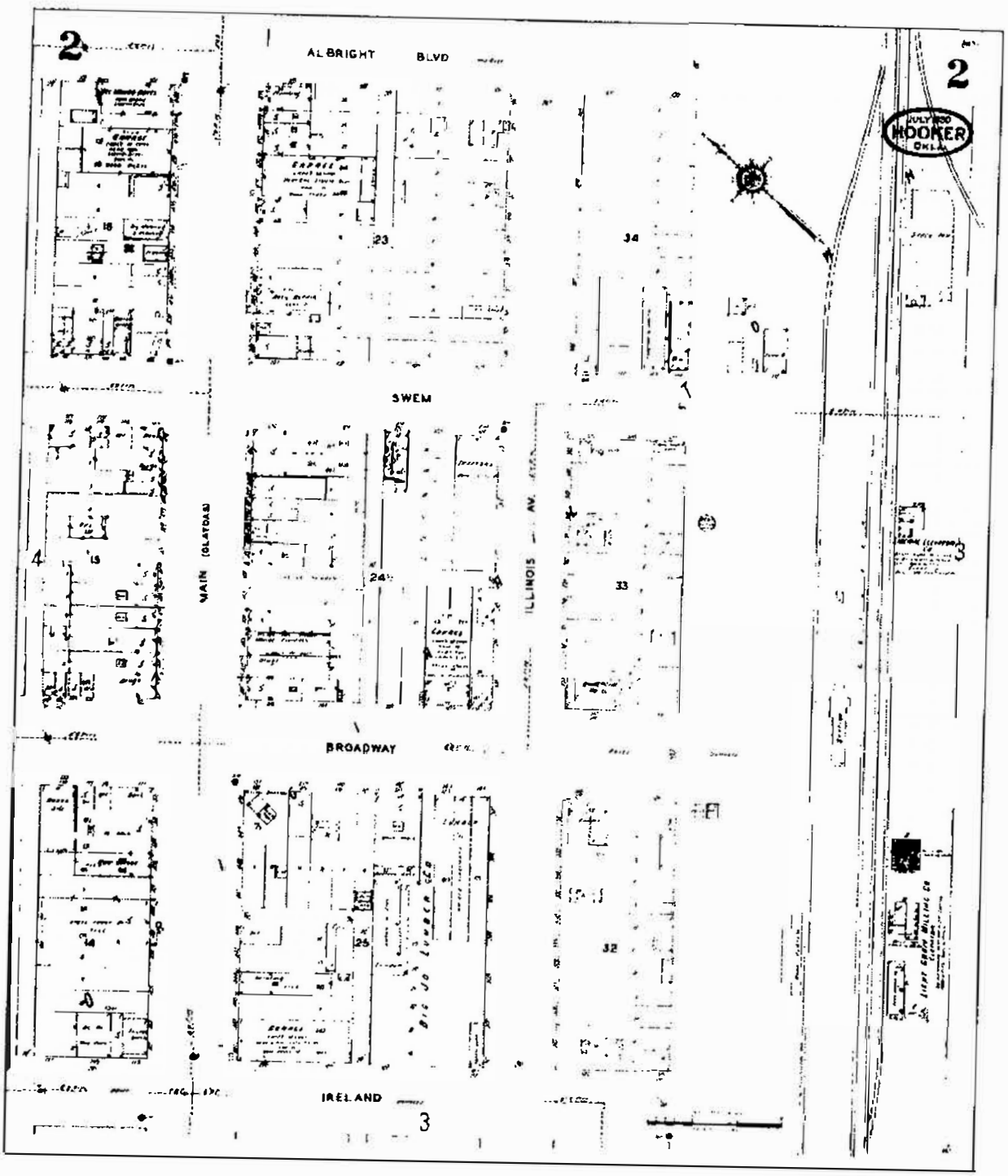


Figure 18. Downtown Hooker, Oklahoma, 1930. Source: Sanborn Fire Insurance Map of 1930.

Town Growth and Residential Development

Relative to the other Texas County towns in this study, Hooker got the latest start. It began as a classic example of a plains railroad town, serving a wheat-producing hinterland settled by Midwesterners in the first three decades of the twentieth century.

A passenger and freight depot, located southwest of the extant wood-frame grain elevator, was completed in the summer of 1905. By the time of Oklahoma statehood in 1907, Hooker was better tied to the nation than many towns throughout the Twin Territories. In that year the Rock Island drilled a well near the tracks, constructed a large wooden tank, and made Hooker a watering station. At least six trains, including passenger, express, and freight lines, arrived daily.[68]

The intersection of the town's two main thoroughfares—Swem and Glaydas—early became the commercial core of Hooker. Citizens Bank, located at the corner of Swem and Glaydas, was incorporated February 13, 1906 opened April 21, 1906, but did not move into their new building until January 15, 1907.[69] The Farmers and Merchants Bank (124 East Glaydas Street), was organized April 4, 1906.[70]

Hooker's first hotel, the Commercial Hotel, was constructed by Fred Rosenthal and J. N. Bixenman on the east side of Swem near the railroad in 1904.[71] The Hooker Hotel, a frame building on the south corner of Broadway and Illinois, was constructed soon afterward.[72] Other early commercial activities included the Ewing Livery Barn, which in 1905 was the largest building in town.[73] In 1906 W. H. Weedon opened a photography studio in a brick building on Glaydas.[74]

During the windy afternoon of June 1, 1908, a disastrous fire leveled most of the Hooker business district, including 33 business buildings in two full blocks and three

residences. Although there was little anyone could do to stop the fire once it ignited in the Hughes Building, it was trade day, so most of the area's farmers were in town with wagons and teams. Working quickly, they were able to save a remarkable amount of merchandise from stores and, although thirty-eight businesses were displaced, most stayed in business and were able to rebuild.[75]

After the great fire, many insurance companies refused coverage to Hooker businesses, prompting the town council and local businessmen to seek a reliable water source. In 1913, after five years of rebuilding, the town council conducted a municipal bond sale that funded the construction of a new municipal water service, as well as a natural gas plant and an electrical power generation plant. Located at the corner of Ireland and Illinois Avenue, it included a one-hundred-foot-tall water tower with a 75,000 gallon steel tank. The tank was an especially important investment for the future of Hooker, because it not only allowed business owners to obtain fire insurance, it conveyed to potential investors that the town was safe and progressive.[76]

The rebuilding of Hooker commenced in the summer of 1908. Hooker had three lumber yards at the time, including the Blake Lumber Company at Broadway and Imo and the Big Jo Lumber Company at Broadway and Illinois. Significantly, entrepreneurs R. H. Matthews and J. H. Morrison constructed a new brick kiln during the summer of 1908; their first production run of 60,000 bricks was sold in September. Wary of future fires, Hooker business owners overwhelmingly rebuilt with brick. As a result, much of Hooker's post-1908 commercial architecture consists of brick-clad commercial style buildings; for example, the Anders Building (213 East Glaydas Street), was constructed in 1908.[77] Since much of the reconstruction was done by the same builders and laborers

using similar techniques and decorative details, a strong feeling of architectural continuity developed along the Glaydas Avenue commercial corridor. This continuity is not only aesthetically appealing, it is representative of the rebirth of the town, its literal rising from the ashes of June 1, 1908. Among the most impressive properties built at this time is the National Register-eligible 1908 Farmers and Merchants Bank Building at 124 East Glaydas Avenue, which took over Citizens Bank upon reopening.[78]

