

January 27, 2021

## **Historic Context and Reconnaissance Report**

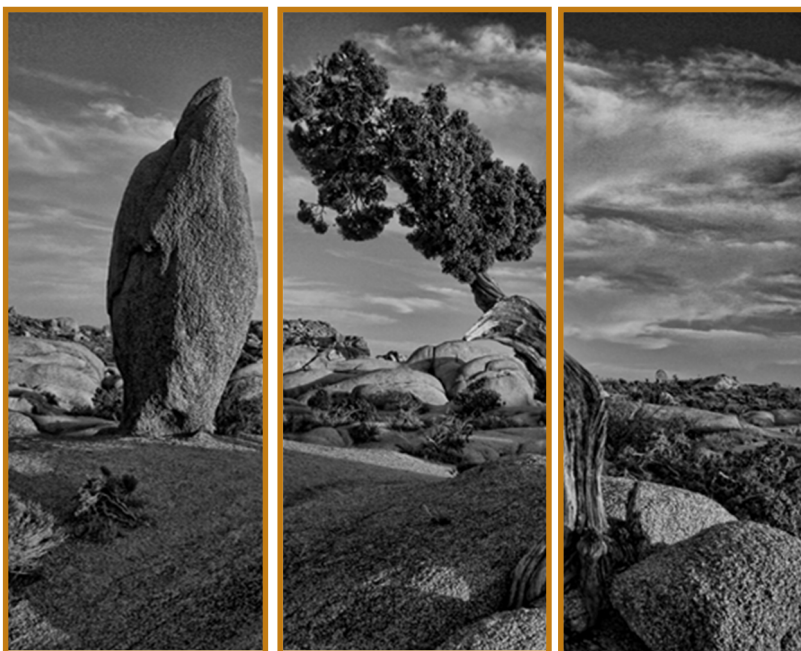
### **Oklahoma County Route 66 Survey Oklahoma County, Oklahoma**

**Prepared for:**

Oklahoma State Historic Preservation Office  
800 Nazih Zuhdi Drive  
Oklahoma City, OK 73105

**Pinyon Project No.:**

120137801



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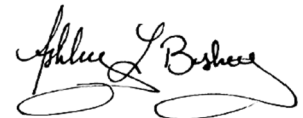
**Prepared by:**



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Poppie Gullett, M.A.

**Reviewed by:**



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Ashley L. Bushey, M.S.

### **Acknowledgment of Support**

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## **I. Introduction**

### **I.1 Introduction – Route 66**

Route 66 has been an important focal point in historic preservation nationwide. As historic Route 66 winds through Oklahoma, the road transitions from a densely populated midwestern thoroughfare to an open country road. The road was developed in 1926, originally winding through the state via dirt roads and carrying many Dust Bowl emigrants from their Oklahoma homes to agricultural sites further west. Communities outside of Oklahoma City were connected to each other and the outside world in a self-directed way that the railroads were not able to offer. Over the next few decades Route 66 was realigned again and again, removing detours that provided economic stimulus for small communities and speeding traffic through the state. Route 66 had taken on its best-known configuration by 1951, and by that time was associated strongly with post-World War II recreation and tourism rather than the hardship of the Dust Bowl and Great Depression of the 1920s and 1930s. Yet even as the alignment of the road was taking its best-known shape, it was being replaced by an even more streamlined series of interstate highways and turnpikes.

In Oklahoma, Route 66 is part of the National Scenic Byways program and intact built features related to the “Mother Road” are becoming increasingly rare. Although appreciation for the road is widespread and its historical significance is well-documented, many of the once advantageously situated businesses on Route 66 now find themselves bypassed. Other resources along the route changed uses to better suit community needs or were simply demolished. To better ascertain the remaining Route 66 related resources extant in Oklahoma County, the Oklahoma State Historic Preservation Office (OKSHPO) contracted with Pinyon Environmental, Inc. (Pinyon), to survey up to 150 buildings around Oklahoma County historically associated with Route 66.

### **I.2 Project Introduction**

The goal of this thematic survey was to identify potentially eligible, Route 66 related resources in the communities of Oklahoma County outside the limits of Oklahoma City. These communities include Edmond, Bethany, Warr Acres, Luther, Arcadia, and The Village. A site visit was supplemented with research into the history of the areas included in the survey, including an in-person research visit to the OKSHPO Research Center. Research was also conducted via the Gateway to Oklahoma History, and through use of Route 66 related monographs and essays (Section 2). Information synthesized from these sources informs the background context provided in this survey, which focuses on the changes occurring statewide and their impacts on Oklahoma County communities (Section 3). This history is not intended to serve as a complete recounting of events relating to Route 66, but rather to provide background information needed to help evaluate the historic significance of extant resources. Resources included in this thematic survey are assessed for their potential eligibility to the National Register of Historic Places (NRHP) based on their resource type, guidelines for which were largely adapted from the *Oklahoma Route 66 Historic Resources Survey, 1926-1970 Final Survey Report* by Michael Cassity, 2002 and the *Route 66 in Oklahoma City Historic Context Project Report* by Blanton & Associates, Inc., 2020 (Section 4). An overall summary of survey results is provided at the end of the document (Section 5), and the report concludes with a source list (Section 6).

## 2. Research Design and Objectives

Pinyon completed OKSHPO Historic Preservation Resource Identification Forms for 148 resources relating to the history of Route 66 within Oklahoma County, Oklahoma. The survey was completed pursuant to guidelines provided to cultural resources professionals by the OKSHPO including the Oklahoma National Register and Request for Formal Determination of Eligibility Manual. Determinations of significance refer primarily to content available in the OKSHPO Architectural/Historic Resource Survey Field Guide where appropriate. (Sections 2.1 and 2.2)

In addition, Pinyon developed this survey summary and context document based on research gathered from both in-person and digital research repositories.

### 2.1 Survey Area

This survey focused on Route 66 resources within areas of Oklahoma County that are not incorporated into the city limits of Oklahoma City. Pinyon requested data from the Oklahoma County Assessor on July 16, 2020. After receiving and sorting the information, the search results were pared down to just parcels with a year built between 1920 and 1970 that intersect either a current or previous alignment of Route 66 through the Oklahoma County area. This initial search returned over 3,000 results, most of which were within the boundaries of Oklahoma City. There are already ongoing surveys of resources related to Route 66 within Oklahoma City, and a municipal-level context report was completed in June of 2020. Based on both this existing interest and direction from the Oklahoma SHPO to focus on the under-surveyed areas of the county, an additional filter was applied to the Assessor data to remove resources within the boundaries of Oklahoma City. This left the project team with a list of 148 resources, mostly clustered in Luther, Arcadia, Edmond, Bethany, and Warr Acres. For a full list of these resources please refer to Appendix C.

### 2.2 Field Work

Fieldwork consisted of five days of on-site pedestrian survey, completed during the week of August 5 through August 9, 2020. This field visit gathered information on the location, architectural style and materials, photographs, to inform completion of OKSHPO identification forms. Field survey was completed from public right-of-way. Pinyon developed custom surveys using the ArcGIS program Survey123®, which allowed the surveyor to plan out their route in advance and collect data in the field. This information was then automatically populated into OKSHPO reconnaissance survey forms. Each form is then completed through the addition of brief research into the resources' history, a statement of its significance, an assessment of its integrity related to that significance, and a recommendation for the resources' eligibility. These recommendations are summarized at the end of this report (Section 5).

After completion of ground-truthing in the field, 22 resources were removed from the survey scope due to a variety of factors, including having been demolished. A list of these resources and rationale are provided later in the document (Section 5.4). The final resources that were included within the survey are shown in the attached maps. (Appendix A)

### 2.3 Existing Contexts

Pinyon supplemented the Oklahoma County Assessor Data with additional research, beginning with a review of existing contextual documents. Michael Cassity's 2002 statewide survey *Oklahoma Route 66 Historic Resources Survey* was instrumental in establishing a historic background for the state and establishing eligibility criteria for Route 66 related resources. In addition, the 2002 Oklahoma City context provided registration requirements

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for commercial and retail resources as well as more localized historic information. Additional detail on contextual and secondary sources is available in the Annotated Bibliography (Section 6).

## **2.4 Archival Research**

Pinyon completed archival research in person at the Oklahoma State archives, accessing several City Directories for Oklahoma City outlying communities, Edmond, and Arcadia. Because the survey is intended to be a reconnaissance assessment of potential eligibility, deep research into individual buildings was not completed, but information available in directories was incorporated into the recommendations provided as part of the survey.

In addition, general historic contextual information was available through the online Gateway to Oklahoma History, which held copies of past issues of the Daily Oklahoman as well as photographs. This repository was particularly helpful for information on changes to the signage and routing of Route 66. Additional detail on primary sources is available in the Annotated Bibliography (Section 6).

### 3. Resource Typology

#### 3.1 Recognized Route 66 Resources

The primary resource typology for this survey is informed by the Route 66 and Associated Historic Resources in Oklahoma National Register of Historic Places Multiple Property Documentation Form (Statewide MPDF). The Statewide MPDF establishes seven key property types associated with historic Route 66 found within Oklahoma. Of these, two (roadbeds and bridges) were excluded from this survey of Oklahoma County. An additional two (Recreational Travel Stops/Destinations and Roadside Parks/Markers) were not significantly present within the survey. The remaining types include Gasoline/Service Stations, Restaurants/Diners, Motels/Tourist Courts, all three of which were present within the survey area. Further information on these property types, including NRHP registration requirements can be found in the Statewide MPDF.

In the 2020 Route 66 in Oklahoma City Historic Context Project Report (R66 Oklahoma City Context), an additional resource type is recommended for further study: the “commercial or retail business.” This suggested resource type was also considered as the development history of Oklahoma County and Oklahoma City are deeply connected and it provides a framework for assessing the significance of the commercial resources encountered during the survey.

The following summaries consolidate information provided by the Statewide MPDF and the R66 Oklahoma City Context to create short histories of the resource types encountered within the survey area. Where appropriate, additional detail on architectural trends has been pulled from appropriate sources, such as Chester Liebs’ national roadside architecture monogram *Mainstreet to Miracle Mile*, or *The Gas Station in America* by John A Jakle & Keith A Sculle. These summaries also incorporate examples of each resource type from the surveyed properties.

##### 3.1.1 Gasoline/Service Stations

Gas stations, possibly more than any other building type, can be understood as a microcosm of the broad trends in automobile travel, and by extension Route 66. In the early days of automobile transportation, car owners had to travel to oil refineries to get the needed gas and oil for their vehicles. But as ownership ramped up, service stations began to appear on well-travelled corridors, highways, and main streets across the country, typically at major crossroads. The earliest of these service stations (1900-1920) provided only oil and gas, with a very small hut or shack to house the attendant. Typically, these stations were built in quickly, cheaply, and without much thought for design, intending first and foremost to capitalize on a growing demand. Station owners contracted with oil companies to sell their brand of gasoline, but few oil companies established their own sales locations in these early days. Many of these very early stations were not stations at all, but rather grocery stores, bicycle stores, feed stores, and even livery stables that sensed an opportunity. Most of these early stations placed their pumps right along the curb, changing the visual landscape of many streets in America, and creating a serious hazard should a vehicle lose control and smash into a pump. The shack stations drew criticism from neighbors, who already saw vehicles as a threat to the nature of cities and resented to often tumble-down or improvised appearance of service stations. Combined with a growing demand for more than just gas pumps at service stations, many station owners built their houses in a tidy “residential” style, with gabled roofs meant to emulate the houses surrounding each station (1920-1930).<sup>1</sup>

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<sup>1</sup> Chester H. Liebs, *Mainstreet to Miracle Mile: American Roadside Architecture* (Baltimore: Johns Hopkins University Press, 1985), 95-104.



