NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name 66 Motel

other names/site number N/A

2. Location

street & number 3660 Southwest Boulevard not for publication N/A
city or town Tulsa vicinity N/A
state Oklahoma code OK county Tulsa code 143
zip code 74107

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this __XX__ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property __XX__ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide __X__ locally. (__N/A__ See continuation sheet for additional comments.)

Blake Wade

_____ October 14, 1996
Signature of certifying official Date

Oklahoma Historical Society, SHPO
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

_____ _____
Signature of commenting or other official Date

_____
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register _____ _____
___ See continuation sheet.
____ determined eligible for the _____ _____
National Register
___ See continuation sheet.
____ determined not eligible for the _____ _____
National Register
____ removed from the National Register _____ _____

____ other (explain): _____

_____ _____ _____
Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- X private
- ___ public-local
- ___ public-State
- ___ public-Federal

Category of Property (Check only one box)

- X building(s)
- ___ district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	hotel
COMMERCE/TRADE	restaurant
COMMERCE/TRADE	specialty store

Current Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	hotel

7. Description

Architectural Classification (Enter categories from instructions)

Moderne

Materials (Enter categories from instructions)

foundation CONCRETE
roof ASPHALT
walls STUCCO
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

_XX_ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

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

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object, or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

COMMERCE
ARCHITECTURE

Period of Significance Circa 1933-1944

8. Statement of Significance (Continued)

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _____

10. Geographical Data

Acreage of Property Approximately one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	14	768910	4000130	3	__	_____	_____
2	__	_____	_____	4	__	_____	_____

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan Roth, Grad. Asst., Design/Research Center: Oklahoma SHPO, ed.
organization University of Oklahoma, College of Architecture date May 31, 1992
street & number 830 Van Vleet Oval telephone 405/325-2444
city or town Norman state OK zip code 73019

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Kenneth and Norma Undernehr

street & number 3660 Southwest Boulevard telephone _____

city or town Tulsa state OK zip code 74107

SUMMARY

The 66 Motel, constructed circa 1933, is located at 3512 Southwest Boulevard, several miles southwest of downtown Tulsa. Southwest Boulevard, originally Route 66, is a four-lane thoroughfare which runs southwest from Tulsa to Sapulpa. The semi-rural area is sparsely developed with a few light industrial and commercial buildings constructed during the 1980s, which alternate with heavily wooded areas. Across the street from the motel and parallel with Southwest Boulevard are the Santa Fe railroad tracks. The entire site is approximately one acre and consists of an office/main building, which is asymmetrically designed with a slightly projecting entryway, and a secondary building, which has additional motel rooms with alternating open garage bays separating one room from the next. The style of the building is a vernacular Moderne form, with characteristics from the style including stuccoed exteriors, flat roofs with a single horizontal coping at the roof line, and neon lighting. The 66 Motel continues to maintain a high degree of integrity.

DESCRIPTION

The 66 Motel is a vernacular interpretation of the Moderne style of architecture, sharing similar characteristics such as horizontal emphasis, flat roofs, asymmetrical design, and glass block windows. Located on the north side of Route 66 (Southwest Boulevard), the entire site is approximately one acre in size. The rear property line of the site is marked by I-244. The expansion of the original highway from two lanes to four lanes has narrowed the setback of the office to fifteen feet from the side of the road. The motel rooms, which are located in a long rectangular building, are separated from the office by a fifty-foot wide gravel courtyard. The rear of the motel rooms building is surrounded by a heavily wooded area. Both buildings appear to be one story, however, a natural incline that slopes toward the rear of the site allows for another story to be located below grade.

The main building is a one-story, stuccoed building with a stepped parapet and a projecting, offset front entry. It originally was used as an office and a diner, with motel rooms in the rear. The original placement of the windows and doors are extant and the windows appear to be original. The entry has a single, wooden door. Glass blocks are used on the rounded corners of the

projected entry. The original motel sign and an Art Deco clock remain over the front entry to the office. Both the sign and the clock are lighted with red and white neon.

A variety of window styles are used for the main building including fixed, casement, and double hung windows. The front facade has fixed windows on the west side (original location of diner) and a double hung window and casement window on the east side (office).

The long, rectangular building, which continues to serve as individual motel rooms, is separated from the main building by a fifty-foot courtyard. The end rooms of this building protrude from the main body of the building; the east room is hexagonal and the west is square. The building's roof line follows the incline of the site by stepping downward from east to west. The motel rooms alternate with garage bays for guests' cars, arranged two garage bays together, followed by two rooms together, with an additional motel room at both ends of the building. The paired motel rooms have two sets of double-hung windows, one set for each room. The entries for the motel rooms are placed in the inside wall of each of the garage bays. The exceptions are the two end motel rooms, which have their door openings on the front-facing elevation. The windows for the end motel rooms are single, double hung, wooden windows and are on the side walls.