In addition to the brick plant, in 1911 Hooker had several coal yards, machine shops, a wholesale dealer in oil and gasoline, and numerous wholesale and retail merchandise stores. The latter included such shops as Maj. P. C. Regenold's soda and confectionary shop.[79] In 1916 A. M. Peck built an ice house capable of storing two rail car loads of ice.[80] The Delmonico Hotel, located near the railroad tracks, opened August 1, 1917. A fire on January 21, 1921 damaged seven business buildings.[81] The Hooker telephone company was organized in 1907 when it took over a few early telephone companies.[82] Street improvement began in 1909 with grading and oiling by voluntary contributions from businesses. By 1915, the main thoroughfares had been paved with cinders.[83]

In 1910 Hooker had a population of 550, or four percent of the county population and within a year its population had grown to 700.[84] In 1915 The Hooker Advance (108 West Glaydas Street) advertised that the town had a high school, several churches, two banks, two grain elevators, a cotton gin, three two-story hotels, two restaurants, two lumber companies, two hardware stores, several general stores, grocery stores, produce houses, and two drug stores, as well as electric lights, cement sidewalks, and a new water system.[85]

An examination of the 1922 Sanborn map suggests that Hooker was a leader in establishing municipal services in Texas County. Publicly-owned water works, which were installed in 1918, were providing some 85,000 gallons of running water to Hooker each day. A steel water tower located at the intersection of the railroad, Illinois, and Swem provided 100 psi of water pressure to the town, which now had 20 double hydrants. Electricity for lighting was also provided by the Light plant and at Illinois Avenue and Ireland.[86] Telephone connections had also been established by 1922, which was relatively early for small towns in the Great Plains.

Schools and Churches

Hooker settlers sought to bring organization and commercial efficiency to their community as early as March of 1904 with the establishment of the Hooker Improvement Association. The association initiated community amenities such as the Sabbath school, businessmen's association, and public school.

As was typical in new towns at this time, town site proprietors donated lots for churches. The first church lot grant was made to the Methodists in 1904 by E. J. Albright. In late 1906, a new Catholic Church was planned for the south side of tracks facing Swem. The Christian Church (Disciples of Christ) organized on March 17, 1907. A Seventh-Day Adventist Church was built in September 1907. A German Evangelical Lutheran Church, located at Russell Avenue and Broadway, was constructed in 1908. The Baptist Church, located at Jefferson and Panhandle, was constructed in 1909.[87] A new frame Christian (Disciples of Christ) Church located at Johns and Broadway, was completed in 1917.[88] Apparently, all of the original religious structures have been

removed or destroyed and replaced with buildings constructed at mid-century. Three religious structures were recorded in Hooker during this survey: the United Methodist Church (202 East Imo), St. John's Lutheran Church (301 North Jackson) and the First Church of the Nazarene (202 North Broadway). Today Hooker contains eight Protestant churches and one Catholic church.

The Hooker Public School cost the town $3,000 and was operating as early as January of 1909.[89] Hooker Consolidated School, located on the northwest side of Broadway between Clara and Johns, was constructed in 1919. Hooker Elementary School (500 North Jefferson Street), a modern facility constructed about 1960 or later, is the only Hooker education-related property recorded in this survey. There is a small public library in Hooker.

Politics and Government

A new post office was constructed on Gladys Avenue in 1904.[90] In January 1906 impending statehood prompted the formation of municipal government in Hooker with the appointment of a town trustee, justices, constables, a treasurer, and a clerk.[91] A year later Hooker was an incorporated community.[92] The year 1907 would be the last for the saloons in Hooker. Prohibition went into effect on statehood day in November and all the saloons closed.[93] In 1909 the Oklahoma legislature designated Hooker a county court town and it began to divide court operations with Guymon.[94]

Local government in Hooker consists of a statutory aldermanic type of government. The city is zoned and provides garbage service. Hooker is a participant in the Main Street Program and has participated in the Oklahoma Certified Cities Program.

Cultural and Social Aspects

Over the years Hooker has produced at least three newspapers.[95] The Hooker Advance, which is still the town newspaper, was begun February 1, 1904.[96] Other early but soon unsuccessful newspapers included The Hooker Republican (1906) and The Farmers Voice (1909). Several lodges and social clubs, including the Odd Fellows, the Modern Woodmen of America, the Fraternal Order of Eagles, Masons, Knights of Pythias, Law and Order League, B.A.Y. New Star Homestead, and the Order of the Eastern Star were installed between 1905 and 1910.[97] The Hooker Metropolitan Band organized in 1906 under direction of J. N. Teats of Elk City, Kansas.[98] The Dime Theater, built several years before 1919, was remodeled that year and reopened as the Jewel Theater.[99] Another town band was organized in 1934 with Gerald Hollman directing that held open air concerts on E. J. Albright's empty lots.

A cemetery association was formed in December of 1904 and opened the Hooker Cemetery on a two-acre plot purchased from Charles Bradshaw located east of the new town site.[100] In 1930 the Lions Club completed work on the cemetery. The Hooker Cemetery (NW4, NW4, SW4 of Section 35, T5N, R17E), was recorded in this survey.

By 1922 Hooker's population had reached 1,300.[101] In 1927 the Beaver, Meade, and Englewood (B. M. & E.) Railroad reached Hooker from Beaver City, which, by way of the town of Forgan, linked Hooker to the Missouri, Kansas and Texas (M. K. & T.) system, making it the only town in the Texas County study area to have more than one rail connection. The spur connecting the B. M. & E. Railroad to the Rock Island outlined the east side of town (the surviving National Register listed Wheat Pool Elevator Company Elevator still rests along this abandoned line). This additional rail connection

made Hooker more competitive as a wheat market and helped it attract enough settlers so that by 1930, Hooker rivaled Guymon in population size, with about 2,000 people; but this figure would be its maximum during the century.[102]

Data Gaps Discovered in the Development of the Historic Context

This survey found that there was very little secondary source material relating to the history of the three study towns. Hooker was the only town with a single local history written about it, and this was quite limited. The survey was assisted by a few citizens who made available their private collections of old photographs and newspaper articles. Surprisingly, there is not a single historical overview of Guymon available, and even the Guymon Public Library (206 Northwest Fifth Street) does not retain a local history collection or vertical files. Despite the presence of Oklahoma Panhandle State University, Goodwell has had little written about it. Any future intensive level survey conducted in Texas County will be challenged by the paucity of local archives retained in the area.

NOTES

[1] Oklahoma Economic Development Association (OEDA), Guymon Comprehensive Plan (Beaver, Okla.: OEDA, 1991), 14.

[2] Baird, W. David and Danney Goble, The Story of Oklahoma (Norman: University of Oklahoma Press, 1994), 9-10, 16.

[3] OEDA, Guymon Comprehensive Plan, 14.

[4] Baird and Goble, The Story of Oklahoma, 72.

[5] Ibid., 61.

[6] Lynchings of suspected cattle thieves by cowboy vigilante groups was apparently common. Homesteading Midwesterners, called "Nesters" by the local Texans, were quite unwelcome. See T. E. Beck, "Cimarron Territory," Chronicles of Oklahoma 7 (June, 1929): 168-69.

[7] A 1911 referendum confirmed that open-range grazing would no longer be allowed. As historian Donald E. Green points out in his excellent story of the Hitch Ranch, the year 1910 is a good baseline for the closing of the open range in the Oklahoma Panhandle. Green, Donald E., Panhandle Pioneer: Henry C. Hitch, His Ranch, and His Family (Norman: University of Oklahoma Press, 1979), 73-75.