*An unknown Mobil station in Bethany, Oklahoma, 1956. The sleek, white exterior of the gas station and limited number of pumps suggests the ca. 1930s model of station construction.*

*Photo courtesy of the Gateway to Oklahoma History.*

The road-side auto garage was born as the service station began to mature (1920-1940). The needs of passing motorists began to outpace the abilities of blacksmith shops and independent garages, and soon many service stations began adding grease pits, tire repair spaces, and stock walls full of replacement parts. Tidy house-shaped stations paired with large rectangular garages became a common sight, but this was soon to change. The general boom of gasoline needs encouraged many oil companies to open their own service stations that sold only the oil company's own brand of petroleum products. These chain gas stations provided a more standardized experience for customers travelling across long distances. As major chains began to develop their own brands and roads were improved for greater speed, the design ethos of many stations experienced a pendulum swing from blending in to attracting attention. Possibly inspired by roll-off diners that could be purchased with all the supplies intact and the growth of pre-fabricated housing, companies like Texaco began to establish approved station designs that allowed existing stations to update their look, and ensured new Texaco stations would be modern, easy to clean, and identical regardless of where a traveler found one. Other brands followed the general thesis of these designs, and introduced the "streamlined box," a simple rectangular



form building with large front-facing windows and sleek Moderne-inspired designs. In Oklahoma County, hundreds of small independent garages have survived to the present day. The NHRP-eligible resource Bob Rodgers' Towing in Bethany is an example of the small garage/auto-body shop developed at the turn of the century. The building's curved corner, decorative brickwork, and prominent service bays facing onto Route 66 mark it as a purpose-built garage.<sup>2</sup>

The post-war boom in gasoline consumption brought more people into the business. In 1947, gas stations and garages changed again with the creation of self-service pumps. The two or three pumps at a ca-1930 gas station suddenly ballooned as more customers could be serviced at once, and gas stations developed larger parking lots, and more eye-catching architecture. The sleek boxes pioneered and popularized in the 1930s and early 1940s soon found intense competition from independent gas stations using Exaggerated Modern style—large overarching roofs, exciting neon signs, and elaborate western or adventurous theming. It was in this period that the canopy became a major centerpiece of gas stations and took on a variety of interesting shapes. The gigantic steel overhang above rows of pumps became synonymous with the gas station.<sup>3</sup> In Oklahoma County, many of these gas stations and service centers have been repurposed, but the presence of a large steel canopy is usually a giveaway of the previous occupant of the space. In Edmond, 7 East 2<sup>nd</sup> Street (currently the Sunnyside Diner) and 1310 South Broadway Street (Highest Relief Dispensary) have tall exterior canopies, although neither of the buildings still operates as a gas station.

By 1960s the public had once again developed a distaste for the cluttered look of the gas station, particularly as Exaggerated Modern structures loomed large and unmissable on every motorway. It was not just gas stations that attracted this critique, but rather most road-side businesses. The solution for many of these business owners was to turn, once again, to the concept of domesticity and the environmental movement: commercial buildings introduced the soft, natural color palettes, mansard style roofs, cedar shakes, and low-pitched gables of the postwar suburb.<sup>4</sup>

#### Eligibility Requirements:

According to the Statewide MPDF, "Gas stations, service stations, garages, and automobile dealerships meet Criterion A in the areas of transportation and commerce, depending on the particular business and its association with Route 66. They may also meet Criterion C for architecture if they are a good example of a type, style, or period of construction."<sup>5</sup>

### 3.1.2 Motels/Tourist Courts

As with many roadside buildings, motels are a direct product of the rise of automobile transportation. Situated along convenient corridors, with attractive and often neon signage to encourage evening and late-night visibility, the motel is an iconic component of all automobile travel, and especially Route 66.

The motel began as a combination of two existing ideas: the tourist camp and the hotel. By the 1920s, the hotel was typically a multi-story, high styled and expensive building located downtown for easy pedestrian access to city centers. For cheaper or more informal lodgings, a traveler could stay on the outskirts of town along travel routes in a tourist camp – functionally an open field where families could park and camp for a few cents. The car camp quickly inspired local entrepreneurs to improve facilities for a higher fee, and the earliest version of

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<sup>2</sup> Liebs, *Main Street to Miracle Mile*, 104-7.

<sup>3</sup> Liebs, *Main Street to Miracle Mile*, 108-10.

<sup>4</sup> Ibid, 110-14.

<sup>5</sup> United States Department of the Interior, National Park Service (NPS), *Route 66 and Associated Historic Resources in Oklahoma Multiple Property Documentation Form*, by Maryjo Meacham et al. (March 1992).

the motel—the tourist court—was born. Combining the convenience and parking space of the tourist camp with the privacy of the hotel, the early tourist court usually consisted of a cluster of cabins erected on a piece of roadside land, with a small office intended for the fee takers.



*Of the motels in the Oklahoma County survey, the most prominent example of the mid-century thematic motel is the Western Motel in Bethany (39<sup>th</sup> Expressway). Surveyed by the Oklahoma SHPO in 2002, the motel is eligible to the NRHP.*

*Scan of postcard, courtesy of the Gateway to Oklahoma History.*

The early tourist courts were often built as a reaction to a need, meant to take advantage of (and in many cases, better organize and control) tired cross-country car travelers. The motel was then the next step in accommodations, a proactive vision of orderly overnight stays. The typical Route 66 motel was a locally-owned business, usually a single story chain of buildings in either an L or a U shape, sometimes with a detached office at the center of the property.<sup>6</sup> Many borrowed the porte-cochere feature from the hotel, used to shelter waiting cars from the elements and to help guide customers visually to the office.

Some motels borrowed the exaggerated modern stylings of gas stations, with the intention of catching the eye of tired travelers even in the dark. Judicious use of neon and architectural theming further helped motel owners stand out to passers-by and to differentiate them from each other.<sup>7</sup> Western motifs were extremely popular, ranging from eye catching examples such as the famous Wigwam Motel in Holbrook, Arizona, where each guest

<sup>6</sup> John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers, *The Motel in America: The Road and American Culture* (Baltimore: Johns Hopkins University Press, 2002), 37.

<sup>7</sup> Liebs, *Main Street to Miracle Mile*, 184.



had their own painted cement “teepee” in which to stay, set the tone for many other ambitious motel operators. Other common themes included Spanish Colonial, Tudor Revival, or Colonial Revival.<sup>8</sup>

Due to a combination of tax codes encouraging new construction and the constant use of motels, tourist camps, and cabin courts, most motels were not expected to last longer than a decade. Builders used cheap materials under the expectation that remodels were to occur within a few short years. In turn, this meant that many hotels along Route 66 and other major thoroughfares did not stay in their original configuration for long. Development pressure to remodel and expand, usually with a central “tower” as motels became more like hotels encouraged owners to demolish the old to capitalize on the new.<sup>9</sup>

#### Eligibility Requirements:

According to the Statewide MPDF:

The motels that survive—including tourist courts and camps—alongside Route 66 in Oklahoma are sometimes like museum pieces that help to date a culture. They may be very simple or quite humble, amounting to a few cabins arranged in a crescent near the road or they may be fairly elaborate, integrated operations with garages or carports separating the motel units, either one possibly indicated a pre-World War II origin and the clientele being served. That these buildings remain at all is of some significance since, according to Sculle, Jakle, and Rogers (*The Motel in America*) in 1960 the average life span of a motel building was calculated to be only nine years. [...] Motels meet Criterion A in the areas of transportation and commerce. They may also meet Criterion C for architecture if they are a good example of a type, style, or period of construction.

### 3.1.3 Restaurants/Diners

Perhaps more than any other resource type, the roadside restaurant was, and is, intended to entice the automobile traveler to stop strictly through the employ of symbolic architecture. Spanning from the sleek metal curves of single-piece diners to the more modern bright plastics and warm stone and wood tones, a restaurant tells the traveler what is being served without use of marketing through signage.

Quick service meal counters have a long history in America prior to automobiles in the form of railroad dining cars, or even the concept of the cowboy’s chuck wagon. Rapid growth and expansion meant less time for cooking in the home, and entire industries such as Fred Harvey’s lunchrooms along the railways sprang up to accommodate the hungry and hyper-mobile public. Another variety of early lunchrooms was the beanery or greasy spoon which catered to shift workers with limited time to eat, usually in walking distance of a large factory.<sup>10</sup> Restaurants in the United States boomed by 40% between 1910 and 1927, and commensurate improvements in food storage and shipping made it easier to sell large quantities of meals.<sup>11</sup> With so many more options for where a travelling family could get a quick meal, developing an obvious visual brand became crucial. Industry analyst Raymond S. Tompkins noted in 1931 that aspiring restaurateurs needed “a four-year course in advertising accountancy, architecture, and psychology.”<sup>12</sup> Over time restaurants began to specialize their offerings based on the desired clientele. The most iconic of these were diners, food stands, and family restaurants.

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<sup>8</sup> Jakle, Sculle, and Rogers, *The Motel in America*, 45.

<sup>9</sup> Jakle, Sculle, and Rogers, *The Motel in America*, 51-52.

<sup>10</sup> Liebs, *Main Street to Miracle Mile*, 194.

<sup>11</sup> Ibid, 196.

<sup>12</sup> Ibid.

Diners are perhaps the most evocative architecture one can see while travelling Route 66, with shiny eye-catching chrome exterior and petite, efficient interior. The most direct descendent of the railroad dining car and the chuck wagon, the diner was a spiritual descendent of late 19<sup>th</sup> Century wheeled lunch wagons that could be purchased as a discrete unit with all needed accoutrements. Rather than outfit one's own restaurant, diners were shipped to their destination with everything from the malt machine to the spoon already packed away inside. This appealed to many entrepreneurs as a uniquely turn-key and mobile business that could be deployed wherever need arose and could be paid off in an installment plan.<sup>13</sup> The earliest diners looked more like a trolley car than the gleaming silver boxes of popular imagery—the diner was shipped via railway, and so had to conform to railcar dimensions. In the post-war era the architectural language that was sweeping so many roadside businesses encouraged diner manufacturers to create more visually arresting designs that could take new shapes and be assembled in pieces on-site.<sup>14</sup> In the Oklahoma City area, two resources are exemplary of this style – Bunny's Onion Burgers at 5020 Meridian Avenue, and Ann's Chicken Fry House at 4106 W 39<sup>th</sup> Street. While neither was within this survey area as both are within Oklahoma City limits, their continued presence illustrates the longevity of these steel-clad boxes.

Less formal in structure than the diner, but even faster in service, the food stand served as a way for savvy locals to sell local specialties to travelers. Rather than the standardization that would come from chains, the strength of the food stand was its locality. Although some drew ire as the least hygienic of the restaurants that cropped up along roadways, many food stands did a steady turnover business in one-time customers by attracting them with monumental architecture evoking the item for sale. Massive cones of ice cream and milk cans, such as Milk Bottle Grocery at 2426 North Classen Boulevard in Oklahoma City, dotted the streets, and zoomorphic buildings were not unheard of.<sup>15</sup> Early brands such as White Castle hamburgers pioneered restaurant chain architecture with their miniature castle buildings, but most stands maintained low costs by having something of an ad-hoc building, usually plastered with menus and advertisements. The concept of the food stand evolved its next step by eliminating the interior seating area and instead expecting patrons to eat in their own vehicle. These drive-ins started out as small, square buildings surrounded by an open lot, but over time began to offer cantilevered vehicle shelters for diners to park beneath. Within this survey, one former roadside diner is at 1120 South Broadway Street, currently a sod store. The 1958 Edmond directory lists this location as a Dairy Hut, and likely the exterior canopy served to cover patrons. Ultimately the drive-in ran into issues of seasonality and was outcompeted by the most successful of the roadside restaurant models, the fast-food joint that offered a drive thru and an indoor dining experience.<sup>16</sup>

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<sup>13</sup> Ibid, 217-18.

