

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Locally maintained Route 66: Glenrio to San Jon SR 1578

other names/site number Ozark Trail, Texas-New Mexico Mountain Highway, SR 3

2. Location

street & number Texas border west to San Jon

city or town San Jon

state New Mexico

code NM

county Quay

code 037

zip code 88434

not for publication

vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. (See continuation sheet for additional comments.)

Ann W. Hill S/NPC
Signature of certifying official/Title

10-4-93
Date

Historic Preservation Division, State of New Mexico
State of 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 certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

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): _____

Rt. 66, Glenrio to San Jo.
Name of Property

Quay County, NM
County and State

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
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
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

Hist. & Arch. Resources of Rt. 66 through NM

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION: road-related

7. Description

Architectural Classification
(Enter categories from instructions)

no style

Materials
(Enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other earth fill, asphalt and gravel surfacing, timber bridges, concrete culverts

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.)

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

transportation

engineering

Period of Significance

1930-1952

Significant Dates

1930, 1952

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(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:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Historic and Architectural Resources of Rt. 66 through NM
Quay County, New Mexico

7. Description

This 14.6 mile section of locally maintained Route 66 that became the Route 66 alignment in 1930 extends from the Texas border at Glenrio to two miles east of San Jon. The easternmost half mile portion consists of a four-lane road with a narrow concrete median completed in 1951. The remainder, which parallels the abandoned grade of the Chicago, Rock Island and Pacific Railroad, consists of a gravel cover with only small portions of the 1950s asphalt showing. The section includes four creosote-treated timber beam bridges and several concrete culverts. These structural elements, the road's cross-section template and alignment, and the landscape of eastern rural New Mexico through which the road section passes contribute to its historic feeling.

Passing through the Trujillo and San Jon Creek drainages, Route 66 in eastern Quay County offers little elevation change, remaining at about 3,850 ft. throughout the road section. Several small streams near Endee mark the only noticeable change in the area's topography. These streams, which made the area attractive to homesteaders, presented obstacles to early road builders, causing the earliest road to make several crossings of the nearby railroad grade. When the road was realigned in 1930 to eliminate these crossings and to parallel the railroad lying to the south, engineers raised the road grade. These raised portions of the roadbed contain several concrete culverts and are often marked by short guardrails consisting of wood posts and connecting steel cables.

Also notable are the four bridges built during the 1930 realignment. From east to west, the first bridge is located 1.5 miles east of Endee and contains five trussed wood piers; the second lies 1.0 mile east of Endee and contains one trussed wood pier; the third lies 2.1 miles west of Endee and contains fourteen trussed wood piers; and the fourth lies 2.3 miles west

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7,8 Page 2

Historic and Architectural Resources of Rt. 66 through NM
Quay County, New Mexico

Description (continued)

of Endee and contains eleven trussed wood piers. All of these bridges consist of a 21 ft. wide roadway with a wood laminated deck resting on wood girders. All are lined by post and cable guardrails. Spans measure a standard 25 ft. Timber abutments are located at each of the bridges' ends.

The road diverges from I-40 at Glenrio, passing almost two miles to the south of I-40 through the sites of the early homestead towns that lined the railroad, before converging with the interstate at San Jon. This departure from the interstate enhances the feeling of cross-country travel in rural eastern New Mexico, especially with the vistas across the slightly rolling semi-arid rangeland, the barbed wire fencing paralleling the road, and the remains of the railroad grade with its wood trestle bridges paralleling the road to the south.

The cross section template of the early road as well as the bridges remain largely unaltered. When the road was turned over to Quay County it was given a gravel surface. Ironically, this alteration has enhanced the historic feeling of the road portion because it recalls the era of Route 66 that preceded its paving in the 1930s.

