

Casa Loma Hotel
Name of Property

Tulsa County, Oklahoma
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only one box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

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

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 1 | 0 | buildings |
| 0 | 0 | district |
| 0 | 0 | site |
| 0 | 0 | structure |
| 0 | 0 | object |
| 1 | 0 | Total |

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Multiple Property Nomination Route 66 and
Associated Historic Structures, 1926-1970

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

COMMERCE/TRADE: Specialty Store;
Restaurant; Professional
DOMESTIC: Hotel

VACANT
WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

LATE 19th and 20th CENTURY REVIVAL:
Mission/Spanish Colonial Revival

foundation: Concrete
walls: Brick
roof: Other: Membrane

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transoms. Two ground floor store fronts have recessed entries with terrazzo floors. There are three glazed aluminum entry doors, and one original wood glazed entry at address 2640. This 2640 storefront also has an original metal-framed display window. There are also two glazed aluminum and angled entry doors under each of the two façade towers surrounded by large display windows. The store fronts are set apart by one-story high engaged and twisted columns, with base and capital although three were removed when stores combined in new configurations of space. The bulkheads appear to have been originally stone; some now covered with Carerra glass, marble or aluminum. Decorative treatment includes brick basketwork beneath the tower rooflines, and groups of three tile drain ends which punctuate the façade along the base of the parapet wall.

East Elevation

The east elevation of the building is distinguished by a partly covered display window on the ground floor, and five sets of paired, one-over-one wood double-hung windows on the second floor. The parapet wall is stepped to the rear from the elevation tower and capped with tile. Two sets of three tile ends are decorative attributes in the parapet wall. The corner tower over the recessed diagonal entry is supported by a metal post.

West Elevation

The three garage doors on the west elevation are later additions, c. 1958 and 1968 (based on auto repair occupants); some in-filled windows are denoted by brick color (one door is likely where display window once was). The second floor has five sets of paired double-hung one-over-one wood windows. The parapet wall is stepped to the rear from the front elevation tower and capped with tile. Two sets of three tile ends are decorative attributes in the parapet wall. At the south end of the first floor elevation there is a small brick chimney. The corner tower over the recessed diagonal entry is supported by a metal post although smaller than the east elevations.

Rear Elevation

The rear elevation roof edge is capped with metal flashing. There are two fire stairs; one of which accesses the roof from the second floor and one which accesses the ground level. There are three second floor doors, two are wood covered and one is a metal panel. One door has a small metal balcony supported by angle brackets which has a ladder to the roof and the ground. There are twenty-eight second story one-over-one double-hung wood windows. Single windows flank the doors on each side, the rest of the windows are paired. The ground floor has twenty-two windows, fourteen are one-over-one double-hungs (four sets are paired), eight are small single windows. Six of the fourteen windows are covered by wood and one is partially covered. A segmented, glazed, metal overhead door accesses the ground floor. There currently is a hole in the rear elevation of the 1927 building because the owner is in the process of rehabilitating the building once again for a hotel and commercial space. Most ground floor rear elevation windows are covered with entry protection. This elevation has exposed utilities with air conditioners, stove vents, and added wiring which crosses the building face. The rear of the 1932 addition has original steel windows, two small fixed, a multi-pane awning, and multi-pane casement over boarded window. All but the large windows are covered by entry protection and the brick window sills are slip. This 1932 portion has a glazed aluminum entry door c. 1968.

Alterations

The west one-story addition was made to the building in 1932, and for many years the addition was a large grocery store. The addition nearly matches the 1927 building and it is difficult to tell that it is an addition, other than it is one story. Both building parts have short towers over recessed corner entries and large display windows. On the front façade a decorative scroll at the roof-line/second floor junction between the 1927 building and the one-story 1932 addition integrates the building and addition together well.

The commercial storefronts have had many changes; however, such changes are expected in a building used by many types of businesses. Three columns are missing because storefronts were merged to create larger stores although one original storefront remains intact.

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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.)