<sup>14</sup> Ibid, 220.

<sup>15</sup> Ibid, 205.

<sup>16</sup> Ibid, 210-216.



*Photo of the Milk Bottle Grocery in 1958. The monumental architecture of the large bottle on the roof was intended to attract customers moving quickly along Route 66 within Oklahoma City.*

*Image courtesy of the Gateway to Oklahoma History.*

Another style of early roadway eatery was the family restaurant. Family restaurants offered the most relaxed atmosphere for parents with children and had their roots in “tea rooms” that cultivated a refined atmosphere for luncheon diners. Tea rooms catered to early tourists in the Poconos and in New England but found limited appeal further west where the feminine atmosphere and reputation began to become a draw back for a family far from their destination and short on time. The tearoom begat the family restaurant chain, exemplified best in the Howard Johnson brand. Spinning his success with ice cream stands into a new market niche, Johnson’s restaurants became synonymous with a refined, standardized experience.<sup>17</sup> Architecturally, many family restaurants borrowed residential styling to provide a sense of the comforts of home, using styles like Colonial Revival to communicate the comforts of home while capping the restaurant in a bright roof or with a big sign to encourage visibility.

<sup>17</sup> Liebs, *Main Street to Miracle Mile*, 198-200.

### Eligibility Requirements:

According to the Statewide MPDF, “eligibility under Criterion A in the areas of transportation and commerce requires that a diner show a clear association with, and convey a feeling of, personal and commercial traffic along Route 66 in Oklahoma. Physically, the diner must be located adjacent to, or near and obviously accessible from, Route 66 and must retain its appearance from the period of historic significance. [...] available parking must be a consideration [...] With some exceptions these buildings attempted to make themselves more inviting by a use of windows to enable potential customers to imagine themselves inside enjoying the food. [...] Eligibility under Criterion C requires that it must be a good example of an architectural type or style in its design, materials, workmanship, association, feeling, setting, and location as it once appears on Route 66.”<sup>18</sup>

### 3.1.4 Commercial/Retail Business

According to the *Route 66 in Oklahoma City Context* (2020), “If a direct and documented important association with Route 66 can be established through research, individual retail businesses may be considered historically significant under the Route 66 context. Often such businesses were sited or located to benefit from travelers using Route 66. In some cases, they were oriented around a theme or specific type of commercial enterprise and capitalized on the theme or type of enterprise through advertisement and signage to attract shoppers.”<sup>19</sup> Although not a formal establishment of possible eligibility criteria, this recommendation was useful for the survey in understanding precisely which businesses were directly related to the history of Route 66 and which were more tangential.

For this survey, convenience stores that may have catered to motorists in need of just a few items were considered to have potential significance as a commercial or retail business along Route 66. Resources that sold specifically automobile parts are already included under the category of the service station. Other types of retail resources, such as grocery and specialty stores, were not considered Route 66 related resources. Likewise, medical offices, legal practices, banks, barber shops or tailors were not considered Route 66 related resources, as these services catered mostly to locals and are not related to automobile tourism or migration.

Some commercial resources may have significance for their connection to early community development or architecture, but no association with Route 66. These resources are discussed further in Section 4.2.

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<sup>18</sup> United States Department of the Interior, National Park Service (NPS), *Route 66 and Associated Historic Resources in Oklahoma Multiple Property Documentation Form*, by Maryjo Meacham et al. (March 1992), 69-70.

<sup>19</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc., (June 2020).

## 4. Historic Context

### 4.1 Route 66 in Oklahoma

#### 4.1.1 Pre-Route 66 Oklahoma County (Pre-1926):

Many of the communities across Oklahoma County were founded immediately after the 1889 Land Rush, when 50,000 settlers rushed to claim land in Oklahoma, Canadian, Cleveland, Kingfisher, Logan, and Payne counties. As was the case for most of the country at the time, late 19<sup>th</sup> Century settlement patterns followed along rail transportation lines. Edmond, located immediately north of Oklahoma City, originated as a coal and watering stop on the Atchison, Topeka, and Santa Fe (AT&SF) Railway. The community grew in population and infrastructure following 1889. Interestingly the town houses the first church building in Oklahoma, oldest continuously operated newspaper, and the first schoolhouse, all of which were founded the summer of 1889. In addition to the AT&SF freight line, Edmond was also tied to Oklahoma City via streetcar line by 1920<sup>20</sup>. This connection to the major employment and metropolitan center would be strengthened by road improvements. What ensured the continued development of the town was not, however, these firsts, but the presence of the University of Central Oklahoma and the later discovery of oil in the West Edmond Field in the 1930s.

Not far from Edmond on the northwest approach to Oklahoma City were two other early Oklahoma County communities: Luther and Arcadia. The town of Arcadia was founded shortly after the 1889 Land Rush as a cotton farming location. The Deep Fork River presented an attractive site for cotton farming for both white and black Oklahoman settlers, and the arrival of the railroad in 1902 turned the town into a regional market center. Early Sanborn maps of the town show that Arcadia was a small community, with most buildings clustered on Main Street between First and Second Streets. These early buildings were mostly wood frame, and a cotton gin was in the northeast corner of First Street and Odor Avenue.<sup>21</sup> Arcadia itself was settled primarily by white families, but the families in the surrounding Deep Fork Township were predominately African American.<sup>22</sup> In 1898, the town of Luther was platted immediately between Arcadia and Edmond. Like Edmond and Arcadia, the railroad dictated the town's siting: Luther was located on the St. Louis and Oklahoma City Railroad (later the Frisco) line, which made it attractive for shipping agricultural goods. The town incorporated and elected its first mayor in 1905.<sup>23</sup> By 1927, Sanborn maps of Luther show a similar emphasis on cotton as was evident in Arcadia, with two cotton gins operating on either side of the Frisco Railroad north of Third Street.<sup>24</sup>

Weeks after Oklahoma gained statehood in 1907, President Theodore Roosevelt announced that "Oklahoma has become a state [...] and her future is assured by her great natural resources."<sup>25</sup> The influx of cash and the confirmation of statehood for Oklahoma encouraged the development of more communities around the existing city centers. Both Warr Acres and Bethany, located immediately east of Oklahoma City, were founded at the early cusp of this period. Bethany was founded as a city in 1909 as a religious haven for followers of the Church of the Nazarene, named for the biblical town of Bethany. Church followers developed Bethany-Penile College (now Southern Nazarene University) and established strict laws against drinking, smoking, gambling,

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<sup>20</sup> Jim Ross, *Oklahoma Route 66*, 2<sup>nd</sup> ed. (Oklahoma City: Ghost Town Press, 2011), 14.

<sup>21</sup> Sanborn Map Company, "Sanborn Fire Insurance Map," Arcadia, 1902.

<sup>22</sup> Dianna Everett, "Arcadia," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=AR005>.

<sup>23</sup> Thomas L. Hedglen, "Luther," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=LU006>.

<sup>24</sup> Sanborn Map Company, "Sanborn Fire Insurance Map," Luther, 1927.

<sup>25</sup> US Congress, House of Representatives *Annual Message of the President transmitted to Congress*, House Document 1, 60<sup>th</sup> Cong., 1<sup>st</sup> sess., December 3, 1907.



and work on Sundays within the town. Unlike Bethany, which was created as an intentional community, nearby Warr Acres got its start as few housing additions (Warr Acres and Warr Acres 2<sup>nd</sup> Addition) as well as the otherwise unconnected Putnam City, also in 1909.<sup>26</sup> Both communities would remain small until after World War II, when the nationwide housing boom would encourage further development of housing, commerce, and transportation infrastructure.

The population of Oklahoma City increased 42 percent over the 1910 census to 91,295 residents in 1920.<sup>27</sup> Transporting these new Oklahomans around the state became of crucial importance for many planners among the newly created Oklahoma Highway Commission, founded in 1911.<sup>28</sup> Oklahoma was at the forefront of the national “good roads” movement, developing a complex network of highways between villages, markets, and major population centers. Boosters in Oklahoma’s city centers advocated for its inclusion on the newly announced Federal Aid Road Act (1916). Improving roads around and through the new state meant better connectivity between its major urban centers of Oklahoma City and Tulsa, as well as more through-traffic from travelers headed to either coast. New building types such as automobile dealerships and tourists’ camps began to appear on these well-travelled corridors. Within Oklahoma City, new, larger automobile dealership buildings were being constructed on North Broadway in the area that would become known as Automobile Alley. As early as 1921 there were already seventy-six automobile dealerships in Oklahoma City. The rise in popularity of the automobile brought with it a use of the vehicle as an avenue for travel and recreation, creating a demand for lodgings that could accommodate car storage overnight. the first tourist camp in Oklahoma was established a half mile east of May Avenue on 39th Street in 1924.<sup>29</sup>

Oklahoma’s integration into the new route was by no means a foregone conclusion but was in large part the work of a single vocal booster: Tulsa’s Cyrus M. Avery. Avery was director of both the Tulsa Commercial Club and the Tulsa Automobile Club, and had demonstrated success in choosing routes for other major roadways, including a highway marked from Springfield, Missouri through Tulsa and Oklahoma City to Amarillo, Texas.<sup>30</sup> By 1921, he was serving as president of the Associated Highways of America, and by 1924 Avery was chairman of the Oklahoma Highway Commission, and finally by 1925 he was serving the USDA’s Bureau of Public Roads chairing a board of appointees who were to assist in laying out an interstate highway system.<sup>31</sup> Well-poised in his various positions to lobby for Oklahoma’s inclusion on these new national roadway projects, Avery encouraged the council to include a northeast-to-southwest diagonal leg on Route 66 that routed through both Tulsa and Oklahoma City. When finally put to paper in 1926, Route 66, the first of many national public highways, would travel through a significant portion of Oklahoma and change hundreds of communities.

#### **4.1.2 Early Route 66 in Oklahoma County (1926-1940)**

Route 66 existed first as a grand vision of national connectedness. Making the vision a reality proved to be a time-consuming and piece-meal process. The economic and social importance of Route 66 was not immediately apparent to communities along its proposed route in 1926, but as construction on the new road began the importance of high-quality roads became clear. As reported by the *Daily Oklahoman* in 1927, “Entering the state at Miami on U.S. highway No. 66, you have gravel or pavement to the town of Bristow [...] Traffic to Oklahoma City should route from Tulsa to Oilton over State Highway No. 1, as the highway from Bristow to Arcadia is

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<sup>26</sup> “History of Warr Acres,” Residents, City of Warr Acres, <https://www.warracres-ok.gov/history/>. And Dianna Everett, “Warr Acres,” The Encyclopedia of Oklahoma History and Culture, The Oklahoma Historical Society, <https://www.okhistory.org/publications/enc/entry.php?entry=WA025>.

<sup>27</sup> Ross, *Oklahoma Route 66*, 17.

<sup>28</sup> United States Department of the Interior, National Park Service (NPS), *Route 66 and Associated Historic Resources in Oklahoma Multiple Property Documentation Form*, by Maryjo Meacham et al. (March 1992), 7.

<sup>29</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc., (June 2020), 22.

<sup>30</sup> NPS, *Route 66*, 58.