ALTERATIONS/ADDITIONS

The motel has not significantly changed in appearance since it was built, with the exception of the removal of the gas pumps in front of the main building. The main building continues to serve as an office; however, its motel rooms have been combined and are now used as a single residence. The dining room also is no longer in use. The outside appearance of the main building, however, suggests its original function.

The 66 Motel maintains a high degree of architectural integrity.

SUMMARY

The 66 Motel, constructed circa 1933, is significant for its association with Route 66, the most popular touring highway in the West, and represents an important part of the development of business made possible by highway systems. The motel represents one of the most important property types associated with Route 66: the motor court. It is also architecturally significant as an excellent representative example of the Moderne style of architecture. This style was popular for roadside buildings from 1920 to 1940. Contextually, it relates to "Commerce on Route 66 in Oklahoma (1926-1944)." As a property type, the 66 Motel relates to Cabins, Motor Courts, and Hotels.

HISTORICAL SIGNIFICANCE

Automobile travel was a popular form of recreation for middle class American families when this motel was erected. In 1935, it is estimated that at least 85 percent of vacation travel was by car and accounted for over half of the total estimated expenditures for all recreational purposes. The 66 Motel is an outstanding, intact example of one of the motor courts developed in response to the need for inexpensive lodging and meals for traveling families and businessmen during the depression. The 66 Motel was part of a trail of motels, gas stations and diners that lined the outskirts of Tulsa on Route 66. Originally, the main building was a diner and office with an attached service station. A row of motel rooms and covered garages, which remain extant, is located in back of the main building. The 66 Motel was a busy motel as well as a busy diner from the time it was built until the 1950s. The 66 Motel represents an important part of transportation history in Oklahoma due to its association with Route 66 and its association with the history of American recreation and travel.

ARCHITECTURAL SIGNIFICANCE

The architectural style of the 66 Motel is significant as an example of a simplified version of the Modernistic movement, which was popular from 1920 to 1940. Characteristics of the style are clearly represented in this building, such as rounded corners, horizontal emphasis, flat roofs, asymmetrical entries, and the use of stucco as an exterior covering. The Moderne style followed the popularity of the Art Deco style and became the prevailing style used in the

pure Modernistic Movement toward the later years. The Moderne style of architecture was influenced by designs from streamliner ships, airplanes, and automobiles, called streamlining. The purpose of the horizontal emphasis, the rounded corners, and the smooth surfaces was to suggest that airstreams could more easily pass them, thereby suggesting the speed of machines, such as airplanes and automobiles. Thus, the style was considered architecturally appropriate for motor courts, serving automobile travel along Route 66.

The design of the motor court, as this type of hostelry was called, is an example of one of the earlier designs of motels. Each individual unit was freestanding, with covered garages separating one unit from the next or the garages and units were often paired and alternating. The 66 Motel exhibits many of the features that are associated with early motel court design and continues to maintain a high degree of architectural integrity.

BIBLIOGRAPHY

Anders, Mary Ann. "A Survey of Route 66 through Oklahoma." Oklahoma Historical Society, State Historic Preservation Office, 1984.

Belasco, Warren James. Americans on the Road: From Autocamp to Motel, 1910-1945. Cambridge, Massachusetts: The MIT Press, 1979.

Gutman, Richard J. S., and Elliot Kaufman. American Diner. New York: Harper & Row, Publishers, 1979.

Jakle, John A. The Tourist: Travel in Twentieth-Century North America. Lincoln, Nebraska: University of Nebraska Press, 1985.

Jennings, Jan, ed. Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990.

Liebs, Chester H. Main Street to Miracle Mile: American Roadside Architecture. Boston: Little, Brown & Co., 1985.

McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1990.

