

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name Tank Farm Loop Route 66 Roadbed

other names/site number N/A

2. Location

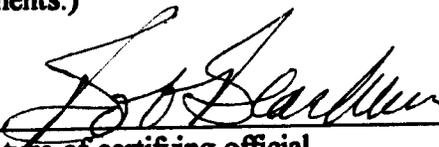
street & number Jct. of SR 66 and Old Hwy. 66, .6 mile west of I-44 overpass not for publication N/A  
city or town Bristow vicinity x  
state Oklahoma code OK county Creek code 037  
zip code 74010

NATIONAL REGISTER  
LISTED

SEP 06 '06

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (N/A See continuation sheet for additional comments.)

 7-24-06  
Signature of certifying official Date

Oklahoma Historical Society, SHPO  
State or Federal agency and bureau

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

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

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

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register \_\_\_\_\_  
 See continuation sheet.
- determined eligible for the \_\_\_\_\_  
National Register
- See continuation sheet.
- determined not eligible for the \_\_\_\_\_  
National Register
- removed from the National Register \_\_\_\_\_
- other (explain): \_\_\_\_\_

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

5. Classification

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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 checked="" type="checkbox"/> 8	<input checked="" type="checkbox"/> 2 structures
<input type="checkbox"/>	<input checked="" type="checkbox"/> 2 objects
<input checked="" type="checkbox"/> 8	<input checked="" type="checkbox"/> 4 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 and 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: Roadway

\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation \_\_\_\_\_

roof \_\_\_\_\_

walls \_\_\_\_\_

other 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

ENGINEERING

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Period of Significance 1925-1938

\_\_\_\_\_

\_\_\_\_\_

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8. Statement of Significance (Continued)

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Significant Dates 1925, 1938

\_\_\_\_\_  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

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\_\_\_\_\_

Architect/Builder Sam Ward Paving Contractors

Standard Paving Contractors

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

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9. Major Bibliographical References

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(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: Oklahoma Department of Transportation

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10. Geographical Data

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Acreage of Property approximately 13 acres

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	—	—	—	3	—	—
2	—	—	—	4	—	—

See continuation sheet.

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

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

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11. Form Prepared By

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name/title Anna Eddings, Historian/Architectural Historian

organization Oklahoma Department of Transportation Cultural Resources Program date February 26, 2006

street & number 111 East Chesapeake, room 102 telephone (405)325-8665

city or town Norman state OK zip code 73019

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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 Creek County

street & number 317 E Lee Ave., Suite 103 telephone (918) 224-0278

city or town Sapulpa state OK zip code 74066-4325

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 9

Tank Farm Loop Route 66 Roadbed  
name of property  
Creek County, Oklahoma  
county and State  
Route 66 and Associated Historic Resources in Oklahoma  
name of multiple property submission

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Description

Summary

The Tank Farm Loop Route 66 Roadbed is located in Creek County, between Bristow and Kellyville, approximately four miles northeast of Bristow. It was constructed in 1925, bypassed by a new alignment of US Highway 66 in 1938, and has continued in use as a county road. It begins approximately six-tenths of a mile west of the Interstate 44 overpass over State Highway 66 that is west of Kellyville, where the 1925 pavement diverts from State Highway 66, and continues in a northwesterly then southwesterly direction for 1.6 miles before rejoining the highway. Although not part of the nominated property, this 1925 roadbed bypassed in 1938 continues on the south side of State Highway 66. This portion of 1925 paving south of State Highway 66 is privately owned, and known as the Motor Court Loop. The landscape that the nominated property traverses is gently sloping and is for the most part wooded, with some open areas of pasture. Numerous residences are scattered throughout, but are especially concentrated at the roadbed's west end. Giving this roadbed its name, it is in an area of former oil production and there are a few oil storage tanks and an oil pump jack bordering it. The roadbed is curving and conforms to the terrain. It crosses small drainages, and includes eight culverts as contributing structures. Incidental to the residences along the road, the nominated property includes two noncontributing structures and two noncontributing objects.