<sup>31</sup> *Ibid*, 59.

under construction and very rough.”<sup>32</sup> By 1930, less than a fourth of Route 66 was paved.<sup>33</sup> The final segment of the road was paved in 1937, a decade after the establishment of Route 66.<sup>34</sup>

Most Oklahomans were occupied with two other major events that took place at the end of the 1920s: the discovery of the Oklahoma City oil field in late 1928, and the stock market crash less than a year later in October 1929. The oil field discovery brought even more changes to Oklahoma City, the biggest city in Oklahoma County: the population doubled between 1920 and 1930, encouraging the construction of houses and increasing vehicle traffic.<sup>35</sup> While Oklahoma City was booming, the outlying communities of Oklahoma County saw several rough years between 1924 and 1930. Disaster in the form of a fire hit Arcadia and destroyed much of its building stock in 1924, creating space along its prominent main street area. Six years later, on November 19, 1930, a tornado destroyed a significant amount of building stock (652 buildings) and killed 23 people in Bethany. The devastation did not spare Bethany’s main thoroughfare Main Street (now NW 39th Street). Later Sanborn Fire Insurance maps would show that most of the buildings sited between South Peniel Avenue and South College Avenue in Bethany to be mostly rebuilt, replacing many of the former wood-frame, brick fronted-buildings with new, fully brick buildings. These sturdy new commercial resources would be hardier in extreme weather events and less subject to fire.<sup>36</sup>

During the 1930s, accommodations for travelers began evolving from primarily hotels located near railroads or in downtown cores and the tourist camps previously discussed to also include tourist homes, cabin camps, and cottage or tourist courts. Tourist homes generally entailed a rented room in a private home. Cabin camps were typically facilities with camping spaces like the auto camps provided, as well as small cabins and bathroom buildings. The cottage or tourist courts were a version of the cabin camps where the cabins included attached carports for the travelers’ automobiles. In some cases, the cabins were attached with the carports between the cabins; in other cases, the cabins with carports were stand-alone buildings. It was common for owners of gas stations or stores to add the cabin camps and cottage or tourist courts to their property as they did not require a large capital outlay to construct them.<sup>37</sup> Amenities varied, but most offered free water, lights, and a shower or bathhouse with other necessities for sale.<sup>38</sup> One early tourist camp in Oklahoma County was “Camp Dixie” in Edmond, Oklahoma, located on Route 66 where it was co-signed with 2nd Street, between Bryant and Broadway Streets. While no longer extant, the camp had some on-site facilities including covered parking spaces for travelers, and operated with the slogan “For Rest It’s the Very Best.”<sup>39</sup> This was not to be confused with the tourist camp Dixieland just west of Sapulpa, which would go on to become a small amusement park long after tourist camps were out of fashion.<sup>40</sup>

<sup>32</sup> *Daily Oklahoman*, Oklahoma City, November 6, 1927.

<sup>33</sup> Oklahoma State Historic Preservation Office (OKSHPO), *Oklahoma Route 66 Historic Resources Survey, 1926-1970 Final Survey Report*, by Michael Cassity. (September 2002), 14.

<sup>34</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc. (June 2020), 26.

<sup>35</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc. (June 2020), 26.

<sup>36</sup> Sanborn Map Company, “Sanborn Fire Insurance Map,” Bethany, 1927 and 1942.

<sup>37</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc. (June 2020), 47.

<sup>38</sup> OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 15.

<sup>39</sup> Camp Dixie in Edmond,

Oklahoma, photograph, (<https://gateway.okhistory.org/ark:/67531/metadc960916/m1/1/?q=camp%20dixie>, accessed October 1, 2020), The Gateway to Oklahoma History, Oklahoma Historical Society, <https://gateway.okhistory.org>.

<sup>40</sup> OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 29.



*Undated photo of children playing at Camp Dixie, formerly located in Edmond, OK, between Brant and Broadway Streets.*

*Image courtesy of the Gateway to Oklahoma History.*

Almost as soon as the paving of Route 66 began in earnest through Oklahoma, the combined pressures of a decade of declining crop yield, rising loan and production costs, and the general stock market crash were encouraging large-scale migration. Thousands of Oklahoma's farm families sought new economic opportunity elsewhere, and many of them used the increasingly improved Route 66 to reach those opportunities. As early as 1927, recreational travelers were warned against these families who were perceived as lazy, ignorant, and unclean as they hauled the entirety of their worldly possessions behind them.<sup>41</sup> Their ranks would swell, and between 1935 and 1940 alone some 309,000 Oklahomans had left the state.<sup>42</sup> Contemporary author and journalist Carey McWilliams reported in his 1942 work *I Fares the Land* that the four hardest-hit counties for population loss were Oklahoma, Caddo, Muskogee, and Tulsa counties. Excluding Muskogee County,

<sup>41</sup> OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 22.

<sup>42</sup> Donald Worster, *Dust Bowl: The Southern Plains in the 1930s* (Oxford: Oxford University Press, 1979), in OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 23.

## **Historic Context and Reconnaissance Report**

Oklahoma County Route 66 Survey

Oklahoma County, Oklahoma



Oklahoma, Caddo, and Tulsa Counties each had easy access to Route 66, allowing those wishing to leave easy access to a reliable path to presumed economic opportunity in California.<sup>43</sup>

Route 66 became an economic umbilical cord in more ways than one for communities along its path. Not only did it provide better access to other nearby and far-away work opportunities, but it provided a constant stream of customers in need of a place to sleep, a bite to eat, and automobile maintenance services. Many with land sited along Route 66 took advantage of cheap labor, a market need, and low upfront cost. Tourist camps became tourist cabins, with individual buildings thrown together quickly for “substantial income during the summer months.”<sup>44</sup> In Oklahoma County the economic benefits for those with land on the route were doubled by the completion of the “Beltline” alignment of Route 66 through the area. This new alignment for Route 66 brough travelers into Edmond from the north in order to get into the heart of Oklahoma City, but it also allowed long-distance travelers to skip the Oklahoma City traffic.<sup>45</sup> The Beltline encouraged traffic into and through Edmond, Arcadia, and Luther, fostering development along with the discovery of oil, the existing college, and the local cotton crop.

#### **4.1.3 Wartime Gas Rationing and Post-War Boom (1940-1960)**

The entry of the United States into World War II brought thousands of people to the Oklahoma City area to work and train at the Midwest Air Depot (now Tinker Air Force Base) or to work at one of the 123 different businesses that received National Defense contracts during the war. While just a decade earlier Oklahomans were leaving by the thousands, these new employment opportunities turned the tide the opposite direction. Although the war effort brought an influx of funds to the area, there was no escaping the gas rationing, which prevented much travel and had a negative impact on roadside businesses. Short-distance travel for commuting replaced long-distance vacations and migrations, and the roughly 40,000 new residents in the Oklahoma City area were creating traffic jams.

Upon the end of gas rationing however, the final heyday of Route 66 began in earnest, as “victory trips” encouraged families to see regional and national sites of interest across the county. One of the largest growing groups of travelers was African American families, with greater access to automobiles, disposable income, and vacation time in the post-war economic boom. Black travelers had been subjected to discrimination while travelling by rail car in the early 20<sup>th</sup> Century, and the automobile provided a kind of liberation in travel.<sup>46</sup> The Green Book, published out of Harlem between served as a popular guide for would-be sightseers to identify safe places to eat, sleep, and find roadside services. The guide was first published in 1936, and would continue to list more and more safe and friendly locations as its publishers gathered information on travel destinations across the country, as well as in Puerto Rico, Canada, and Mexico.<sup>47</sup> Throughout the 30-year run of the book, which would consider itself triumphantly unnecessary after the dismantling of Jim Crow in 1964, relatively few sites in Oklahoma were listed. The 1940 edition of the Green Book lists multiple sites in Tulsa and Oklahoma City, but the surrounding communities are noticeably scarce for entries.<sup>48</sup> Listings in 1949 note a cluster of

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<sup>43</sup> Carey McWilliams, *Ill Fares the Land: Migrants and Migratory Labor in the United States* (Boston: Little, Brown and Company, 1942) in OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 23.

<sup>44</sup> “Tourists’ Cabins that Get the Business,” *Popular Mechanics*, 64 (July 1935), in OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 28.

<sup>45</sup> Ross, *Oklahoma Route 66*, 114.

<sup>46</sup> Mark S. Foster, “In the Face of ‘Jim Crow’ Prosperous Blacks and Vacations, Travel and Outdoor Leisure, 1890-1945,” *The Journal of African American History* Vol 84, No 2 (Spring 1999): 11-12

<sup>47</sup> Schomburg Center for Research in Black Culture, Manuscripts, Archives and Rare Books Division, The New York Public Library. “The Negro Travelers’ Green Book: 1959” *New York Public Library Digital Collections*. Accessed November 15, 2020. <https://digitalcollections.nypl.org/items/89ed7cc0-8486-0132-e7b6-58d385a7bbd0>

<sup>48</sup> Schomburg Center “The Negro Traveler’s Green Book: 1940”: 38-39.

black-friendly businesses in the Deep Deuce neighborhood of Oklahoma City, but very few other places to get a tire change or lunch in either the north or west branches of Route 66 from the city center.<sup>49</sup>

Outlying communities within Oklahoma County saw big changes in the post-war years. The community of Warr Acres on the eastern edge of the county voted to incorporate in 1948. What had begun as a pair of subdivision plats filed for incorporation as a city in 1948. Bethany also grew in population, more modestly than nearby Oklahoma City, from 2,500 to 5,700 residents.<sup>50</sup> Recovering from the tornado that had destroyed the downtown area, Bethany put up several blocks of commercial buildings on either side of the railroad at College Avenue. Tensions between the neighboring communities spilled over into court, Bethany filed suit to prevent Warr Acres from incorporation. Bethany's city council had voted in 1948 to annex several of the additions earmarked to incorporate as Warr Acres, including West Park Addition, Amended Plat of Smythe Place Addition, Wheeler Second Model Addition, Warr Acres Addition, and Ferguson Park Addition. Immediately following this vote, C.B. Warr, platter of several of these additions, had filed a restraining order against the Bethany municipal government to prevent the annexation and incorporated the additions as a city. Bethany then counter-sued, arguing that the power of the city government was non-existent as they had not achieved the required 35% of population petitions, that the state did not recognize Warr Acres as a city and that the incorporation was purely defensive in nature. The case was referred to the supreme court of Oklahoma, which ruled in Warr Acres' favor and allowed the city to incorporate.<sup>51</sup>

The Beltline route was extended for the first time in 1947. As noted in the Oklahoma City Route 66 context, "the Beltline extension provided new residents and business owners of the burgeoning community an upgraded transportation route to easily travel to and from Oklahoma City and other communities in the area. Since the early 1950s, the Beltline extension corridor has been densely developed with residential and commercial properties."<sup>52</sup> The re-route would have a profound impact on the area immediately west of the Britton neighborhood, which was at the time undeveloped. In 1949, the first subdivision addition was platted for what would become simply "The Village", incorporated in 1950 as a town. By 1959, the population and development of The Village had grown so much that the residents voted to incorporate as a city.

Of the outlying Oklahoma County communities, Edmond underwent the most re-routing campaigns in the 1950s. In 1954, the *Daily Oklahoman* reported that:

"... the proposed new routing would curve Broadway east to parallel the Santa Fe railroad between NW 26 and NW 31. At NW 32, the route would curve back into the present N Broadway and follow it to NW 35, where N Broadway and N Robinson now join. The road would connect with the present right-of-way for the Broadway extension north to the U.S. 66 bypass for another connection with the Edmond road."<sup>53</sup>

The contract for the new two-lane highway bypass was awarded October 19, 1954. The 6.357-mile connector highway cost an estimated \$98,061 to build and an estimated \$536,275 to pave. Highway officials at the time indicated their plans to rebuild the "old highway" from Memorial Road to Edmond to a four-lane configuration.<sup>54</sup>

The Beltline route encouraged dense growth around it, bringing population to the north Oklahoma County area and completed changing the landscape of the west portions of the County. However, the development

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<sup>49</sup> Schomburg Center "The Negro Traveler's Green Book: 1949": 63-64.

