

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Little Deep Fork Creek Bridge

other names/site number Structure #19E0840N3690003

2. Location

street & number .33 mile west of intersection of E0830 Road and N3700 Road

not for publication N/A

city or town Bristow vicinity x

state Oklahoma code OK county Creek code 037

zip code 74010

USDI/NPS NRHP Registration Form
Little Deep Fork Creek Bridge

Vertical lines and a dotted line forming a registration form structure.

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this 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 meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (N/A_ See continuation sheet for additional comments.)

[Signature] 10-17-03
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)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<input type="checkbox"/>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> 1	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<input type="checkbox"/> 1	<input type="checkbox"/> 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 & Associated Historic Resources in Oklahoma

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Bedstead Warren Pony Truss Bridge

Materials (Enter categories from instructions)

foundation STEEL

roof N/A

walls N/A

other deck: WOOD

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)

- 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.)

- 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)

TRANSPORTATION _____
 ENGINEERING _____

Period of Significance 1914-1928

Significant Dates 1914, 1926, 1928 _____

Significant Person (Complete if Criterion B is marked above)

_____ N/A _____

Cultural Affiliation N/A _____

Architect/Builder Kansas City Bridge Company _____

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

State Historic Preservation Office

___ Other State agency

___ Federal agency

___ Local government

___ University

___ Other

Name of repository: _____

10. Geographical Data

Acreage of Property _ less than one acre _____

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	14	731743E	3966112N	3	_____	_____
2	_____	_____	_____	4	_____	_____

___ 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 ___ Michael Cassity _____

organization ___ Michael Cassity Historical Research and Photography _ date ___ May 6, 2003 _

street & number ___ 304 West Albuquerque _____ telephone ___ 918 451-8378 _____

city or town ___ Broken Arrow _____ state ___ OK ___ zip code ___ 74011 _____

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.

USDI/NPS NRHP Registration Form
Little Deep Fork Creek Bridge
Creek County, Oklahoma
Route 66 & Associated Historic Resources in Oklahoma
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 __ Creek County _____

street & number_ 317 E Lee Ave __ telephone _ (918) 224-0278 _____

city or town __ Sapulpa _____ state _ OK _____ zip code _ 74066-4325 _____

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Little Deep Fork Creek Bridge

Creek County, Oklahoma

Description

SUMMARY

Located approximately two miles southwest of Bristow, the Little Deep Fork Creek Bridge is a Bedstead Warren Pony Truss bridge on a section of east-west road that at one time formed part of Route 66 in Oklahoma. As its name suggests, this bridge enabled travelers on Route 66 to cross Little Deep Fork Creek. A simple structure without the elaborate architecture of other, more heavily traveled bridges, this bridge's skeletal appearance belies its engineering finesse and distinguishing structural features. Its name derives from its distinctive configuration, so that from the streambed the supporting steel piers rise to form part of the truss structure, giving the basic appearance of a bedstead, with the two sides of the bridge representing the head and foot of the bed. The three-panel bridge is constructed of steel beams with wood planks providing the drive from bank to bank. This is a rural site, possesses minimal vegetation, and possesses a high degree of integrity.

The Little Deep Fork Creek Bridge is a bridge that connects a continuing segment of roadway that formed a part of Route 66 during its period of historic significance and is thereby a member of the property type "Road Bridges on Route 66" in the multiple property nomination "Route 66 & Associated Historic Resources in Oklahoma."

Description

The Little Deep Fork Creek Bridge consists of three sets of boxed trusses connecting four steel laterals under the bridge decking. The critical, and defining, element of the bridge is the set of piers supporting it. These piers are, in design, four steel beams sunk deep into the earthen shoulders of the stream banks. Through a system of triangular trusses organized in rectangular units, the piers form the end of not only the trusses but of the bridge itself, leaving only the approaches connecting the embankments to the bridge on either end and thereby making the bridge essentially self supporting. The piers are made of twin steel members connected with crossbars to generate greater strength. Solid steel beams attached to the piers connect each end pier with its twin on the same bank. Longer

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Little Deep Fork Creek Bridge

Creek County, Oklahoma

steel beams, or stringers, then run the length of the bridge to support wooden planks that lie across the roadway. Additional planks then lie lengthwise forming the two tracks for wheeled traffic. The rails consist of three rectangle panels on each side that frame the three triangular trusses. The bridge is fifty feet long and fifteen feet wide with an interior vehicular passageway of thirteen feet, and the property includes plank approaches on both the east and west ends of the bridge which are about ten feet long.