Roadbed

The nominated roadbed was constructed in 1925. Its western end, in Section 35, (Township 17 North, Range 9 East) west of its intersection with County Road NS-376, was part of Federal Aid Project 158-A, constructed by Sam Ward Paving. Its eastern end, in Section 36, (Township 17 North, Range 9 East) east of its intersection with County Road NS-376, was part of Federal Aid Project 158-B, constructed by Standard Paving. These were components of the entire Federal Aid Project 158, which encompassed paving the road between Bristow and Sapulpa. The roadbed is Portland Concrete, eighteen feet wide, and poured in fifty foot-long sections. In an area at the east end of the roadbed where the edge of the pavement is exposed, it measured approximately ten inches thick. The nominated property is 1.6 miles long. Original right-of-way was a sixty six foot-wide corridor. Alterations to the roadbed include asphalt overlays at its junctures with State Highway 66: approximately 250 feet at its west end and approximately 133 feet at its east end. There are some areas where the concrete has cracking and pitting damage, and is patched with asphalt. The most extensive areas of asphalt patching are in the eastern half of the property. There are also large areas where the original concrete is undamaged and in good condition. Beginning at the nominated property's east end, it leaves State Highway 66 and runs in a northwesterly direction, banked in some areas and passing a pump jack and oil storage tanks before reaching its sharpest, roundest curve which is banked and has a five hundred foot radius. Leaving this curve, the road extends in a southwesterly direction with some gradual curves until it re-connects with the highway.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 10

Tank Farm Loop Route 66 Roadbed  
name of property  
Creek County, Oklahoma  
county and State  
Route 66 and Associated Historic Resources in Oklahoma  
Name of multiple property submission

---

The roadbed is considered a single structure. Integral to the roadbed, but counted separately as distinct resources are drainage structures.

### Culverts

Eight culverts are included in the nominated property as contributing structures. They are numbered consecutively from west to east.

Culvert 1: This concrete culvert has a round opening and a low parapet. It is approximately thirty seven feet wide, eleven feet long, and the opening is two and a half feet wide.

Culvert 2: This concrete culvert has a square opening with canted corners and a low parapet. It is approximately thirty three feet wide, eight feet long, and the opening is two and a half feet wide.

Culvert 3: This concrete culvert has a square opening, a low parapet, and wing walls. It is approximately forty one and a half feet wide, five and a half feet long, and its opening is three feet wide. In the top of the parapet on the north side of the road "OKLA" is inscribed in the concrete; the rest of the writing is covered by dirt.

Culvert 4: This concrete culvert is approximately sixty feet wide, identical in appearance to culvert three, and the entire inscription "OKLA SHC 1925" (referring to the Oklahoma State Highway Commission) is visible in the top of its parapet.

Culvert 5: Approximately forty one feet wide, identical in appearance to Culverts 3 and 4, with the inscription "OKLA SHC 1925" visible.

Culvert 6: Approximately forty seven and a half feet wide and identical in appearance to Culvert 2.

Culvert 7: This culvert is approximately forty seven feet wide, similar in design to Culverts 3, 4, and 5, but slightly larger than them, at six feet long with an opening four feet long. It is also deeper than the others, in an area where the road is steeply banked.

Culvert 8: This culvert, identical in appearance to Culverts 3, 4, 5, and 7, is at the extreme eastern end of the nominated roadbed, and only its northern half (spandrel walls, parapet, wing walls) is intact. The rest has been covered in the new road construction.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 11

Tank Farm Loop Route 66 Roadbed  
name of property

Creek County, Oklahoma  
county and State

Route 66 and Associated Historic Resources in Oklahoma  
Name of multiple property submission

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**Noncontributing Resources**

The following resources fall within the sixty six foot right-of-way corridor for the road, but do not date from its period of significance and are not directly related to the roadbed as a part of the structure. They are numbered consecutively from west to east.

Noncontributing Resource 1 (object): A square brick pillar encasing a mailbox.

