

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

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historic name \_ Ozark Trails Section of Route 66 \_

other names/site number \_ \_

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2. Location

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street & number \_ From intersection of N3540 Road & E0890 Road west to intersection of E0890 Road and St. Louis and San Francisco Railroad tracks. \_

not for publication \_N/A

city or town \_ Stroud \_ vicinity \_x\_

state \_ Oklahoma \_ code \_ OK \_ county \_ Lincoln \_ code \_ 081 \_

zip code \_ 74079 \_

3. State/Federal Agency Certification

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

[Signature] 10-17-03  
Signature of certifying official Date

Oklahoma Historical Society, SHPO  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, \_\_\_\_\_, hereby certify that this property is:

\_\_\_ entered in the National Register \_\_\_\_\_

\_\_\_ See continuation sheet.

\_\_\_ determined eligible for the \_\_\_\_\_  
National Register

\_\_\_ See continuation sheet.

\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register

\_\_\_ removed from the National Register \_\_\_\_\_

\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<input type="checkbox"/>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> 4	<input type="checkbox"/> structures
<input type="checkbox"/> 1	<input type="checkbox"/> objects
<input type="checkbox"/> 5	<input type="checkbox"/> 0 Total

Number of contributing resources previously listed in the National Register  0

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

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat:    TRANSPORTATION    Sub:    road related (vehicular)   

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

Current Functions (Enter categories from instructions)

Cat:    TRANSPORTATION    Sub:    road related (vehicular)   

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

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7. Description

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Architectural Classification (Enter categories from instructions)

   OTHER: Obelisk \_\_\_\_\_  
   OTHER: Pratt Pony Truss Bridge \_\_\_\_\_

Materials (Enter categories from instructions)

foundation    STONE: Sandtone (abutments, culverts)     
roof \_\_\_\_\_  
walls \_\_\_\_\_

other    Obelisk: CONCRETE \_\_\_\_\_

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

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8. Statement of Significance

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

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

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

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

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Period of Significance  1915 – 1930

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Significant Dates \_ 1915, 1917, 1926, 1930 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)

\_\_\_\_\_ N/A \_\_\_\_\_

Cultural Affiliation \_\_\_ N/A \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder \_ \_ \_  
\_\_\_\_\_

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

9. Major Bibliographical References  
\_\_\_\_\_

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

Previous documentation on file (NPS)

\_\_\_ preliminary determination of individual listing (36 CFR 67) has been requested.

\_\_\_ previously listed in the National Register

\_\_\_ previously determined eligible by the National Register

\_\_\_ designated a National Historic Landmark

\_\_\_ recorded by Historic American Buildings Survey # \_\_\_\_\_

\_\_\_ recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

State Historic Preservation Office

\_\_\_ Other State agency

\_\_\_ Federal agency

\_\_\_ Local government

\_\_\_ University

\_\_\_ Other

Name of repository: \_\_\_ University of Arkansas Library, Special Collections Department \_\_\_\_\_

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10. Geographical Data

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Acreeage of Property \_ less than ten acres \_\_\_\_\_

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

Zone	Easting	Northing	Zone	Easting	Northing
1 14	708250	3955562	3 14	706178	3955551
2 14	708250	3955551	4 14	706178	3955562

\_N/A\_ See continuation sheet.

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

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

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11. Form Prepared By

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name/title \_\_\_ Michael Cassity \_\_\_\_\_

organization \_\_\_ Michael Cassity Historical Research and Photography \_ date \_\_\_ May 12, 2003 \_

street & number \_\_\_ 304 West Albuquerque \_\_\_\_\_ telephone \_ 918 451-8378 \_\_\_\_\_

city or town \_\_\_ Broken Arrow \_\_\_\_\_ state \_OK\_ zip code \_\_\_ 74011 \_\_\_\_\_

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

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Property Owner

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

name \_\_ Lincoln County \_\_\_\_\_

street & number \_ 811 Manvel Avenue \_\_\_\_\_ telephone \_\_ (405) 258-0080 \_\_

city or town \_ Chandler \_\_\_\_\_ state \_ OK \_\_\_\_\_ zip code \_ 74834 \_\_\_\_\_

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Ozark Trails Section of Route 66

