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United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

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_X_ New Submission ____ Amended Submission

A. Name of Multiple Property Listing

Route 66 and Associated Historic Resources in Oklahoma

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Transportation on Route 66 in Oklahoma (1926-1944)

Commerce on Route 66 in Oklahoma (1926-1944)

C. Form Prepared by

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D. Certification

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As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (N/A See continuation sheet for additional comments.)

Blake Wade, S.H.P.O. December 19, 1994

Signature and title of certifying official Date

Oklahoma Historical Society, SHPO

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Beth Boland 2/9/95

Signature of the Keeper Date

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Statement of Historic Context

Summary

United States Highway 66, popularly known as Route 66, is significant to the history of Oklahoma as the first east-west transcontinental highway in the state. Also significant are the many Oklahoma businesses on the highway that owed their livelihood to and served the needs of the traveling public in the 1920s, 1930s, and 1940s. These include service stations, garages, motels, restaurants, and diners; in other words, those establishments at which travelers on the highway would be most likely to stop and seek service or assistance in Oklahoma. The automobile clearly had a tremendous impact on the historical development of the twentieth-century United States, but none of it could have occurred without the construction of hard-surfaced highways on a national scale. The highways themselves altered the physical appearance of the American countryside in fundamental and lasting ways. The beginning date of 1926 marks the official beginning of Route 66; the terminal date of 1944 represents the end of the historic period as defined by the National Register.

Transportation on Route 66 in Oklahoma (1926-1944)

Route 66 is significant to Oklahoma as the first United States east-west transcontinental highway in the state making a more efficient transportation system to enhance economic development for both rural and urban areas. Route 66 had its origins in a nationwide movement for good roads that followed the development of the automobile as an important means of transportation in the early twentieth century. The practicality of the automobile as a safe, reliable, and rapid means of travel required the construction of a nationwide network of hard-surfaced, permanent roads that could be traversed in virtually all weather conditions at all times of the year. This was of particular concern in Oklahoma, with its predominantly rural population and heavy economic dependence on agriculture. In fact, Oklahoma's farmers provided the most vocal and effective lobby for state funding of road construction, recognizing that cars and good roads would facilitate their access to markets and decrease their dependence on railroads for the transport of their produce. When Oklahoma gained statehood in 1907 its constitution specifically provided for a Department of Highways. That department had no role in the construction of roads, but instead had the duty to work with counties and towns on developing roads under safety criteria.

The main obstacle to the construction of highways was a lack of money, not technical inadequacy. Until the end of World War I the use of cars and trucks was restricted, for the most part, to urban streets because rural streets were not graded or paved. Cities had a tax base large enough to fund street construction; most rural counties did not. Until either the federal or the state government relieved counties of the responsibility for all roads within

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their boundaries, a system of highways could not develop. Only slowly did the federal government assume the financial and administrative burdens of highway development, and Oklahoma's state government followed Washington's lead.

In 1916 Congress passed the Federal Aid Road Act, the first step in the development of a national road system. It provided states with matching funds for highway construction. The main concern was that rural roads be improved to carry the mail efficiently. The act was a victorious first step for rural areas because most country roads were post roads. One other important provision required that all state roads were to connect at the state line with roads from other states. Similar criteria had been applied a few years before to all country roads. The connection of an entire network of existing roads, as provided by the Federal Aid Road Act of 1916, became the first significant step in the development of a transcontinental highway.

Despite the presence of federal money, the actual building of highways in Oklahoma and other states proceeded slowly and became heavily politicized as localities and their representatives in the legislature vied for funds for their own areas. During that time, the Bureau of Roads was under the United States Department of Agriculture, which insisted that automobile travel was the most convenient form of transportation. To prove this, the army sent sixty-three vehicles coast to coast to show how easy and convenient it was to travel cross county.

In 1921 Congress again responded to the need for good, central roads with an amendment to the Federal Aid Road Act of 1916. This amendment required each state to designate its "primary" road system. These roads would consist of and be limited to the most important inter-state and inter-county roads. Such roads could constitute no more than seven percent of the total road mileage in the state. The federal government would appropriate money for building and maintaining the specified routes. Under legislation, the maintenance of the roads was the state's responsibility and if a state neglected that duty, the federal government would take over the job and take the money out of that state's allowance. The roads that each state selected to maintain and receive federal funding were to become United States Highways. The effects of the amendment were felt immediately and in many places the transportation and distribution of farm products and services for automobiles became much easier.

Oklahoma reacted slowly to these requirements. Only in 1924 did the legislature give the State Highway Commission real authority to construct state roads and develop an interstate highway system. For most of the 1920s, Oklahoma drivers frequently found that their smooth strip of concrete suddenly turned into gravel, or worse, a morass of mud. Most of the money went to heavily populated areas, leaving sparsely populated western Oklahoma with very few hard-surfaced roads until well into the 1930s.

In 1925 the American Association of State Highway Officials formally requested United States Secretary of Agriculture, William H. Jardine, to reach a solution to the road problems through federal supervision and coordination of the planning and construction of the nation's highways. Jardine agreed, created a Joint Board of Interstate Highways, and asked each state to decide which portions of its primary routes were most suitable to serve as "interstates." The end result was the selection of 70,000 miles out of the possible 200,000 miles submitted.

Late in 1925 the Joint Board decided on an official series of signs for the United States Highway system to designate highways, directions, and warnings. The committee selected the United States shield; the colors would be black on a white background, the name of the state would appear at the top, the initials "US" would be above the number, and the number would be large and centered. It did not take long before the numbered system of federal highways was spread throughout the nation. The numbered system was the transportation equivalent of the section, township, and range system which provided for the orderly sale, distribution, and management of land. This numbering system made it easier for the motorist to follow the designated path to specific places. The new system affected 169,000 miles of roadway in 1925 and spanned 226,000 miles in 1941.

Of the 2,120 miles of road originally designated as federal highway in Oklahoma, 396 miles constituted Route 66. When Route 66 was first designated, New Mexico claimed the most mileage in one state. However, after an early 1930s bypass of Santa Fe, New Mexico, the state of Oklahoma became the leader in Route 66 mileage.

A Tulsan named Cyrus Stevens Avery, known as the father of Route 66, played an important role in the development of the interstate system and Route 66. Avery had always held an interest in good roads, which inspired him to join the United States Good Roads Association, the Albert Pike Highway Association, the Bankhead Highway Association, the Associated Highways of America, and the Chamber of Commerce. In 1913 Avery was chairman of the board of county commissioners as well as the highway commissioner for Tulsa County. As commissioner, he was first to enact a road grading procedure for Oklahoma roads and also was first to suggest that convict labor be used to build roads. In 1924 Avery became the chairman of Oklahoma's State Highway Commission, was a key member of the Joint Board, and participated in decisions that resulted in placing the major east-west interstate highway through his own state.

Avery convinced the Secretary of Agriculture to envision a grid pattern for the nation's roads. He thought there should be a system of roads running north-south, which would be given odd numbers, and others running east-west, which would be given even numbers. The designated starting points for the numbering system would be in the north and in the east. Avery and his team believed that the highway that became Route 66 should have been named 60 because all major thoroughfares were to end in zero. Officials in Washington disagreed because the origin of the road was Chicago, not the east coast.

As one can imagine, Avery strongly and willfully suggested the Chicago to Los Angeles route. He stated that the route through Oklahoma, Texas, New Mexico, and Arizona was a much flatter, all-weather, and cheaper route. Avery also believed that a national highway network through Oklahoma would increase the commerce of the state and inspire increased road building. Eight other federal highways also entered and crossed the state at various points, but Route 66, because of its near continental length and central location within the state, was the most significant.

The road was designated U.S. Highway 66 in November 1926. Nationally, the highway went from the corner of Jackson Boulevard and Michigan Avenue in Chicago, Illinois, to the intersection of Santa Monica Boulevard and Ocean Avenue in Los Angeles, California via St. Louis and Joplin, Missouri; Tulsa and Oklahoma City, Oklahoma; Amarillo, Texas; Tucumcari, Santa Fe and Albuquerque, New Mexico; and Holbrook, Arizona. Overall, Route 66 covered eight states, three time zones, and 2,238 miles.

Although the United States officially designated United States Highway 66 on November 11, 1926, Oklahoma officially recognized it on December 7, 1926. In Oklahoma, Route 66 followed the existing path of State Highway 7 in eastern Oklahoma from Baxter Springs, Kansas, to Oklahoma City, Oklahoma, and the path of State Highway 3 in western Oklahoma from Oklahoma City, Oklahoma, to Texola, Oklahoma.

Author Jack Rittenhouse published A Guidebook to Highway 66 in 1946 to give the traveler some insight into the adventure down the main street of America. His writings concerning Route 66 in Oklahoma were superlative. Route 66 entered the state just south of Baxter Springs, Kansas. Rittenhouse described "the first 100 miles into Oklahoma as good with wide shoulders, generally grassy. The hills are low, the countryside almost flat and with patches of wood."[1] Once into Oklahoma, the route passed through Quapaw, Commerce, North Miami, Miami, Narcissa then Afton. This section of road running from Miami to Afton remains a unique piece of Route 66 in Oklahoma in that it is the only stretch measuring nine feet in width. The road then turned to the southwest and through Vinita, followed by White Oak, Chelsea, Bushyhead, Foyil, Sequoyah, Claremore, Verdigris, Catoosa, Lynn Lane then Tulsa.

Rittenhouse described the next stretch of road as "The trip between Tulsa and Oklahoma City is like a route through rolling countryside once the haunt of Indians, later, the territory of cowmen and 'badmen' but now devoted principally to oil and agriculture." After leaving Tulsa, Route 66 reached Red Fork, Sapulpa, Kellyville, Bristow, Depew, Stroud, Davenport, Chandler, Wellston, Luther,

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[1] Jack Rittenhouse, A Guidebook to Highway 66, (Los Angeles, California: 1946), p. 40.