[8] Ibid., 111-112.

[9] Lowitt, R., "From Petroleum to Pigs: The Oklahoma Panhandle in the Last Half of the Twentieth Century," Chronicles of Oklahoma 80:3 (2002), 265-266.

[10] Except for the 1930s, the Panhandle counties have generally outpaced all non-metropolitan counties in Oklahoma in terms of per capita income and agricultural productivity. Reasons include the fact that it has always had the smallest rate of tenancy and because it has had the greatest rate of mechanization. The first of these points is made by Lowitt, R. "'If it Rains': Life in the Oklahoma Panhandle in the 1930s and 1940s," Chronicles of Oklahoma 80:1 (2002), 21-22.

[11] Pauline Hodges, "Jones and Plummer," <http://www.bvrcowchipnews.com/History%20Facts.htm> Last accessed 07 June 2005.

[12] "It Looks Good," The Daily Oklahoman [14 August 1906], 3; "Mortgage for $8,000,000 Recorded in Beaver Co.," The Daily Oklahoman [02 October 1906], 9; H. Roger Grant, "Electric Traction Promotion in Oklahoma." In Donovan Hoffsommer, ed., Railroads in Oklahoma (Oklahoma City: Oklahoma Historical Society, 1977), 102.

[13] John Jakle, "Landscapes Redesigned for the Automobile," In Conzen, Michael P., The Making of the American Landscape (New York: Routledge, 1986), 296-297.

[14] Oklahoma Department of Transportation, "Planning and Research Division," <http://www.okladot.state.ok.us/memorial/route66/consthistory/introduction.htm> Last accessed 07 June 2005.

[15] Weslee Kinsler, "Oklahoma's U.S. Highways" <http://www.wkinsler.com/highways/oklahoma.html#US%2054>Last accessed 07 June 2005.

[16] Green, Panhandle Pioneer, 169-170.

[17] Ibid., 164.

[18] Ibid., 186-187.

[19] Ranchers in the Oklahoma panhandle region began upgrading their herds around 1910, replacing longhorn cattle with blooded stock imported from the Middle West. By 1920, the more successful cattlemen had completely improved their herds with Herefords and Angus. Baird and Goble, The Story of Oklahoma, 364-365.

[20] All but one day of the six-month life of a Panhandle pig unfolds in gleaming silver high tech hog barns, where animals are fed, watered, and monitored automatically. Their one truck ride is at most an hour long to one of several gargantuan, multinational-owned packing plants where scores of laborers—nearly all Spanish-speaking—efficiently transform livestock into sausage, bacon, and cold cuts. Hart, John Fraser and Chris Mayda, "Pork Palaces on the Panhandle," Geographical Review (1997) 87:3, 396-401.

[21] "Farm Owners Watch Kansas Oil Prospects," The Daily Oklahoman [09 July 1935], 13.

[22] "Hugoton Area Has Gas Play," The Daily Oklahoman [15 November 1929], 16.

[23] "Hugoton Gas Leases Sold," The Daily Oklahoman [30 April 1931], 21.

[24] "New Gas Field Showing in Oklahoma Panhandle," The Daily Oklahoman [13 December 1936], 46; "Hugoton Gas Field to be Developed," The Daily Oklahoman [16 May 1937], 49. One failed effort sought to connect the field with the industrial market of the Mesabi Range iron mining region of northern Minnesota. See "Hugoton Gas Line Planned," The Daily Oklahoman [21 August 1938], 40; "Kansas Gas Proration Forces Development in Guymon Area," The Daily Oklahoman [31 March 1940], 50. "Tax on Gas," The Daily Oklahoman [08 April 1941], 15; "Natural Gas Line Project is Dropped,"

The Daily Oklahoman 04 May 1941, 38.

[25] "Kansas Orders Proration in Major Sections of Hugoton Pool," The Daily Oklahoman [05 November 1942], 16; "States Asked to Fix Price of Natural Gas at Wellhead," The Daily Oklahoman [20 December 1942], 50; "Cities Service Can't Get Steel for Hugoton Gas Line," The Daily Oklahoman [24 January 1943], 32; "Republic Starts Hugoton Gas Line," The Daily Oklahoman [21 February 1943], 35; "Fuel Shortages Predicted for Midwest," The Daily Oklahoman [16 April 1943], 15; "Pipeline to Hugoton Gas Field Assured, Fuel Probers Told, The Daily Oklahoman [18 April 1943], 48; "Cities Service Claims Hugoton Gas Line is War Measure," The Daily Oklahoman [20 August 1943], 13.

[26] The Guymon Sector of the Hugoton gas field increased production by some 318 percent between 1943 (10,374,054,000 cubic feet) and 1944 (43,290,965,000 cubic feet). "Guymon Area Gas Output Has Big Gain," The Daily Oklahoman [06 March 1945], 11.

[27] The field contains the largest known reserve of helium in the United States. During the Cold War helium was considered a strategic reserve element because of its use in arc welding, nuclear reactors, and ballistic missile systems. Helium extraction is centered on the town of Keyes in Cimarron County. Oklahoma Economic Development Association, Guymon Comprehensive Plan (Beaver, Okla.: OEDA, 1991), 13; Lowitt, "Petroleum to Pigs," 261-262.

[28] "Cabot Carbon Given Permit for Gas Plant," The Daily Oklahoman [16 October 1942], 17; "Cabot Seeking Plant Permit for Gas Field," The Daily Oklahoman [16 September 1944], 7.

[29] "Dual-Zone Pay Found at Eva," The Daily Oklahoman [06 May 1956], 24; "Panhandle Oiler Reports High Flow," The Daily Oklahoman [18 March 1954], 51; "Hamilton Gets Oiler in Northeast Postle," The Daily Oklahoman [12 May 1962], 34.

[30] The FERA office was moved from Guymon to Woodward in 1935. "U.S. Continues Check on FERA Fund in State," The Daily Oklahoman [24 January 1935], 9.

[31] Lowitt, "If It Rains," 27-30.

[32] Ibid., 22, 25.

[33] OEDA, Report on the Goodwell Community Plan, B-7.

[34] Ibid.

[35] "Goodwell College to Lay Cornerstone," The Daily Oklahoman [03 November 1927], 12.

[36] OEDA, Report on the Goodwell Community Plan, B-8.

[37] The Oklahoma Historical Society has preserved many present and historic newspapers of Goodwell. They include The Goodwell Gazette (1928-n.d.), The Goodwell Independent (1920-n.d.), The Goodwell News (1908-n.d.), The Goodwell Eagle (n.d.), The Goodwell Sentinel (1950-1952), and The Goodwell-Texhoma News (1993-present).

[38] Green, Panhandle Pioneer, 200-201.

[39] OEDA, Report on the Goodwell Community Plan, B-24, B-38, B-39.

[40] Ibid., B-18.

[41] OEDA, Guymon Comprehensive Plan, 10; Green, Panhandle Pioneer, 47, 135-136.

[42] Gould, Charles N. and John T. Lonsdale, Geology of Texas County, Oklahoma, Oklahoma Geological Survey Bulletin No. 37 (Norman, Okla.: Oklahoma Geological Survey, 1926), 39-45; Thuesen, H. G., Oklahoma Manufactures, 1940, Oklahoma Agricultural and Mechanical College Division of Engineering Publication No. 49 (Stillwater, Okla.: Engineering Experiment Station, 1941), 50-51; Oklahoma Planning and Resources Board, Directory of Oklahoma Manufacturers, 1948 (Stillwater, Okla.: Oklahoma A. & M. College, 1949), 225-26.