Lincoln County, Oklahoma

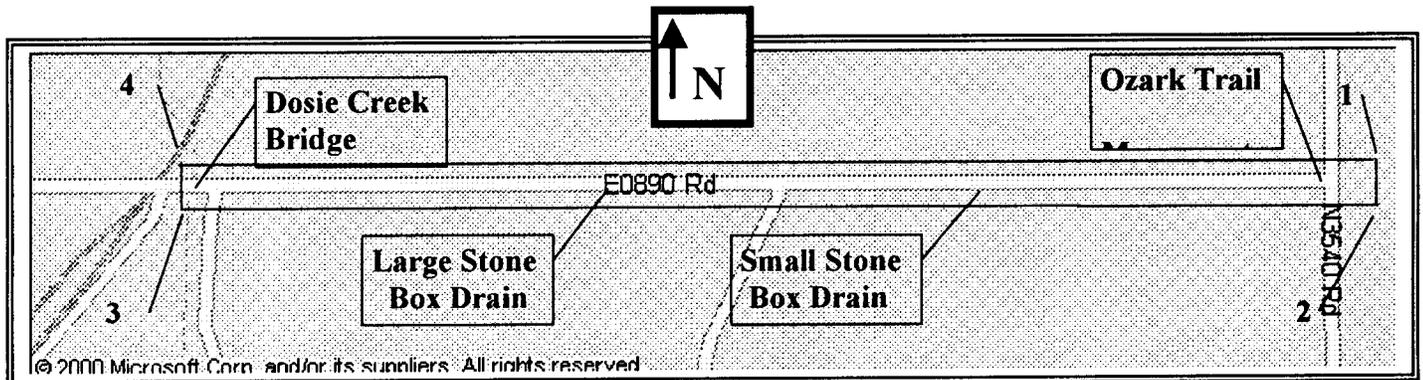
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Description

**SUMMARY**

Located 1.4 miles east of Davenport, Oklahoma, and about three miles southwest of Stroud, this 1.3 mile stretch of dirt roadbed extends perfectly straight, reaching from the prominent Ozark Trails Monument on the east to the pony truss and wood plank bridge over Dosie Creek on the west. A part of the original 1926 Route 66, the segment includes five features: the roadbed itself, the Ozark Trail Monument, a concrete and stone box drain over an unnamed creek, a smaller square stone culvert over an intermittent drainage, and the 1917 steel bridge over Dosie Creek. All features are contributing and they possess high integrity of location, design, materials, appearance, workmanship, feeling, and association.



**Feature 1. Roadbed**

This section of roadbed, which is essentially unchanged since it served as a segment of U.S. Route 66 through Lincoln County, is an improved dirt road with gravel added periodically so that the surface is hard—a combination of dirt and gravel that has been graded as needed to form a flat driving surface and then compacted by road equipment and traffic. The road is about eighteen feet wide, but the exact width varies slightly since there is no pavement with precise edging and the road is often not built up with shoulders

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sloping down to borrow ditches. Its most precise definition comes only when it crosses the bridge and drains on this stretch. Periodic bands of red stone reach across the road on the steeper grades so as to prevent excess erosion of the road surface. The road is perfectly straight, extending for a mile and a third, although the landscape it covers gently rolls so that from east to west the road rises slightly to the crest of a hill and then gradually declines, with some interruptions, finally sloping down more steeply as it approaches Dosie Creek on the west. The dirt road passes through open fields in the high points and lush vegetation near the drainages. The eastern terminus of the road segment is marked by the Ozark Trails Monument (Feature 2) and the western terminus by the Dosie Creek Bridge (Feature 5) immediately east of the Frisco railroad crossing.

The roadbed is a contributing feature.

**Feature 2. Ozark Trails Monument**

UTM: 14 708213E 3955572N

The Ozark Trails Monument is located inside the Y created by an intersection of the east-west county road E0890 and the north-south N3540 County Road. Because this is a three-way intersection and the east-west road does not continue to the east, the monument is located in the grassy area immediately west of the north south road. Originally, the monument was located in Stroud, Oklahoma, in the center of the intersection of Third and Eighth, which is the modern intersection of state highways 99 and 66. At an unknown date it was moved to its current location. Its architectural significance is high; moreover, it is one of only two such monuments surviving in Oklahoma and the only one associated with Route 66 in the state. Indeed, it is important to note that its original location in Stroud marked the intersection of two components of the Ozark Trails system, and when one of those components was designated Route 66 it also, thereby, marked the intersection of an Ozark Trail with Route 66. When it was relocated to its current site, four miles away from the original location, it again marked the intersection of the same Ozark Trail components, one of which was the same Route 66.

This monument is a concrete, square obelisk twenty-one feet tall and is comprised of two distinct parts, a cube-shaped base and a square obelisk above. The rectangular base measures forty-eight inches square and about forty-six inches tall; the corners of the base

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are beveled and the base curves gracefully along its top to join with the obelisk rising from it. The sides of the obelisk taper as they rise until near the top when the object abruptly angles into a pyramid shape. The monument is plain and unadorned except for small portals beneath the pyramidal point; these square recesses once held electric light fixtures that illuminated the monument from above. Currently the fixtures are missing and the recesses are empty except for stem remnants. Although the original paint on the monument has worn away and while one corner of the base has been chipped by vandalism or automobile collision, the monument remains in good condition. An accumulation of painted graffiti is the most obvious defacement, although it is superficial.