This bridge remains essentially unchanged from its construction in 1914. The roadway that it connects is still dirt, although it has had gravel added to its surface at some date, a feature that both (a) was common in Route 66 at the time of its designation and at the time of the use of this segment as part of that highway system, and (b) is consistent with the roadbed property type of this multiple property nomination. The materials of the bridge are exactly the same as its original, although wooden planks have obviously been replaced with similar materials as the old have become worn by weather and natural deterioration. The steel trusses and frame are original and even the bridge plate identifying the company erecting the bridge, "Built by Kansas City Bridge Co. 1914" is still located on the top center of the north rail. At one time the bridge may have received a coat of graphite, but appears never to have been painted. It is in good condition but its structure, sufficiently strong to carry highway traffic at the end of the 1920s, now limits traffic to light loads—a feature which protects the bridge from excess burdens and reduces the traffic it carries.

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Little Deep Fork Creek Bridge

Creek County, Oklahoma

Narrative Statement of Significance

Summary

The bridge over Little Deep Fork Creek is significant within the Multiple Property Nomination, "Route 66 & Associated Historic Resources in Oklahoma." Constructed in 1914 as an integral element of the road connecting Bristow and Depew, a dozen years later the road, and this bridge, became part of the original alignment of U.S. Route 66. Because of this association, the bridge qualifies under that multiple property nomination. The bridge is significant under Criterion A because it represents the property type, "Road Bridges on Route 66" in the area of significance of Transportation and under Criterion C in the area of significance of Engineering because it represents a distinct period, style, and type of construction. It represents one of the few Bedstead Pony Truss bridges left in Oklahoma.

Historical Background

Statehood came late to Oklahoma, in 1907, and the road system of the new state was one that met the needs of a scattered rural population, but not an urban, centralized system. Those roads, almost entirely dirt or graded dirt, provided a thin web of transportation arteries connecting townships and villages to each other, and at most connecting citizens to their county seat and local markets. As a weak link in that system, the numerous streams and creeks that drained the rolling hills of eastern Oklahoma sometimes represented formidable obstacles. The increasing use of automobiles increased that vulnerability. In 1913, the county commissioners of Creek County embarked upon a bridge construction program to alleviate that problem and voters approved a bond issue that would, in addition to other purposes, authorize the construction of seven bridges in southwest Creek County.¹ When bids were opened, the county commissioners accepted

¹ Creek County Commission *Proceedings*, Vol. 2, p. 345, August 7, 1913; "Bridge Letting," Creek County *Republican*, August 8, 1913.

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Little Deep Fork Creek Bridge

Creek County, Oklahoma

the proposal of the Kansas City Bridge Company to construct all seven of the bridges.² The design of at least some of the bridges was such that they could be shipped to the town almost completely assembled, and in June 1914, the commission authorized payment to the Kansas City Bridge Company for "Bridge Shipped Bristow."³ In 1914 the new steel bridge with wooden planks took its place on the road from Bristow to Depew, and traffic was thereby facilitated and increased.

The immediate significance of this bridge construction effort became evident the year the bridge was completed; at that time the larger pattern of which this was a part unfolded to reveal a larger program to improve the transportation system—roads and bridges alike—between Bristow and Depew, and thereby on to Oklahoma City. A separate project likewise was underway to construct an "auto road" eastward, connecting Bristow with the county seat, Sapulpa, generally following the railroad right of way.⁴ Significantly, there was some opposition to this western construction proposal since the improvement of some roads, while enhancing traffic along their sides, also would pull traffic away from those road sections left unimproved or just at a distance from the improved road. As one account of the issue noted, "the fact that the building of the road might injure some of the other smaller towns in other parts of the county was considered also . . . ;" this objection the newspaper, an ardent advocate of construction, dismissed, suggesting that the opposition had been won over by the logic of the proposal.⁵ This issue, however represented a key element in the future of this road and bridge that for the time being benefited from the route selection; in time they too would be left behind in favor of other improved routes, which themselves would likewise be replaced by yet faster, straighter,

² Creek County Commission *Proceedings*, Vol. 2, p. 353, September 6, 1913.

³ Creek County Commission *Proceedings*, Vol. 2, p. 477, June 2, 1914.

⁴ "Auto Road to Sapulpa Lacks Hundred Dollars to Complete," *Bristow Record*, January 30, 1914.

⁵ "Authorize \$200,000 Bond Issue for Various Purposes," *Bristow Record*, November 27, 1914.

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Little Deep Fork Creek Bridge

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and smoother roads.