[43] OEDA, Guymon Comprehensive Plan, 10.

[44] Beaver County Bank is known today as City National Bank and Trust Company. Ibid.

[45] Green, Panhandle Pioneer, 89-91.

[46] The Oklahoma Historical Society has preserved many present and historic newspapers of Guymon. They include The Guymon Daily News (1934-1938), The Guymon Democrat (1907-1919), The Guymon Herald (n.d.-1925), The Guymon Observer (1946-present), The Guymon Tribune (1921-1926), The Guymon Daily Herald (1950-present), The Oslo Posten (1910-n.d.), The Panhandle Herald ([Guymon] 1925-1941), The Panhandle News-Herald (1941-1950), The Texas County News ([Guymon] 1931-1941).

[47] Green, Panhandle Pioneer, 88-89.

[48] Ibid., 89.

[49] Ibid.

[50] OEDA, Guymon Comprehensive Plan, 10.

[51] Idem, Report on the Goodwell Community Plan, B-8.

[52] In 1941 the event attracted at least 20,000 people. Green, Panhandle Pioneer, 172;

"Rain Can't Halt Guymon Parade for Pioneer Day," The Daily Oklahoman [03 May 1941], 5.

[53] Green, Panhandle Pioneer, 91.

[54] Hooker Advance, A History of Hooker: A Diamond in the Rough (Hooker, Okla.: Hooker Advance, 1983), 10.

[55] John C. Hudson, Plains Country Towns (Minneapolis: University of Minnesota Press, 1981), 88.

[56] Ibid., 88-90.

[57] Hooker Advance, A History of Hooker, 10.

[58] Ibid., 14.

[59] Ibid., 24.

[60] A few smaller additions of gridiron streets conforming to the cardinal directions would be made later in the historical period, including the Irvin Addition, a long block composed of 50 business lots measuring 25 by 210 feet located east of Northside Addition, as well as the residential areas of Park and Hofferber Park Additions, east of the Murphy-Morris Addition. Much later, in the late 1960s, newer curvilinear additions were made northwest of town adjacent to the golf course. Information about the additions in Hooker was obtained from plat maps located at the Texas County courthouse in Guymon.

[61] Hooker Advance, A History of Hooker, 14.

[62] Ibid., 13, 18; Sanborn Map Company, Hooker, Oklahoma (October 1911), map no. 1.

[63] Hooker Advance, A History of Hooker, 22.

[64] Ibid., 11.

[65] Bieberdorf, Gustav Adolph, "History of the Distribution of the Mexican Cotton Boll Weevil in Oklahoma," Report, Oklahoma Agricultural Experiment Station (Stillwater, Okla.: Oklahoma Agricultural & Mechanical College, 1926).

[66] The cotton house was damaged by a tornado in July of 1910. Hooker Advance, A History of Hooker, 15, 17; Sanborn Map Company, Hooker, Oklahoma (October 1911), map no. 1.

[67] Hooker Advance, A History of Hooker, 21.

[68] According to the 1911 Sanborn map, the tank was directly across (north) of the Rock Island tracks from the Liberal (wood-frame) Elevator. Hooker Advance, A History of Hooker, 11, 15; Sanborn Map Company, Hooker, Oklahoma (October 1911), map no. 1.
[69] Hooker Advance, A History of Hooker, 14.

[70] Ibid., 13, 14.

[71] This building was destroyed by fire on August 28, 1911. Hooker Advance, A History of Hooker, 11, 17.

[72] Ibid., 14; Sanborn Map Company, Hooker, Oklahoma (October 1911), map no. 1.

[73] Hooker Advance, A History of Hooker, 11.

[74] Ibid., 13.

[75] Ibid.,, 15.

[76]The electric generator ("light plant") was destroyed by fire in December of 1917, leaving Hooker without electricity for a month. The physical plant was improved and expanded in 1921 and again in 1930. Hooker Advance, A History of Hooker, 10, 11; The town jail was a small building located directly beneath the water tower. Sanborn Map Company, Hooker, Oklahoma (December 1922), map no. 1.

[77] Hooker Advance, A History of Hooker, 15.

[78] The building next door, (122 East Glaydas Avenue) the Bardwell Building, was constructed in 1917. The Farmers and Merchants Bank replaced the coping that year to integrate the two facades. Ibid., 15, 21.

[79] Ibid., 17.

[80] Ibid., 20.

[81] Ibid., 24.

[82] Ibid., 13, 14.

[83] Ibid., 15, 16, 18.

[84] Sanborn Map Company, Hooker, Oklahoma (October 1911), map no. 1.
[85] Hooker Advance, A History of Hooker, 18.

[86] There was also a town jail at this location.

[87] It should be noted that gratis lots for church construction usually occupied peripheral sections of town. Hooker Advance, A History of Hooker, 10, 11, 14, 15, 16.

[88] Ibid., 22.

[89] Ibid., 15.

[90] Ibid., 10.

[91] Ibid., 13.

[92] Ibid., 14.

[93] Ibid., 15.

[94] Ibid., 16.

[95] The Oklahoma Historical Society has preserved The Hooker Advance (1904-present) and The Farmers Voice ([Hooker] 1909-n.d.).

[96] Hooker Advance, A History of Hooker, 10.

[97] Ibid., 11, 14, 16.

[98] Ibid., 13.

[99] Ibid., 23.

[100] Ibid., 11.

[101] Sanborn Map Company, Hooker, Oklahoma (December 1922), map no. 1.

[102] Idem, Hooker, Oklahoma (July 1930), map no. 1.

Annotated Bibliography

Architecture

Baker, John Milnes. American House Styles: A Concise Guide. New York: W. W. Norton, 1994.

This handy little book provides a chronologically-organized listing of the major styles and trends in American domestic architecture from 1600 to the 1990s. Illustrated throughout with elevation drawings by the author, this is the best source for dating domestic architectural trends in the United States. It is particularly useful as a guide to tract housing styles of the twentieth century.

Blackburn, Bob, et al. The Physical Legacy: Buildings of Oklahoma County 1889 to 1931. Southwestern Heritage Press, 1980.

An excellent collection of commercial buildings from Oklahoma County with thumbnail sketches and short historic contexts. Valuable to any survey as an example of synthesizing style, resource type, and history.

Blumenson, John J. G. Identifying American Architecture: A Pictoral Guide to Styles and Terms, 1600-1945. Revised Edition. New York: W. W. Norton, 1981.

A handy quick-reference for major architectural styles in the United States, including identifying features.

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This lengthy, recent publication is an excellent guide to architectural terms and definitions relating to the preservation field. Includes numerous illustrations.

Clark Jr., Clifford E. The American Family Home 1800-1960. Chapel Hill, NC: University of North Carolina Press, 1986.

An excellent book that explores the relationship between the image of the ideal house and family and the reality of middle-class family life. Full of photographs and illustrations tracing the evolution of the average American house to mid-century.

Comstock, William P. and Schermerhorn, Clarence E. Bungalows: Camps and Mountain Houses. Washington: The American Institute of Architects Press, 1990.

One in a series of an outstanding history of the evolution of the bungalow and Craftsman architectural styles. This is a good reference book for understanding decorative details of bungalow/craftsman buildings.

Goins, Charles R. and Morris, John W. Oklahoma Homes: Past and Present. Norman: University of Oklahoma Press, 1980.