<sup>50</sup> City of Bethany Oklahoma Population and Housing Unit Estimates Tables, *United States Census Bureau*, <https://www.census.gov/programs-surveys/popest/data/tables.2019.html>. Accessed November 11, 2020.

<sup>51</sup> *City of Bethany v. Mason*, 210 P.2d 353 (OK 190, 1949).

<sup>52</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc. (June 2020), 33.

<sup>53</sup> *Daily Oklahoman*, Oklahoma City, May 16, 1954.

<sup>54</sup> *Daily Oklahoman*, Oklahoma City, September 27, 1954.

that the Beltline encouraged also meant that the traffic demands on Route 66 increased. By that end of the 1940s, it was clear from national population growth, a general shift to urban centers, and increased car ownership, that the two-lane Beltline route was no longer a speedy bypass for those looking to skip Oklahoma City. By the late 1940s planning was already underway for a high-speed limited access highway from Oklahoma to Tulsa.<sup>55</sup> Smaller communities had no illusions of the potential impact of the new highway. In 1949 assembled representatives from these small communities opposed the development of a turnpike between Oklahoma City and Tulsa. Referring to the perceived need of the turnpike Boyd Cowden of Chandler asked of the assembled group, “Why? Just because a few white-collared boys in Oklahoma City and Tulsa are just hell-bent upon getting somewhere.” Eventually the governor approved the turnpike construction project, regardless of the complaints from the small communities that would lose out on necessary vehicle traffic.<sup>56</sup> Completion of the Turner Turnpike in 1953 diverted traffic from U.S. Highway 66. While not an immediate death-knell for Route 66, the turnpike cut the travel time between the two metropolises in half.

Suddenly, the once state-of-the-art pathway between big cities and small communities alike became the scenic route. With faster traffic, fewer meanders through small communities, and limited on/off ramp access, motorists made decisions about where to eat, refuel, and spend the night faster than ever before. The increased highway speed, the attrition of small business in the 1950s in the face of standardization, and increased cost to run a business brought on by huge federal income tax code changes all contributed to the decline of mom-and-pop shops. As chains began to replace small businesses in the motel, restaurant, and service station arenas, tourist attractions began to dwindle as well. Attractions like two-headed calves, albino raccoons, and small amusement parks saw less and less income, ending a long tradition of “tourist traps” along Route 66.<sup>57</sup>

#### **4.1.4 Shortcuts (1960-1970)**

With the success of the Turner Turnpike, Oklahoma City and County continued to invest in limited-access bypass highways. As reported in the Daily Oklahoman in 1958, “Oklahoma’s City multimillion-dollar U.S. by-pass is inching its way across the northern rim of the city. To date, 11,889 miles have been contracted for extending westward from NE 63 and eastern to NW 50 and May.” The Turner Turnpike acted as a jumping-off point for the expanding system, with the next leg planned to extend west from the turnpike to Highway 50 at a cost of \$4.5 million in federal and state funds. The same Daily Oklahoman article concluded with promise of even more construction, as “still in the planning stage is the southern leg of the by-pass which will give motorists easy access to the El Reno-Bethany highway.”<sup>58</sup> The plan, evidently, was to completely by-pass the Route 66 Beltline as it wound around Oklahoma City with a more expedient “modern” superhighway.

The by-passing of Route 66 hit eastern Oklahoma first, though western Oklahoma was spared until the development of I-40 from Amarillo to Oklahoma City. Unlike the Beltline, which had encouraged growth for Edmond and The Village, the Turnpike and extension of the interstate created an impossible situation for the businesses in Oklahoma County. While resources like service stations and restaurants could continue to operate to an extent with business from Oklahoma City and locals, motels were specifically tailored to tourists. The decline in motel business is reflected in the results of this survey: of 148 resources in six communities, only two motels were still extant at the time of survey.

A second major issue for Route 66 businesses was homogenization of roadside stops. A Holiday Inn or Best Western looked the same in Tulsa, San Francisco, and Atlanta, and the menu of a Howard Johnson was reliably

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<sup>55</sup> *Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc. (June 2020), 32-3.

<sup>56</sup> United States Department of the Interior, National Park Service (NPS), *Route 66 and Associated Historic Resources in Oklahoma Multiple Property Documentation Form*, by Maryjo Meacham et al. (March 1992), 56.

<sup>57</sup> OKSHPO, *Oklahoma Route 66 Historic Resources Survey*, 48-52.

<sup>58</sup> *Daily Oklahoman*, Oklahoma City, August 27, 1958.

identical between locations. Tourists and travelers, growing accustomed to national standardization, became risk-averse to smaller businesses with unreliable accommodations. These two factors brought major redevelopment in these Oklahoma County communities in the 1970s and the lack of motorist through-traffic meant much of the local Route 66 resources were converted, replaced, or demolished. Edmond, Bethany, and Warr Acres became commuter communities for Oklahoma City (The Village had always been a commuter community). Both Arcadia and Luther saw their tourist income dry up, but unlike the more suburban and urban communities the two farming towns did not undergo the same amount of chain business infiltration and saw little redevelopment.

By 1970, Route 66 had been all but replaced by the homogenized superhighways that arced across the state. As Michael Cassity reported, it was suddenly possible to cross all of Oklahoma without needing to stop to refuel once. Some businesses may have attempted to keep customers invested through modernization, “updating” building facades with the organic shingle and faux mansard roofs popular at the end of the 1960s.

## 5. Survey Results

### 5.1 Results Summary

Pinyon completed survey of 148 resources in Oklahoma County, Oklahoma, including site visit and completion of an OKSHPO historic preservation resource identification form. Of the 148 resources surveyed, 15 individual resources were identified as Route 66-related. While in-depth research on these resources is still needed to fully assess eligibility, each retains sufficient integrity at the time of survey to convey an association with the themes of automobile transportation, tourism, and cross-country mobility. In addition to the Route 66 related resources, 23 individual resources were determined to have potential significance for their connection to local history, community development, or architecture. These resources need additional property-specific research to ascertain their full eligibility to the NRHP.

Field verification identified 88 resources that were removed from the survey due to their obvious alterations, residential use, status as either a municipal or church property, or because their built features were connected to another address in the survey and were combined into one form (for example, parking lots). Finally, 22 of the 148 total resources were not found to have a connection to Route 66 nor any potential significance for other themes. Many of these resources have been dramatically altered from their date of construction, as evidenced by the style, type, materials, and condition of resources observed in the field. A table detailing eligibility recommendation for all resources included in the survey is included as an appendix to this report (Appendix A).

### 5.2 Recommended Eligible Resources

#### 5.2.1 Previously Recorded Resources

Review of previous survey reports revealed that Bob Rodger's Towing and Garage and the Western Motel were recommended eligible to the NRHP in 2002 as part of the statewide Oklahoma Route 66 historic context and survey project. Field visits to both sites during this reconnaissance survey confirm the potential significance and continued good physical condition of both resources.

#### 5.2.2 Recommended Eligible Resources Related to Route 66

A small portion of resources surveyed are recommended eligible to the NRHP in the areas of transportation, tourism, and commerce for their relationship to Route 66. Many of these resources are recommended because they have minimal alterations or reversible changes and continue to possess significant features related to Route 66 resources, such as drive-in canopies or garages.

Images of these resources are included in the project photographic documentation.

**Table 5-1 Service Stations**

Resource Name	Resource Address	Year Built
66 Lake Stop	206 Ne 66th Street Arcadia	1930
Prestige Auto Center	911 S Broadway Street Edmond	1966
Edmond Auto Credit	323 S Broadway Street Edmond	1935
W & W Tire	302 S Broadway Street Edmond	1960

Resource Name	Resource Address	Year Built
Enterprise Sod Store	1120 S Broadway Street Edmond	1967
Aguilar Tires and Wheels	6301 NW 39th Expressway Bethany	1954
Bob Rodger's Wrecker Service and Towing (Garage)	7110A NW 39th Expressway, Bethany	1947
Roy's Transmission and Garage	4008 N Redmond Avenue Bethany	1946
Bob Rodger's Automotive Body Shop	7110B NW 39th Expressway, Bethany	1947
Car Time	6329 NW 39th Expressway Bethany	1955

**Table 5-2 Current and Former Restaurants**

Resource Name	Resource Address	Year Built
Highest Relief Dispensary	1310 S Broadway Street Edmond	1960
The Wolftrap	1109 S Broadway Street Edmond	1962
Payless Auto Sales	5508 NW 39th Street Warr Acres	1963

**Table 5-3 Motels**

Resource Name	Resource Address	Year Built
Red Carpet Motel	1205 S Broadway Street Edmond	1965
Western Motel	7600 NW 39th Expressway Bethany	1953

### 5.2.3 Potentially Eligible Resources Not Related to Route 66

While this thematic survey is focused on providing eligibility recommendations for resources relating to Route 66, several clusters of potentially eligible resources were identified in the field. Although their assessment is outside the scope of this survey, for information purposes these resources are included in the survey results. OKSHPO, Oklahoma County, or local historic groups may wish to pursue further investigation of these resources.

Most of the resources in this category are close to the historic core of either Edmond or Bethany and may be part of early community development in these areas. Resources in Bethany's core on what is now NW 29<sup>th</sup> Expressway but was once Main Street, were largely built in the same decade as a response to the destruction of most of the town's buildings by tornado in 1930. The commercial center was focused on the college and the railroad. Based on a site visit most of the buildings between North Asbury Avenue and North Peniel Avenue retain a feeling of early 20<sup>th</sup> Century commercial resources, with two-to-three story density, brick exteriors, flat roofs, and long, thin rectangular massing.

The historic downtown core of Edmond is like that of Bethany, but the two-to-three story commercial district is just off Route 66 and was not part of this survey. The surveyed resources related to the development of Edmond are more eclectic than those in Bethany and include a variety of one-story brick mid-century Modern structures.