Noncontributing Resource 2 (structure): A culvert carrying a residential driveway. The culvert has a brick parapet, concrete base and wing walls, and a round opening lined in metal. Resources 1 and 2 are next to each other.

Noncontributing Resource 3 (structure): A detached carport consisting of a flat, shingled roof on wood posts.

Noncontributing Resource 4 (object): A square brick pillar with a rounded top, encasing a mailbox.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 12

Tank Farm Loop Route 66 Roadbed

name of property

Creek County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

Name of multiple property submission

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Narrative Statement of Significance

**Summary**

As a segment of original US Highway 66 roadbed, the Tank Farm Loop falls within the scope of the Multiple Property Nomination "Route 66 and Associated Historic Resources in Oklahoma." It was constructed in 1925, designated as US 66 in 1926 and remained so until a newly constructed, straighter alignment of US 66 bypassed this curving road segment in 1938. It fits the property type classification "Roadbeds," and as such it is significant under Criterion A in the area of Transportation because it reflects changes in transportation technology and social trends evident in changing traffic patterns on US Highway 66. It is also significant under Criterion C in Engineering as a good example of road construction reflecting the technological advances of its time, typical of US 66 in Oklahoma in the 1920s.<sup>1</sup>

**Transportation Significance**

Creek County, with the Glenn Pool oil field boosting commerce in the county seat of Sapulpa and oil exploration and discoveries around Bristow, had the oil industry to attract people to its towns and countryside. The Ozark Trails system, one of the road networks marked and promoted by private organizations of businesspeople, included the road between Sapulpa and Bristow by 1915. Characteristic of Oklahoma's early roads, it was unpaved, followed section lines in places, and conformed to the terrain rather than taking a direct path. Looking to improvements, in February of 1924 a Creek County Highway Association passed a resolution asking for a state-level maintenance plan for roads, which was becoming a prerequisite for receiving further federal funds for road construction. Creek County voters approved a road bond issue for construction that would include this Sapulpa-Bristow road and continue the paving to the Lincoln County line, with county funds to be augmented by state and federal aid, and in 1924 Creek County proposed to the state a project for paving the Ozark Trail between Sapulpa and Bristow.<sup>2</sup>

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<sup>1</sup> Michael Cassity, "Oklahoma Route 66 Historic Resources, 1926-1970," Route 66 in Oklahoma: Statement of Historical Context, National Register of Historic Places, Multiple Property Documentation Form, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003), 62-63; Kathy Anderson, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association, *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: Oklahoma State Historic Preservation Office, 2002), 5, 18.

<sup>2</sup> The Sapulpa Historical Society, Inc., *Sapulpa, OK 74066* Vol. I (Sapulpa, Oklahoma: Sapulpa Historical Society, Inc., 1979), 106; Cynthia Savage, "Sapulpa Downtown Historic District," National Register of Historic Places Nomination, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2002), 45;

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 13

Tank Farm Loop Route 66 Roadbed

name of property

Creek County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

Name of multiple property submission

Contracts were let for this Bristow-Sapulpa paving, Federal Aid Project 158, sections A-D, on March 5, 1925. The nominated property is made up of the eastern end of section A, which went to Sam Ward Paving, and the western end of section B, which went to Standard Paving. This project made up nearly the entire road between Bristow and Sapulpa, the exception being the four miles north out of Bristow, which had just recently been paved. This segment was a part of a proposed paved route from Tulsa to Oklahoma City. Some in Bristow were concerned that Lincoln County voters would not approve the road bonds that would allow for continuing the paving of this route through this neighboring county. If such were the case, another road that did not go through Bristow could get more of the Tulsa-Oklahoma City commerce. The process of routing the Bristow-Sapulpa road conformed to the new standards of the day—cutting out unnecessary corners in shortening the distance between control points—which resulted in bypassing the business district of Kellyville. However, the nominated property is indicative of allowing the road to conform to the terrain for cost savings.<sup>3</sup> As Cyrus Avery, chairman of the State Highway Commission, was quoted as saying in retrospect, “There wasn’t any of this big earth-moving machinery then, and we could build miles of road for what it would have cost to cut through one little hill.”<sup>4</sup> The paving between Bristow and Sapulpa was completed in late 1925.<sup>5</sup>

