

The Park System of Oklahoma City

By Glenn Marston

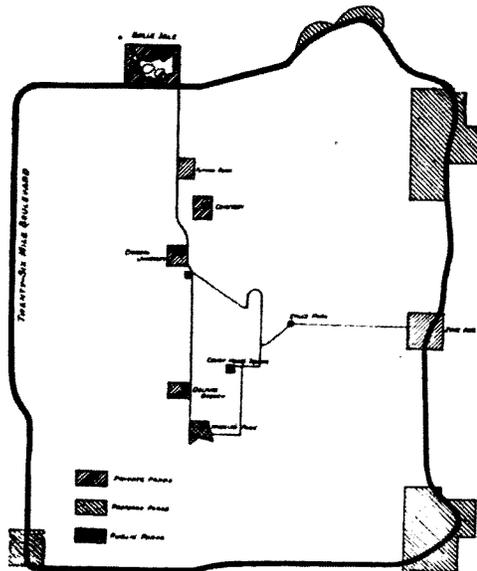
With a present population of over 50,000, and growing at an unprecedented rate, Oklahoma City, Okla., has made provision for public improvements for years to come. Chief among the plans for the future is a great boulevard, twenty-six miles long, completely encircling the city.

All existing improvements are made with a view to making them part of a consistent plan, which, when fully developed, will make Oklahoma City one of the most beautiful communities in the world. The accompanying sketch map shows the salient fea-

line of the proposed boulevard, directly north of the city.

On the east lies the State Fair Ground, which has several amusement devices running throughout the summer. The new boulevard will cut through the centre of the Fair Association's tract, and will have another principal connection with the city at this point—a connection already completed and in constant use.

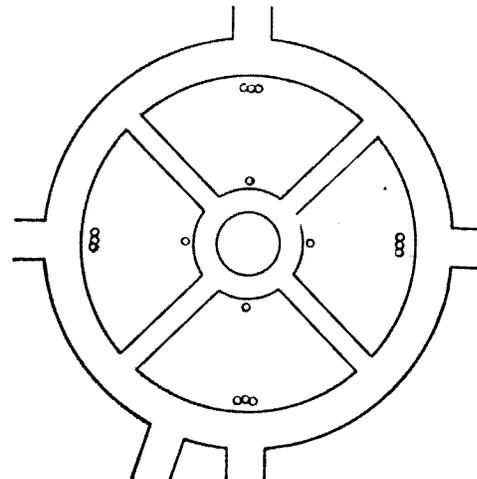
The eastern connection with the twenty-six-mile boulevard comprises Harrison Avenue and Eighth Street. At the junction of



PARK AND BOULEVARD SYSTEM OF OKLAHOMA CITY

ures of Oklahoma City's park and boulevard scheme.

Great care has been taken in planning to include to the best advantage all private parks and pleasure grounds of the city. Thus a beautiful boulevard has been built from the city to Belle Isle, the street railway company's pleasure park. This resort is conducted on an unusually high plane, and is attractive to the best classes of people. It is, of course, beautifully lighted, and contains the only body of water worth mentioning in the vicinity. It is on the

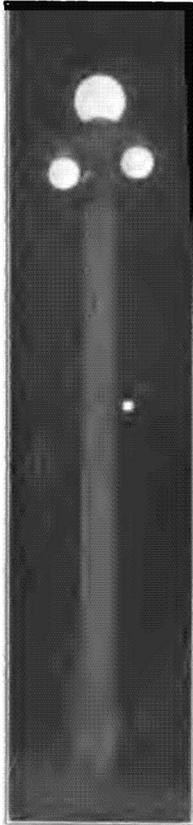


PLAN OF STILES PARK, SHOWING LOCATION OF LIGHTS

these streets is placed Stiles Park, a small circular area which provides a breathing space for the neighborhood.

It was only a few years ago that the Western Boulevard was an outlying driveway. Today it is one of the thickly settled portions of the city, and is to be a part of the southern approach to the twenty-six-mile boulevard. It is paved as far as Delmar Garden, a private amusement park of the "popular" variety, the most frequented resort in the city, just beyond which lies Wheeler Park, the largest public park now existing.

Proper regard has been given to lighting the city's parks and boulevards, the most



NIGHT VIEW OF
TUNGSTEN
POSTS

modern systems being installed, in many cases designed especially to meet local conditions. The most successful lighting so far has been that of Stiles Park, one of the circles which serve to break the monotony of the long stretches from the centre of the city to the proposed encircling boulevard.

The lighting apparatus for Stiles Park was designed by the Oklahoma Gas and Electric Company. It consists of eight hollow concrete posts surmounted by ornamental copper caps which support opal globes containing the new tungsten electric lamps.

The concrete posts are the first of their kind used in park lighting and have proved to be most effective. The present system supplants a single arc lamp placed on a sixty-foot wooden pole in the middle of the park. Since the installation of the new lighting the popularity of the park has practically doubled.

Four of the posts are placed on the curb facing street intersections. Each of these carries three globes, as shown by the illustration. The remaining four carry but one globe and are placed around the inner walk. The result is a soft diffusion of light, not too brilliant at any one point, but sufficient to provide satisfactory illumination for all parts of the park.

It is proposed to light Classen Boulevard at once with tungsten lamps placed on hollow concrete posts similar to those now used

in Stiles Park. The posts are to be placed at intervals of 120 feet on each side of the roadway, each carrying a single globe containing two tungsten lamps.

There is an increasing use of malls in Oklahoma City, particularly on streets occupied by the railway. These add greatly to the appearance of the streets and allow an entire separation of the paving from the street railway tracks. This prevents vibration, which rapidly affects asphalt paving, and is an important consideration in Oklahoma City. The city already has almost eighty miles of asphalted streets, and more is under contract.



STILES PARK, SHOWING THREE-LIGHT TUNGSTEN
POST, WITH ONE-LIGHT POSTS IN
THE BACKGROUND