Arcadia, Edmond then Oklahoma City. Rittenhouse cautions his readers that "On weekends, the traffic is somewhat heavier near Oklahoma City. The road is good, but the shoulders are soggy in wet weather. In the smaller towns, brick streets are often bumpy."[2]

In Oklahoma City, Route 66 changed its course to almost straight west. Once Route 66 left Oklahoma City, it passed through Bethany, Yukon, El Reno, Calumet, Geary, Bridgeport, Hydro, Weatherford, Clinton, Canute, Elk City, Sayre, Hext, Erick, Texola then the Oklahoma-Texas state line. The westward road from El Reno to Texola was the last section of the route in Oklahoma to be paved with concrete.

Route 66 was a road that connected the main streets of these Oklahoma towns and cities. The vital relationship to the road kept their economies sound and businesses prosperous. Route 66 primarily followed available existing roads. These roads usually took the most natural and easiest route, which meant they generally were quite long and winding. In later realignments, much of the winding road was straightened out, thus cutting off several of the smaller communities. Once these towns were bypassed by the route, their economy drastically declined.

The construction of pavement was an important aspect of the development of Route 66 in Oklahoma. The roads in Oklahoma had been only earth-graded in the mid 1920s. In 1925 most of the roads that were paved were in the Oklahoma City and Tulsa areas. Gravel roads were found in the vicinity of Muskogee. Paved highways and roads were important to the goal of bringing people and tourist dollars to communities along Route 66 as many Oklahomans knew.

Many towns in Oklahoma got their citizens to help in the grading and paving process. In the 1920s the town of Geary declared all businesses closed for one day so that working men could help with the road building. At that time, the section of road surrounding Geary was the only improved section in western Oklahoma. This stretch of road through Geary on to Calumet was included in Route 66 in order to bypass the toll bridge at Bridgeport which had been built in 1922 across the Canadian River. Advanced engineering techniques for bridge building resulted in a new bridge across the Canadian River between El Reno and Bridgeport in 1933. As it was no longer necessary to bypass the Bridgeport bridge, the Calumet-Geary loop was abandoned as a part of Route 66. This was a major realignment of Route 66 through western Oklahoma.

As a result of the above realignment, Route 66 followed a nearly straight westward path through Oklahoma to the Texas border. By fall of 1937, sections of Route 66 in Oklahoma had been slightly realigned to straighten unnecessary curves and the entire stretch across the state had been paved. Repaving and rerouting continued as late as the 1940s and 1950s. However, Route 66 was eventually abandoned after

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[2] Ibid, p.47.

the growing number of automobiles and trucks using the highways made the construction of major four- or six-lane interstates necessary.

Without the construction of good, hard highways, such as Route 66, automobiles could never have been as significant and profound to American life. To write of the impact of either highways or automobiles is to write of the impact of both. Indeed, the automobile and the highway interacted, and each changed the other. Smooth, concrete highways such as Route 66 enabled manufacturers to produce faster cars, and faster cars in turn demanded wider, straighter, and safer roads. Most of the changes made over the years to the course of Route 66 through Oklahoma involved the straightening of curves and the increasing of road width. Finally, the popularity of truck transport doomed the original highway because the heavy trucks damaged the sectional concrete slabs that composed the road surface.

The importance of Route 66 and other highways was reflected almost immediately in the startling increase in automobile registration during the period of highway construction. With the better quality of roads and lower prices for the automobile, more Americans were willing to buy. Nationally, automobile registrations rose from 1,258,062 in 1913 to 7,565,446 in 1919 to 19,937,274 in 1925. In 1931 the figure was 25,814,103 and in 1940, despite the depression, it was 35,452,861. Such a rise in automobile ownership would have been improbable without such roads as Route 66.

The technological advances of the rubber tire industry and the increased development of the petroleum industry also were important to the automobile industry. The average life span of a tire in 1925 was 10,000 miles, compared to 22,000 miles in 1940. The second factor, gasoline, was at a price of 25 cents per gallon, of which 6 cents was for tax, in 1919. In 1925 a gallon of gas cost 22 cents, of which 2 cents was for tax. In 1931 a gallon of gasoline was at 16 cents with four cents for tax. In 1940, a gallon of gasoline was 18 cents and 5 cents for tax, still making it cost efficient to travel by automobile. Moreover, improvements in the design and engineering of the automobile itself, along with the appearance of a large number of service stations on the new highways, made such transportation reliable.

Automobiles, and the highways that made them possible, exerted a strong influence on economic, social, and political developments in modern America. At the close of the first World War, six million American families owned automobiles and demanded hard surfaced roads to drive on in winter and summer alike. Economically, the automobile industry became, as early as the 1920s, one of the most important industries in the nation. In 1929 one out of every ten Americans worked in the automobile industry or a related industry. Steel, rubber, glass, and other industries became closely linked to automobile manufacturers and even dependent on them. Ford and General Motors became so central to the American economy that they could pull the entire nation into prosperity or recession according to some economists. The automobile also gave birth to the trucking

industry that provided much more flexible transportation of goods and service than was possible with railroads.

In social terms the automobile and the highway had equally important ramifications. Perhaps most significant was the effect on the American countryside. After Henry Ford lowered the price of the Model T to below $400 most Oklahoma farmers could afford to purchase one. That not only brought potential markets closer, but also enlarged the farmer's social radius and ended the traditional isolation of the rural dweller. It also made the farmer one of the strongest proponents of good roads. Among urban dwellers, automobiles made possible a boom in vacationing and recreational activities, and highways such as Route 66 opened new sights to drivers and their families. By 1929 most passenger automobiles were closed body models and the automobile radio first appeared, making it even more comfortable for the Route 66 traveler to go cross country. An increase in the Oklahoma speed limit from 35 to 45 miles per hour in July 1927 made travel faster. Resort communities, once the exclusive preserves of the wealthy, were flooded with middle-class Americans, who for the first time had easy and equal access to all parts of their country. Americans had always been a mobile people and the automobile made mobility even more characteristic of Americans.

Route 66 and similar roads enabled individuals or entire families to migrate across country, looking for new jobs or fleeing bad conditions at home. In the depths of the Great Depression of the 1930s it was said that an unemployed worker would part with his house before he would his automobile. The automobile seemed to many to be the key to a better tomorrow and a means of escape from dreadful economic times. That was particularly true in Oklahoma. Hard hit by massive unemployment, structural changes in the agricultural economy and drought, more than one-third of a million people had left the state by 1940. California was the single most popular destination with 98,000 Oklahomans arriving there, most of whom traveled Route 66. At the end of the agricultural season, some of those who went to California came back to Oklahoma along Route 66. Although most remember Route 66 as the road along which Okies fled, it must not be forgotten that many other Oklahomans stayed and began their businesses along the route. These entrepreneurs saw a need to cater to the basic needs of the traveler. Some examples of the businesses include service stations, diners, and motor courts (see Commerce context).

Because government paid for the highways, there were always politics involved. The construction and maintenance of good roads placed unprecedented financial strains on Oklahoma, which had to provide matching funds to receive federal aid and had to pave local roads not eligible for federal assistance. As did other states, Oklahoma adopted the gasoline tax and so allowed the users to pay the highway costs. The most intensive involvement of highways in national politics came during the New Deal when the federal government, through such agencies as the Works Progress Administration (WPA), funded highway construction projects as a

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means of providing relief for the unemployed. The WPA did some minor repair work on Route 66 in the 1930s, but no major construction because the highway had been virtually completed by the time the agency was created.

Commerce on Route 66 in Oklahoma (1926-1944)

As Route 66 improved so did the commerce along the route. A wide variety of establishments grew with the road and became as popular as the route itself. Commercial enterprises developed on Route 66 in order to make a profit from the traveler. The tourists traveling on Route 66 found an array of tourist conveniences throughout the Oklahoma stretch. Many of the businesses on the route served the motoring public because Route 66 was the most used highway from Chicago to Los Angeles, with Oklahoma having the most mileage of any other state.

Between 1924 and 1941, Route 66 was probably the most heavily traveled east-west highway in the country. As such, hundreds of businesses appeared along its path through Oklahoma to meet the needs of the traveling public. These included service stations, garages, motels, hotels, restaurants, and diners. The highway and buildings it spawned changed the appearance of the host community's appearance forever.

Route 66 played an important role in Oklahoma's tourism. Oklahoma offered the westward traveler a first taste of the "Real West". Oklahoma businesses took advantage of this and profited from the use of Western themes. Travelers enjoyed Western-theme motor courts and diners in anticipation of the road ahead. One contribution to the advertising of these establishments was the billboard. Billboards let the traveler know the location and services of the various businesses. Although only a few of the original billboards endure, the ghostly remains are a reminder of once profitable times.

Petroleum companies' advertisement of Route 66 further contributed to tourism development in Oklahoma. The Pierce Petroleum Corporation tried to make Route 66 pleasant for the tourist. They built supply depots in Miami, Tulsa and Oklahoma City. These depots commonly consisted of a hotel, emergency hospital and filling station, with additional services sometimes provided. The average cost of one depot was $330,000. In order to advertise the depots, Pierce sent a variety of trucks out to towns located along the route. It was gestures such as these that drove tourism to new heights with Route 66 at the helm.

According to John Jakle, "gasoline, restaurants, and motels were the trilogy offering highway services easing automobile travel."[3] Traveling by automobile

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[3] John A. Jakle, The Tourist: Travel in Twentieth-Century North America, (Lincoln, Nbraska: University of Nebraska Press, 1985), p. 146.

allowed all social classes and sections of the country to interact. One important change in the American lifestyle was the introduction of the standard two-week vacation. Motoring families were more concerned with the speed and distance traveled than with the landscape they so hurriedly viewed. Jakle notes that the "impulse toward constant driving was rooted in trip planning whereby people with limited time and money sought to maximize distance and thereby, maximize travel expense."[4] Many of the more used and famous highways had an accompanying guidebook. A good example of a guidebook written for Route 66 was published by Jack Rittenhouse in 1946.

An increase in commerce also was seen in the individual towns that Route 66 passed through. Route 66 was properly named the Main Street of America in that it encompassed remote communities that would have otherwise been quite isolated. If it were not for the highway winding its way through these towns, many of them would have been in financial ruins. The towns experienced this reality when realignments of Route 66 bypassed several communities.