The Ozark Trails Monument is a contributing feature under Criteria Consideration B.

**Feature 3. Small Stone Box Drain**

UTM: 14 707661E 3955561N

This small culvert made of native stone was constructed probably in 1917 when the road was improved to attract more traffic. Although the stone curbing is almost completely obscured from the surface view by road materials, the total length of the rock structure is ten feet and the roadway across—from outlet to outlet—the culvert is eighteen feet. Unlike the larger and similar stone drain (Feature 4) to the west, this drain has no visible concrete slab as either a base or cover to the stone; instead long slabs of stone serve as arches over the squared culvert openings.

The small stone box drain is a contributing feature.

**Feature 4. Large Stone Box Drain**

UTM: 14 707428E 3955561N

This discreet, but elegant, single box drain is barely perceptible from the roadway and doubtless the vast majority of travelers who cross it are unaware that the feature is there, and if they do realize that a bridge or drain is under them they do not have the opportunity to appreciate the stone masonry used in its construction. On the surface the drain is evident only by the appearance of slight, inconspicuous curbs; the deck of the drain itself is the same dirt and stone that comprises the roadway. The drain is twenty feet wide across the roadway and thirty feet long at the curbs. The structure of the drain is discernible only

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from the sides, from the creek bed. From the sides it is evident that the drain consists of a concrete slab on the roadway that reaches across the stream, although the concrete is well covered and concealed by road materials (dirt and stone). Constructed of evenly cut rectangles of native sandstone, the foundation rises straight on each side of the stream to form a square box. Although the drain appears solid, the shifting of the foundation over time has resulted in cracking on both east and west sides of the creek, especially on the south side of the drain. Constructed probably in 1917, this drain remains essentially unchanged from its original structure and appearance, with the only obvious maintenance taking place on the grading of the roadway above.

This stone and concrete box drain is a contributing feature.

**Feature 5. Dosie Creek Bridge**  
UTM: 14 706148E 3955526N

This bridge, immediately east of the Frisco Railroad tracks that cross the road, is a steel Warren pony truss bridge with verticals and a wood plank deck. Although published sources date this bridge from 1909, local news reports place the bridge construction in 1917. This represented a major construction project for the improvement of the Ozark Trails, and the bridge itself is of a form that became standard on Oklahoma highways in the 1920s. Four warren trusses rest on I-beams reaching across the bridge and vertical posts support the horizontal chords on each side of the bridge. In alignment with the east-west road, the bridge is sixty feet long and fifteen feet wide. The deck of the bridge is made of lateral wooden planks overlaid with lengthwise planks to form the two tracks for vehicular passage. The bridge has no approaches on the ends; instead, the wooden planks of the bridge stop abruptly at the end of the steel structure which rests on concrete abutments on the banks and the road is brought smoothly into conjunction with the bridge through careful grading. The bridge has been maintained over the years, and its materials, design, workmanship, location, appearance, feeling, and association remain constant. The condition of the bridge is fair. The deck includes some holes (easily enough addressed with replacement wood planks) and the trusses remain in good condition, although non-structural rails attached have suffered vehicular collision and sometimes are missing.

The Dosie Creek Bridge is a contributing feature.

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Narrative Statement of Significance

**Summary**

The short section of country road and associated features that once formed a part of the Ozark Trails road system and then became part of U.S. Route 66 between Davenport and Stroud is eligible for inclusion in the National Register of Historic Places as a linear district within the Multiple Property Nomination of "Route 66 & Associated Historic Resources in Oklahoma." The district features representatives of the property types "Roadbeds," "Road Bridges on Route 66," and "Roadside Parks and Markers," under Criterion A. This road, constructed in 1915-1917 as part of the Ozark Trails road network, was designated part of Route 66 in 1926 and it served as an integral component of Route 66 until it was replaced in 1930 by a new paved road to the north, at which date this older section was bypassed. Eligibility under Criterion A in the area of Transportation for the district requires that the included features show a clear association with, and convey a feeling of, personal and commercial traffic along Route 66 in Oklahoma. This segment of road, and its contributing resources, clearly meets that requirement.

The particular requirements include having been a part of Route 66 at some point between 1926 and 1970; this road segment was part of Route 66 from 1926 to 1930. They also require that the property retain the essential features that identify it as a highway either within a town center or in a rural setting. This roadbed retains its original materials and right of way, and the specialized features of stone drains and a steel bridge. Although the road has from time to time been graded and rock added, this conforms to the expectations for Route 66 roadbed: "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, original pavement is not a registration requirement."