8. Statement of Significance

Realigned from an earlier course in 1930 under FAP 127-A to eliminate grade crossings with the Chicago and Rock Island, and Pacific Railroad at Endee, this road section served as Route 66 until 1952. The roadway is significant for its association with the rise of automobile tourism in New Mexico as discussed in the Multiple Property listing and thus is eligible under Criterion A. With its historic alignment, its structural elements including timber bridges, portions of guardrails and concrete culverts reflecting early road construction, design, materials and

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8,9,10 Page 3

Historic and Architectural Resources of Rt. 66 through NM
Quay County, New Mexico

Significance (continued)

workmanship, the section is also eligible under Criterion C. In particular, the techniques and materials the four bridges employ characterize bridge building over many of the flood plains and shallow river beds of the state in the 1920s and early 30s. Not only did the laminated deck reduce the dangerous spring associated with the earlier plank decks, but the creosote-treated pine timber offered engineers an inexpensive construction material that could easily be repaired and altered with few skilled workers.

9. Bibliography

Flint, Earl, former mayor of San Jon. Interview with David Kammer, March 23, 1993.

"Plan and Profile of FAP 127-A" dated 8/28/28. On file at the New Mexico State Highway and Transportation Department, Records Control Unit of Records Management, Santa Fe.

Rae, Steven R. et. al. New Mexico Historic Bridge Survey. Santa Fe: New Mexico State Highway and Transportation Department, 1987.

10. Geographical data

Verbal Boundary Description

This property is 14.6 miles long and is maintained by Quay County. The east end begins at the Texas border, and the west end lies at the beginning of the asphalt pavement two miles east of San Jon. The sides are defined by a corridor extending fifty feet on either side of the road's centerline, marking a right of way of 100 feet, a minimum width used by the State Highway Department during the 1930s.

Hist.& Arch. Resources of Rt. 66/New Mexico

Name of Multiple Property Listing

Quay County/New Mexico

County and State

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

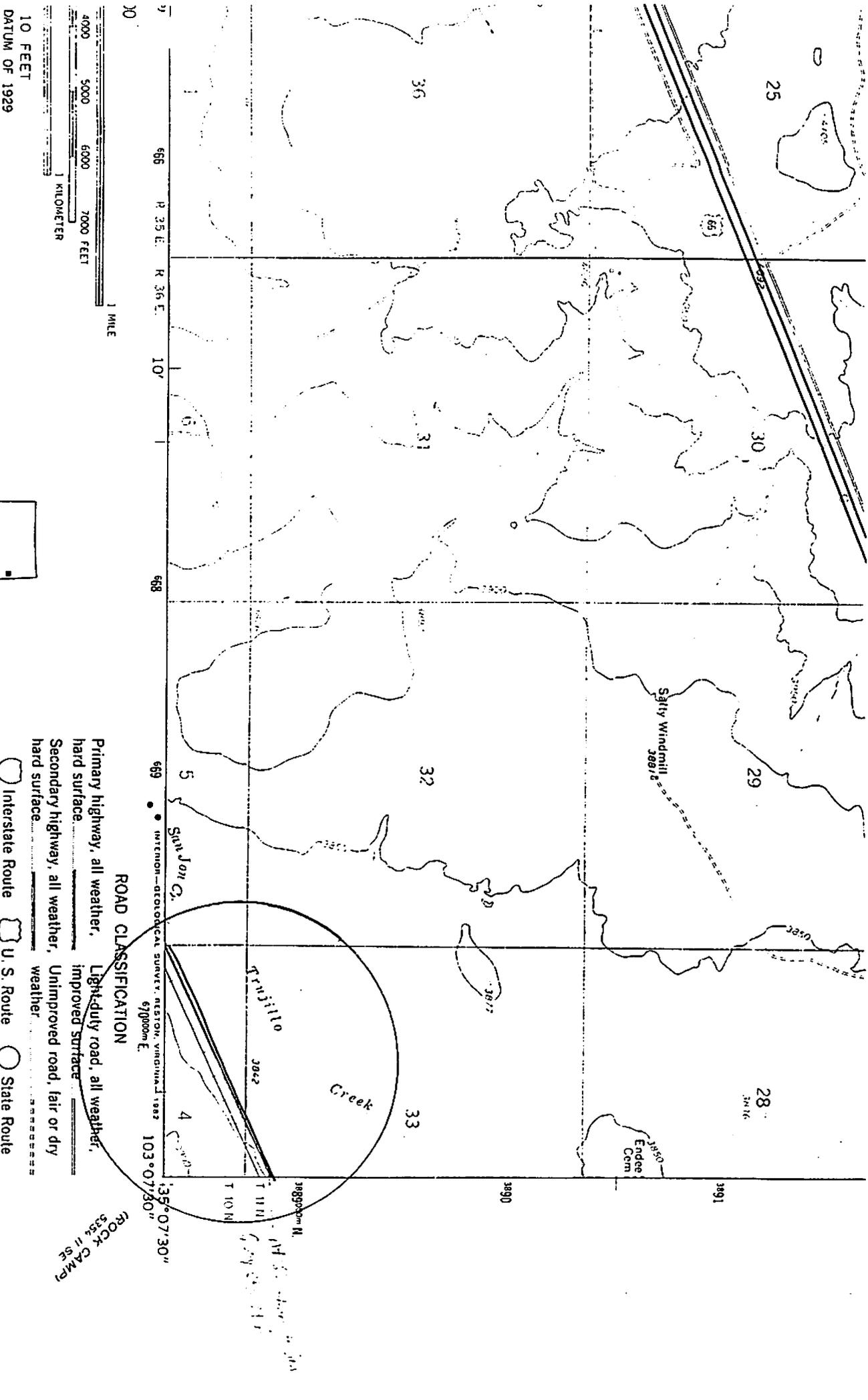
**National Register of Historic Places
Continuation Sheet**