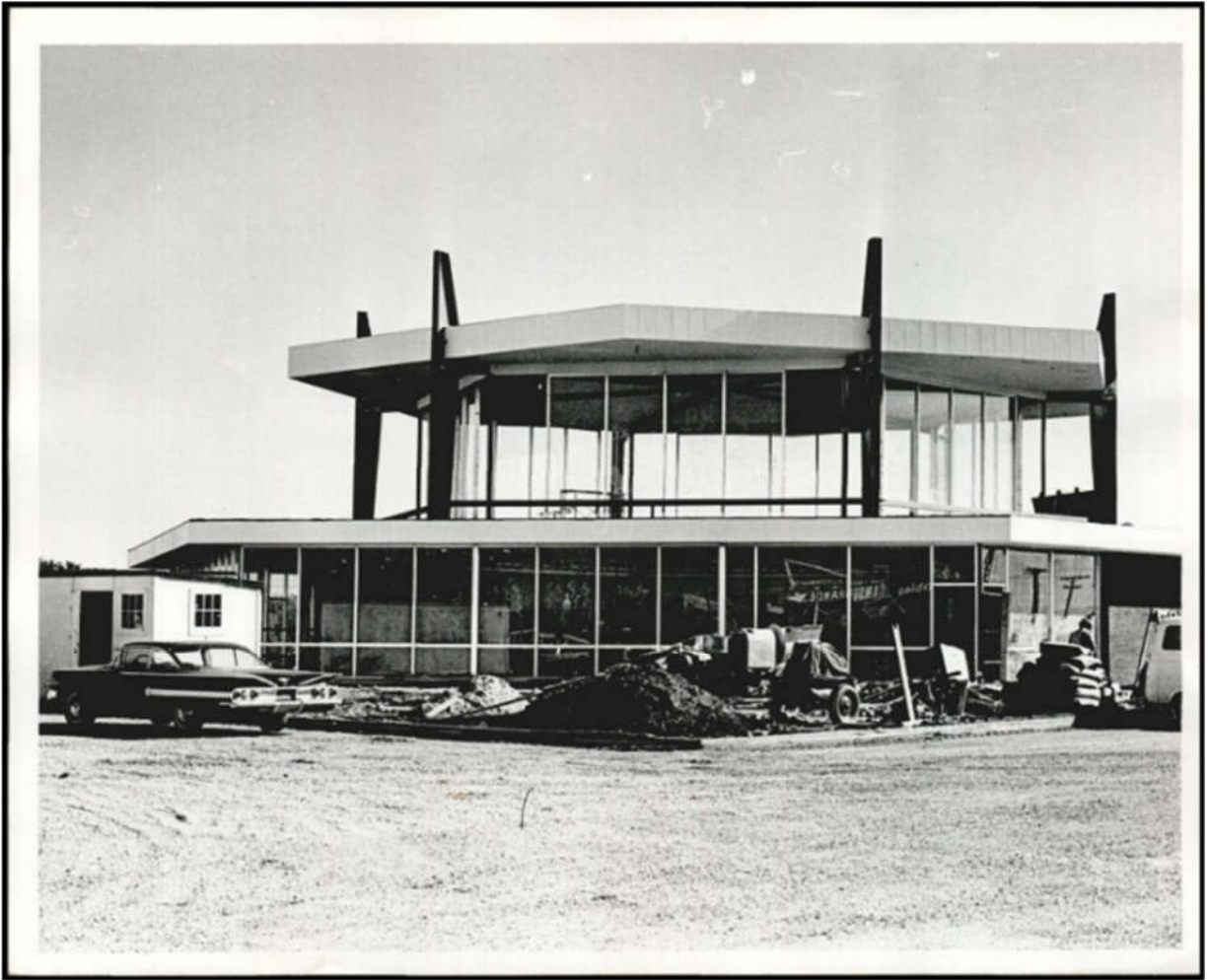
Although the related resources in these areas are primarily located outside the proscribed Route 66 survey area, both Arcadia and Luther have a high degree of architectural integrity, strong connections to an agricultural past, and in the case of Arcadia a legacy of African American farming. A specific thematic or in-depth survey project in these communities would be of exceptional value for understanding the historic legacy of these areas.

Finally, the last group of potentially eligible resources is those with a high degree of architectural significance. These resources, scattered among the communities in Oklahoma County, demonstrate unique shapes and rooflines, large-scale massing, and may be the work of an architect or master builder.



*6666 Northwest 39<sup>th</sup> Expressway in Bethany, date unknown (ca. 1950). Bethany's former main street, now 39<sup>th</sup> Expressway, retains the feeling of an early 20<sup>th</sup>-Century commercial strip.*

*Image from the Meyers Photo Shop, courtesy of Gateway to Oklahoma History.*



*Construction on the Community National Bank (now the First Fidelity Bank) at 5800 Northwest 39<sup>th</sup> Expressway in Warr Acres: November 8, 1961. This resource, with its unique octagonal central shape, is an example of the type of mid-century Modern resources observed in the survey.*

*Oklahoma Times image, courtesy of the Gateway to Oklahoma History*





*Signage outside of the former Bob's Bar-BBQ restaurant, at 208 R66 in Arcadia. Now abandoned, the former restaurant is in poor condition.*

*Paul B Southerland, December 6, 1991, courtesy of the Gateway to Oklahoma History.*

**Table 5-4 Retail Stores**

Resource Name	Resource Address	Year Built	Potential Areas of Significance
Luther Mill and Farm Supply	300 N Ash Street Luther	1970	Agriculture, Commerce
Doc's Barber Shop	217 S Broadway Street Edmond	1950	Community Development: Edmond
Edmond Evening Sun	201 S Broadway Street Edmond	1930	Community Development: Edmond
EARC Thrift Store	100 Se 3rd Street Edmond	1930	Architecture (Early Modern), Community Development: Edmond

#### **Historic Context and Reconnaissance Report**

Oklahoma County Route 66 Survey  
Oklahoma County, Oklahoma

Resource Name	Resource Address	Year Built	Potential Areas of Significance
Rice Law Building	17 E 1st Street Edmond	1946	Architecture (Modern), Community Development: Edmond
Pirates Alley Frames	2733 W Britton Road Village	1962	Architecture (High-Style Modern)
Morrison Floral Company	4801 N Meridian Avenue Warr Acres	1966	Architecture (High-Style Modern)
Woodlake Racquet Club	6748 NW 39th Expressway Bethany	1946	Community Development: Bethany Commercial Core
Paula Novotny CPA/Pony Party Express	6644 NW 39th Expressway Bethany	1948	Community Development: Bethany Commercial Core
Hair Boutique/Slate Screen Print Design	6716 NW 39th Expressway Bethany	1930	Community Development: Bethany Commercial Core
Emerald Springs Pools & Spa	6616 NW 39th Expressway Bethany	1943	Community Development: Bethany Commercial Core
Hardware Inc	6829 NW 39th Expressway Bethany	1960	Community Development: Bethany Commercial Core
Stray Dog Cafe	6722 NW 39th Expressway Bethany	1930	Community Development: Bethany Commercial Core
Mariposa Gifts	6718 NW 39th Expressway Bethany	1930	Community Development: Bethany Commercial Core
Gallery 66	6728 NW 39th Expressway Bethany	1926	Community Development: Bethany Commercial Core
Bethany Law Center	6666 NW 39th Expressway Bethany	1922	Community Development: Bethany Commercial Core
Elevated Beauty Salon	6601 NW 38th Street Bethany	1948	Community Development: Bethany Commercial Core
Pho 3 Nine	3931 N College Avenue Bethany	1938	Community Development: Bethany Commercial Core
Revamp Massage and Bodywork	3930 N College Avenue Bethany	1946	Community Development: Bethany Commercial Core

**Table 5-5 Specialized Commercial Buildings**

Resource Name	Resource Address	Year Built	Potential Areas of Significance
Bank of Oklahoma	9300 N Pennsylvania Avenue Village	1964	Architecture (Federal Colonial Revival)
First Fidelity Bank	5800 NW 39th Street Warr Acres	1970	Architecture (Late Modern)
DB Clinic	6801 NW 39th Expressway, Unit A Bethany	1961	Architecture (Modern)

Resource Name	Resource Address	Year Built	Potential Areas of Significance
Tinker Federal Credit Union	6750 NW 39th Expressway Bethany	1948	Community Development: Bethany Commercial Core

### 5.3 Recommended Not Eligible Resources

Many resources identified during the reconnaissance survey have been altered significantly since the 1926 - 1970 period of significance or did not possess sufficient character defining features or obvious connection to historic trends to have potential eligibility. Please see the appendix for a complete list of not eligible resources. (Appendix A).

### 5.4 Resources Removed from Survey

Following ground-truthing in the field, 22 of the initial 148 resources were removed from the survey. No Historic Preservation Resource Identification Form was completed for these resources for one of the following reasons:

- Resource is no longer extant.
- Primarily residential use of resource (housing development is outside the scope of this thematic survey).
- Religious or municipal use of resource (these themes are outside the scope of this thematic survey).
- Resource altered to an extent that it presented as a contemporary structure.
- Resource was a duplicate or component of another surveyed resource, and documentation was combined with another address for clarity.

It should be noted that the removal of these resources from the survey does not represent as assessment of their eligibility to the NRHP, merely that for the reasons provided the resource did not fit within the scope of this Route 66 thematic survey. Resources removed from survey are noted in the associated table (Table 4).

**Table 5-6 Resources Removed from Survey**

Resource Name	Resource Address	Reason for Removal from Survey
Unnamed	205 N Main Street, Arcadia	Residential
Unnamed Quonset Hut	426 N Dogwood Street	Moved from Original Location
Cable Motor Body Shop	3915 Ann Arbor Avenue	Duplicate Address Combined
LPM Forklift Sales and Service	7700 NW 39th Expressway	Parking Lot
Water Treatment Plant	24 East 1st Street	Municipal Facility
Unnamed	202 N Main Street	Residential
Mount Pleasant Baptist Church Property	NA (0 Unknown)	Religious/Church Property
Mobile Home Park	1035 S Broadway Street, Edmond	Residential

Resource Name	Resource Address	Reason for Removal from Survey
Mobile Home Park	1103 S Broadway Street, Edmond	Residential
Unnamed	29 W 5th Street Edmond	Residential
Commercial Strip	204 S Littler Avenue Edmond	Major Exterior Alterations/Presents as Contemporary
Casady Apartments	2725 W Britton Road Village	Residential
Commercial Strip	9201 N Pennsylvania Avenue Village	Major Exterior Alterations/Presents as Contemporary
Commercial Strip	7501 N Broadway Extension	Major Exterior Alterations/Presents as Contemporary
Unnamed	9202 N Pennsylvania Avenue, Village	No Longer Extant
Unnamed	1700 W Britton Road, Village	Residential (During Period of Significance)
Nichols Hills Public Works Complex	1009 NW 75th Street, Oklahoma City	Municipal Facility
Mobile Home Park	4503 N Council Road Bethany	Residential
Commercial Strip	3939 N MacArthur Boulevard, Warr Acres	Major Exterior Alterations/Presents as Contemporary
Firebird Autos Quonset Hut	5934 NW 39th Street Warr Acres	Duplicate Address Combined
West Indies Trading Company LLC	7140 NW 39th Expressway Bethany	Duplicate Address Combined
Automobile Lot	5700 NW 39th Street, Warr Acres	Parking Lot

## 6. Annotated Bibliography

### Primary Sources:

*Daily Oklahoman*. Oklahoma City. Assorted articles cited in text, 1927-1958.

Daily Oklahoman articles, accessed primarily via the Gateway to Oklahoma History, were used to provide primary source material for the historic context.

*Edmond City Directory*. Oklahoma City: John J. Gossett, Spring 1958.

Although a full resource-by-resource description was outside the scope of this survey, the Edmond City Directory provided information on history property use to discern integrity of use. Accessed from the Oklahoma Historical Society Research Center.

*Edmond, Oklahoma City Directory*. Loveland, CO: Johnson Publishing Co., 1963.

Although a full resource-by-resource description was outside the scope of this survey, the Edmond City Directory provided information on history property use to discern integrity of use. Accessed from the Oklahoma Historical Society Research Center.

*Luther, Oklahoma Telephone Directory*. Oklahoma: Southwestern Bell Telephone Company, 1955. Accessed from the Oklahoma Historical Society Research Center.

The Luther telephone directory was listed by name only, with no address information provided. Unfortunately, this did not offer much useful data on usage history for those Luther area resources within the survey.

Oklahoma Historical Society. *Gateway to Oklahoma History*. Digital Collections. <https://gateway.okhistory.org/>.

The online archive the Gateway to Oklahoma History was an extremely helpful source for historic images of buildings within the survey, scans of Sanborn Maps of most of the towns within the survey, and as a searchable database of news articles, printed media, and local historical society documents.

*Polk's Oklahoma City Directory, 1960*. Oklahoma City: R.L. Polk & Co. Printing, 1960. Accessed from the Oklahoma Historical Society Research Center.

Although a full resource-by-resource description was outside the scope of this survey, the Oklahoma City Directory provided information on Warr Acres and Bethany in 1960.

Sanborn Map Company. "Sanborn Fire Insurance Map." Luther, 1906, Arcadia, 1902, Bethany, October 1927, March 1936, March 1942, Oklahoma County, OK. [https://www.loc.gov/item/sanborn06992\\_001/](https://www.loc.gov/item/sanborn06992_001/).