As the significance of US Highway 66 is described in the Statement of Historical Context “Oklahoma Route 66 Historic Resources, 1926-1970,” this road was a “product of forces of change and modernization” that also brought about social

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Michael Cassity, “West Sapulpa Route 66 Roadbed,” National Register of Historic Places Nomination, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003), 15; Cassity, “Oklahoma Route 66,” 7; Ozark Trails Association, *The Ozark Trails Route Book* (Monte Ne, AR: The Association, 1919), 22; Ozark Trails Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo, TX: Russell & Cockrell, 1918), 38-42; U.S.G.S. Quadrangle, *Bristow, Okla.* (1916); U.S.G.S. Quadrangle, *Kiefer, Okla.* (1914); *Bristow Record*, 28 February, 17 April 1924; William Paul Corbett, “Oklahoma’s Highways: Indian Trails to Urban Expressways,” (Ph.D. dissertation, Oklahoma State University, 1982), 215; [Creek] *County Democrat News*, 24 April 1924.

<sup>3</sup> *Report of the State Highway Commission of Oklahoma, 1925-1926* (Oklahoma City, January 1, 1927), 72; State of Oklahoma Department of Highways, “Plan and Profile of Proposed State Highway, Federal Aid Project No. 158,” Files of Plans and Designs of Oklahoma Roads, Oklahoma Department of Transportation, Oklahoma City, Oklahoma; *Bristow Record*, 17 April, 1, 8 May, 5 June, 31 July 1924, 12 February 1925; Cassity, “Oklahoma Route 66,” 20-21; Jim Ross, *Oklahoma Route 66* (Arcadia, OK: Ghost Town Press, 2001), 12.

<sup>4</sup> Quinta Scott and Susan C. Kelley, *Route 66: The Highway and Its People* (Norman, OK: University of Oklahoma Press, 1988), 23.

<sup>5</sup> *Bristow Daily Record*, 27 November 1925.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 14

Tank Farm Loop Route 66 Roadbed

name of property

Creek County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

Name of multiple property submission

and economic changes in the area it traversed; these forces led to the end of the original road itself.<sup>6</sup> The Bristow-Sapulpa road including the nominated property was part of State Highway 7 when completed in 1925, and became part of US 66 when that highway was designated in late 1926. US Highway 66 was undergoing continual improvement; it was not entirely paved throughout Oklahoma until 1937. The new pavement itself increased traffic, because ease of travel encouraged more people to use the road, which all brought pressure from engineers to straighten crooked road alignments. Consequently, the nominated Tank Farm Loop roadbed and the similarly curving segment now known as the Motor Court Loop to the southwest were bypassed by a new, straighter alignment in 1938.<sup>7</sup>

### Engineering Significance

Demonstrating significance under Criterion C in Engineering, the Tank Farm Loop Route 66 Roadbed represented the most advanced road-building methods of its time and was typical of US Highway 66 construction. In 1926, it was part of the mere twelve percent of paved roads in the state of Oklahoma. Conforming to the 1924 standards of the State Highway Commission, the roadbed is eighteen feet wide within, as construction plans show, a sixty six foot-wide right-of-way originally, and curves are banked with radii of no less than five-hundred feet—in fact, the prominent curve in the nominated roadbed has a five hundred foot-radius. Its pavement is Portland Concrete, the most often-used paving material in the course of early US 66 construction.<sup>8</sup>

### Summary

The Tank Farm Loop Route 66 Roadbed, being directly associated with US Highway 66 during its period of significance, fits under the property type classification "Roadbeds" in the Multiple Property Nomination "Route 66 and Associated Historic Resources in Oklahoma." As such, it is linked to the significance of US 66 under Criterion A in the area of Transportation, and under Criterion C in Engineering.

<sup>6</sup> Cassity, "Oklahoma Route 66," 59.