Section 10 Page 4

**Historic and Architectural Resources of Rt. 66 through NM
Quay County, New Mexico**

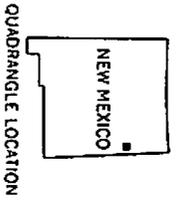
Boundary Justification

**The boundary includes the entire parcel historically associated
with this section of Route 66.**



- ROAD CLASSIFICATION**
- Primary highway, all weather, hard surface
 - Light-duty road, all weather, improved surface
 - Secondary highway, all weather, hard surface
 - Unimproved road, fair or dry weather

- Interstate Route
- U.S. Route
- State Route



QUADRANGLE LOCATION

ROCK CAMP
5354 II SE

BARD, N. MEX.

N 3507.5—W 10307.5/7.5

1968

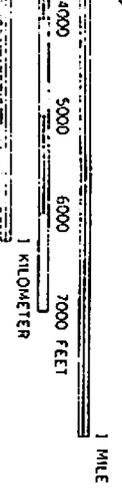
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DMA 5354 II NW—SERIES V881

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AP ACCURACY STANDARDS
RADIO 80225, OR RESTON, VIRGINIA 22092
SYMBOLS IS AVAILABLE ON REQUEST

10 FEET
DATUM OF 1929



666 R 35 E R 36 E 10' 668 669 INTERIOR-GEODESICAL SURVEY, REGION, VIRGINIA, 1982 679000m E 103°07'30" 35°07'30"

Saltly Cr.

Armillillo Creek

Saltly Windmill 3891.8

Endee Cem 3850

25

30

29

28

36

31

32

33

10'

668

669

103°07'30"

35°07'30"