Sanborn maps were useful in establishing prior use of resources. Although a full resource-by-resource description was outside the scope of this survey, these maps provided some baseline information regarding resource type, especially the downtown Bethany commercial core.

Schomburg Center for Research in Black Culture, Manuscripts, Archives and Rare Books Division, The New York Public Library. "The Negro Travelers' Green Book: 1937-1963" New York Public Library Digital

Collections. Accessed November 15, 2020. <https://digitalcollections.nypl.org/items/89ed7cc0-8486-0132-e7b6-58d385a7bbd0>

Accessed via the online digital collection for the New York Public Library, the Green Book collection was used to cross-reference sites within the Oklahoma County survey to try to find previously listed accommodations for African American travelers. While none were listed, these negative results in and of themselves yielded information about the greater Oklahoma County community.

US Congress, House of Representatives. *Annual Message of the President transmitted to Congress*. 60<sup>th</sup> Cong., 1<sup>st</sup> sess., December 3, 1907. H. Doc. 1.

Cited in text, this speech addressed the admittance of Oklahoma into the union and the perceived national benefits thereof.

## **Contextual Documents:**

*Oklahoma Route 66 Roadbed Documentation Project (1926-1970) A Survey of Roadbed and Integral Structures*, by The Oklahoma Route 66 Association, 2002.

The Oklahoma County thematic survey did not focus on the roadbed or other road-related structures such as signage, lighting, signals, rails, etc. This context was consulted for information on alignment changes.

Oklahoma State Historic Preservation Office (OKSHPO). *Oklahoma Route 66 Historic Resources Survey, 1926-1970 Final Survey Report*, by Michael Cassity. September 2002.

The Cassity survey was the primary guiding document for this context, establishing clear guidelines for potential eligibility on little background research and developing the state-wide themes.

*Route 66 in Oklahoma City Historic Context Project Report*, by Blanton & Associates, Inc., June 2020.

The Oklahoma City context, completed in June of 2020, provided updated information on resource eligibility for Oklahoma City resources. This survey guided the direction of the Oklahoma County survey away from resources within city limits, instead focusing on outlying communities.

United States Department of the Interior, National Park Service. *Route 66 and Associated Historic Resources in Oklahoma Multiple Property Documentation Form*, by Maryjo Meacham et al. March 1992.

This national-level context provided historic information on nation-wide changes to the road and highway system and further provided information guiding the registration criteria for Route 66 resources.

## **Monographs and Articles:**

Blackburn, Bob L., Arn Henderson, and Melvina Thurman. *The Physical Legacy: Buildings of Oklahoma County, 1889 to 1931*. Oklahoma: Southwestern Heritage Press, 1980.

This resource is primarily a collection of post cards showing the architectural changes (or lack thereof) to Route 66 buildings and other mid-century resources around Oklahoma County.

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### **Historic Context and Reconnaissance Report**

Oklahoma County Route 66 Survey  
Oklahoma County, Oklahoma



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

A dated but useful source on the establishment of the first-generation national highway system and the later interstate system.

Foster, Mark S. "In the Face of 'Jim Crow' Prosperous Blacks and Vacations, Travel and Outdoor Leisure, 1890-1945," *The Journal of African American History* Vol 84, No 2 (Spring 1999).

This article provided important contextual information for sections on Green Book travel, including background on pre-Green Book travel in railcars and the new freedoms provided by automobiles.

Jakle, John A., and Keith A. Sculle. *The Gas Station in America: Creating the North American Landscape*. Baltimore: Johns Hopkins University Press, 1994.

This monograph served as a go-to source on the history of gas stations, service garages, and automobile culture. Useful in establishing resource typology and assessing resource integrity.

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America: The Road and American Culture*. Baltimore: Johns Hopkins University Press, 2002.

No direct citations of this resource, but the monograph was useful contextual information for motel architecture throughout the 20<sup>th</sup> Century. Much of the work in Liebs's book is influenced by this monograph as well.

Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. Baltimore: Johns Hopkins University Press, 1985.

This book is an excellent source on changes in roadside architectural trends across the country, useful in establishing resource typology and assessing resource integrity.

McConnell, Leone Bellew. "A History of the Town and College of Bethany, Oklahoma." Master's Thesis, University of Oklahoma, 1935.

This context is also in part a primary source, but the information therein provided some information on the very early establishment of Bethany as a religious community.

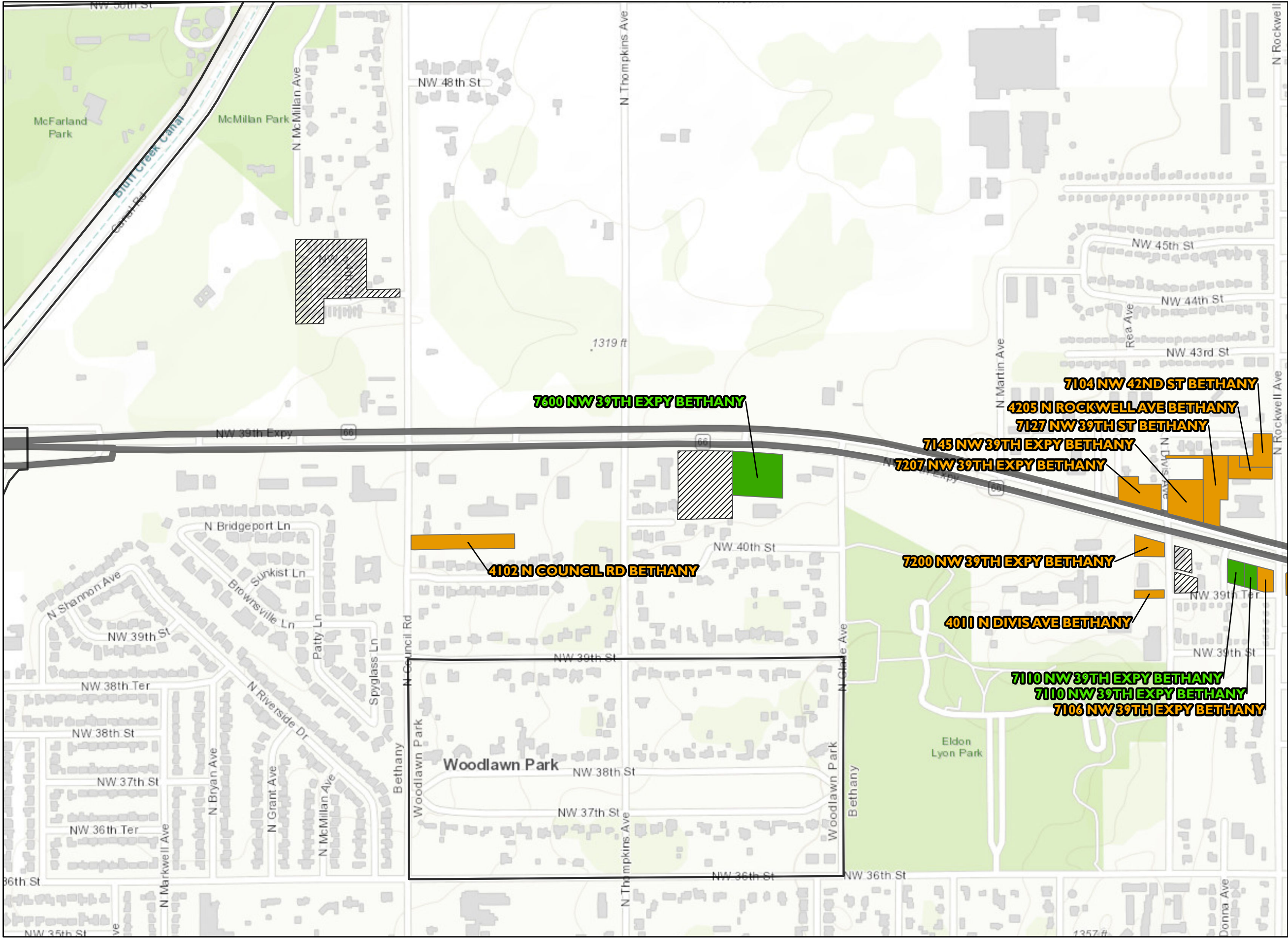
Ross, Jim. *Oklahoma Route 66*, 2<sup>nd</sup> ed. Oklahoma City: Ghost Town Press, 2011.

The maps provided in this monograph served as important contextual information on re-alignments of Route 66 throughout the 20<sup>th</sup> Century.

## **Appendices**

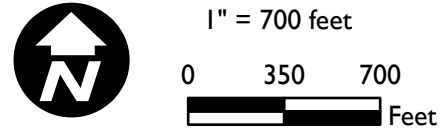


## **Appendix A.      Resource Location Maps**



Legend

- Route 66 Alignment
- Cities
- Eligibility
  - Removed From Survey
  - Not Eligible
  - Eligible, Rt. 66
  - Eligible, Not Rt. 66



**Pinyon**  
Environmental, Inc.

**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

Site Location: Oklahoma County, Oklahoma, USA		Drawn By: JAF	Figure: I
Pinyon Project Number: I/20-1378-01		Reviewed By: PMG	Date: I/13/2021