This handsome collection of photographs plus introductory text categorizes Oklahoma homes by chronological period.

Gottfried, Herbert, and Jan Jennings. American Vernacular Design, 1870-1940: An Illustrated Glossary. New York: Van Nostrand Reinhold Company, 1986.

An outstanding guide to both residential and commercial building design in the United States, including simple illustrations. Extensive, well-thought-out text accompanies a systematic treatment of house and building styles.

Harrison, Henry S. Houses: The Illustrated Guide to Construction, Design and Systems. Chicago: National Institute of Real Estate Brokers, 1973.

A comprehensive introduction to house design and construction components. Includes excellent sketches of major house styles, their distinguishing characteristics, and histories, as well as good illustrations of decorative details.

Henderson, Arn, et al. Architecture In Oklahoma: Landmark & Vernacular. Norman: Point Riders Press, 1978.

This book includes a collection of excellent photographs on a wide array of buildings and structures taken throughout the state, chronologically organized by period.

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A handy guide to commercial building styles and their principal architectural features in small towns and large cities of the United States. Excellent photos.

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Excellent introduction to conducting local historical research, such as the use of local archives, county records, family histories, and Sanborn Fire Insurance Maps. A methodological must for developing historical contexts.

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The most important field guide for identifying architectural styles and decorative details when conducting historic preservation surveys. A standard in the field.

Phillips, Steven J. Old House Dictionary: An Illustrated Guide to American Domestic Architecture, 1600-1940. Lakewood, Colo.: American Source Books, 1989.

A very handy reference guide to terms relating to architectural features. Filled with simple drawings and includes an excellent cross-referenced index.

Poppeliers, John C., et al. What Style is it?: A Guide to American Architecture. New York: John Wiley and Sons, 1983.

This is one of several small, handy guidebooks put out by Wiley's Preservation Press in conjunction with the Historic American Buildings Survey. This book lists all the major architectural styles of the United States from Early Colonial to the International Style, providing historical summaries of the origin and diffusion of each, as well as example photos, elevation sketches, and notes on defining traits.

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The most comprehensive chronological examination of American domestic architectural history, this large, copiously-illustrated guide weaves together indigenous dwellings, European folk trends, high-style architecture, and vernacular architecture from 300 A.D. to 2000. An attempt is made to cover every domestic habitation imaginable. This large book is chockfull of architectural illustrations, including floor plans, elevation drawings, and notes on construction techniques. Also contains an illustrated glossary.

Oklahoma

Baird, W. David and Goble, Danney. The Story of Oklahoma. Norman: University of Oklahoma Press, 1994.

An excellent recent comprehensive introduction to the history of the state by two prominent Oklahoma academic historians. Contains coverage of the Ogallala aquifer (pp. 9-10), the Panhandle's relatively high per capita income (p. 16), Black Mesa (p. 21), Coronado's 1541 crossing (p. 72), the Santa Fe Trail (p. 102), Panhandle cattle breed improvement (p. 362), the "great plow-up" (pp. 364-65), the Dust Bowl (393), postwar intensive wheat production (p. 470), and the Hitch family (pp. 362, 471).

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One of the best early accounts of railroads in Oklahoma prior to Donovan Hofsommer's collection of essays.

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Useful listing of major events related to specific locales in the state. Historical events in Goodwell (p. 288), Guymon (p. 287), and Hooker (p. 286) are discussed.

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A scholarly history of events leading up to the creation of the state.

Goble, Danney. Progressive Oklahoma: The Making of a New Kind of State. Norman, Okla.: University of Oklahoma Press, 1980.

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An excellent early description of Oklahoma's physical geography, such as soils, vegetation, and landforms. Written by the director of the Oklahoma Geological Survey.

Green, Donald E., ed. Rural Oklahoma. Oklahoma City: Oklahoma Historical Society, 1977.

This collection of readings focuses on specific crops and livestock that played important roles in Oklahoma's agricultural history. The Oklahoma Agricultural Experiment Station's cooperation with Panhandle State College in Goodwell is mentioned pp. (139-40) in Carl N. Tyson, "The Oklahoma Agricultural Experiment Station," pp. 128-146. Gary L. Nall, "King Cotton in Oklahoma, 1825-1939,"pp. 37-55, notes H. H. Finnell's revelations at the Panhandle Experiment Station about cotton in northern Oklahoma (p. 48). Texas County, which led the nation in wheat production in 1921, 1926, 1928, and 1929, is examined at length (pp. 67, 69-71) in Donald E Green, "Beginnings of Wheat Culture in Oklahoma," pp. 56-73.

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An excellent primer that succinctly describes the origins of No Man's Land, the political events leading up to the Cimarron Territory movement, and subsequent attachment of the region as Beaver County to Oklahoma Territory (pp. 161-68). Texas County is profiled on page 301.

Hedges, Trimble Raymond. Oklahoma Farm Price Statistics, 1910-1938 (Stillwater, Okla.: Oklahoma Agricultural and Mechanical College, Agricultural Experiment Station, 1939). Special Collections.

This gazetteer contains much useful statistical information by county in Oklahoma for the period before and after the Great Depression.

Hofsommer, Donovan L., ed. Railroads in Oklahoma. Oklahoma City: Oklahoma Historical Society, 1977.

Written by an author who probably knows more about Oklahoma railroad history than any other student of the subject, this anthology provides general information as to dates of construction of railways that influenced the development of the study area. The Beaver, Meade & Englewood Railroad, which was promoted as an electric line but built as a steam railroad that passed through Hooker, is discussed on page 102 of H. Roger Grant's essay, "Electric Traction Promotion in Oklahoma," pp. 95-105.

Indian-Pioneer Papers. Manuscript and Archives Division, Oklahoma Historical Society, Oklahoma City, Oklahoma.

Transcribed oral histories conducted by the Works Progress Administration in the late 1930s. Standardized protocol used to interview early white settlers and Native Americans. Microfiche version includes name/geographical index useful in researching local history.

McReynolds, Edwin C. Oklahoma: A History of the Sooner State. Norman: University of Oklahoma Press, 1954.

A detailed political history of the state written by a history professor at Oklahoma State University. This book was used as a text in university-level Oklahoma history courses.

Morris, John W., et al. Historical Atlas of Oklahoma. Norman: University of Oklahoma Press, 1986.

This is an excellent primer on the historical geography of the state. It covers a variety of topics, from cattle trails to railroads. Includes, excellent, well-researched textual material with each map. Specific map and text treatment of the Panhandle and Texas County can be found on plates 24, 27, 31, 46, 48, 55, 62, 64, 69, 70, and 81.

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A good collection of essays on urban patterns and specific cities and towns in Oklahoma. Guymon is examined on pages 11, 17, 19, and 20 of John W. Morris' essay, "The Smaller Cities," pp. 10-23.

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A useful collection of essays on various topics relating to the geography of Oklahoma, such as agriculture, transportation, and cities and towns. Panhandle climate extremes are noted (pp. 42-43) in Stephen M. Sutherland's "Climate of Oklahoma," pp. 40-53. Kenneth F. Johnson, in "Minerals, Mineral Industries and Reclamation," pp. 93-111, notes that the Guymon-Hugoton giant gas field is part of the largest gas field in the United States (p. 98). Guymon's economy is briefly profiled (p. 141) in John W. Morris' "The Cities and Towns of Oklahoma," pp. 138-156.

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A valuable reference source on railroad construction in Oklahoma. Includes dates of construction, mergers, acquisitions, name changes, and construction progress.