3891

3890

389000m N

T 10 N

T 11 N

T 12 N

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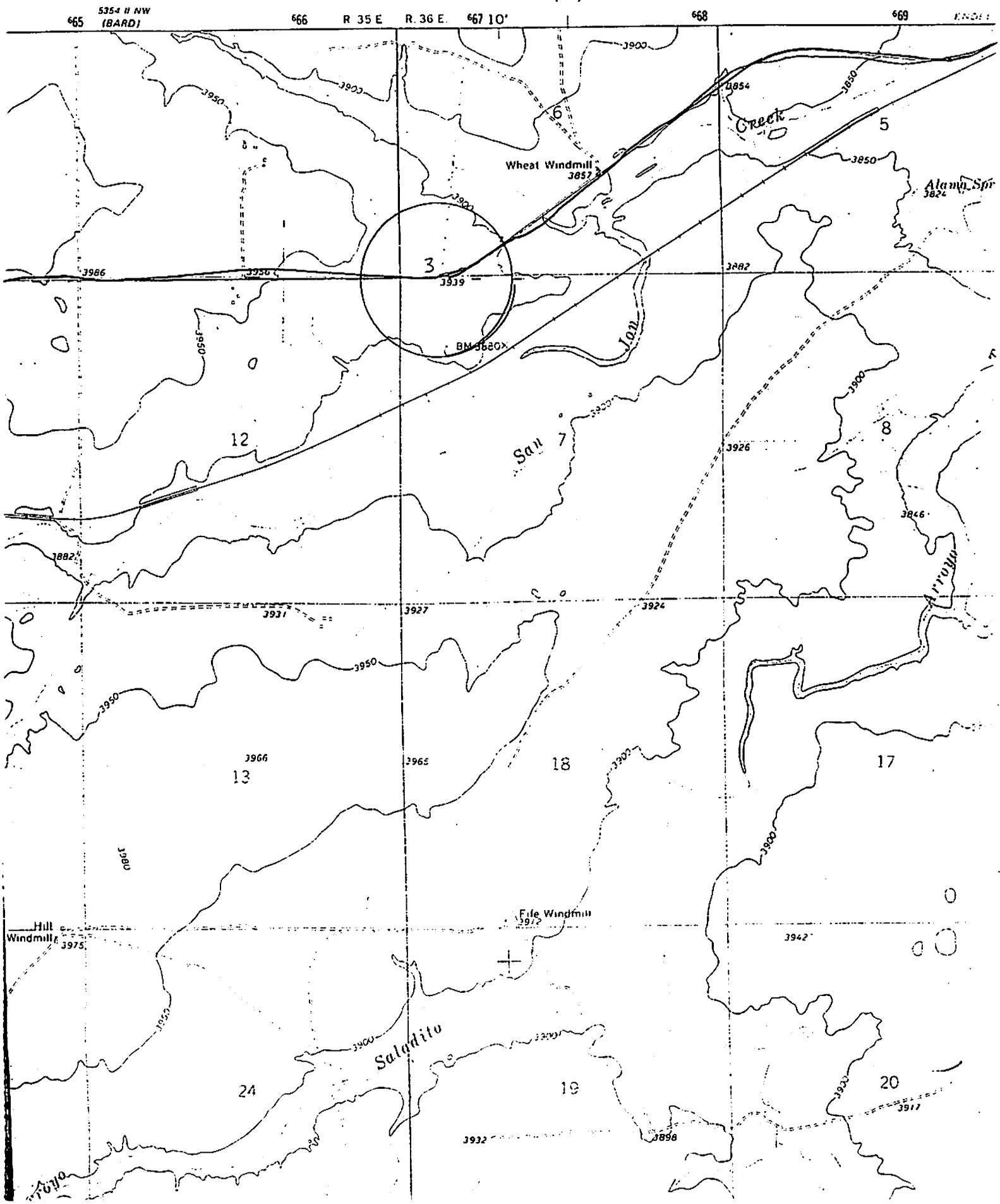