<sup>7</sup> *Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma* (Oklahoma City, January 1, 1925), folded map; Cassity, "Oklahoma Route 66," 10-11, 22, 24-25, 27, 61, 37; Anderson, Ross, and Howell, *Roadbed Documentation*, 4.

<sup>8</sup> Anderson, Ross, and Howell, *Roadbed Documentation*, 5; Cassity, "Oklahoma Route 66," 8, 62; *Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma*, 20-22; "Plan and Profile of Proposed State Highway, Federal Aid Project No. 158," Files of Plans and Designs of Oklahoma Roads; Cassity, "West Sapulpa," 19-20; Ross, *Oklahoma Route 66*, 10-11.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 9 Page 15

Tank Farm Loop Route 66 Roadbed  
name of property

Creek County, Oklahoma  
county and State

Route 66 and Associated Historic Resources in Oklahoma  
Name of multiple property submission

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Major Bibliographical References

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

*Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma*. Oklahoma City, January 1, 1925.

*Bristow Daily Record*, 25 November through 7 December 1925.

*Bristow Record* (weekly), 28 February 1924 through 1 October 1925, 26 November through 24 December 1925.

Cassity, Michael. "Oklahoma Route 66 Historic Resources, 1926-1970," Route 66 in Oklahoma: Statement of Historical Context, National Register of Historic Places, Multiple Property Documentation Form. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003.

Cassity, Michael. "West Sapulpa Route 66 Roadbed," National Register of Historic Places Nomination. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003.

Corbett, William Paul. "Oklahoma's Highways: Indian Trails to Urban Expressways." Ph.D. dissertation, Oklahoma State University, 1982.

[Creek] *County Democrat News*, 24 April, 10 July 1924.

Ozark Trails Association. *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean*. Amarillo, TX: Russell & Cockrell, 1918.

Ozark Trails Association. *The Ozark Trails Route Book*. Monte Ne, AR: The Association, 1919.

*Report of the State Highway Commission of Oklahoma, 1925-1926*. Oklahoma City, January 1, 1927.

Ross, Jim. *Oklahoma Route 66*. Arcadia, OK: Ghost Town Press, 2001.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 9 Page 16

Tank Farm Loop Route 66 Roadbed  
name of property

Creek County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

Name of multiple property submission

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Savage, Cynthia. "Sapulpa Downtown Historic District," National Register of Historic Places Nomination. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2002.

The Sapulpa Historical Society, Inc. *Sapulpa, OK 74066*. Vol. 1. Sapulpa, OK: Sapulpa Historical Society, 1979.

Scott, Quinta, and Susan C. Kelly. *Route 66: The Highway and its People*. Norman, OK: University of Oklahoma Press, 1988.

State of Oklahoma Department of Highways. "Plan and Profile of Proposed State Highway, Federal Aid Project No. 158." Files of Plans and Designs of Oklahoma Roads, Oklahoma Department of Transportation, Oklahoma City, Oklahoma.

U.S.G.S. Quadrangle. *Bristow, Okla.* (1916).

U.S.G.S. Quadrangle. *Kiefer, Okla.* (1914).

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 17

Tank Farm Loop Route 66 Roadbed

name of property

Creek County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

Name of multiple property submission

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UTM References

Zone	Easting	Northing
1 14	741510E	3976270N
2 14	741620E	3976480N
3 14	741730E	3976760N
4 14	742730E	3977360N
5 14	742560E	3977640N
6 14	742750E	3977460N
7 14	743360E	3977240N

Verbal Boundary Description

The property includes the roadbed and its right-of-way for a distance of thirty three feet on each side of the centerline. In other words, a sixty six foot-wide corridor beginning at the nominated roadbed's western end at its intersection with State Highway 66, and continuing along its length for 1.6 miles to its re-connection with State Highway 66.

Boundary Justification

This boundary includes the property historically associated with the Tank Farm Loop Route 66 Roadbed.



Tank Farm Loop Route 66 Roadbed





Tank Farm Loop Route 66 Roadbed