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Ozark Trails Section of Route 66

Lincoln County, Oklahoma

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**Historical Background**

The settlement of the area that became Lincoln County, Oklahoma, like much of the rest of the state, followed a pattern in which Native Americans (in this case the Creek or Muskogee Nation) were assigned significant areas for their homes after they relocated from the southeast, only to have those lands subsequently taken from them and given to others (in this case the Iowa, Sac and Fox, and Kickapoo tribes and to the south, in the area of the future Pottawatomie County, the Citizen Pottawatomie and Absentee Shawnee tribes), and, in turn, for those new recipients to have them taken from them to be given to whites. Between the 1830s when the Creek Nation first held title to this land, and 1891, when most of the land was opened to homesteading by land run, a transformation had taken place in the society of the area, with the institutions, values, and even political forces of white people growing in power. Another run in 1895 into the Kickapoo land completed the transformation in Lincoln County. By 1907 Oklahoma had become a state and this predominantly farming country of small homesteads was served by a scattering of villages and hamlets.

Within ten years of statehood, however, pressures mounted for the development of roads that would provide more than access to the county seat and local markets. The first hard-surfaced roads were still decades in the future (about 1930), but even improved dirt (roads that had been graded) represented a departure from the norm, and roads that had been graveled were even more scarce. Of course the ability to cross the multiple drainages, large and small, that fed the streams and rivers of the county figured into any road improvement vision. In 1915 that vision began to materialize with the formation locally of a branch of the Ozark Trails Association.

In 1915, the county still lacked what could be considered even technically a system of county roads; instead there were roads, of various degrees of trafficability, between multiple locations, that were serviced as the need and / or opportunity presented. In 1915 the Ozark Trails Association petitioned the county commissioners, first, to establish a county road system, and, second, "that the Frisco – Ozark Trail as located by our Association in this County shall be constituted the first section of said road system."<sup>1</sup> In a

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<sup>1</sup> "Frisco – Ozark Trail," *Stroud Democrat*, March 19, 1915.

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grand meeting in Chandler at the courthouse, the association gathered, calling upon its local subdivision leaders to bring forward “a detailed description of that part of the trail extending from this town westward to the next town, clearly designating the starting point, the intermediate points, and the terminus.”

Notably, this group called itself the “Frisco – Ozark Trail Association” rather than just the Ozark Trail, as was done in other areas of Oklahoma and the southwest. This name revealed the route in mind; the road in this area would connect ultimately Tulsa and Oklahoma City by following the route of the Frisco Railroad—the St. Louis and San Francisco Railroad Company. This made some sense for there would be until around 1930 more miles of railroad in the state than miles of road, whether paved, graveled, improved dirt, or unimproved dirt. Several of these large meetings ensued as the Lincoln County promoters organized and planned, finally carrying their proposed route on a map with them to Sapulpa in April, 1915, “at which time the route from Sapulpa to Oklahoma City will be determined.”<sup>2</sup> In Sapulpa, around fifty delegates from the communities between that town and Oklahoma City, all along the Frisco Railroad, pressed their case to the leader of the national organization, one W. H. “Coin” Harvey, in years past a novelist of some fame and an economist of somewhat less repute and now a promoter of good roads. The delegates made their presentation to Coin Harvey and he peppered them with questions about improvements and support along the way. Harvey had planned to scout the route, but recent rains prevented such an excursion; the road was not yet *that* good. The towns along the Frisco were not at all assured of success, given the inability of the leader to travel the road they had charted, at least on paper. Moreover, an alternate route was under consideration which traveled to the north through Drumright, Cushing, and Guthrie on its way to Oklahoma City. The lesson to the local road boosters was clear. When they next saw Coin Harvey, the local news advised the promoters, “It is very important that we have the road from Sapulpa to Oklahoma City in the best possible condition . . . .”<sup>3</sup>

The local promoters held forth a vision of the future that included good roads at the

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<sup>2</sup> Stroud *Democrat*, April 23, 1915.

<sup>3</sup> “The Ozark Trail Meeting,” Stroud *Democrat*, April 30, 1915.