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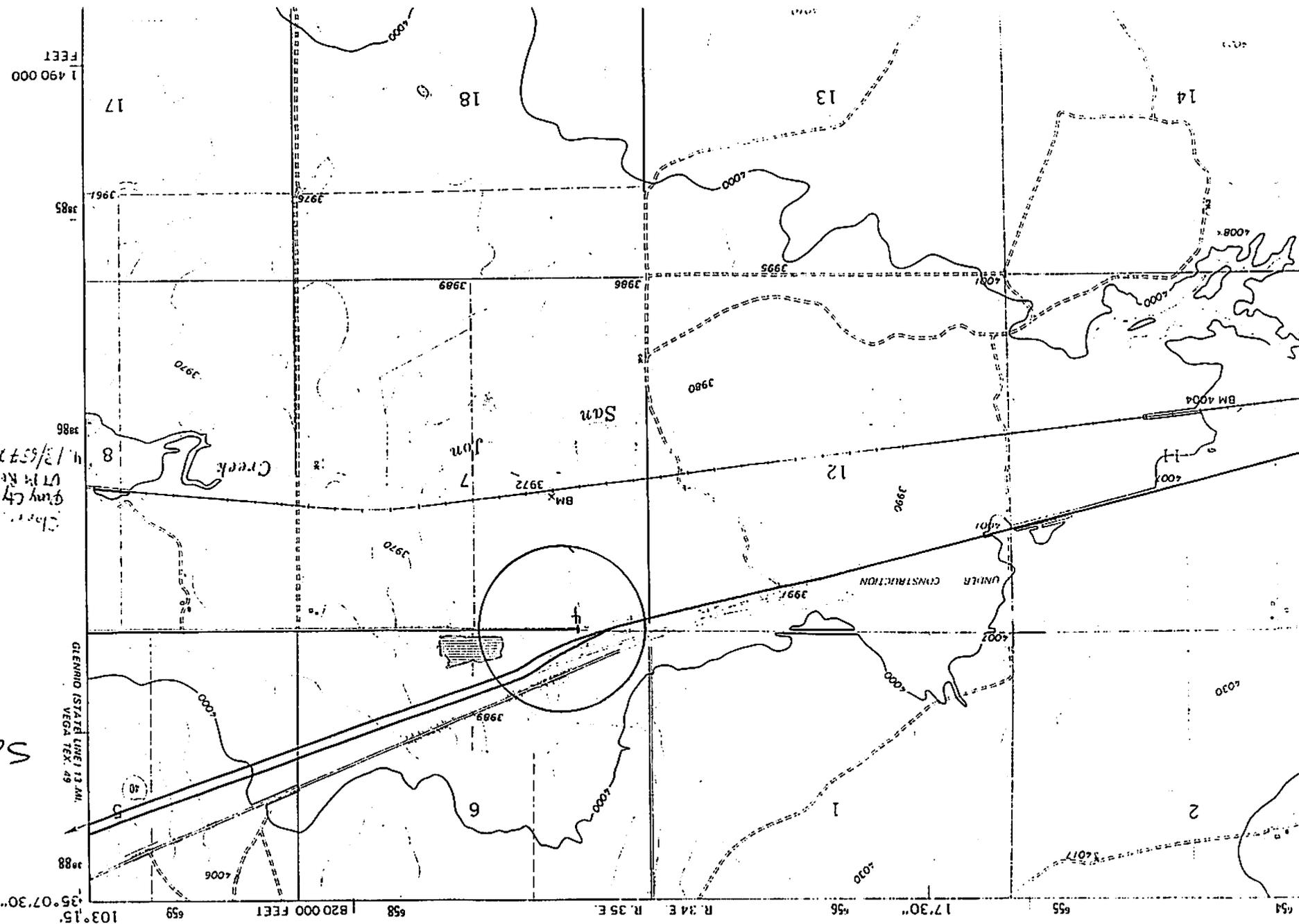
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Riley Camp Quad