In this way the bridge over Little Deep Fork Creek became a reasonably heavily traveled structure on the road in the period during and after World War I. One indication of that traffic, and indeed a feature that contributed to its greater use, was its designation as a section of the Ozark Trails in 1915.⁶ The Ozark Trails Association, a private group promoting traffic along selected roads, encouraged the improvement of roads and also their marking with distinctive signage and publicity efforts. The Ozark Trail through Creek County extended from “a point on the western border of Creek near Stroud and extending along the line of the Frisco railroad through the county as far as Sapulpa.”⁷ In 1926 when the U.S. Bureau of Public Roads officially designated a national highway system of numbered through-roads, that agency drew upon existing roads that could be used to connect distant points, and parts of the Ozark Trails system in Oklahoma would serve that purpose. Thus, the segment of road between Bristow and Depew, and the bridge on it that crossed Little Deep Fork Creek, became part of the new U.S. Route 66.

Initially the designation of this road and bridge as a section of Route 66 simply was a matter of default since that road connected the Depew to the west, and indeed the official act merited no local attention in the press. In the spring of 1927, however, the portent of the selection became clear as engineers from the state and federal highway agencies arrived in Bristow and mapped the passage of Route 66 literally through Bristow, delineating a winding, twisting route that carried traffic past vital businesses and creating a park for tourists to enjoy. As one account reported, however, the “west route out of Bristow has been the subject of more engineering than any portion of the Creek county paving. A number of problems were bobbing up every time a route had been selected. All

⁶ “Frisco – Ozark Trail Meet at Chandler,” *Bristow Record*, February 4, 1915. See also, Kathy Anderson, Jim Ross, and Gary Ray Howell for the Oklahoma Route 66 Association and Oklahoma State Historic Preservation Office, *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: unpublished report, Oklahoma SHPO, 2002), 19.

⁷ “Frisco – Ozark Trail Meet at Chandler,” *Bristow Record*, February 4, 1915.

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of the difficulties were ironed out when Captain Smiley of the federal road bureau and Engineer Bailey, of the state bureau, and the various local parties got together Tuesday.”⁸ Almost as soon as Route 66 was created, the engineers began to plan an improved route that would be straighter, smoother, and quicker.

The new paved road heading west from Bristow would be different from the one that crossed Little Deep Fork Creek; that road and bridge would be bypassed. A new road and new social imperative began to shape the countryside and society of western Creek County. This new paved road would be critical to the businesses in Bristow since it “will give Creek county motorists a paved road to Oklahoma City, and because of the importance of having the ‘Main Street of America’ national highway No. 66 run through the cities on its present routing between Tulsa and Oklahoma City.” And it would not just be local traffic or people on their way to Tulsa and Oklahoma City: “It is said that more than 5,000 cars daily will pass through Oklahoma during the tourist season, all following the ‘Main Street of America.’”⁹

In August 1927 plans were underway to solicit bids and let the contracts for paving the future, replacement, section of Route 66 between Depew and Bristow.¹⁰ The project encountered litigation and then delays in the approval process, and the anticipated construction seemed to grow increasingly distant.¹¹ In the meantime, however, traffic on the existing Route 66 continued to use the roadway originally designated, the road west from Bristow that crossed Little Deep Fork Creek on the bedstead bridge.

⁸ “66 on Fourth New Decision,” *Bristow Record*, March 10, 1927.

⁹ “Lincoln County Casts Big Vote for Road Bonds,” *Bristow Record*, March 31, 1937.

¹⁰ “Ready to Pave west of Depew on Highway 66,” *Bristow Record*, January 19, 1928; “Bristow – Depew Paving in October Letting,” *Bristow Record*, August 11, 1927.”

¹¹ “More Delay in Depew Paving,” *Bristow Record*, January 19, 1928; “Highway Work on 66 Seems to be Indefinite,” *Bristow Record*, January 26, 1928; “Depew Highway to be Paved by Fall is Promise,” *Bristow Weekly Record*, February 23, 1928.

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Creek County, Oklahoma

One particular part of that traffic attracted special attention in the spring of 1928. A group of marathon runners competed in a footrace from Los Angeles to New York City in an extravaganza designed to generate publicity for the new highway. And it was not just the runners, initially more than two hundred in number but by this point down to eighty-two, but the entourage of supporting vehicles and promotional personnel which added even greater traffic to the road. Again, the news report found this of great historical moment: "Bristow expects to entertain thousands of visitors upon the occasion of the arrival of the party here, it being undoubtedly the greatest athletic event of a marathon nature in the world's history."¹² Those runners, and the promoters, and the followers, and the audience came to Little Deep Fork Creek and crossed on the bedstead bridge.