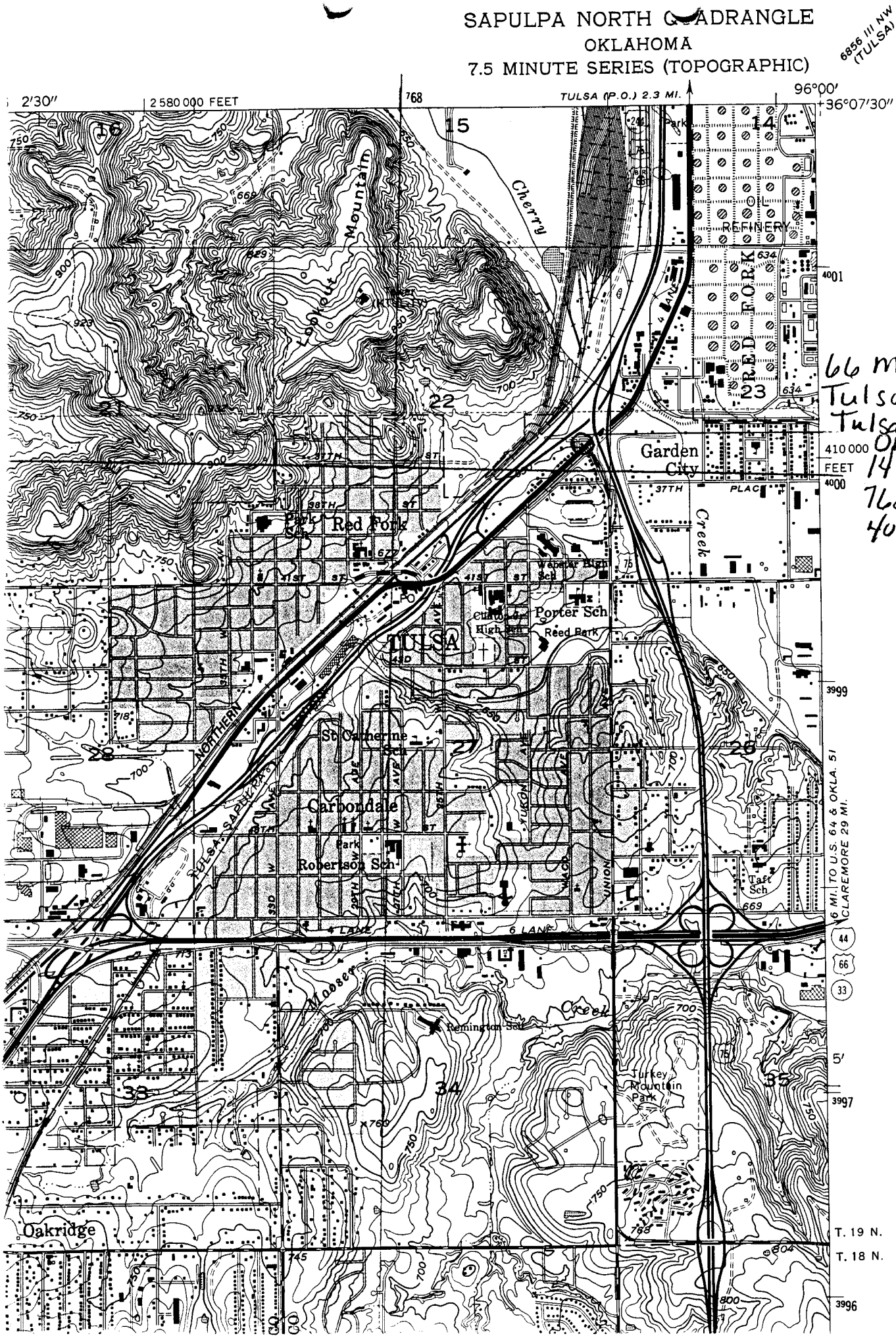
VERBAL BOUNDARY DESCRIPTION

Lots 1, 2, and 3, Block 10, Interurban Addition, Tulsa, Oklahoma.

BOUNDARY JUSTIFICATION

The boundary includes the entire city lots that historically have been associated with the resource.

66 Motel


SAPULPA NORTH QUADRANGLE
OKLAHOMA
7.5 MINUTE SERIES (TOPOGRAPHIC)
6856 III NW (TULSA)
2'30"
2 580 000 FEET
768
TULSA (P.O.) 2.3 MI.
96°00'
+36°07'30"
Lookout Mountain
Cherry
REFINERY
RED FORK
Garden City
37TH PLACE
Creek
Red Fork
Webster High Sch
Porter Sch
Reed Park
TULSA
St Catherine Sch
Carbondale
Park
Robertson Sch
Taft Sch
NORTHERN
TULSA-SAPULPA RR
YUKON AVE
UNION AVE
6 LANE
4 LANE
Mooser Creek
Remington Sch
Turkey Mountain Park
Oakridge
6 MI. TO U.S. 64 & OKLA. 51
CLAREMORE 29 MI.
410 000 FEET
4001
4000
3999
3997
3996
T. 19 N.
T. 18 N.
66 Motel,
Tulsa,
Tulsa County
Oklahoma
14 -
768910 -
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