Automobile traffic along highways brought new life to the communities through which they passed as service stations, motels, and diners quickly appeared seeking to meet the needs of travelers. Most of the nominations accompanying this document reflect this early period when local businesses profited from an entirely new and unprecedented market -- the automobile and its driver.

The time span covered in this multiple property listing is 1926-1944. Route 66 was officially designated as a highway in 1926. The year 1944 has been chosen as the terminal date and represents the end of the historic period as defined by the National Register. Over the passage of time, the period of significance could be extended to 1965, the year Route 66 was by-passed by four-lane interstate highways.

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[4] Ibid., p. 148.

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Associated Property Types

Roadbed
a. Abandoned
b. Still in Use
Road Bridges
a. Timber Bridges
b. Steel Girder Bridges
c. Multi-span Reinforced-Concrete Arch Bridges
d. Reinforced-Concrete Slab Bridges
e. Steel Trusses
1. Pratt Truss
2. Warren Truss
3. Parker Through Truss
Service Stations and Garages
a. Curbside Station
b. Shed
c. House
d. House With Canopy
e. House With Bays
f. Oblong Box
g. Novelty Stations
Automobile Dealerships
Cabins, Motels, and Hotels
Diners and Restaurants

Name of Property Type: Roadbed

The evolution of Route 66 roadbed took place in conjunction with the evolution of the automobile. The automobile increased demand for improved roads, of which Route 66 is a product. There are two types of Route 66 roadbed extant in Oklahoma: 1) the abandoned roadbed and 2) the sections of Route 66 which are still in use. The abandoned roadbed is no longer accessible by automobile and many of the bridges and other associated resources are gone. These abandoned sections are representative of the different alignments of Route 66 and road building. The second type of roadbed includes both rural and urban sections which are still in use. Sections in rural areas are generally part of a local, county-controlled road system. If the county no longer can maintain the road, it is handed over to private ownership. Sections in urban areas generally run through the main part of the city, usually "Main Street."

Subtype: Abandoned Route 66 Roadbed

Abandoned sections of Route 66 appear today essentially as archeological sites. No longer accessible by automobile and long forgotten, these sections lie exposed to natural forces of disintegration. In some areas, sections of the road have

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been removed in order to deny access or to return the abandoned roadbed to a more natural appearance. The pavement varies in condition from intact to broken with weed-filled cracks. Bridges, culverts, curbing, guardrails, centerlines, and other associated features sometimes remain in place. They are often separated into abbreviated segments by Interstate 40 and 44 (Turner Turnpike and Will Rogers Turnpike). Associated properties are only occasionally found in these sections.

The Oklahoma Department of Highways realigned many segments of Route 66. Major projects occurred in the early 1930s and 1940s. As new sections of the road were built, old ones were abandoned. Some abandoned sections became local service roads, but others fell into disuse largely because access was blocked off. These unused, abandoned sections represent Route 66 while it was recognized as a major transcontinental highway. They also represent early highway engineering standards. They are associated with the growth of automobile tourism and with the general theme of transportation in America between World War I and World War II.

To qualify for National Register listing, an abandoned segment of Route 66 should retain integrity of design, workmanship, location, feeling, association, and setting. The property must have been a part of Route 66 between 1926 and 1944. Segments built prior to 1926 qualify only if they became a part of official Route 66. Historical data, such as engineering plans, old maps, or photographs, should verify that a property is associated with historic Route 66 and not earlier or later alignments. This may exclude a few segments of the preceding roadways, which are ineligible because they were not in the national highway system, but rather a part of the local road network. However, as the period of significance extends (Route 66 was not totally abandoned in Oklahoma until 1965) it can be anticipated that alignments which occurred after 1944 may be eventually included.

The property must retain the essential features that identify it as a highway. These features include the original cross-section template (comprised of cut banks, fill slopes, roadbed, grade, and so forth), original alignment, and associated features like culverts and bridges, although a small number of these features may have been removed or damaged. Decades of abandonment have exposed these sections of road to the damaging effects of nature. Gully washes, slumped cut banks, overgrown vegetation, and other such conditions are acceptable as long as the overall appearance and character of the abandoned highway are retained. Segments which have been widened would qualify only if the modification occurred during the historic period. Pavement is an inherently fragile feature of highways that is routinely covered over and replaced. Some early segments of Route 66 were never paved. Therefore, while original pavement would be a desired feature of nominated sections, it is not a registration requirement. Abandoned parts of Route 66 are generally found along the side of later alignments.

Subtype: Route 66 Roadbed Still In Use

Many sections of the original Route 66 are still in use in both urban and rural

settings in Oklahoma. In urban areas, Route 66 was often the Main Street or parallel to Main Street. In the center of town the route was lined on either side by one- and two-story brick buildings constructed as early as the 1890s. Also located in the urban areas are the service stations, automobile dealerships, diners, and motels that were associated with the route and the travelers along the route. These associated property types are located within the downtown or begin at the edge of the downtown and continue to the outskirts of the city. In some cases, residential housing lines the route.

Rural sections of Route 66 served as the link between the towns and cities. Sections in rural settings continue to provide access to and from these same towns and cities and also provide local access from Interstate 40 and 44. As Route 66 was realigned through the years, and later, as Interstate 40 was completed, many sections which are in rural settings were by-passed and individual counties became responsible for the maintenance. These sections date from the earliest realignments of Route 66 (circa 1933 in Oklahoma) into the 1950s. Early sections generally remain unpaved, graded roads, while later alignments are paved. They most often retain original pavement, culverts, bridges, right-of-way markers, and other features. Associated properties (service stations and garages, automobile dealerships, motor courts, and diners and restaurants) can occasionally be found along these sections.

In Oklahoma, long sections of Route 66 remain intact both in rural settings and within city limits. In some instances the original (or following realignments) historic highway exists just as it was and Interstate 40, which bypassed the route and the small towns, lies several miles away. The cities and towns along Route 66 were the focal points for the route and the first segments to be paved. The downtown centers and strips of tourist-related businesses represent the geographic changes brought by automobility.

When Route 66 became established as a national highway, businesses, homes, and attractions developed along the roadway. As new alignments were built away from these areas, local highway access between towns had to be maintained. This also included access to rural areas which were also serviced by Route 66. Bypassed segments continued in use under local designations and jurisdiction. They are found in rural settings, but often have associated buildings or structures to which highway access was provided. These rural sections were often an economic link between remote communities. They represent early highway engineering standards. Both the rural and urban sections of Route 66 are examples of the route when it served as a transcontinental highway and also represent the general theme of transportation in America between 1926 and 1944.

To qualify for National Register listing, both urban and rural sections of Route 66 which are still in use should retain integrity of design, workmanship, location, feeling, association, and setting. Continuous sections which link town and country settings are eligible if the majority of associated property types are

present. In order to qualify the sections must have been a part of Route 66 between 1926 and 1944. Segments built prior to 1926 qualify only if they became part of official Route 66. Historical data, such as engineering plans, old maps, or photographs should verify that sections of the roadbed were associated with Route 66 and were not earlier local roads. The property must retain the essential features that identify it as a highway (within a town center or in a rural setting). These features include the original cross-section template (comprised of a roadbed in the city; comprised of cut banks, fill slopes, roadbed, grade, and so forth in rural settings), original alignment (or later realignment), and associated features like culverts and bridges, although it is recognized that a number of these features may have been modified or replaced. Segments which have been widened after the end of the period of significance may be included if they link significant sections of urban and rural portions of the route. Pavement is an inherently fragile feature of highways and is routinely covered over and replaced. Some early segments of Route 66 were never paved. Therefore, while original pavement would be a desired feature of nominated rural and urban roadbeds, it is not a registration requirement.

Nominated segments of Route 66 (in urban and rural settings) should be sufficiently long to preserve the feeling and setting of a continuous road. Short segments which have few remaining associated properties or a large number of properties constructed after the period of significance should be included only if the area serves to link significant sections of urban and rural portions of the route (or rural and rural, or urban and urban sections). Segments of the route which have significant associated properties should be included.

Name of Property Type: Road Bridges on Route 66

Road bridges on Route 66 include several subtypes including timber bridges, concrete slabs, concrete girders or I-beams, and trusses. In general, there were two types of bridges being built, the small bridge and the large bridge. The former was a simple construction of steel or wood pile and the later was an I-beam or truss bridge. Bridges built along Route 66 in Oklahoma fall into three categories of materials: timber, steel, and concrete. Construction of timber bridges was generally limited to western Oklahoma, and if any remain along Route 66, none have been identified to date.

Subtype: Timber Bridges

Many early bridges were timber bridges and were built as such because of the availability of the materials and lower maintenance costs. One example is the bridge which was built to cross the North Fork of the Red River at Sayre between 1919 and 1924 (no longer extant). Originally part of Highway 3, this road became part of Route 66 in 1926. The bridge contained 456,000 feet of lumber and 14,000 linear feet of creosoted piles, and it was 2,600 feet long exclusive of 200 feet of dirt approaches. It was constructed by the Mann Construction Company from

Oklahoma City. Smaller timber bridges are used throughout rural Oklahoma; however, none have been identified along Route 66.

In order to qualify for listing in the National Register of Historic Places, a timber bridge must retain its original characteristics which were present during the period of significance. In most cases, a bridge would be included as part of the roadbed. However, individual bridges from the period of significance have been abandoned and are no longer a part of a roadbed. In these instances, the bridge may be individually eligible for its engineering significance.

Subtype: Steel Girder Bridges

Steel girder bridges, placed on either a concrete pile foundation or concrete piers, were used during the 1930s instead of steel truss spans if the length was less than seventy feet.

In order to qualify for listing in the National Register of Historic Places, a steel girder bridge must retain its original characteristics which were present during the period of significance. In most cases, a bridge would be included as part of the roadbed. However, individual bridges from the period of significance have been abandoned and are no longer a part of a roadbed. In these instances, the bridge may be individually eligible for its engineering significance.