- 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.
- 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.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

- Architecture
- Transportation
- Commerce

Period of Significance

1927-1959

Significant Dates

- 1927
- 1933 Official Route 66 moved to Eleventh Street
- 1959

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Period of Significance (justification)

The Casa Loma hotel's period of significance dates from its construction on Eleventh Street, a *de facto* route for the highway, until 1959 when Route 66 moved away from Eleventh Street to Interstate 44.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Casa Loma Hotel is eligible under Criterion A for Transportation and Commerce, and Criterion C for Architecture and is locally significant. It is a Route 66 resource whose registration requirements are defined in the "Multiple Property Nomination for Route 66 and Associated Historic Structures, 1926-1970." Constructed for both hotel and commercial space, it hosted not only overnight stays on the second floor, but the ground floor had shops and businesses for both locals and travelers. These included for example, drugstores, restaurants, beauty and barber shops, and for an extended period, a grocery store. From 1927 to 1960, the hotel served travelers along both the unofficial and the official Route 66. Its tie to travelers on the route was fundamental to its survival because when Route 66 moved to I-44 in 1959, within a year the Casa Loma Hotel closed its doors.¹

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Transportation

The official route for Route 66 highway in 1927 was along Second Street, Admiral Boulevard and Admiral Place, but Eleventh Street remained one of the most important through ways in Tulsa.² As observed by Michael Wallis, author of books on Route 66, Eleventh Street was the *de facto* highway route even before 1933, because it was the most direct access to and from the Eleventh Street Bridge crossing the Arkansas River.³ For a traveler, it also avoided the twists and turns of making one's way through Tulsa's downtown. Mr. Wallis also noted that Eleventh Street probably became the official Route 66 in 1933 because it by passed downtown in the most straightforward path east/west. The street had another advantage – it was paved by 1927 from Harvard west on Eleventh Street to the bridge.

The hotel's location was also convenient because drivers had a place to park their cars. If travelers wanted to go downtown, the Oklahoma Union Railway street car line went past the hotel until c. 1935, freeing riders from the search for a parking place in the crowded downtown.⁴

Registration requirements under "the Multiple Resource Documentation Form for Route 66 in Oklahoma" notes under Point 5., Motels/Tourist Courts, Section F, 70-72, that for Criterion A in the area of transportation and commerce, a nomination requires a clear association with and can convey a feeling of personal and commercial traffic along Route 66 in Oklahoma, which the Casa Loma does. A potential listing must be located adjacent to, or near and obviously accessible from, Route 66 and must retain sufficient physical integrity from the period of historic significance. The Casa Loma retains both its appearance from its period of significance and faces East Eleventh Street, the route of Federal Highway 66 until 1959 (see maps in continuation sheets).

Commerce

¹ *Polk's Tulsa City Directories* listed the hotel for the last time in 1960. While small businesses continued to operate in ground floor commercial space, the hotel was dependent on Route 66 traffic.

² Oklahoma Route 66 Association. "Oklahoma Route 66 Roadbed Documentation Project (1826-1970): A Survey of Roadbed and Integral Structures," 2001-2002. Maps 17 and 18.

³ Mr. Wallis is a Tulsa resident, expert on the history of the Route, and author of *Route 66: The Mother Road* (New York, NY: St. Martin's Press, 1990), *Songdog Diary: 66 Stories from the Road*, (Tulsa, OK: Council Oak Books, 1996), and *Hogs on 66: Best Feed and Hangouts for Roadtrips on Route 66*, with Marian Clark (Tulsa, OK: Council Oak Books, 2004). This is from a phone conversation with Mr. Wallis on October 22, 2004.

⁴ Allison Chandler and Stephen D. Maguire. *When Oklahoma Took the Trolley* (Glendale, CA: Interurbans, 1980), 132.

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The Casa Loma Hotel building had additional advantages for a traveler seeking accommodations; it had a business strip on the ground floor with, for example, barber and beauty shops. It perhaps was one of the city's earliest automobile strips with multiple commercial spaces sharing the same building.⁵ The Casa Loma Hotel was assessable first as many "tax payer" strips were by both car users and trolleys. East Eleventh Street which was first a residential street, evolved into a commercial corridor within a mere decade as it expanded east between 1920 and 1930 and as businesses replaced houses.⁶ Over the years, different types of businesses came and went in this commercial strip, but a barber and beauty shop, coffee shop, candy store, electrical supplies, hardware and dry goods were among the earliest. Toward the end of the period of significance, while the beauty and barber shop remained, vacancies were more frequent, and office supply, automotive parts, sewing shops, shoe rebuilding, and cleaners moved in. Route 66 helped sustained all types of small businesses along side the Route, both in and outside of the downtown.⁷ Registration requirements under "the Multiple Resource Documentation Form for Route 66 in Oklahoma" notes under Point 5., Motels/Tourist Courts, Section F, 70-72, that for Criterion A in the area of transportation and commerce, a nomination requires a clear association with and can convey a feeling of personal and commercial traffic along Route 66 in Oklahoma, which the Casa Loma does.