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This is a compendium of local manufacturers by town and county in the state during the year specified. The listings provide business names, activity classification, and addresses. This source is useful in capturing a snapshot of secondary sector activity in small towns.

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This federal government document contains reported building improvements by county.

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Compiled by one of the state's more noted historians, this travelogue of the state contains brief local histories.

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This is the most recent study on the origins of city and county names in Oklahoma. A long list of town names, their origins, and post office operation dates. Post office founding dates and name origins are listed for Goodwell (p. 102), Guymon (p. 106), and Hooker (p. 119). Shirk also informs that Texas County was named after the state to its south (p. 234).

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This brief report examines patterns of farm tenancy in the state.

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This is a compendium of local manufacturers by town and county in the state during the year specified. The listings provide business names, activity classification, and addresses. This source is useful in capturing a snapshot of secondary sector activity in small towns.

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With a new introduction by Anne Hodges Morgan, this is an updated version of the 1941 edition compiled by the Writer's Program of the Works Progress Administration.

Texas County

Baird, W. David. "Agriculture in the Oklahoma Panhandle," Chronicles of Oklahoma, 72 (1994), 116-137.

An chronological survey of farm settlement in the Oklahoma Panhandle, with emphasis on major events prior to the Second World War, including: the 1880s farmer occupation and abandonment; 1900s railway-based settlement; 1910s and 1920s cash grain specialization, mechanization and the great "plow-up"; Dust Bowl, and wartime recovery of wheat farming in the 1940s.

Beck, T. E. "Cimarron Territory," Chronicles of Oklahoma, 7 (1929), 168-69.

This is a short, folksy, but fairly informative piece on the way things were among the cattlemen of the Panhandle during the "Cimarron Territory" days of the 1880s.

Brown, E. E. "No Man's Land," Chronicles of Oklahoma, 4 (1926), 89-99.

This is essentially an apologetic history of the pre-1890 culture of the Panhandle, where state laws did not exist and vigilantism was responsible for social order. The author downplays the mythology of the cowboys on the plains.

Bryant, Raymond and Lois Bryant, Cemetery Inscriptions of the City of Hooker, Texas County, Oklahoma (Hooker, OK: Beaver River Genealogical and Historical Society, 1995).

This is a useful source for genealogical information for the Hooker Cemetery.

Chrisman, Harry E. Some Experiences of Boss Neff in the Texas and Oklahoma Panhandle, Second Edition (Amarillo: The Globe-News Publishing Company), 1968.

These are newspaper articles written by Boss Neff about old-time cowboy life in the Panhandle.

Curtis Media, The History of Northwest Oklahoma (Dallas, TX: Curtis Media, 1994).

This commercial "history" contains business histories and family histories, but is not very useful for understanding the development of the Panhandle region.

Davis, Moita Dorsey. "Boss Neff," Chronicles of Oklahoma, 26 (1948).

Boss Neff was a rancher near Hooker who was responsible for fundraising and the development of the Oklahoma Panhandle Historical Museum. He is buried in Hooker Cemetery.

Finnell, H. H. "Cotton in the Panhandle of Oklahoma," Panhandle Agricultural Experiment Station, The Panhandle Bulletin, No. 14 (Goodwell, March, 1930), pp. 8-13.

This publication by Oklahoma Panhandle A&M professor and extension director H. H. Finnell discusses the limitations of cotton production in and around Texas County. Finnell later became known as a hero of panhandle agriculture.

Fitzpatrick, E. G. and W. C. Boatright. Soil Survey of Texas County, Oklahoma. Bureau of Chemistry and Soils, United State Department of Agriculture (Washington, D.C.: Government Printing Office, 1930).

This government publication is probably the most detailed, fieldwork-based analysis of physical geography and agricultural patterns in Texas County prior to the Dust Bowl. It includes an excellent overview of settlement and agricultural patterns to 1930, in addition to a plethora of information on soils and terrain. It includes a large scale soil map of the county.

Floyd, Fred. "Boundaries of the Panhandle of Oklahoma," Boundaries of Oklahoma, ed. John W. Morris (Oklahoma City: Oklahoma Historical Society, 1980).

This is a detailed description of the development of the boundaries of the Oklahoma Panhandle counties.

_____. "The Struggle for Railroads in the Oklahoma Panhandle," Chronicles of Oklahoma 54 (1976-1977), 489-518.

This article examines railroad development in the Panhandle region in detail, from the Rock Island's presence in Liberal, Kansas in 1888 to the construction of the BM&E Railroad in 1931. There was no railroad construction between 1901 and 1929 in the region, which made Guymon, Goodwell, and Hooker (Texas County) more accessible than market centers in Beaver County and Cimarron County.

Gould, Charles N. and John T. Lonsdale. Geology of Texas County, Oklahoma, Oklahoma Geological Survey Bulletin No. 37 (Norman, Okla.: Oklahoma Geological Survey, 1926).

An excellent introduction to the physical environment, natural resources, and early agricultural economy of the study area, this work captures patterns of life and activity during the boom years preceding the Dust Bowl.

Gould, Charles N. and Nina S. Gould. "The Architecture of No Man's Land," Sturm's Oklahoma Magazine (December, 1907), 59-66.

This article by a famous Oklahoma geographer provides an overview of the history of settlement in the Public Land Strip before focusing on a description of house types found in the three newly-delineated counties of the Oklahoma Panhandle.

Grice, Gordon. "Stepping into No Man's Land," Oklahoma Today 48:3 (1998), 86-93.

This brief article discusses tourism opportunities in the Panhandle region.

Grice, Gordon. "Far & Away in Guymon," Oklahoma Today 51:7 (2001), 28-29.

This brief article mentions the No Man's Land Museum, local restaurants, and outdoor activities available in Guymon and Goodwell.

Grice, Gordon. "Guymon Bids its First Hundred Years Farewell," Oklahoma Today 51:4 (2001), 72.

This article profiles Edward Guymon, a businessman in Sanford, Oklahoma and discusses Guymon's contributions to local business, including his ownership of the Star Mercantile Company and the establishment of several commercial buildings in Guymon.

Hart, John Fraser and Chris Mayda. "Pork Palaces on the Panhandle," Geographical Review 87:3 (1997), 396-401.

This brief field research report, written by one of geography's most renowned students of American agriculture, is recent enough to supply an excellent perspective on the modern hog business that now permeates the Texas County economy and ties it to the world market.

Hofsommer, Donovan L. "The Construction Strategies of Railroads in the Oklahoma Panhandle," Chronicles of Oklahoma 58 (1989).

This article examines the conception and construction strategies of railroads in the Oklahoma Panhandle during the early twentieth century. Of special interest is the large space devoted to the construction of the Beaver, Meade and Englewood Railroad between 1913 and 1929. After the MK&T abandoned the BM&E project, it was purchased by Jacob A. Achenbach and Ira B. Blackstock to become a small private railroad connecting Beaver, Forgan and later Hooker (1922), and Keyes (1929).

_____, "For Better or For Worse: The Oklahoma Panhandle and Its Railroads, 1930-1939," Hard Times in Oklahoma: The Depression Years, ed. Kenneth E. Hendrickson, Jr. (Oklahoma City, Okla.: Oklahoma Historical Society, 1983).

This chapter examines changes in the railroads of the Oklahoma Panhandle during the years of the Great Depression and Dust Bowl.

Hooker Advance, A History of Hooker: A Diamond in the Rough (Hooker, OK: Hooker Advance, 1983).