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center, and Coin Harvey called them “the primary principles of civilization, the symbol of abundance, the spirit of progress.” The Lincoln County interpretation of this vision was so:

The plan of the Ozark Association is to promote a system of good roads connecting the four states of Oklahoma, Kansas, Arkansas, and Missouri. Imagine, if you can, what it will mean to be connected with such towns as Oklahoma City, Sapulpa, Tulsa, Springfield, Wichita, Kansas City, Emporia, St. Louis, and the summer resorts of Missouri and Arkansas by even a good dirt road. Much of this road in Missouri and Arkansas is the finest road possible to build, and if we can have the road through our towns along the Frisco from Sapulpa to Oklahoma City designated as the trail, it will be but the beginning of a permanent road to last perhaps as long as the Appian Way. . . . Farms all along the route will rapidly increase in value, tributary roads will be built to the main line, and everybody will be happy to walk or drive along such a road.<sup>4</sup>

To bring about this happy future local farmers and business people volunteered their time, money, and energy. One group from Stroud worked on the road east of town, with some “building culverts, some driving teams, some plowing, some blowing stumps, and removing rock, some grading and some shoveling,” tasks that had to be done all along the proposed road.<sup>5</sup> The work paid off and when Coin Harvey made his official tour of the proposed route, escorted by local committees and a hundred fifty followers, he liked what he saw and “we learned that Stroud was to be on the Ozark Trail.”<sup>6</sup> The first material change as a result of that designation came a few days later: “Coin Harvey and his crew arrived in town Thursday with their paint and brushes preparatory to painting the telephone poles between here and Sapulpa designating the Ozark Trail.”<sup>7</sup> When the crew

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<sup>4</sup> “The Ozark Trail Meeting,” Stroud *Democrat*, April 30, 1915.

<sup>5</sup> “Citizens Worked Roads Tuesday,” Stroud *Democrat*, May 14, 1915.

<sup>6</sup> “Stroud Located on Ozark Trail,” Stroud *Democrat*, May 21, 1915.

<sup>7</sup> “Stroud Located on Ozark Trail,” Stroud *Democrat*, May 21, 1915.

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began painting the telephone poles green and white to indicate the route of the Ozark Trail, this segment of roadway from Stroud to Davenport, new as it was, received its first road marking.

Some, like the newspaper reporter, understood well that this accomplishment was not the end of a process but the beginning of a much larger pattern of change. "This will be an incentive for the making of better roads leading into and all around our city."<sup>8</sup> Subsequent improvements, however, came slowly, and usually with less fanfare than had the initial designation of the Ozark Trail through Stroud on to the west. There were, however, significant additions to the trail nonetheless. In 1917 a new bridge was added to the trail where it crossed Dosie Creek between Stroud and Davenport.

A big new steel bridge is being erected four miles southwest of Stroud, on the Ozark Trail across Docee [sic] Creek, near the Frisco railway crossing.

The bridge will be put upon a level with the railroad crossing and the grade from the hill east of it [will be] put on a level with the bridge. Three road gangs between this point and Chandler are busy building and grading the road up to O. T. specifications. Also a large number of concrete culverts are under construction. And it looks like the Ozark Trail through Lincoln county would soon be in the best of shape.<sup>9</sup>

In 1918, the Ozark Trails Association published its road log providing directions to its various routes. This route was included. The directions for the traveler leaving Stroud and heading west were as follows. While some of the landmarks have changed, the road segments following the section lines can still be traced.

- 60.0 Four corners, red gin on left, turn left across R.R.
- 60.4 Four corners, turn right with phone line.
- 61.3 Four corners, turn left away from R.R.
- 61.8 Four corners, turn left.

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<sup>8</sup> "Stroud Located on Ozark Trail," Stroud *Democrat*, May 21, 1915.

<sup>9</sup> "Now Busy Improving the Ozark Trail," Stroud *Democrat*, July 27, 1917.

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- 63.8 Three corners, turn left [eastern terminus of this road section]  
65.2 Cross bridge and R.R. [western terminus of this road section]  
65.8 Cross roads, straight ahead, school on right<sup>10</sup>

This would not be the only Ozark Trail in the county, and this is significant since the Ozark Trails were not intended to be just paths between major terminals that happened to pass through intermediate towns; it was a network, a web, of roads connecting the small towns with each other. By 1920 another Ozark Trail was being constructed, this one from Drumright south to Stroud and from there making a jog to the west, following the existing Ozark Trail as it then turned south; where the existing road turned west, following the section line however, the new road continued south to the town of Prague. As was the custom of the organization, the Ozark Trails Association then duly erected monuments at the points at which the trails crossed. In the fall of 1919, citizens petition the Stroud government for such a marker, to be privately paid for and maintained, and the town board of trustees approved the proposal and passed an ordinance providing for the marker. The pyramid or monument would be placed "in the middle of the intersection of Third and Eight Streets" and the town would "turn the same over to the Ozark [Trails] Association to belong to it, be lettered and maintained by it, placing on the shaft thereof the name 'Ozark Trails,' and names of other towns and distances thereto; and on the four sides of the pedestal the one word 'Stroud' and a suitable motto or maxim as may be furnished by president."<sup>11</sup>

And that is exactly what happened. In the spring of 1920, a monument was erected in Stroud at the intersection of Third and Eighth (the modern intersection of state highways 99 and 66). This monument is described in some detail in local press reports:

William DeSelms is just putting the finishing touches on the big pyramid at the corner of Third Street and Eight Avenue in the town of Stroud, which will mark the crossing of the Ozark trails. The new trail now being built from Drumright, south to Stroud, on west to the R. R. Green corner,

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<sup>10</sup> Ozark Trails Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo: Russell & Cockrell, 1918), 46.