Subtype: Multi-span Reinforced-Concrete Arch Bridges

By the turn-of-the-century the multi-span reinforced-concrete arch bridge was quickly replacing metal truss and trestle structures. The addition of steel reinforcement to concrete allowed for the concrete members to carry tension and to bend as well as to carry compression loads. Bridges could be constructed without joints and could incorporate the deck and the supporting members into one mass. These bridges can be identified by the repeated concrete arches and the low, concrete side rails. An example of this type of bridge is the 11th Street Bridge in Tulsa, Oklahoma. It is a multi-span concrete arch with vertical members. The substructure and decking are constructed of reinforced concrete.

In order to qualify for listing in the National Register of Historic Places, a multi-span reinforced-concrete arch bridge must retain its original characteristics which were present during the period of significance. In most cases, a bridge would be included as part of the roadbed. However, individual bridges from the period of significance have been abandoned and are no longer a part of a roadbed. In these instances, the bridge may be individually eligible for its engineering significance. An example of a multi-span reinforced-concrete arch bridge which is no longer in use but remains significant is the Tulsa 11th Street Bridge.

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Subtype: Reinforced-Concrete Slab Bridges

Small reinforced-concrete slab bridges were commonly used along Route 66 to cross small streams and creeks. For the shorter spans the Highway Department designed many variations of concrete slab bridges. These bridges can be identified by the lack of any arch. The side piers of the bridge will be straight, with a flat deck and low, concrete or steel guardrails.

Because of the ubiquitousness of these small bridges, in order to qualify for listing in the National Register of Historic Places, a reinforced-concrete slab bridge may only be listed as part of a roadbed.

Subtype: Steel Trusses

Pratt Truss

The Pratt truss was patented by Caleb and Thomas Pratt in 1844 and was the American standard for bridge building for over a century. It is characterized by its thin diagonal members and its heavy vertical channel beams. The arrangement of the components is a series of triangles, which gives it a strong geometric form. This truss was popular because it was economical, easy to assemble, and adaptable for long distances. Variations of the Pratt truss include the Camelback truss, the Baltimore through truss, and the Pennsylvania truss. The Baltimore and the Pennsylvania trusses are characterized by their polygonal chords, top chords, and subdivided panels. These features gave the span added strength and stability. Several Pratt truss bridges remain in place along Route 66 in Oklahoma.

Warren Truss

The Warren truss is a variation of the Pratt truss and is distinguished by the equilateral triangles in its truss work. Invented in the 1840s in England, the Warren truss did not have widespread application until technological advances in the use of steel over iron as structural material and the invention of the portable riveting machine. The Warren truss was used by the railroads after 1880 and was almost as popular as the Pratt Truss. In the 1920s the highway department adopted the Warren pony truss as the standard structural type. According to Joseph E. King, professor of History at Texas Tech University, Warren pony trusses are the most abundant bridge type used for highway bridges in Oklahoma.

Parker Through Truss

According to a study conducted by Joseph E. King, professor of History at Texas Tech University, the Parker through truss was often used during the 1920s for long bridges. There are a number of surviving Parker through truss bridges in Oklahoma including Bridge No. 18 at Rock Creek on Route 66 near Sapulpa. The Parker

through truss is a Pratt truss with a polygonal top chord.

In order to qualify for listing in the National Register of Historic Places, a steel truss bridge must retain its original characteristics which were present during the period of significance. In most cases, a bridge would be included as part of the roadbed. However, individual bridges from the period of significance have been abandoned and are no longer a part of a roadbed. In these instances, the bridge may be individually eligible for its engineering significance.

Bridges are significant not only because they were part of the Route 66 roadway, but because each reflects a particular stage of bridge design and construction. A complete list of bridges along Route 66 in Oklahoma has not been established. Therefore, other bridges such as the single-span concrete arch bridge and deck truss bridges, could be included as specific property types in the future.

In 1907, the year of statehood, the Oklahoma State Highway Department was established and a campaign was initiated for the construction of bridges. Four years later, in 1911 the legislature appointed a highway commissioner and fixed a fee of $1.00 on each automobile in Oklahoma. For the next three years the state budget did not include significant amounts of funding for the department; rather road building was financed primarily from the various good roads associations throughout the state. However, by 1923 not only had the highway department begun construction of highways and bridges, but a program for maintenance also had been established. The number of personnel increased from four in 1911 to approximately 2,800 employees in 1920 who were responsible for almost 6,500 miles of roadways.

Bridge construction was an important aspect of the Department of Highways. As soon as county governments were established in 1907, the construction of bridges and roads was possible. The highway department did not provide specifications for these early bridges; rather the bidder furnished the plans and specifications. Therefore, a number of designs and construction methods were used. The standard width for early bridges was sixteen feet. Early bridges were not built to withstand heavy traffic or heavy loads, and the increased car and truck traffic soon forced the state to provide strict and standard specifications. Safety issues became important to the department and a variety of programs were established including painting bridges for increased visibility; using a "road magnet," an electro magnet that picked up all iron and steel scraps from the roadways, such as nails and tacks; and purchasing snow plows and constructing snow fences.

By 1930 the Department of Highways had drawn up a variety of available bridge plans that ranged in length from 10 to 210 feet. Concrete slabs, concrete girders, or I-beams were used for the shorter spans. For the longer spans, steel trusses were used. Because of the range of geological formations in Oklahoma, the type of substructures varied greatly. According to the Oklahoma Department of Highways Biennial Report from 1929 and 1930, the western half of the state was

generally found to have permian red shale or red bedrock. This made it possible to find bedrock less than thirty feet from the surface. The streams in the western part of the state were found to be wide, shallow, and often dry. These provided favorable conditions for bridge construction; however, the geological formations in the eastern part of the state presented several difficulties which required special construction methods.

By the early 1930s construction methods for bridge building were fairly advanced, and the state highway department's specifications were well-developed. The accepted width of the roadway had been expanded from eighteen feet to twenty feet in 1927, so that all bridges built after that date which had over a thirty foot span used this dimension. During these early years of Route 66, the majority of travelers on the route were in automobiles going at a relatively slow speed, approximately 35 miles per hour. With increases in the speed limit, truck traffic, and larger loads, bridge widths were increased for safety and convenience. Accordingly by 1929 the width of a bridge roadbed increased to twenty-two feet. Bridges kept increasing until the current width of forty to forty-four feet became the latest standard.

One interesting feature of bridges constructed from the 1930s through the 1950s is the addition of pedestrian walkways. In cities, if heavy pedestrian traffic was anticipated, three- to four-feet wide walkways were built on either side of the bridge. In rural areas, the walkways were limited to one-and-one-half feet. This feature was installed for the safety of pedestrians and automobiles; if pedestrian walkways were absent, cars often had to pull over to allow for the pedestrian, and the possibility of a head-on collision increased.

To be eligible for the National Register as part of the Route 66 multiple property listing, road bridges may be located on any section of road which was at any time designated officially as Route 66. The bridge must be an example of a bridge design that was associated with Route 66. If the bridge was constructed before Route 66 was designated in 1926, the bridge must have been in service for a significant period of time as part of Route 66. Bridges must retain integrity of location, design, materials and association. Those properties eligible for engineering significance should be considered even if alterations to form and materials exist so long as the significant engineering design is prominent and intact.

Name of Property Type: Filling Stations, Service Stations and Garages

Filling stations, service stations, and garages are significant to Route 66 because they were most clearly related to the automobile, which made it possible for people to travel the highways in relative safety and security. Throughout Oklahoma, service stations grew and developed with the highway system. Originally, oil companies considered gasoline a secondary product from their main line of kerosene and lubricants and sold it in grocery and hardware stores. As

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the automobile became increasingly popular, so did the demand for gasoline. It was not long until safety requirements forced the openings of outlets for the sale of gasoline only. In response, the oil companies decided to construct stations for the sale of gasoline. These first stations on Route 66 were little more than portable shacks. The scheme of the gasoline station allowed travelers to drive in the station and get gasoline directly from the pumps.

Like the name implied, these were only filling stations, where the sole service performed by attendants was to fill the customer's automobile with gasoline. But as traffic increased and cars grew more sophisticated, drivers demanded other services from stations, and owners found that much more money could be made in washing and lubricating cars, making minor or major repairs, or even retrieving stranded vehicles from the roadside. Some operators found towing and repairs to be so profitable that they abandoned pumping gasoline and converted their businesses into garages, concentrating on major repairs. Most others became true service stations, offering in addition to repair work such other services as free air, free water, free windshield washes, free oil and battery checks, and free toilet facilities. To attract customers, a station might offer more extras, such as tiled restrooms or free road maps. Another added feature for the service stations was the selling of cold drinks, hot coffee and sandwiches.

The physical appearance of service stations changed with their expanded role for distributing gasoline and doing repairs. The roughly designed drive-in filling station was replaced in the mid-twenties by the neighborhood cottage-style station that added service departments complete with grease racks and hydraulic lifts. This cottage-style architecture better harmonized with the neighborhood residential districts. With the changes in architecture, there also was an increase in competition among the service stations because of the influx of traffic on the highway that utilized these services.

The oil companies contributed to changes in the appearance of the service station. In the late 1920s the exterior design of service stations copied residential styles to fit in with the neighborhood landscape. In the 1930s petroleum companies began to hire architects and industrial designers, and station designs were streamlined. The companies also increased their budgets for station design and construction in order to produce a recognizable building and a more efficient service station. Competition required companies to provide their station with instant architectural recognition, an appealing logo like the Texaco star, color schemes such as Gulf's orange and white, and a complete line of accessories that might include batteries, tires, and motor oils.

Gas station subtypes are established by John A. Jakle in his article "The American

Gasoline Station, 1920-1970"[5] and are divided into ten categories: curbside, shed, house, house with bays, house with canopy, oblong box, small box, small box with canopy, and canopy with booth. The tenth category would include novelty stations. Of these ten, the small box, the small box with canopy, and the canopy with booth are not included as subtypes in this multiple property documentation because their development occurred after 1944, the terminal date of the period of significance for Route 66 in Oklahoma at this time.