This is a premier local history of one of the study towns that was produced by the local newspaper. It contains a chronological historical section and contains many useful photographs.

Hurt, R. Douglas. The Dust Bowl: An Agricultural and Social History (Chicago: Nelson-Hall, 1981).

This book by one of America's leading historians of agriculture examines the social impact of the 1930s drought on the Texas and Oklahoma Panhandles.

Hyer, Peggy and Anna Mayer, County Cemeteries in Texas County, Oklahoma (Hooker, OK: Beaver River Genealogical and Historical Society), 1996.

This compilation contains sections on cemeteries of Goodwell.

Joel, Arthur H. Soil Conservation Reconnaissance Survey of the Southern Great Plains Wind Erosion Area. United States Department of Agriculture, Technical Bulletin No. 556 (Washington, D.C.: Governmnet Printing Office, 1937).

This excellent government report provides a detailed description of the physical and economic conditions of the Oklahoma and Texas Panhandles at the height of the Dust Bowl. It includes many very good photographs of damage and dust storms.

Johnson, Vance. Heaven's Tableland: The Dust Bowl Story (New York: Farrar, Straus, 1947).

Among the earlier scholarly works on the Dust Bowl that impacted the study area, this book is considered a classic.

Kinchen, Oscar A. "Squatters in No Man's Land, " Chronicles of Oklahoma 26 (1948-1949), 385-398.

This article details the legal claim to the Public Land Strip by the Cherokees and how they lost it that brought about the influx of farm settlers in 1885. The author claims that most of the settlers came southwest by way of or from Kansas and used zinc pots as claim markers. Also discussed are sod houses, making a living by hauling bison bones, early townsites and schools, claims organizations, claim jumping, and saloons. The brief settlement of about three thousand declined markedly between the blizzard of 1886 and 1889.

_____. "The Abortive Territory of Cimarron," Chronicles of Oklahoma 23 (1945), 218-231.

In this article Kinchen chronicles the efforts of Colorado townsite promoter Owen G. Chase in his unsuccessful crusade to organize No Man 's Land settlers and establish Cimarron Territory in 1887.

Lees, William B. "Panhandle Town Unearthed: The Archaeological and Historical Treasures of Hardesty," Chronicles of Oklahoma 63 (1985-1986), 377-395.

Archeologist William Lees presents evidence of daily life and migration patterns in this interesting article culminating from the Section 106 work conducted at the Old Hardesty townsite in what eventually became the Optima Reservoir impoundment zone. Old Hardesty was one of a handful of towns founded by the settlement influx of 1885-86. Utilizing the territorial census of 1890, he concludes that most settlers to this "pocket frontier" originated in the states of the lower Missouri and Ohio valleys.

Lowitt, R. "If it Rains": Life in the Oklahoma Panhandle in the 1930s and 1940s," Chronicles of Oklahoma 80:1 (2002), 20-43.

This is an excellent overview of drastic changes affecting agriculture in the Panhandle region of Oklahoma during the Dust Bowl/Depression of the 1930s and the rapid recovery during the 1940s. Emphasis is placed on the positive role played by the federal

government and individuals such as H. H. Finnell of Oklahoma Panhandle A&M College in effecting soil conservation efforts. The author interprets soil conservation efforts as the factor that kept the Panhandle from becoming even more depopulated after 1935.

Lowitt, R. "From Petroleum to Pigs: The Oklahoma Panhandle in the Last Half of the Twentieth Century Chronicles of Oklahoma 80:3 (2002), 260-283.

This sequel to "If It Rains" is the remarkable story of the land use change, agricultural adjustment, and the economic rebound of the Panhandle—and especially Texas County—during the second half of the twentieth century. Topics discussed include the development of the oil and gas industry after 1953, the development of irrigation techniques beginning in the 1950s, the emergence of feedlots and packing plants during the 1960s, and high-tech hog feeding operations during the 1990s. Postwar economic development is correctly interpreted as the result of the exploitation of the Ogallala aquifer and the super-giant Hugoton gas field.

Maynard, Louis, Oklahoma Panhandle: A History and Stories of No Man's Land (n.p., 1956).

This is a short, simple, self-published work on the panhandle.

Meinig, D. W. Imperial Texas: An Interpretive Essay in Cultural Geography (Austin: University of Texas Press, 1969).

This book by one of America's foremost historical geographers, describes how the Oklahoma panhandle was initially colonized by New Mexico sheepherders and later Texas cattle ranchers.

Oklahoma Economic Development Association. Report on the Goodwell Community Plan. Beaver, Okla.: Oklahoma Economic Development Association, 1979.

This is a detailed, three-part planning document prepared for the Goodwell Planning Commission and the Goodwell Board of Trustees by O.E.D.A. with a HUD grant. The first part examines Goodwell's population, economy, land use, housing, and public facilities. The second part is the Community Plan, which outlines the goals, objectives, policies, standards, and criteria necessary to guiding community development. The third part describes methods of implementation of the Community Plan.

Overstreet, R. M. "The Story of No Man's Land," Sturm's Oklahoma Magazine (January, 1908), 56-62.

The author provides a three-part narrative describing the political and settlement history of the Panhandle from initial settlement in 1885 to 1907.

_____. "The Story of No Man's Land," Sturm's Oklahoma Magazine (February, 1908), 17-23.

The author provides a three-part narrative describing the political and settlement history of the Panhandle from initial settlement in 1885 to 1907.

_____. "The Story of No Man's Land," Sturm's Oklahoma Magazine (March, 1908), 64-68.

The author provides a three-part narrative describing the political and settlement history of the Panhandle from initial settlement in 1885 to 1907.

Porter, Acton. "The History of the Public Land Strip to 1907." M.A. thesis, 1942. Oklahoma Agricultural and Mechanical College.

This is a relatively orthodox, public record-based political history of the region before statehood. It includes no illustrations.

Purdy, Virginia C., ed. "'Dust to Eat': A Document from the Dust Bowl," Chronicles of Oklahoma 58 (1980-1981), 440-454.

This essay is by Caroline A. Henderson (1877-1966), who was a homesteader in the Panhandle. Written in April 1935, the article was turned down by Atlantic Monthly, but eventually published in the Chronicles. It details the tribulations, relief efforts, and protests Easterners' general ignorant interpretations of the Dust Bowl situation at the time.

Rainey, George, No Man's Land: The Historic Story of a Landed Orphan (Enid, OK: George Rainey, 1937).

This is a privately-published account of the region by a native.

Randels, Mildred. "The History of No Man's Land." M.A. thesis, 1932. Oklahoma Agricultural and Mechanical College.

This is a basic political history of the area prior to statehood.

Sanborn Map and Publishing Company of New York. Goodwell, Oklahoma. New York, N.Y.: Sanborn Map and Publishing Company of New York, 1930.

Valuable source for determining building materials and structural modifications to buildings. Also good for confirming dates of construction, plat names, block numbers, and lot numbers. Absolutely necessary for conducting historic preservation survey work. Includes maps of Goodwell (1930), Guymon (1911, 1922, 1930), and Hooker (1911, 1922, 1930)

Schnabel, Joy. "Cimarron Territory: Comedy and Tragedy," Chronicles of Oklahoma 73 (1995), 66-79.

Written in the spirit of the new western history, this essay examines the attempt by Beaver City settlers to form Cimarron Territory in the late 1880s. Evidently the "movement" was more a machination by a few opportunists.

Sexton, Kathryn A., The Heritage of the Panhandle: A History of Panhandle State University, 1909-1979 (Goodwell, OK: K. A. Sexton, 1979).