UTM Reference: 17QUG 660000 47510

RILEY
NE
7.5 MIN





SAN JON QUADRANGLE
 NEW MEXICO-QUAY CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)

554 II RW
 (BARO)

GIENRIO ISZARD LINE 12 AM.
 VEGA TEX. 49

San Jon
 Quay Co. N.M.
 UTM Reference
 11/3/57 1730/3985.60

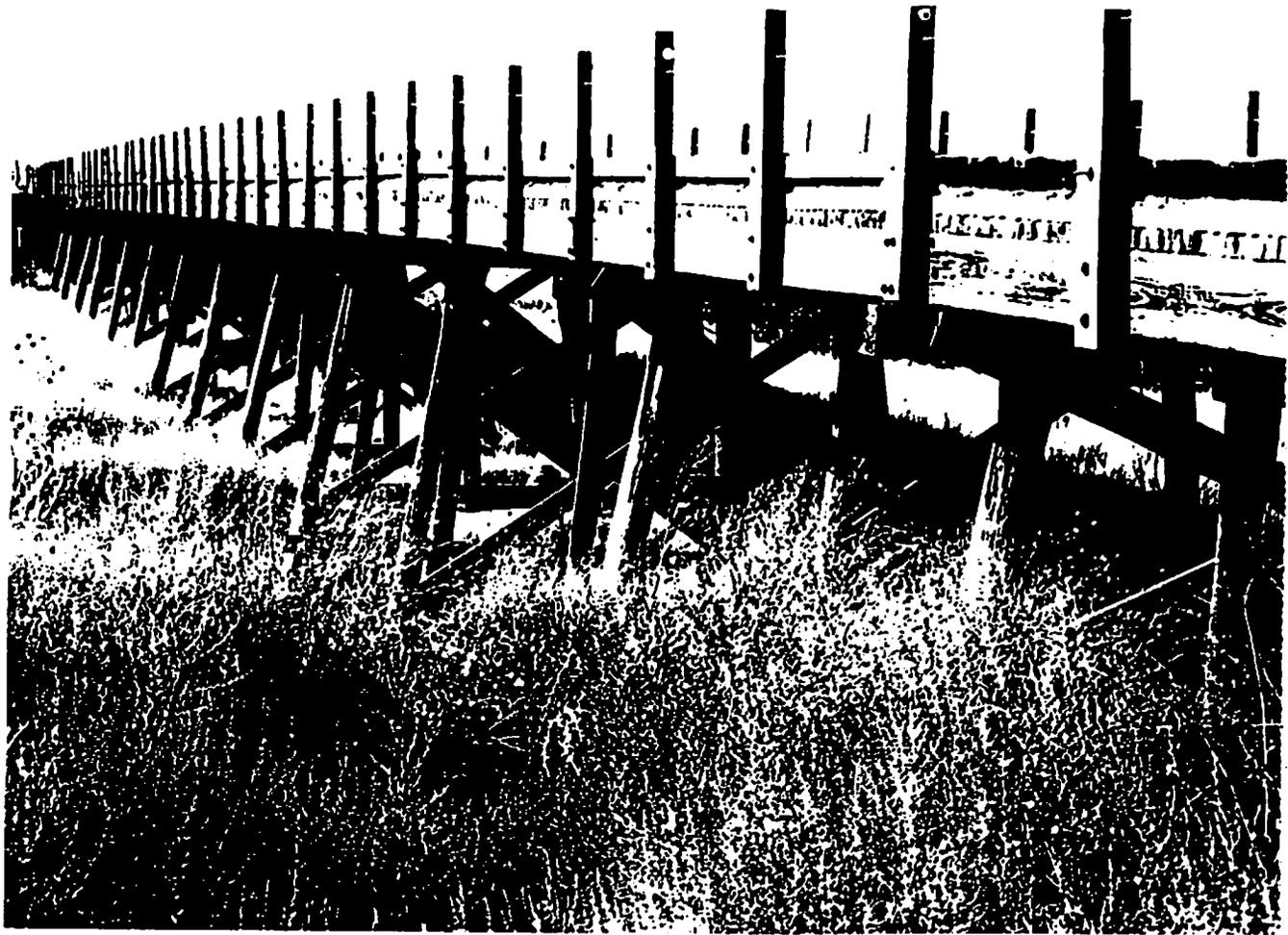
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Klempes - San Juan





Quinn - San Jon