Subtype: The Curbside Station

The curbside station refers to any building (including buildings specifically constructed as gas stations) which has a curbside pump. These buildings may include retail buildings which had carried household petroleum products and later expanded into gasoline sales. This station represents the first time that gasoline was mechanically pumped, rather than hand poured into the automobile tank from cans.

Although it is likely that curbside stations were once located along Route 66, probably in front of downtown hardware stores or livery stables, none have been identified. As so few curbside stations remain from the period, to qualify for listing in the National Register of Historic Places as part of this multiple property listing they need not retain the pump itself, but there must be evidence from the site or historical documents that a curbside pump existed. The associated building also must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials, and association for the curbside station to be eligible for listing in the National Register.

Subtype: The Shed

The shed filling station is a small stand, generally not built to be used in inclement weather. Shed stations were constructed of local materials, with dirt or gravel driveways. Most shed stations were frame and were covered with tin or wood and would consist of one small room similar to a roadside stand. Amenities, such as restrooms and water, were generally not available inside the shed.

Few shed stations survive from the period of significance along Route 66, however, to qualify for listing in the National Register of Historic Places as part of this multiple property listing the building must remain intact and there must be evidence from historic documents that the property was once used as a filling station.

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[5] John A. Jakle, "The American Gasoline Station, 1920-1970," The Journal of American Culture 1 (Spring 1976): 520-542.

Subtype: The House

After 1920 the development of the petroleum industry became such that permanent, all-weather "service stations" were necessary. Oil companies often selected corner lots, generally located on a popular residential street, for the location of stations. In order to blend in and have less resistance from the neighborhood residents, early service stations resembled small houses. A number of architectural styles were copied, including the Federal style, the Colonial Revival style, the English cottage style, and -- popular in the southwest -- the Spanish Colonial Revival style and the Mission Revival style. Contained within this type of station was generally an office, storage rooms, and a men's room. The women's room was often located in the rear of the building with access from the exterior.

In order to qualify for listing in the National Register of Historic Places as part of this multiple property listing the "house" filling station must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials, and association. The pumps may be gone and alterations to the form and materials may exist as long as the significant characteristics of the architectural design are prominent and intact.

Subtype: The House with Canopy

The prototype for one of the more popular types of service stations on Route 66 was developed in 1916 by Standard Oil of Ohio. This type was identical to the "house" except a canopy was added, which extended from the front facade of the building and served as cover from the weather as the gasoline was pumped. Many canopies resembled the residential porte cochere, a popular addition to many homes during the 1920s. This subtype also copied popular residential styles of the period including the Colonial Revival style, the English cottage style, the Spanish Colonial Revival style and Mission Revival style.

In order to qualify for listing in the National Register of Historic Places as part of this multiple property listing the "house with canopy" service station must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials, and association. The pumps may be gone and alterations to the form and materials may exist as long as the significant characteristics of the architectural design are prominent and intact.

Subtype: The House with Bays

By the mid 1920s the role of the "service station" had grown to include washing cars and performing a variety of mechanical repairs. To accommodate these expanded functions, additional bays were added to the filling station. Until the late 1930s the style of the gasoline station generally conformed to the existing architecture of the original station. After 1935 the additions were more in

keeping with the modern movement, a box-like building with a flat roof.

In order to qualify for listing in the National Register of Historic Places as part of the multiple property listing the "house with bays" service station must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials, and association. The pumps may be gone and alterations to the form and materials may exist as long as the significant characteristics of the architectural design are prominent and intact.

Subtype: The Oblong Box

During the 1930s the low sales of gas prompted companies to expand their retail locations, and service stations were built with large display rooms and storage rooms. Automobile repair also became an integral part of the "service station," and additional bays were required. The design changed from residential to a more streamlined building, with all service incorporated under one roof. Influenced by the International style, the subtype was also a response to the depression and the lack of money to spend on more complicated designs. This subtype remained in favor until the 1960s.

In order to qualify for listing in the National Register of Historic Places as part of the multiple property listing the "oblong box" service station must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials and association. The pumps may be gone and alterations to the form and materials may exist as long as the significant characteristics of the architectural design are prominent and intact.

Subtype: Novelty Stations

Novelty gas station were very popular during the late 1920s, the early years of Route 66. Examples of this subtype include stations that resembled windmills, pyramids, pagodas, castles, wigwams, and so forth. Service stations with unique designs have not been identified along Route 66 in Oklahoma.

In order to qualify for listing in the National Register of Historic Places as part of this multiple property listing the "novelty" station must have been associated with Route 66 between 1926 and 1944 and possess integrity of location, design, setting, materials, and association. The pumps may be gone, however, the general integrity of the remainder of the resource must be intact for the property to qualify.

Name of Property Type: Automobile Dealerships

The automobile dealership is significant to Route 66 because of the intertwining relationship of the automobile to the highway. Although the dealership primarily served the immediate population, its service and parts departments also

accommodated the Route 66 traveler. The first car dealers were located on "Main Street" and were often the local blacksmiths or livery stable owners.

Downtown buildings were easily adapted for showrooms: first floors were used as an open space for displaying a few sample cars, and the rear of the building was traditionally used for office and storage space. As buildings were constructed specifically for dealerships, corner lots were more desirable and enabled the dealer to have side garage doors for both the display area and the rear service shop. In order to solve the lack of space often associated with downtown locations, service areas were sometimes installed on the upper floors, and automobiles were moved from floor to floor by large service elevators. The upper-floor service areas can be identified by over-sized, metal casement windows, rather than the traditional double-hung, wooden windows generally used in the upper floor of commercial buildings. Later, as dealers were required to carry larger and larger inventories, many downtown dealerships were abandoned, and new buildings were generally constructed on the edge of town along the main highway.

By the mid-twenties most automobile buyers were not purchasing their first automobile but a replacement. At the time, the automobile dealerships began advertising the need for families to purchase "her" an automobile and thus become a two-automobile family. Also during that time, many automobile manufacturers began the practice of producing a new model yearly. This was developed as a marketing tool to keep the public constantly interested.

Nothing could stimulate the automobile buyers' interest like seeing the automobile in front of them. The late 1910s and early 1920s were a time of transition for automobile purchasing. Originally, the buyer would purchase the automobile directly from the factory. During the mid 1920s an onslaught of franchised dealers sprang up across the nation to serve the demands of the buying public. Chevrolet and Ford automobile dealerships sold the two most popular and affordable automobiles. Most dealerships on Route 66 in Oklahoma were found in the commercial areas of towns, symbolizing and facilitating the popularity of the automobile. With the increasing use of credit, many of these companies were leading businesses in the community. While the automotive dealerships did not rely on Route 66 travelers to purchase new or used automobiles from them, they did want to show the new models to the passerby and increase curiosity about the products. To do this, the dealerships often occupied large buildings with large front windows for accommodating and displaying the automobiles to the traveling public. Author Martin Bury gives the dealer credit for "developing the mass market that has contributed more than any other single thing to America's great prosperity and progress."[6]

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[6] Martin H. Bury, The Automobile Dealer, (Philadelphia, Pennsylvania: Philpenn Publishing Co., 1961).

Automobile dealerships did serve the traveler along Route 66 by supplying parts and know-how. Many of the Route 66 dealerships relied on the motoring public to buy products for the upkeep of their cars while traveling long distances, making parts sales a profitable sideline.

In order to qualify for listing in the National Register of Historic Places as part of this multiple property listing, the automobile dealerships must retain characteristic exterior features which were present during the period of significance. The building must have integrity of location, design, setting, materials, workmanship, feeling, and association.

Name of Property Type: Cabins, Motor Courts, and Hotels

Motor courts evolved with the development of the highway system. The traditional wayside inn was virtually replaced by the success of the railroad, but highways brought the institution back with the development of motels (the short form of motor hotels). Motels began as automobile tourist camps which allowed motorists to pitch tents for the night for a small fee. In the early 1920s tourist camps were common. Many of the tourist camp owners also operated roadside food stands or gasoline stations.

The expanding numbers of automobile travelers resulted in the development of the tourist cabin: generally small, one-story detached rooms arranged around a courtyard. Popular residential architectural styles were used for the exterior design and most often each individual cabin resembled a miniature house. The styles which were popular along Route 66 included log cabins, Bungalow, English cottage, Spanish Colonial Revival and Mission Revival style cabins, among others. By the mid-1920s when Route 66 was designated, tourist cabins were steadily increasing on the roadside. The tourist cabins were generally located on the outskirts of town. This was to the benefit of the traveler, allowing him to settle down and avoid the traffic of the city.

By the 1930s the motel had taken its modern form -- the motor court -- one in which the cabins were no longer detached but instead formed a single, long building or buildings with each room accessible through an exterior door, with parking in front of the door. Again, residential styles were imitated, and motor courts generally had a homey appearance. Another prominent feature of the motor courts was the attached garage. These garages were often grouped in twos and alternated between the individual rooms. While some were open, others had their own individual garage doors, which allowed the resident to park inside in inclement weather and proceed directly to their room.

The multi-story hotel also accommodated travelers along Route 66. While the hotel was a popular place for train travelers and salesmen, the formality of the lobby dining rooms was often shunned by family travelers. However, two large hotels were built in Oklahoma in the early 1930s as a response to the growing Route 66

traffic and continued in popularity with travelers until the early 1960s. These hotels were noted for their elaborate lobbies, good food, and extensive banquet facilities. Not only did the hotels want the business of the traveling public, but they also depended on the rental of their banquet facilities for local events.

During this time, many motel diners were introduced. The motel often served a hearty breakfast in anticipation of the traveler eating a light picnic lunch on the road. Before long, dinner was also being served at the diners in order to reduce the burden on the traveling mother. Not only was the diner introduced, but a service station became a regular site on the motel premises as well.

In order for cabins, motor courts, and hotels to be considered eligible for listing in the National Register of Historic Places as part of this multiple property listing they must have been associated with Route 66 between 1926 and 1944 and possess integrity of design, materials, workmanship, setting, and association. If more than one building was originally part of the motor court, the majority of the buildings must remain extant and the elevations facing the streets must have a high degree of architectural integrity. Alterations may exist as long as the significant architectural features are intact.