<sup>11</sup> "Ordinance No. 133," Stroud *Democrat*, October 17, 1919.

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thence south to Prague will be of great benefit to the traveling public. The pyramid is twenty-one feet high and the foundation is five feet below the surface and is set on solid rock. It will be painted three coats of white, and equipped with five electric lights. Then the painter for the Ozark Trails Association will come through and paint the whole structure of white enamel with green trimmings and place the proper inscription on it. . . . The lights will be kept burning all night.<sup>12</sup>

In November, an Oklahoma City newspaper carried an article about the erection of this structure, or an identical Ozark Trail Monument, near Stroud:

At a cost of \$476 [?] which was raised by popular subscription, a monument was erected at the intersection of the Ozark Trail highway here. It is planned by citizens along the route to mark the Ozark Trail in this way all along that route.

Other monuments have been erected, the farmers and businessmen of the different localities bearing the expense. Owing to Stroud's enthusiasm over the new highway, Coin Harvey, president of the trail, said that the town would be marked on guideposts and monuments for miles each way. The monument erected here is 21 feet high, electrically lighted, and gives a complete guide for [reference?].<sup>13</sup>

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<sup>12</sup> Stroud *Messenger*, May 1, 1920, typescript located in Notebook in Stroud City Library. Additional information about the standard appearance of the obelisk can be found in Nan Marie Lawler, "The Ozark Trails Association," M.A. Thesis, University of Arkansas, 1991, 47: "the OTA used a white background with a green 'OT' in the middle and a green stripe at top and bottom." See also specification for such an obelisk printed in the *Sulphur Democrat*, September 29, 1921. The top light was red and the other four lights were positioned to light the markings on each side; the lights were a new feature on the markers in 1919 or 1920. Lawler, "The Ozark Trails Association," 53-54.

<sup>13</sup> "Stroud Citizens Erect Monument Near Intersection of Ozark Trail Highway," *Daily Oklahoman*, November 29, 1920.

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Although the separation in the dates of the two notices—from May to November—and the different locations—within Stroud and four miles southwest of Stroud—would suggest that two separate monuments were constructed, there are reasons for doubt. First of all, the local press made no coverage of a November monument erection or dedication.

Second, the monument was sufficiently distinctive that coverage was natural and obvious, but only one monument was covered locally and only one monument was covered in the state newspaper. Third, according to the one study of the Ozark Trails Association, “the ‘pyramids’ (as they were usually called) were in fact most often erected near or in towns.”<sup>14</sup> Fourth, as late as 1918, Coin Harvey himself stated that he had “arranged for the construction of twelve pyramids, in all” on the main route between Las Vegas, New Mexico, and St. Louis.<sup>15</sup> The electric light feature, while easily enough supplied in town, would be more complicated in the countryside where a wind generator or battery would be necessary. Fifth, it would be reasonable to expect some mention to be made of another equal and identical monument only four miles away in one or the other newspaper accounts. Also, there is no indication in county commission proceedings or in county property records that this parcel on which the monument is located, was set aside for a marker.

It appears that the Ozark Trails Monument that had originally been located in Stroud was subsequently moved to its present location. Although that date cannot be determined, it appears to have been moved either at the time that Route 66 was designated in 1926 or soon afterwards. Nan Marie Lawler, who has studied the Ozark Trails and their markers, has noted that “during the 1930s most of the OTA pyramids were removed,” and such appears to have been the case with this marker in Stroud.<sup>16</sup> The critical change, however,

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<sup>14</sup> Nan Marie Lawler, “The Ozark Trails Association,” 46.

<sup>15</sup> Lawler, “The Ozark Trails Association,” 50-51. At the same time, it should be cautioned that Harvey’s plan preceded, just barely, the revision of the design of the marker to that found at this intersection; moreover, the existence of another, similar, marker, in Langston, Oklahoma, off the reorganized main route of the Ozark Trails, suggests that more than a dozen may have been constructed.

<sup>16</sup> Lawler, “The Ozark Trails Association,” 56.