Architecture

Mission/Spanish Colonial Revival

Just as the 1893 World's Columbian Exposition spurred interest in classical design, the Panama-California Exposition staged in San Diego in 1915, made Spanish-influenced architecture popular in the United States, particularly in the southwest. Intricate designs rooted in a spectrum of Spanish architectural influences (Moorish, Byzantine, Gothic and Renaissance) provided inspiration. Designs mimicking elaborate Spanish prototypes soon appeared around the country and its use for large hotels, for example, helped lend an air of elegance, old world charm, and sophistication to the style. This architecture was used in one of the nation's first large suburban shopping centers, the Kansas City Country Club Plaza, built in 1922, by J. C. Nichols. The architecture was carefully chosen at this shopping center to attract wealthy Kansas City residents to shop there.

The style enjoyed some popularity in Tulsa. Between the 1920s and 1930s in the downtown area where building was almost frenetic during this decade, of the 220 extant buildings constructed, eleven are Spanish/Mission Revival style buildings, and seven of these are apartment buildings.⁸ Character-defining features of these resources include light brown brick walls, tile roofs, terracotta ornament and shaped parapets.⁹ Inexpensive techniques allowed the application of brick and stone veneer over the exterior of traditional wood construction which helped spread the use of the style to more common buildings such as apartment houses.

The Casa Loma Hotel building is Mission/Spanish Colonial Revival style, and is an excellent example of the style on a commercial building. The Mission/Spanish Colonial Revival style was in use along Route 66

⁵ The 1927 telephone directory show three businesses at the same address along Eleventh Street: a pie shop, an auto repair and auto paint shop so perhaps this was an early shared building. These are not shown on the 1923 Sanborn. There are no shared addresses with a list of businesses shown on Admiral Boulevard or Place in the city directory in 1927. It is difficult to prove it was first when there may have been other early examples that are no longer extant.

⁶ This is evident from 1920 and 1930 *Polk's Tulsa City Directory* street listings.

⁷ This is taken from a matrix constructed from the *Polk's Tulsa City Directories* with the renters in the ground floor commercial storefront addresses from 1928-1960.

⁸ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York, NY: Alfred A. Knopf, 1991), 417-18.

⁹ Cathy Ambler, Preservation Consultant and Rosin Preservation, LLC, "Downtown Tulsa Intensive-Level Historic Resources Survey," October 7, 2009, 34.

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elsewhere in Oklahoma, interpreted for exterior design in tourist cabins and gasoline stations.¹⁰ Hotels, in the Mission/Spanish Revival style became popular in the southwest in the 1910s and 20s.¹¹ The architecture was exclusive and generally associated with large railroad hotels such as those constructed by the Santa Fe or Southern Pacific.¹² Again this architecture presented, as it did for J. C. Nichols, exclusivity and a sense of refinement and quality, appropriate for a hotel in Tulsa. Whether the builder intended the hotel to have an association with luxurious hotels in the southwest is unknown; however, to the traveler, the architectural style may have provided just such an image.¹³

There are no known hotels of this style associated with Route 66 in Tulsa. Eligibility under Criterion C requires that the building must be a good example of an architectural type or style in its design, materials, workmanship, association, feeling and setting and location as it once appeared on Route 66 in Oklahoma, and the Casa Loma Hotel building makes a clear connection with this historic highway.