By June of 1928 construction had finally begun on the replacement section and in late September 1928 the new concrete pavement of Route 66 opened for traffic, passing one-quarter of a mile to the north of the old route.¹³ When the new road, with its concrete pavement and wider roadbed and higher bridges, opened this segment faded from use as a main thoroughfare, serving afterwards mainly local traffic. For a period of nearly two years, however, this bridge was associated with Route 66 in the most explicit way possible—enabling the coast-to-coast traffic that followed the route to cross this stream. In this way the Little Deep Fork Creek Bridge is eligible for the National Register of Historic Places under Criterion A.

The bridge is also significant under Criterion C because of its distinctive design and construction. A total of twelve Warren Bedstead Pony Truss bridges have been identified in the state of Oklahoma, and this is the only such bridge on Route 66.¹⁴ This type of bridge is similar to the truss leg bridge since the end posts extend below the deck directly

¹² "Pyle's Runners to Arrive Here on Next Sunday," *Bristow Record*, April 12, 1928.

¹³ "Traffic on Depew Road Thursday," *Bristow Record*, September 20, 1928.

¹⁴ Joseph E. King, *Spans of Time: Oklahoma Historic Highway Bridges* (Oklahoma City: Oklahoma Department of Transportation, 1993), 47.

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into a substructure. The noteworthy Warren configuration—the delineation of W's by the trusses themselves—signify the chief difference in the Warren Pony Truss. The pony truss aspect of the bridge, like others of its type elsewhere, has a low profile with no overhead bracing.

The standard reference source on historic bridges in Oklahoma observes that “Warren bedsteads as represented in Oklahoma comprise an important asset, for like other variations on basic truss types, they illustrate design innovation and adaptation as well as the industrial capacity of bridge companies.”¹⁵

Conclusion

Because of this direct association with Route 66 during the period of its historic significance, the bridge over Little Deep Fork Creek is significant under Criterion A within the Multiple Property Nomination, “Route 66 & Associated Historic Resources in Oklahoma” as the property type “Road Bridges on Route 66.” Because of its distinct period, type, and style of construction—a distinguishing “bedstead” type bridge—the Little Deep Fork Creek Bridge is also eligible under Criterion C in the area of significance of Engineering in the Multiple Property Nomination.

¹⁵ King, *Spans of Time: Oklahoma Historic Highway Bridges*, 47.

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Major Bibliographical References

"66 on Fourth New Decision," *Bristow Record*, March 10, 1927.

Anderson, Kathy, Jim Ross, and Gary Ray Howell for the Oklahoma Route 66 Association and Oklahoma State Historic Preservation Office, *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: unpublished report, Oklahoma SHPO, 2002).

"Authorize \$200,000 Bond Issue for Various Purposes," *Bristow Record*, November 27, 1914.

"Auto Road to Sapulpa Lacks Hundred Dollars to Complete," *Bristow Record*, January 30, 1914.

"Bridge Letting," *Creek County Republican*, August 8, 1913.

"Bristow – Depew Paving in October Letting," *Bristow Record*, August 11, 1927.

Creek County Commission Proceedings, Creek County Courthouse, Sapulpa, Oklahoma.

"Depew Highway to be Paved by Fall is Promise," *Bristow Weekly Record*, February 23, 1928.

"Frisco – Ozark Trail Meet at Chandler," *Bristow Record*, February 4, 1915.

"Guthrey Here Today to Tell What U.S. Highway 66 Means to Bristow," *Bristow Record*, April 7, 1927.

"Highway Work on 66 Seems to be Indefinite," *Bristow Record*, January 26, 1928.

King, Joseph E., *Spans of Time: Oklahoma Historic Highway Bridges* (Oklahoma City: Oklahoma Department of Transportation, 1993).

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"Lincoln County Casts Big Vote for Road Bonds," *Bristow Record*, March 31, 1937.

"More Delay in Depew Paving," *Bristow Record*, January 19, 1928.

"Pyle's Runners to Arrive Here on Next Sunday," *Bristow Record*, April 12, 1928.

"Ready to Pave west of Depew on Highway 66," *Bristow Record*, January 19, 1928;

"Traffic on Depew Road Thursday," *Bristow Record*, September 20, 1928.