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was that in 1926 when Route 66 was officially designated a U.S. highway, the new highway system utilized existing roads rather than constructing new roads first. And the heavily traveled roads, the roads that effectively linked distant points, those were the roads that became part of the new system of highways. Thus this piece of road, already well traveled because of its role as an Ozark Trail road, in 1926 became part of the original Route 66.

#### **The Ozark Trails Segment and Route 66**

This segment of road served as Route 66 for about four years, from 1926 to 1930. During those four critical years, however, some of the basic patterns of change associated with the new highway became evident. By all accounts, traffic increased at every point along the road. And that increased traffic brought additional change. Even in this section, a grocery store and gas station emerged on the southwest corner of the intersection where the monument would later be placed. Due west of that point slightly, at the crest of the hill, a tourist camp was located. Other business may also have been situated along this short stretch of highway, but their records and memories have passed beyond reach. It was along this road that the bunion derby runners made their race in 1928, in the great publicity stunt footrace from Los Angeles to New York via Route 66 and Chicago.

The primary historical significance in the relationship of this road to Route 66, though, was as a representative of the route itself and the changes that were reshaping the landscape of rural America alongside Route 66. Even before the designation of Route 66, the fate of this road was being settled. Route 66 was designated in November, 1926, and two months earlier, in September, the Stroud newspaper carried an ominous report. The news mentioned that an agent for the State Highway Department was in the area "securing the right-of-way across the various farms where highway No. 7 will be changed to follow a much lower grade, keeping along the north side of the Frisco track and avoiding railroad crossings, except where the road may go under the tracks or over on bridges. Instead of following the section line as the trail now does, it will angle across farms to get the best grade possible . . . ."<sup>17</sup> To make the road faster and smoother with fewer sharp turns, the

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<sup>17</sup> "To Change Ozark Trail," Stroud *Messenger*, September 10, 1926. Notably, at the time, the newspaper anticipated that this new road would be called "Federal Trail No. 60,"

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new highway would cut across the countryside instead of zig-zagging across the county following the section lines. Even at the beginning of Route 66, it was clear that the route it followed was rapidly becoming a relic of slower times and a more decentralized society.

Progress on the road came not so smoothly as its promoters hoped. There remained other possible routes and it became increasingly clear that the consequences for the highway connecting with a competitor town and missing another by miles would be more severe for the town without the road than if the road had never come through. Thus, in election after election for highway bonds to construct the new road, complete with concrete pavement, the proposition went down to defeat. It was well after Creek County, and other nearby locations had made strides toward paving the road that Lincoln County voters finally approved the measure and in 1930 the highway was finally completed. When the new road opened, cutting across the countryside in a diagonal between Stroud and Davenport, it left behind the little segments of road that had once been paved by muscle and oiled with the sweat of volunteers constructing the Ozark Trails road system. When the traffic moved to the new road, the future of the gas station and store and the tourist court at the top of the hill was also clearly foretold, and there now is as much left of those buildings as there is of the traffic that they once served.

In that way, this segment of Route 66 is valuable not just because it served as the original roadbed of Route 66 in this area, but because it serves as a link between an age of family farms and horse-drawn wagons and slow-paced travel that seldom went beyond the county line and an age of high-speed traffic that passed through the American countryside more than it served it. This section of road, at one time the focus of dreams of the future, now stands as a reservoir of memories of the past and in that subtle way conveys some of the deeper meanings of the Route 66 experience.

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anticipating the numbering system that former Ozark Trail president and Oklahoma Highway Department Chairman Cyrus Avery had in mind. As it turned out, of course, the final designation would be U.S. Highway 66.

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**The Ozark Trails Section, Route 66, and History**

In the years since 1930, of course, Route 66 followed a different physical path from its Ozark Trails predecessor to the south, but in an ironic way followed a similar social course. The new highway generated more traffic, fostered more social and economic change along its sides, and gradually became wider and smoother, setting in motion ever more powerful forces of change. Ultimately, however, those forces would undermine Route 66, just as they had undermined the Ozark Trails earlier, and by the 1950s a new super highway a short distance to the north left Route 66 behind just as Route 66 had left behind this segment of the Ozark Trails. In this way as a feature associated with events that have made a significant contribution to the broad patterns of our history, the segment of Route 66 that formed a short part of the road between Stroud and Davenport qualifies for the National Register of Historic Places. The road and its resources are eligible as a for the National Register of Historic Places as a district under Criterion A. The features that comprise the district meet respectively, the property types of "Roadbeds," Road Bridges on Route 66," and "Roadside Parks and Markers" within the Multiple Property Nomination "Route 66 & Associated Historic Resources in Oklahoma."

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Verbal Boundary Description

This property includes the road between Dosie Creek Bridge and the Ozark Trails Monument including the right of way twenty-five feet either side of the centerline of the roadway, a district contained in the rectangle formed by the four reference points listed above.