Developmental history/additional historic context information (if appropriate)

Prior to the discovery of oil just after the turn of the twentieth century, Tulsa was a small town along the Arkansas River dependent on ranching and agriculture. Tulsa was reshaped by the discovery of nearby large pools of oil in 1901 and 1905. The city's population surged as incomers sought the wealth that seemed so readily available in "oil". The hub for the multitude of oil businesses emerging from the oil boom was the downtown core. The town was mainly a railroad-focused community where trains brought passengers into Tulsa by the thousands, and hotels flourished. With two major and one local railroad serving the Tulsa, the city's hotels were concentrated within the downtown area generally within walking distance of the railroad stations. The city center was full of large and small commercial hotels which often catered to oil company travelers, drummers and wholesale salesmen from Eastern firms. These hotels were the sites of most restaurants which served both travelers and individuals who lived downtown. But by the 1920s, the cityscape was changing very quickly because of demands created by the huge increases in population.¹⁴

Besides the population influx, the widespread availability of the automobile helped the city expand outward quickly. Tulsa's oil wealth was creating new residential patterns in the community: wealthy oil families moved to nearby residential additions and subdivisions first to the south and southeast, and additions and subdivisions hop-scotched in patches across vacant land surrounding downtown. The demand for single and multiple family housing kept builders in demand.

The city limits in 1923, going east on Eleventh Street ended near Harvard Avenue, nearly three miles from the city core, which was just a few years before the Casa Loma Hotel was constructed. There were scattered and sparsely settled additions in the area, and near Harvard was a small Presbyterian Kendall College building,

¹⁰ Maryjo Meacham, et al. "Route 66 and Associated Historic Resources in Oklahoma, Multiple Property Listing, Section F, 13. Also see Cassity, "Route 66 Corridor, National Historic Context Study," Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004, 172.

¹¹ Cassity, *ibid.*, 159.

¹² McAlester, *ibid.*, 409. This architecture was also used in one of the nation's first large shopping centers, the Kansas City Country Club Plaza, built in 1922. The architecture was carefully chosen at this shopping center to attract wealthy Kansas City residents. Builder J.C. Nichols used Spanish architecture in the nation's first suburban shopping center.

¹³ AMBLER AND ROSIN, *IBID.*

¹⁴ Population figures reflect the growth: the town grew from 1,390 residents in 1900 to 18,182 residents by 1910. The 1920 population of Tulsa was 72,075; the 1930 population was 141,258. Angie Debo, *Tulsa: from Creek Town to Oil Capital* (Norman, OK: University of Oklahoma Press, 1943), 84, 87.

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renamed the University of Tulsa in 1920. Eleventh Street was mainly residential, and subdivisions were marching northeast, east and southeast close to the city limits.¹⁵

The automobile not only was helping spread the city, but their owners began to travel, as did auto owners elsewhere, exploring their own and other states by car. Travel became a form of mass entertainment not just to Tulsans but to Americans in general as the automobile became an important indicator of their owners' economic success.¹⁶ Along with changing the nature of an urban city to suburban, the automobile was creating demands for better streets and highways.

The impetus for a major coast-to-coast highway in the United States was not a new concept in the 1920s. Tulsan Cyrus Avery, known as the "Father of Route 66," captured an ideal in Route 66 envisioned by many as part of a national highway system. The success of the 1913 Lincoln Highway, from New York City to San Francisco, was emulated by promoters of Route 66 in Oklahoma.¹⁷ Oklahoma formed its first highway commission in 1911, and in 1925, the commission reported on the status of roads in the state. Most were state roads named by the business groups that had promoted them. Highway 7 evolved from of the most active group of business owners, called the Ozark Trail, that came from Kansas through Picher, Cardin, Commerce, Miami, Afton, Vinita, Chelsea, Claremore, Catoosa, to Tulsa and then through various other communities to Oklahoma City.¹⁸ Highway 7 was cobbled together from existing farm to market roads, and eventually was identified as part of the federal highway system because these roads already existed and as such could be linked together from state to state. Route 66 was partially formed from the Ozark Trails (parts of Highway 7) from Baxter Springs to Oklahoma City. Route 66 was created in October 1926, and endorsed by the Oklahoma Highway Commission.¹⁹ The "Multiple Property Nomination Route 66 and Associated Historic Structures, 1926-1970," 12, states that even a year after designation as a U.S. Highway, the route actually had to be spelled out for travelers.