Name of Property Type: Diners, Cafes, and Restaurants

Diners, the precursor of the modern fast food restaurant, first developed on highways such as Route 66 in the 1920s. These diners relied on the traveling public as their main customer. Customers knew they could enjoy a fast and delicious meal at the convenient diners. The entrance to these diners usually had a clock overhead in keeping with the relationship of time and travel. Speed was the essence of the diner, so it was designed to serve the traveler in a hurry who wanted to eat quickly and cheaply and return to the road. Some diners, such as the demolished Cliff House in Weatherford, Oklahoma, even had "drive-through" windows for those who did not wish to take time to stop. Other diners offered a curb-side service, for which travelers parked and remained in the automobile while an attendant came to the automobile window, took an order, and returned with it in record time.

Diners, like service stations and motor courts, have evolved over the course of time. Generally, diners were manufactured by a company at a factory then shipped to their location. During the 1920s, with the increased popularity of diners, they became increasingly longer, thus prompting the invention of the split method of delivery. This method allowed the manufacturer to produce the diner at the factory and ship it out in two separate pieces. At it proper destination, the diner was assembled and ready for business. The most popular diner style was a single room with a continuous counter extending the full length of the room. The customer would sit on an individual stool at the counter, and the server would stand on the other side. This arrangement speeded service and saved tips. The overall design of the 1920s diner was basic and box-shaped.

In the 1930s diner architecture turned more futuristic and streamlined, with the hard edges replaced by rounded sides. New materials introduced into the diner setting included formica and stainless steel. The diners built before World War II abounded with reflective surfaces. The design was generally long and full of windows, and diners came to be considered a place for socializing and entertaining. After the war, modern fast food restaurants quickly replaced most diners.

Besides the diner, the cafe was the dominant type of eating establishment along rural parts of Route 66. Cafes were often located in the middle of the downtown and relied on local customers and travelers. Many times cafes were combined with other property types, including motels and service stations. However, some cafes were located in free standing buildings near motor courts on the outskirts of town.

Restaurants along Route 66 would include eating establishments that primarily focused on the evening meal. Particularly in large cities, such as Tulsa and Oklahoma City, restaurants were also located along the highway. Although none have been identified, this property type would be eligible for listing in the National Register of Historic Places as part of this multiple property nomination.

To be eligible for listing in the National Register of Historic Places as part of this multiple property listing diners, cafes, and restaurants must have been associated with Route 66 between 1926 and 1944 and possess integrity of design, materials, workmanship, setting, and association. Few such establishments remain along Route 66 in Oklahoma. Alterations may exist as long as the significant architectural features remain intact.

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Geographical Data

The Historic Resources of Route 66 in Oklahoma along the original U. S. Highway 66, its realignments, and its alternate route are located within the following counties and towns listed east to west.

Ottawa County:
Quapaw
Commerce
Miami
Narcissa
Afton

Delaware County

Craig County:
Vinita
White Oak

Rogers County:
Chelsea
Bushyhead
Foyil
Sequoyah
Claremore
Verdigris
Catoosa

Tulsa County:
Tulsa

Creek County:
Sapulpa
Kellyville
Bristow
Depew

Lincoln County:
Stroud
Davenport
Chandler
Warwick
Wellston

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Oklahoma County:
Luther
Arcadia
Edmond
Britton
Oklahoma City
Bethany

Canadian County:
Yukon
El Reno
Calumet

Blaine County:
Geary

Caddo County:
Bridgeport
Hydro

Custer County:
Weatherford
Clinton

Washita County:
Foss
Canute

Beckham County:
Elk City
Sayre
Hext
Erick
Texola

See Figure 1 for map.

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Summary of Identification and Evaluation Methods

The multiple property listing of historic and architectural resources associated with Route 66 in Oklahoma is based upon a 1984 historic context and survey of properties associated with the historic highway. This project was conducted by Professor Mary Ann Anders, Joseph A. Stout, Jr., and Charles E. Brooks under the auspices of the Oklahoma Historic Preservation Survey at Oklahoma State University. During this project property types related to "motoring along Route 66" were identified. They included the roadbed, bridges, billboards, service stations, automobile dealerships, motels, hotels, diners and restaurants, and auto salvage yards. A reconnaissance-level survey was conducted to identify representative resources related to each identified property type and a multiple property nomination was prepared. Of the 150 properties identified, 34 were selected to be individually nominated to the National Register. However, the multiple property nomination was not forwarded at that time to the Keeper of the Register.

In 1991 the Oklahoma State Historic Preservation Office contracted with the Design/Research Center of the College of Architecture at the University of Oklahoma to update the 1984 multiple property nomination and the thirty-four individual nominations. Property types had not been included in the original nomination and these have been included as part of the 1991-1992 multiple property nomination. The thirty-four individually eligible sites were revisited and it was determined that several had been demolished since 1984. Other sites were determined to have suffered a loss of integrity. The remaining sites were documented and revised nominations were prepared.

The historic context was updated and two historical themes were identified -- Transportation and Commerce. These themes were selected from the established list of historic contexts which have been prepared by the Oklahoma State Historic Preservation Office. The beginning date for the period of significance was determined by using the year Route 66 was officially designated -- 1926. The end of the historic period was selected as defined by the National Register -- 1944. Because Route 66 was the main federal highway in Oklahoma until 1965, new nominations may continue to be submitted until 2015 as properties reach sufficient age for inclusion on the National Register.

Narrative histories of the communities, newspaper articles, published and unpublished literature written about Route 66 were consulted for general information. The records of the Oklahoma Department of Transportation were extensively used for documentation of the roadbed and of bridges. The contexts completed include "Transportation on Route 66 in Oklahoma (1926-1944)" and "Commerce on Route 66 in Oklahoma (1926-1944)."

Property types were specifically defined in the 1992 contextual statement and were selected based on function and style. These included the roadbed, bridges,

service stations and garages, automobile dealerships, motor courts, and diners and restaurants. The roadbed was divided into two distinct property types; abandoned Route 66 roadbed and Route 66 roadbed still in use. Each of these separate types were distinctly defined. The Historic Route 66 in Arizona multiple property nomination, prepared by Teri A. Cleeland, an archeologist at the Kaibab National Forest in Williams, Arizona, was the model used for the descriptions, significance and registration requirements for the roadbed. However, the Oklahoma nomination has combined rural and urban roadbeds into one property type - Route 66 Roadbeds Still in Use. The criteria for both is similar in that both are still in use and on either side, whether open country or commercial and residential buildings, the view remains from the period of significance. The bridge typology was based on a windshield survey of the route and information provided by the Oklahoma Department of Transportation. The service station typology was based on John A. Jakle's article "The American Gasoline Station, 1920 to 1970," in The Journal of American Culture (Spring 1976).

The requirements for integrity for the listing of member properties was based on the condition of the existing properties and the general requirements for listing all properties in the National Register of Historic Places. During the 1991 project, a windshield survey of the entire length of Route 66 in Oklahoma, including the original alignment, the realignment, and alternate routes was conducted. This knowledge allowed the project team to determine the condition of all property types along the road. In addition to this survey, the project manager also toured Route 66, including the original alignment, the realignment, and alternate routes, between Oklahoma City and Santa Monica, California. The properties associated with Route 66 and located in Texas, New Mexico, Arizona, and California are similar to those in Oklahoma.

The individual nominations which accompany the multiple property nomination are limited to those originally surveyed and included in the 1984 nomination. An intensive survey of Route 66 in Oklahoma will reveal that many other properties will qualify for listing in the National Register of Historic Places as part of this multiple property nomination. These initial nominations should be considered Phase I of this project.

The 1991 survey also revealed that a great deal of the Route 66 roadbed is still in use in Oklahoma and a preliminary evaluation indicates that the entire roadbed should be nominated as a linear district. Budgetary and time constraints have prevented evaluation and nomination of the roadbed district at this time.

The repository of all the inventory materials is at the State Historic Preservation Office in Oklahoma City.

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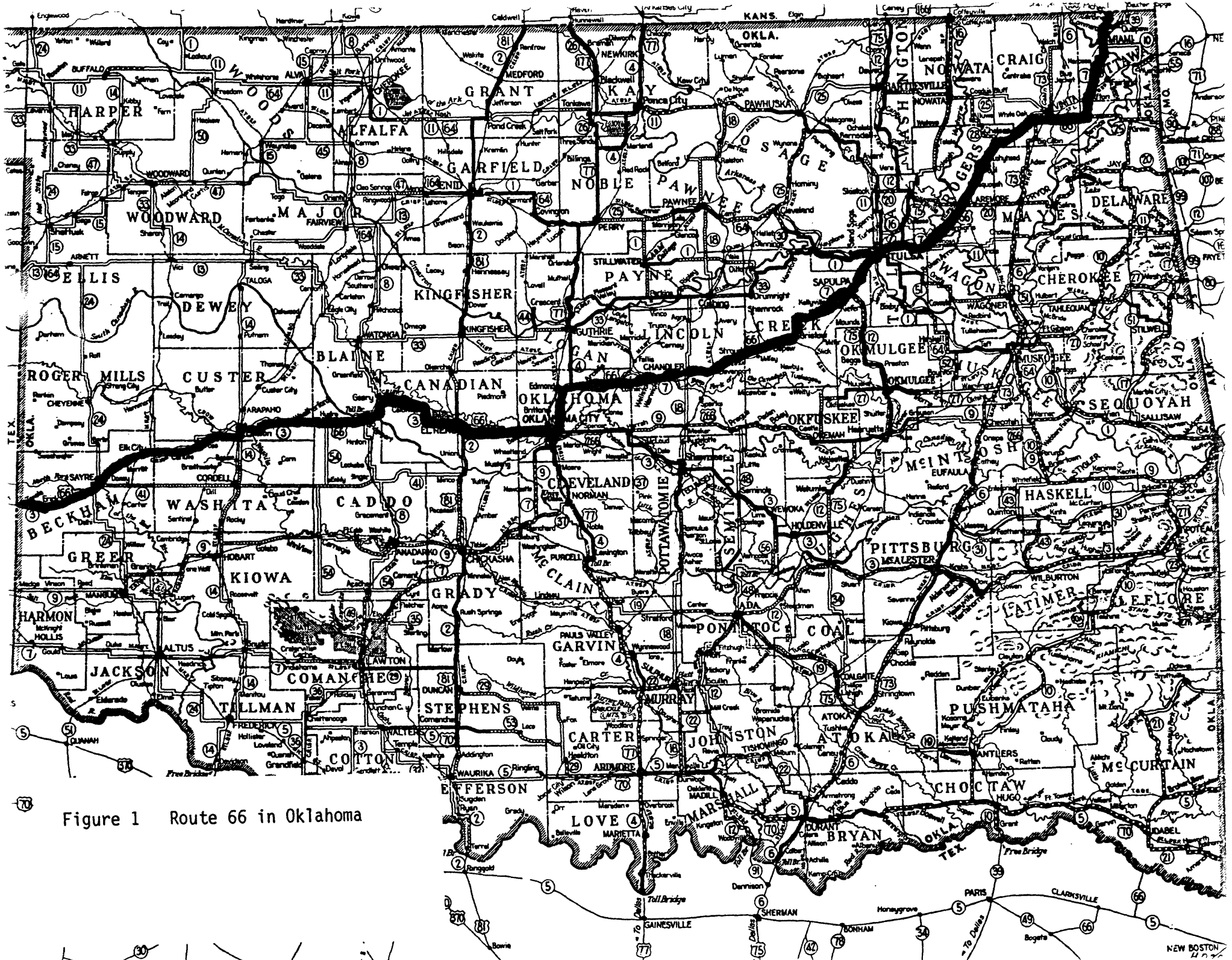