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Little Deep Fork Creek Bridge

Creek County, Oklahoma

Verbal Boundary Description

This property includes the bridge and approaches with boundaries forming a rectangle twenty-five feet wide and one hundred feet long centered on the Little Deep Fork Creek Bridge.

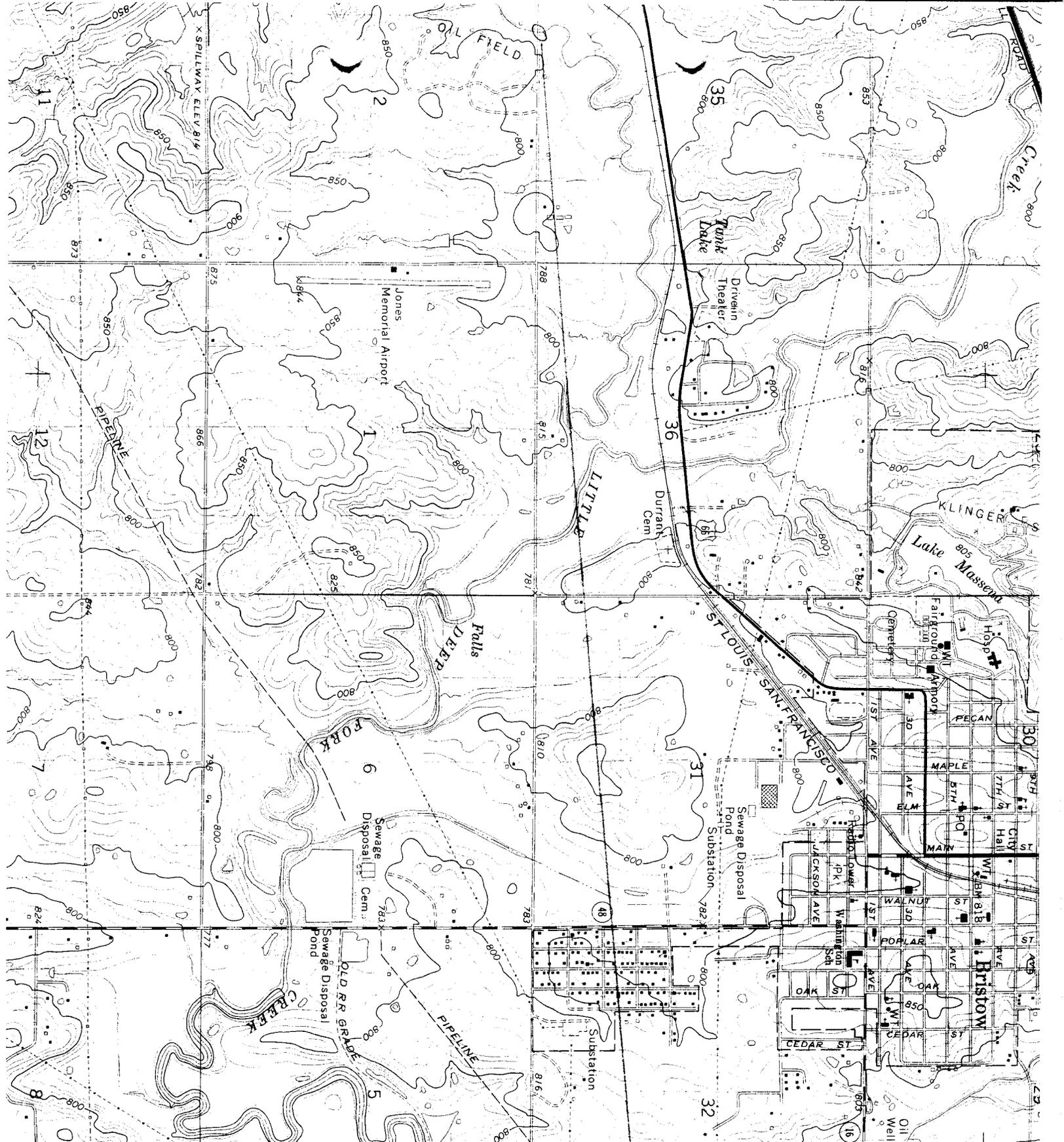
Boundary Justification

This boundary includes the property historically associated with the Little Deep Fork Creek Bridge.



Little Deep Fork Creek Bridge





Little Deep Fork
 Creek Bridge
 Creek County, Ok
 UTM
 14 731743E
 3966112N
 Bristow
 Oklahoma

(SLICK) 9 MI
 6755 IV SE
 T 15 N

SLICK 9 MI
 BEGGS 21 MI