In the 1920s, Avery created a Highway 66 Association in Tulsa, earning the city the nickname the "Birthplace of Route 66." Avery helped layout the highway as a member of the federal Agriculture Department's Bureau of Public Roads.²⁰ He first routed Route 66 along Third Street and Boston Avenue.²¹ Later, for cars moving west, the route wove its way down a network of streets, Second, Seventh, Detroit, Cheyenne and Eleventh, connecting to Maybelle Street (removed by later highway construction), which led to the 11th Street Arkansas River Bridge.²² This bridge was of the most important bridges built in Tulsa and Oklahoma, constructed in 1916-1917. When the bridge became an official part of Route 66 in 1926, it became part of this federally designated highway, and an east/west transcontinental highway. The most direct access to the bridge for west traveling autos, however, remained along Eleventh Street, and the traffic pattern eventually stimulated the move of Route 66 from Admiral Boulevard/Place and downtown side streets to the Eleventh Street trough-way

¹⁵ *Sanborn Fire Insurance Maps*, (Chicago, IL: Sanborn Fire Insurance Company, 1915-1939, Vol.2 1923, Sheets 247-250, 266. Key Sheet Ob gives a good sense of the hop-scotching additions and subdivisions that were spiraling away from the downtown in 1923. Also see *Polk's Tulsa City Directory* where a huge jump is shown in 1920 between the 300 block and the 2500 block where there are no listings in between. There was no Admiral Place in 1920, and Admiral Boulevard was not much different than Eleventh; it was mostly residential with two gas stations. Both streets had neighborhood grocery stores.

¹⁶ Chester Liebs, *From Main Street to Miracle Mile*, (Boston: Little, Brown and Company, 1985), 5-15.

¹⁷ Michael Cassity, "Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970 "Section E, 5.

¹⁸ Cassity, *ibid*, Section E, 7.

¹⁹ *Ibid.*, Section E 11.

²⁰ Cassity, *ibid.*, "Oklahoma Route 66 Historic Resources, 1926-1979," Section E, 10.

²¹ Danney Goble, *Tulsa! Biography of the American City* (Tulsa, OK: Council Oaks Books, 1997), 107.

²² Oklahoma Route 66 Association, *ibid.*, Map 18.

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in 1933.²³ Traffic use increased and travelers sought to get to the bridge in the quickest way, and the paved Eleventh Street was faster than the circuitous route through downtown.²⁴

While travelers continued to use both Admiral Boulevard/Place and Eleventh Street between 1926 and 1933, gas stations and auto repair businesses continued to increase along both routes.²⁵ Both streets were seeing substantial use and the displacement of residences with other types of businesses.²⁶

There were no tourist camps listed in the Tulsa city directories in 1927, nor were any motels listed between 1927 and 1933. The city had yet to build the cabins, camps, "mo-tels", or new road-focused overnight accommodations next to the highway. Hotels were still in or next to the downtown core. Those hotels outside the downtown area were few. Other than city core hotels, a hotel was almost downtown on Admiral Boulevard, two were on Peoria at East Fifth and East Twenty-Forth just a few blocks from downtown, and one was at East Twenty-First and Utica near St. Johns Hospital (see continuation sheets for locations of hotels in 1927, 1933, and 1939). Across the Arkansas River, a few older hotels were along Quanah Avenue which served the oil fields in West Tulsa (Quanah Avenue became part of Route 66 in 1926). The Casa Loma remained for a number of years the only "hotel" near the outskirts of Tulsa.

Route 66 fringe lodging first appeared as "cottages" in Sapulpa in 1930, and tourist camps first appeared near Tulsa beginning with two in 1929, five in 1930, eight in 1931, and ten in 1932.²⁷ Most of these were still west of Tulsa, however, on Sapulpa Road.

The Casa Loma Hotel met the demands of travelers with convenient parking so they could be near their automobiles, it was on the outskirts of town which avoided the hassle of downtown traffic and paid parking. It allowed travelers pleasant accommodations (in-room baths, for example) without the demands of large city hotels which frequently required that men wear coats and ties, and women wear skirts and blouses in their dining rooms.²⁸ Its architecture had the allure of far away places, and its location on Eleventh Street became one amid all manner of automobile-related services. Eleventh Street at the time the Route 66 moved to I-44 in 1959 had auto repair shops, restaurants, a movie theater across from the Casa Loma, a sixty-five unit "Downtown Motel", a U-shaped court across the street with its own general store, an much larger University of Tulsa, and rows and rows of auto sales lots, corner filling stations and other small commercial endeavors. Route 66 low cost accommodations, travel courts and "mo-tels" had increased their presence along Eleventh Street significantly by the time the route moved to the interstate.²⁹ In the "Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970", six courts or motels were still extant along East Eleventh Street in 2002.³⁰

²³ Maryjo Meacham, "11th Street Arkansas River Bridge," National Register Nomination, 1992, Section 8, 11. Eleventh Street however did not have straight access to the bridge. Because of the city's skewed grid, the route for a short distance used Tenth Street.