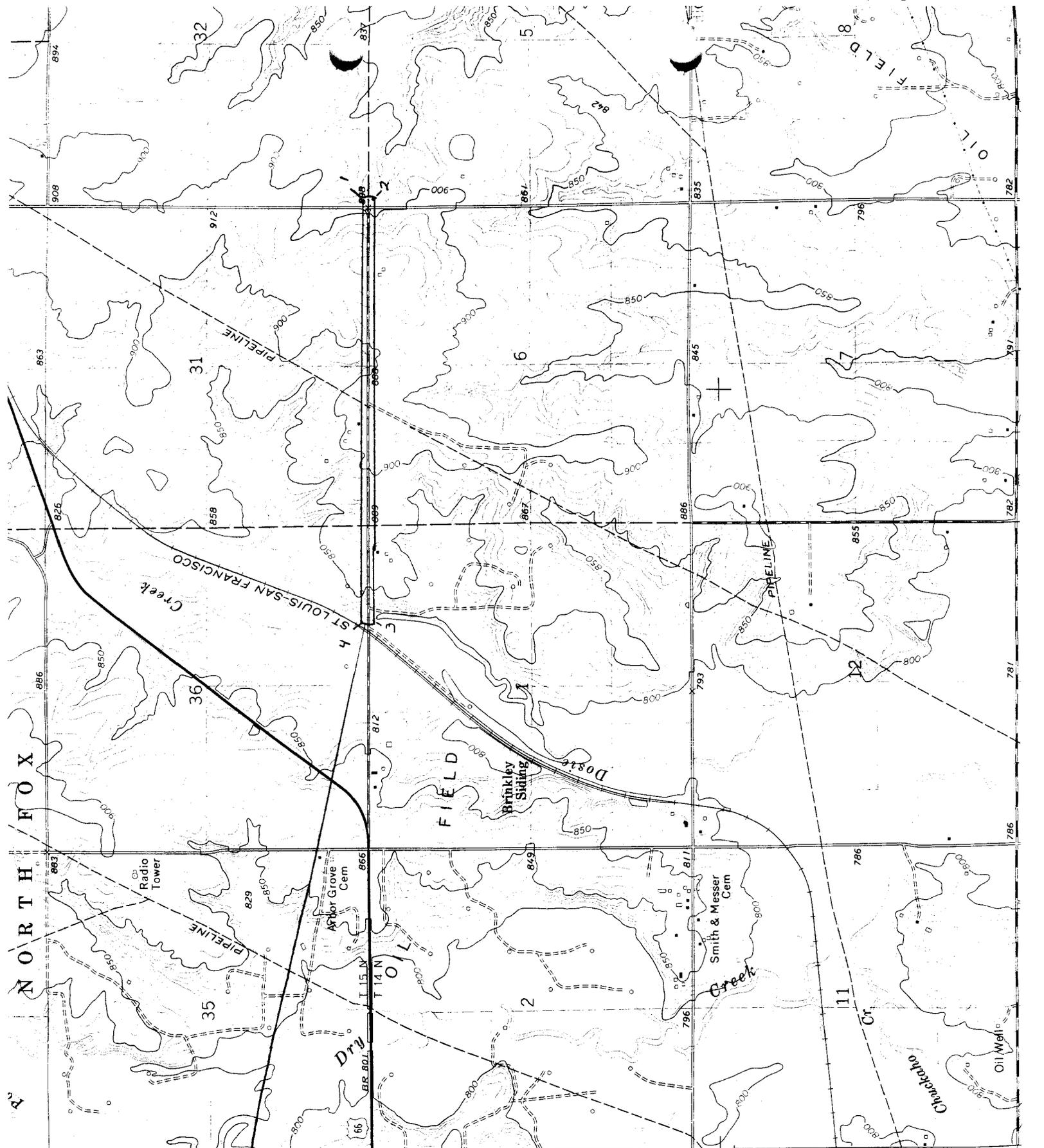
Boundary Justification

This boundary includes the property historically associated with the Ozark Trails road that became Route 66.



Ozark Trails Section of Route 66





OKLAHOMA CITY INTERCHANGE  
 CHANDLER INTERCHANGE  
 DAVENPORT 1.4 M.  
 CHANDLER 8 M.  
 DAVENPORT 1.2 M.

Zank Trails Section  
 of Route 66  
 Vic. Stroud,  
 Lincoln County

UTM

1. 14 708251E  
 3955562N

2. 14 708251E  
 3955557N

3. 14 706178E  
 3955551N

4. 14 706178E  
 3955562N

Stroud South  
 Quadrangle 3954

42°30'

3953