Figure 1 Route 66 in Oklahoma

Texola Service Station/Fix-It Shop

Location: Texola, Oklahoma 040, Beckham County 009

Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.

Owner: Jerry and Darlene Harrison, Erick, OK 73645

Location of Legal Description: Beckham County Courthouse, Sayre, OK 73662

Description: Condition: good, unaltered, original site

This small station was built in 1930. It is constructed of concrete blocks molded to resemble rusticated stone and is painted white. The front elevation has a central entry flanked by single sash windows, one of which has been covered with plywood. One side elevation has a restroom door and a sash window. The other side elevation has a frame addition service area. The canopy is supported by metal poles. The gasoline pumps have been removed.

Significance: 1930; builder/architect: unknown

This service station/garage is significant because it is one of the few remaining early stations along Route 66 in the western half of Oklahoma. It was built in 1930 and originally sold Magnolia products. In the early 1930s Route 66 was not paved in western Oklahoma and much of this station's business came from selling tire chains and operating a wrecker service. Charles Ballew, who operated the station, made a very good living from this small and isolated roadside business.

Major Bibliographical References: see continuation sheet

Geographical Data:

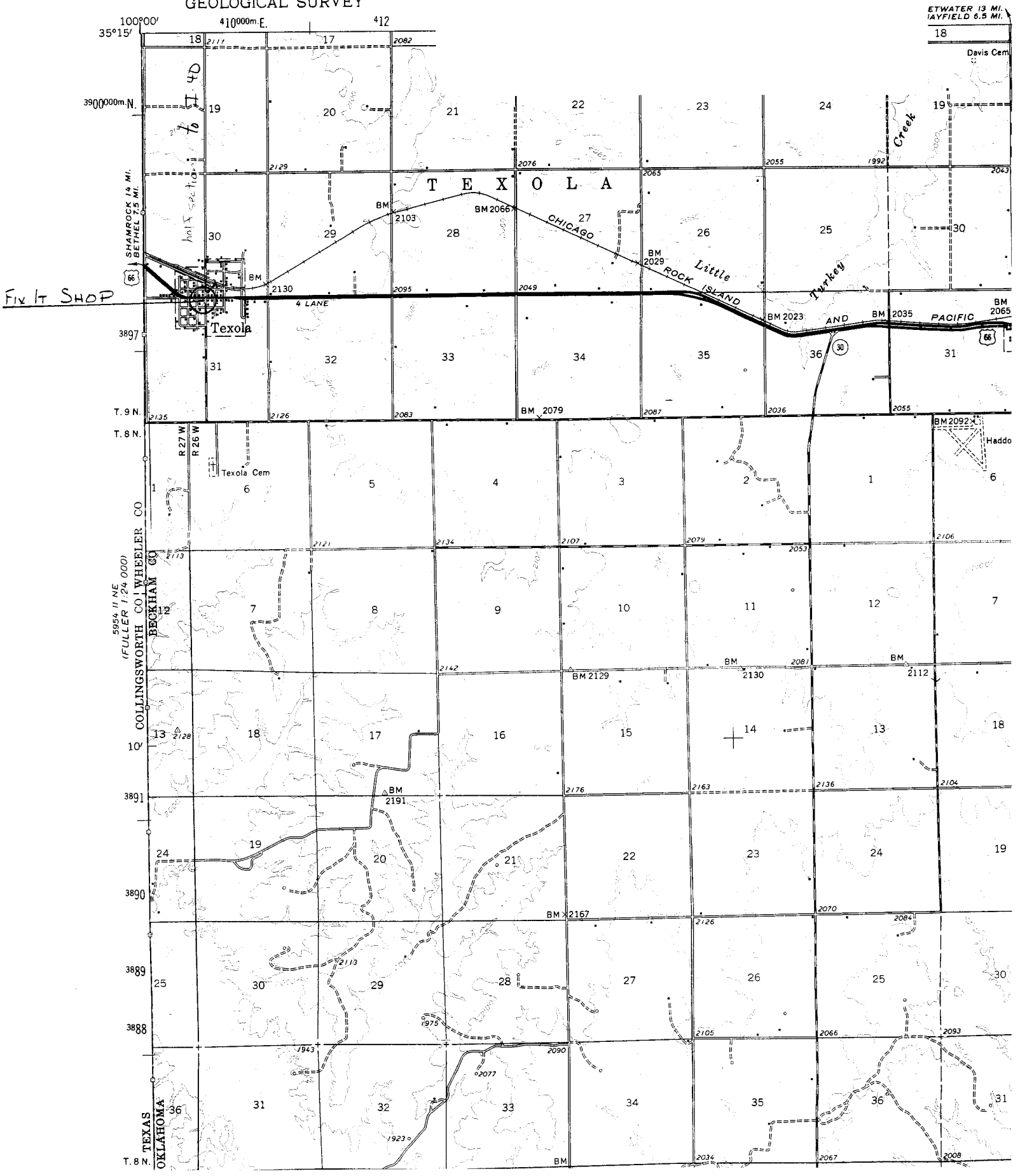
Acreage: less than one acre

Quadrangle: Erick
1:62,500/15 minute