This locally-produced history book of the university is useful for interpreting the built environment of the campus.

Shelton, William Lee. "A History of Texas County, Oklahoma. M.A. thesis, 1939. Oklahoma Agricultural and Mechanical College.

This is a good outline of eighteenth and nineteenth century events relating to the Panhandle, and much less than a county-scale history (5/6 of the narrative is secondary source-based ramble about events that occurred prior to the creation of Texas County in 1907).

Stanfield Printing Company, 26th Annual Official Program—Pioneer Days of No Man's Land, May 1-3 (Guymon, OK: Perkins Oil Company, 1958).

This pamphlet is chock-full of useful photographs.

Stewart, Roy P. "Henry Hitch and His Times," Chronicles of Oklahoma 50 (1972), 41-64.

An excellent biographical article on one of the more important innovators in Texas County.

Tate, R. C. "The Trail of Fences and Farms, Towns and Railroads Mark the Passing of 'No Man's Land,'" Oklahoma Yesterday, Today and Tomorrow (Guthrie Cooperative Publishing Company, 1930), 690-93.

A brief account of the interesting chronology of the Panhandle to statehood.

Thomas, Maude O. "Story of No Man's Land," Chronicles of Oklahoma 14 (1936), 244-247.

This is a transcription of an address delivered at the annual meeting of the Oklahoma Historical Society held at Enid on 30 April and May 1, 1936. Miss Thomas was apparently an early settler of the Panhandle.

Turner, Kenneth R., No Man's Land < http://www.ok-history.mus.ok.us/enc/nomansland.htm> Last accessed 15 June 2005.

This essay, by the curator of the Goodwell No Man's Land Historical Museum, summarizes the development of No Man's Land

Wardell, Morris L. "History," pp. 51-62, in Gould, Charles N. and John T. Lonsdale Geology of Texas County, Oklahoma. Oklahoma Geological Survey, Bulletin No. 37 (Norman, Okla.: Oklahoma Geological Survey, 1926).

This early essay by a famous Oklahoma historian chronicles the development of the county.

_____. "The History of No-Man's Land, or Old Beaver County," Chronicles of Oklahoma 35 (1957), 23-25.

This research article by a famous Oklahoma historian examines the development of the Oklahoma Panhandle until statehood in 1907.

Wolf, M. L. "Along the Paper Trail: All-in-the-Family Office Supply Business in Oklahoma," Oklahoma Today 51:1 (2001), 26.

This article features family-owned office-supply businesses based in Oklahoma, including Southern Office Supply, Vater Office Furniture, Burkhart's Office Plus and discusses how the office-supply retailers remain independent in the face of growing competition.

Worster, Donald. Dust Bowl: The Southern Plains in the 1930s (New York: Oxford University Press, 1979).

This historical treatment of the Dust Bowl provides an ecological explanation for the event and how the event was overcome. This scholarly source is generally considered among environmental historians to be among the definitive works on the Dust Bowl.

Wright, Muriel H. "The Seal of Cimarron Territory," Chronicles of Oklahoma 35 (1957), 2-10.

This article by a famous Oklahoma historian examines the aborted attempt to establish No Man's Land as a separate territory during the 1880s.

SUMMARY

The Reconnaissance Level Survey of Three Northwest Oklahoma Towns: Goodwell, Guymon, and Hooker identified, evaluated, and documented a total of 147 properties in the approximately 13.5 square miles in three study towns designated by the OK/SHPO during the 2000-01 fiscal year. Properties were surveyed with minimum level documentation, including the completion of the OK/SHPO Historic Preservation Resource Identification Form and at least two 5 X 7 black and white glossy photographs.

- Twelve (12) individual properties were recommended for National Register consideration.
- Eighty-three (83) individual properties located outside potentially National Register eligible districts were deemed worthy of further study.
- Fifty (50) properties were recorded as contributing resources to the three proposed districts. These include the Oklahoma Panhandle State University Campus Historic District (16 properties), the Guymon Commercial District (11 properties), and the Hooker Commercial District (23 properties). Of the three districts, the Hooker Commercial District contains the highest density and quality of contributing resources and is recommended as warranting the highest priority for intensive level study.
- Thumbnail sketches for three (3) proposed districts were outlined with tentative boundaries and recommendations for further study.

- Nine thumbnail sketches of areas that did not meet qualifications for intensive level survey were developed.
- Fifty (50) of the surveyed properties were DOMESTIC (48 single dwellings, 1 multiple dwelling, and 1 hotel). Single dwellings were the predominant property type surveyed in the study areas.
- Forty (40) properties surveyed in the study area were classified as COMMERCE/TRADE related. These were the second most common type of property in the study areas.
- Nineteen (19) EDUCATION related resources were recorded in the study area. These were the third most common type of property recorded.
- Additional clusters of property types included:
    - TRANSPORTATION related (8);
    - AGRICULTURAL/SUBSISTENCE related (6);
    - Religious Structures (6);
    - Public Works (2);
    - Sports Facility (2);
    - Park (2);
- In addition to the above, one of each of the following types of properties was recorded: Theater; Auditorium; Museum; Medical/Business Office; Cemetery; Clubhouse; Civic; Government; Fire Station; Post Office.

- Residential areas in the three study towns were characterized by a limited variety of architecture. Vernacular versions of high styles such as Queen Anne were not uncommon. Within the study area, one dozen (12) distinctive architectural styles were surveyed and recorded at a minimal level of documentation. These include: Commercial Style (63); Bungalow/Craftsman (11); Tudor Revival (5); Mission/Spanish Colonial Revival (8); Colonial Revival (5); Queen Anne (3); Art Deco (3); Classical Revival (3); National Folk (12); Prairie School (1); Shotgun (3); Art Moderne (2).
- The commercial area in Hooker is characterized by a majority of very high quality historic resources consisting mainly of one and two story brick-clad, Commercial Style business and civic buildings. This survey concludes that there is a very strong justification for a National Register district focused on Glaydas Street in Hooker.
- The Oklahoma Panhandle State University Campus Historic District warrants further study for its significance to the higher education heritage of Goodwell and the Oklahoma Panhandle.
- The Guymon Commercial District may warrant further study for its small cluster of business buildings. Due to growth, few resources in Guymon retain much architectural integrity.
- The study area contains a noticeably more frequent use of stucco and as a wall cladding than in more eastern areas of Oklahoma.

- In each of the three towns Commercial Style buildings frequently incorporate glass blocks and horizontal visual emphasis that may be a signature of the work of a local architect active during the first decades of the century.

Overall, the three study towns possesses numerous cultural resources that meet age eligibility requirements and retain some degree of architectural and historical significance. An intensive level survey is advised most enthusiastically for the Hooker Commercial District. Additionally, twelve (12) significant individual properties within the three study towns retain high levels of historic and architectural integrity and thus deserve immediate attention for nomination to the National Register of Historic Places.

In terms of individual properties, several are included on a proposed endangered historic properties list for the study areas. These are:

1. The Phillips 66 Service Station (ca. 1930) at Ireland Street and West Glaydas Street in Hooker is National Register eligible. This resource is currently vacant and is being used for storage. This resource is a rare example that deserves immediate recognition.
2. Another National Register eligible resource, Franklin Hall (1915), located on the OPSU Campus in Goodwell, is a university dormitory that is still being used for that purpose.
3. Ten other National Register nominations are recommended for the other

resources recorded as National Register eligible. None of these properties appears to be immediately threatened.