²⁴ Michael Cassity, "Phillips 66 Station #473," National Register Nomination, 2004, Section 8, 13.

²⁵ *Polk's Tulsa City Directories*, 1927-1933.

²⁶ Cassity, "Phillips 66 Station #473," Section 8, 13. The *Polk's Tulsa City Directories* makes this clear for both Admiral Boulevard and Eleventh Street. Grocery stores, gasoline stations, restaurants, auto repair shops were lining the streets providing convenience to automobile owners.

²⁷ *Polk's Tulsa City Directories*.

²⁸ Warren James Belasco, *Americans on the Road: From Autocamp to Motel, 1910-1945* (Baltimore, MD: The Johns Hopkins University Press, 1979), 47. John Margolies also notes in *Home Away from Home: Motels in America* (Boston, MA: Little Brown and Company, 1995), 8-9, multiple reasons by the automobile travelers avoided city hotels.

²⁹ At study of listings in the Tulsa City Directories from 1927 and 1928 when there no listings for tourist camps, to 1940 shows the an increasing number of "cottage camps", courts and tourist camps especially in Sapulpa and east along Eleventh Street with some on South Harvard.

³⁰ Cassity, *ibid.*, 18-21. These are the Brookhaven Motor Court, 15625 E. Eleventh,; Toby's Beauty Rest Court, 13300 E. Eleventh; Brookshire Motel, 11017 E. Eleventh; Oasis Motel, 9303 E. Eleventh; Elm's Court 8344 E. Eleventh; and Desert Hill Motel, 5220 E. Eleventh.

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In the right place at the right time when constructed near Tulsa's city limits, the Casa Loma Hotel thrived on the traffic from Route 66. The Casa Loma Hotel has local significance as a National Register property and part of the "Multiple Property Nomination for Route 66 and Associated Historic Resources, 1926-1970." It is eligible under Criterion A for Transportation and Commerce, and Criterion C for Architecture. Constructed for both hotel and commercial space, it hosted not only overnight stays but also provided locals and travelers with shopping amenities. From 1927 to 1960, the hotel served travelers along both the unofficial and the official Route 66. Its tie to travelers on the route was fundamental to its survival because when Route 66 moved to I-44 in 1959, within a year the Casa Loma Hotel closed its doors. The building remains a significant reminder of the Route 66's presence along Eleventh Street with its automobile-related architecture and commercial strip.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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- Belasco, Warren James. *Americans on the Road: From Autocamp to Motel, 1910-1945*. Baltimore, MD: The John Hopkins University Press, 1979.
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- Cassity Michael. "Phillips 66 Station #473," National Register Nomination, 2004.
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- Oklahoma Route 66 Association. "Oklahoma Route 66 Roadbed Documentation Project (1826-1970): A Survey of Roadbed and Integral Structures," 2001-2002.
- Sanborn Fire Insurance Maps*. Chicago, IL: Sanborn Fire Insurance Company, 1915-1939, Vol.2 1923, Sheets 247-250, 266 and Key Sheet Ob. 1915-1926*, Vol.2, 1915-1962, Sheets 247-250. 266.
- Wallis, Michael. Telephone Interview with Cathy Ambler, October 22, 2004. This original communication about Route 66 was with regard to the highway's presence near Will Rogers High School. The conversation, however, concerned the significance of East Eleventh Street as a major route for travelers.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

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Additional Documentation

Submit the following items with the completed form:

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. Key all photographs to this map.

- See Continuation Sheets for Plots of Hotel Locations in Tulsa in 1927, 1933 and 1939.

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

- See Continuation Sheets for Photo List

Property Owner:

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

name Aaron Meek, Group M Investment
street & number 507 S. Rockford telephone 918 627 5446
city or town Tulsa, state OK zip code 74120

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.