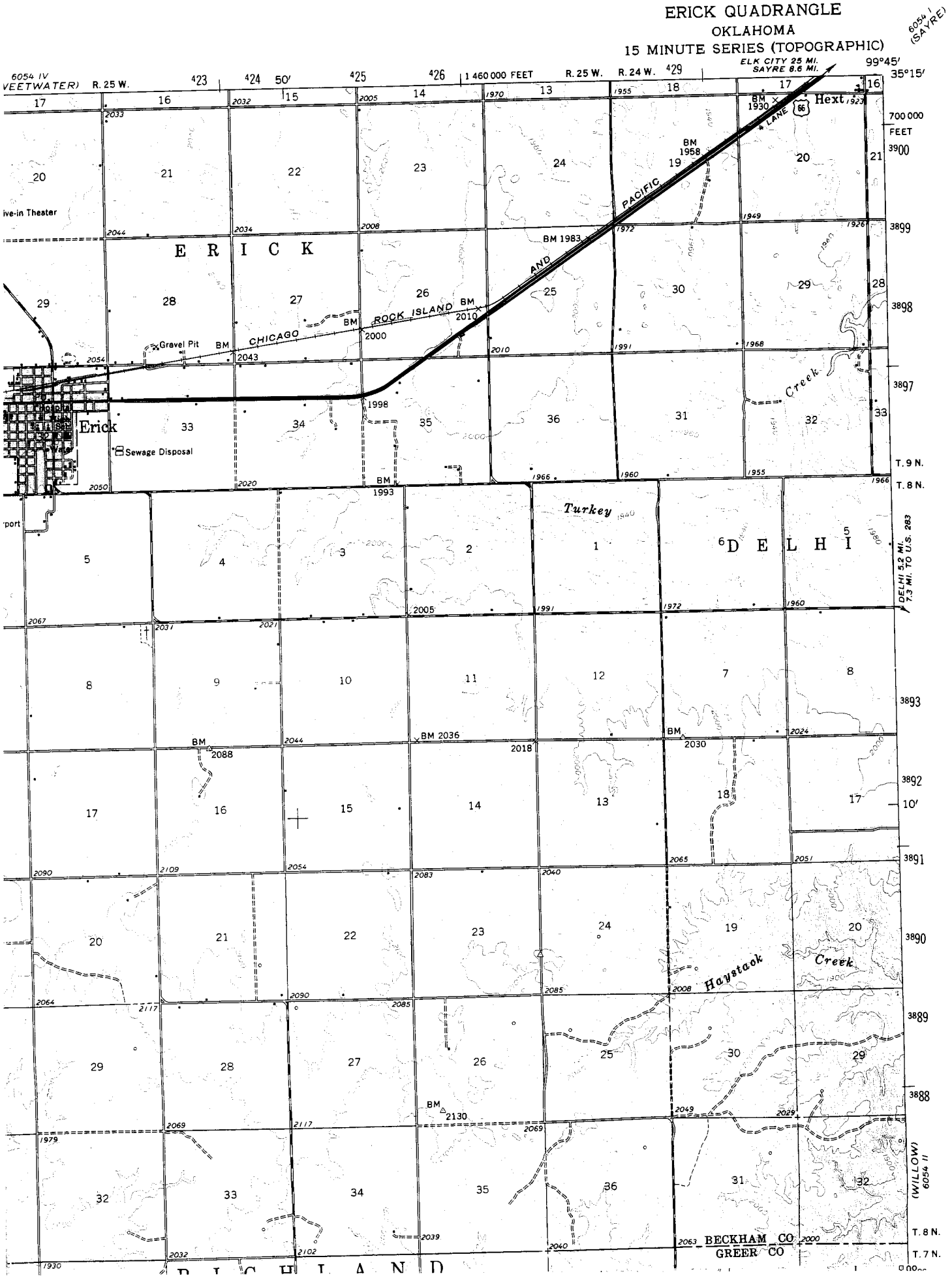
UTM: 14 409700 3897550

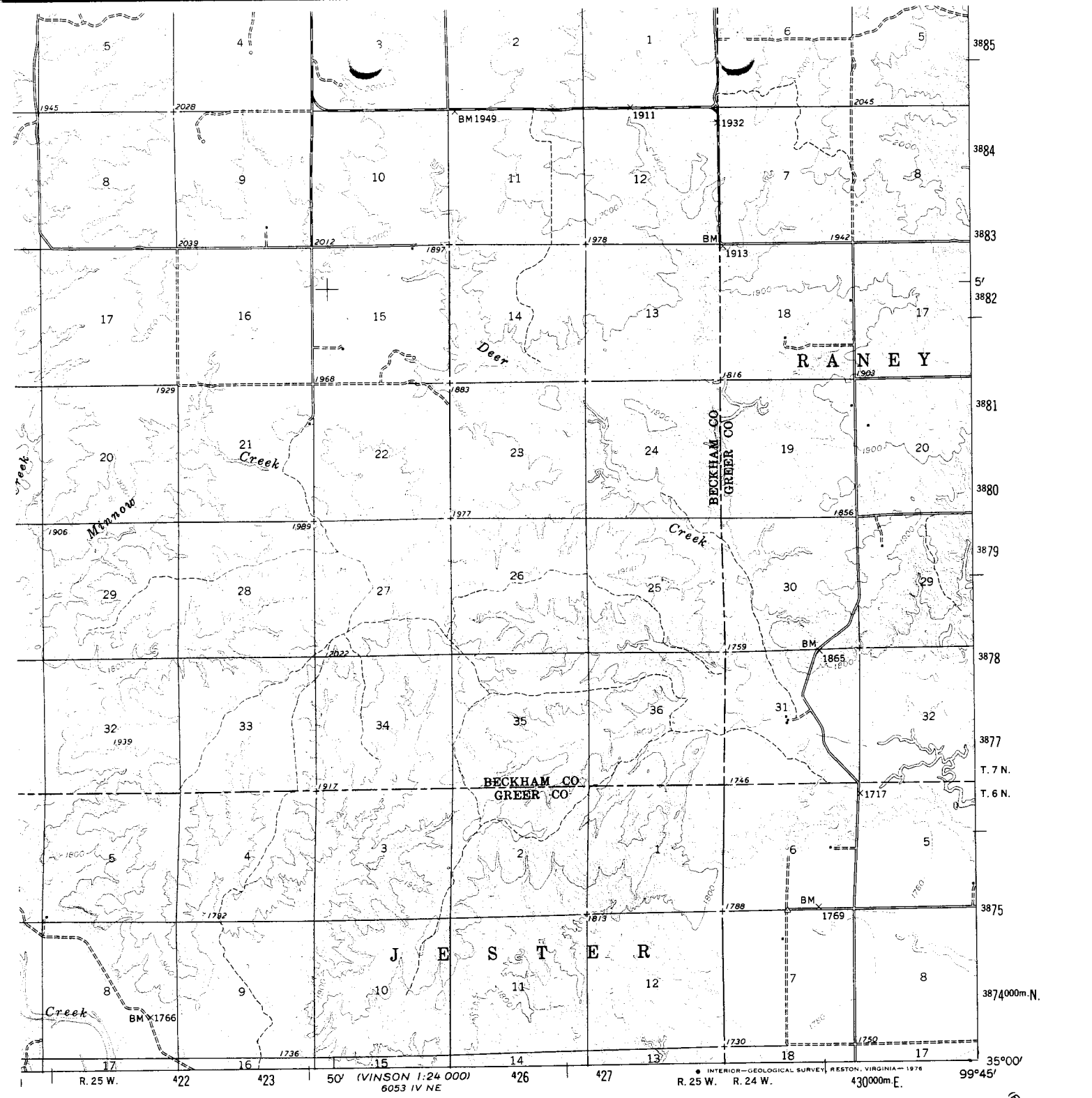
Verbal Boundary Description: Lots 1 and 2, Block 57, Original Addition

Texola Service Station/Fix-It Shop
Texola, Oklahoma
UTM Reference:
14 409700 3897550



ERICK QUADRANGLE
OKLAHOMA
15 MINUTE SERIES (TOPOGRAPHIC)





62500

2 3 4 MILES

12000 15000 18000 21000 FEET

3 4 5 KILOMETRES

VAL 20 FEET
ICAL DATUM OF 1929

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

U. S. Route — State Route

(REED 1:24 000)
6053 I NW

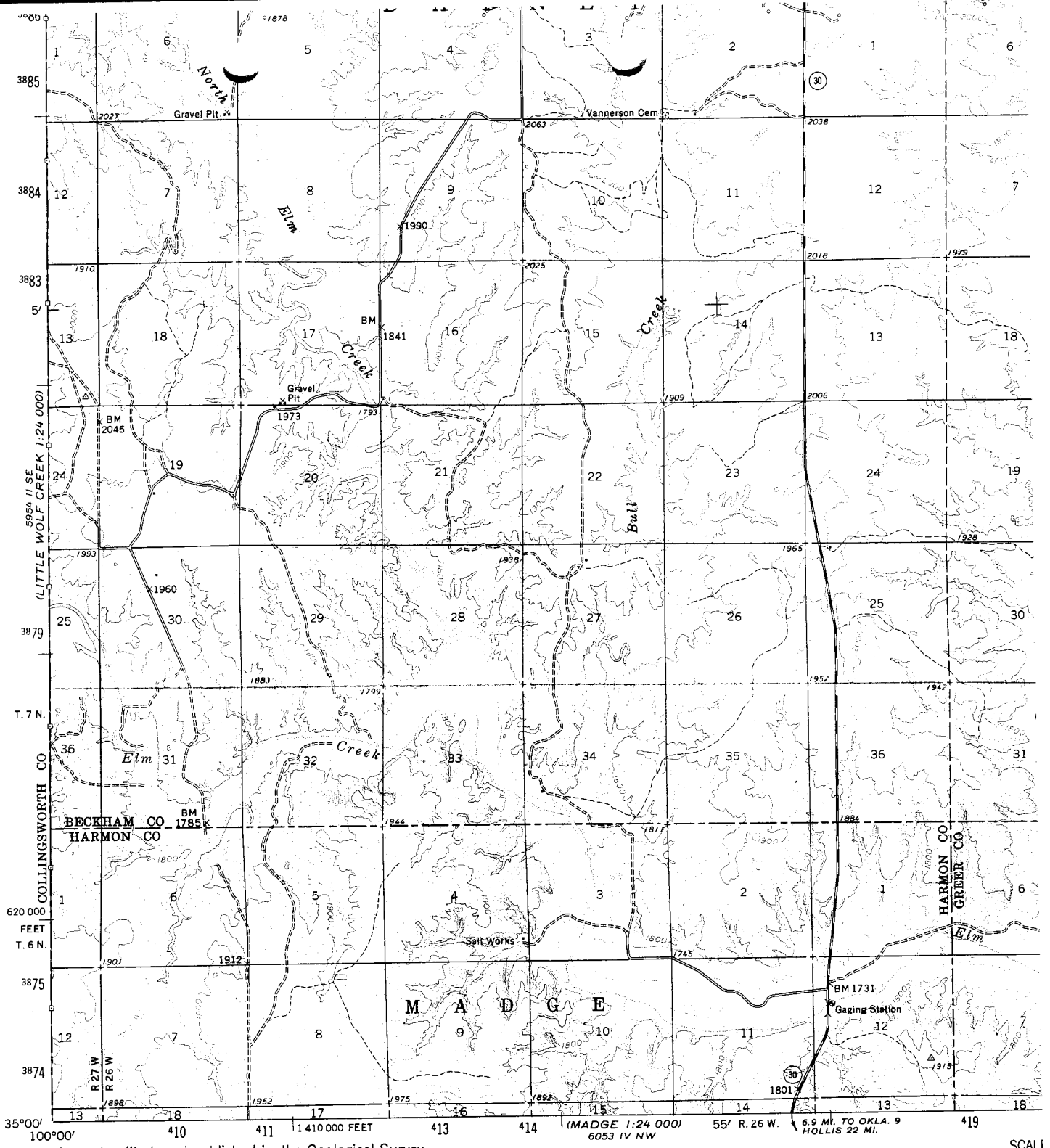
QUADRANGLE LOCATION

IAL MAP ACCURACY STANDARDS
COLORADO 80225, OR RESTON, VIRGINIA 22092
VEY, NORMAN, OKLAHOMA 73069
AND SYMBOLS IS AVAILABLE ON REQUEST

ERICK, OKLA.
N3500—W9945/15

1961

AMS 6054 III—SERIES V783



Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and Oklahoma Geological Survey

Topography by photogrammetric methods from aerial photographs taken 1958. Field checked 1959–61

Polyconic projection. 1927 North American datum
10,000-foot grid based on Oklahoma coordinate system, south zone
1000-metre Universal Transverse Mercator grid ticks, zone 14, shown in blue

All wells shown are gas wells

Red tint indicates area in which only landmark buildings are shown

UTM GRID AND 1961 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

0°30′ 9 MILS | 10½° 187 MILS

SCALE

CONTOUR INT
NATIONAL GEODETIC V

THIS MAP COMPLIES WITH NAT
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENV
AND OKLAHOMA GEOLOGICAL S
A FOLDER DESCRIBING TOPOGRAPHIC MA