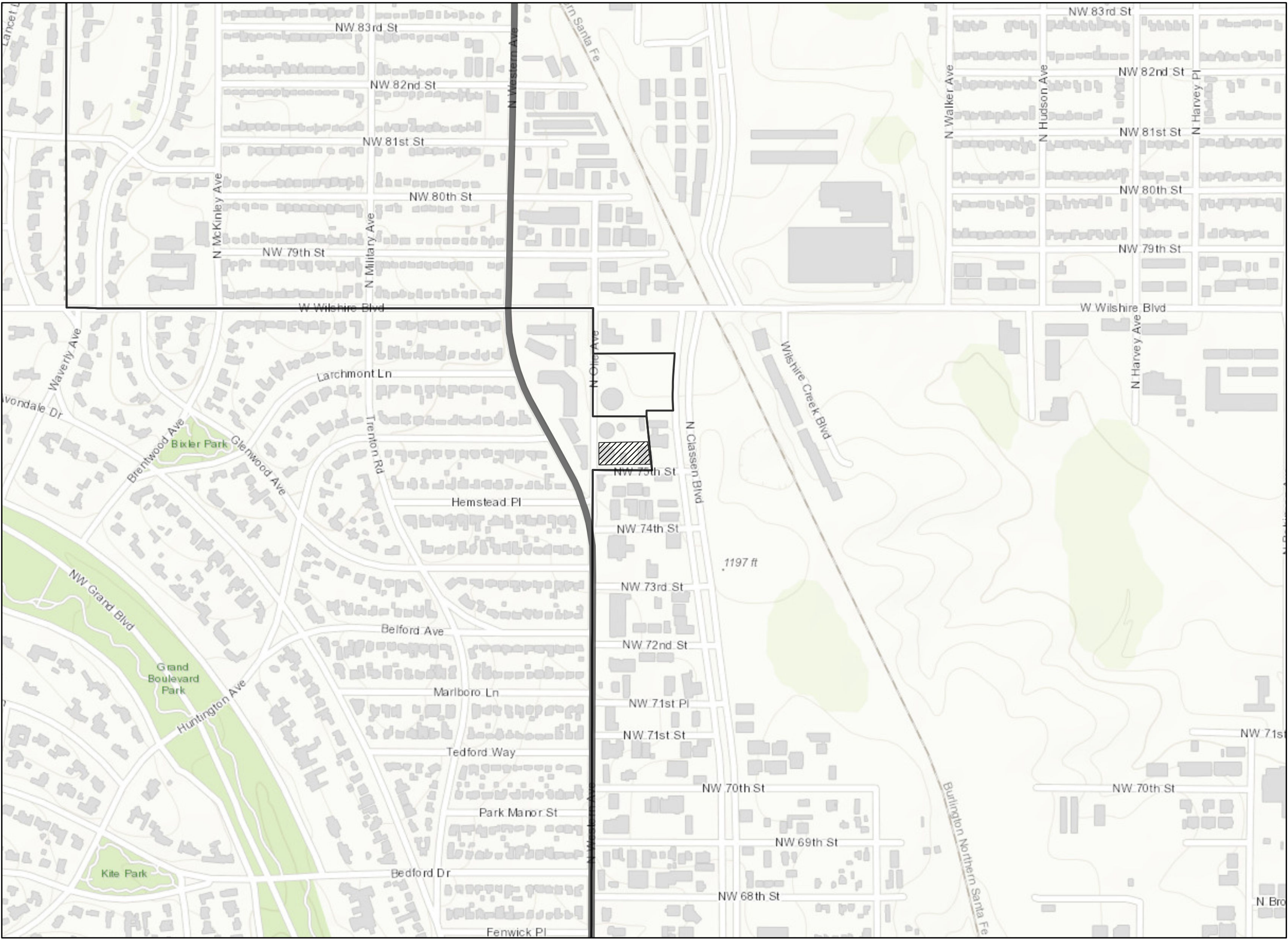






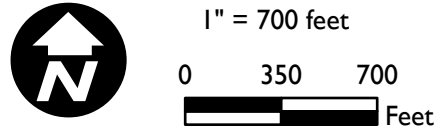






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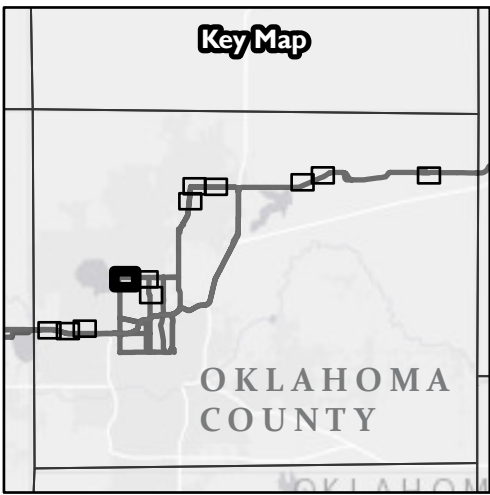
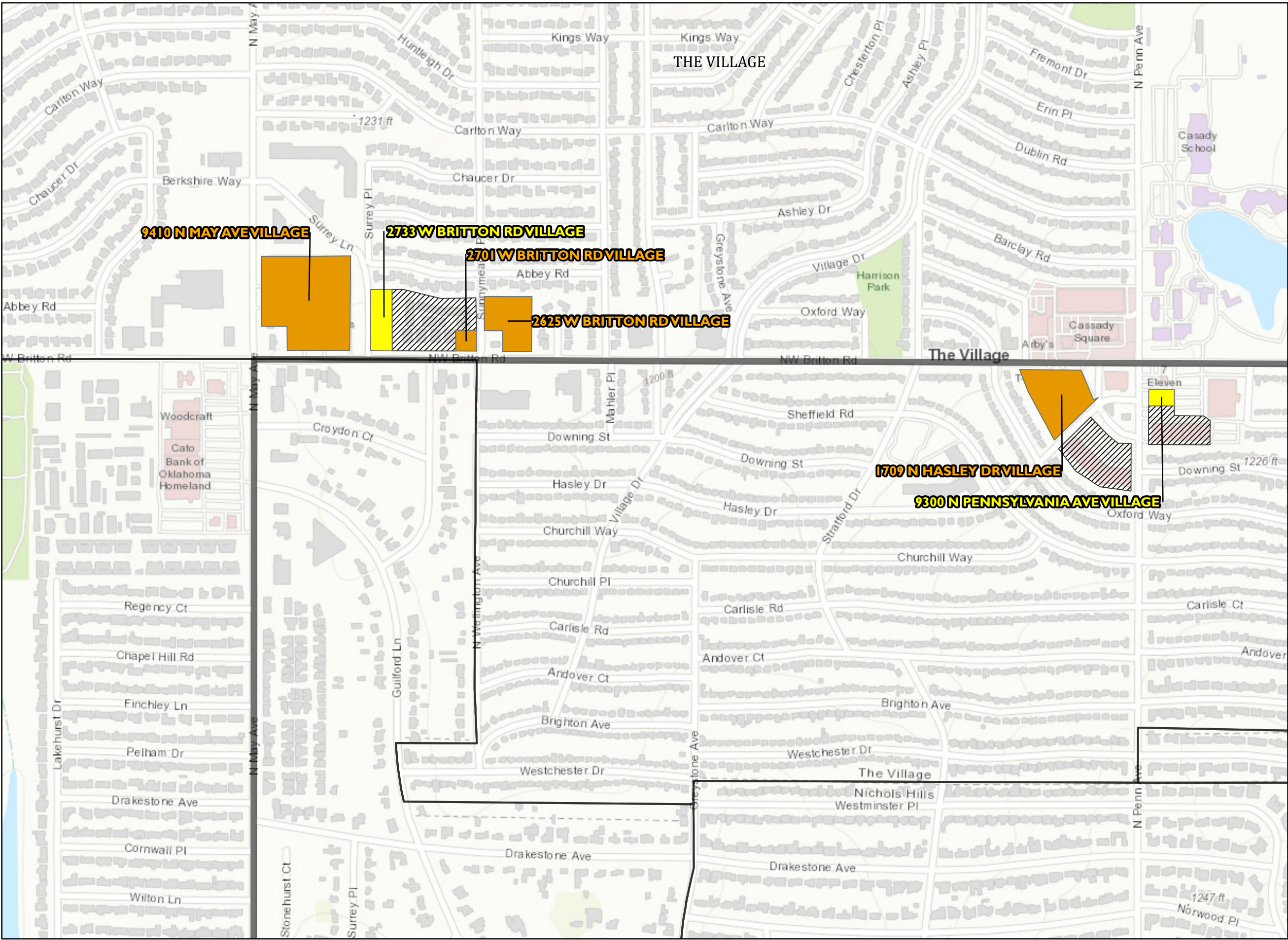
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- Cities
- Eligibility
  - Removed From Survey
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  - Eligible, Rt. 66
  - Eligible, Not Rt. 66



**Pinyon**  
Environmental, Inc.  
**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

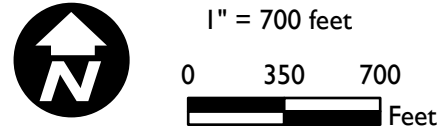
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Pinyon Project Number: I/20-1378-01	Reviewed By: PMG	Date: 1/13/2021





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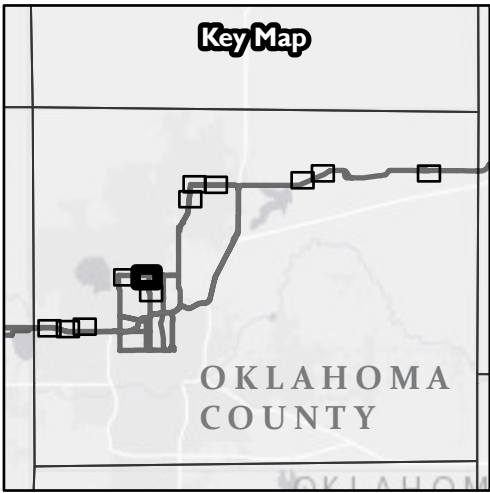
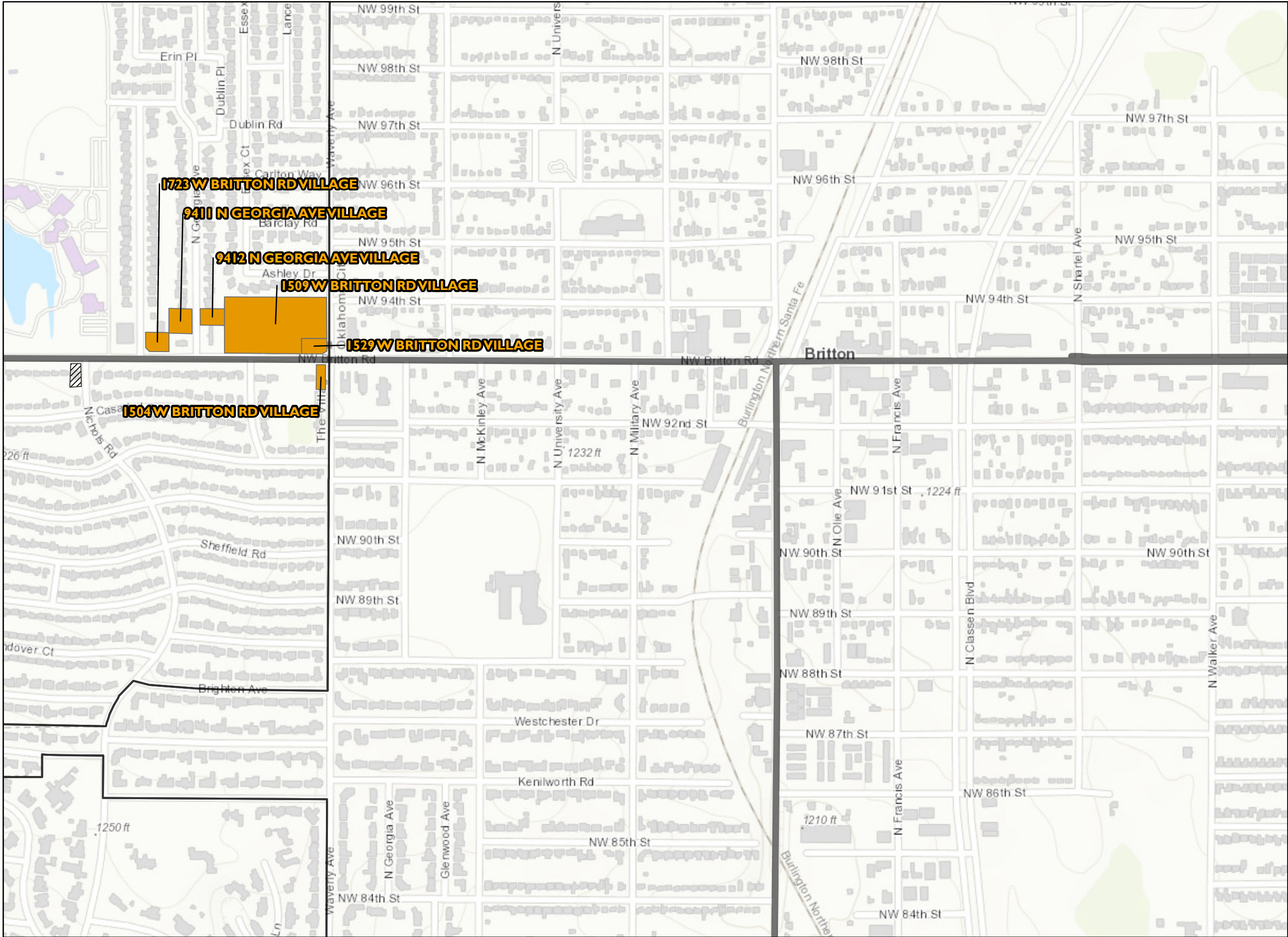
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- Cities
- Eligibility
  - Removed From Survey
  - Not Eligible
  - Eligible, Rt. 66
  - Eligible, Not Rt. 66



**Pinyon**  
Environmental, Inc.

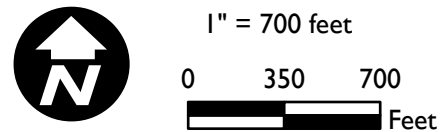
**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma





Legend

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- Eligibility
  - Removed From Survey
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  - Eligible, Not Rt. 66

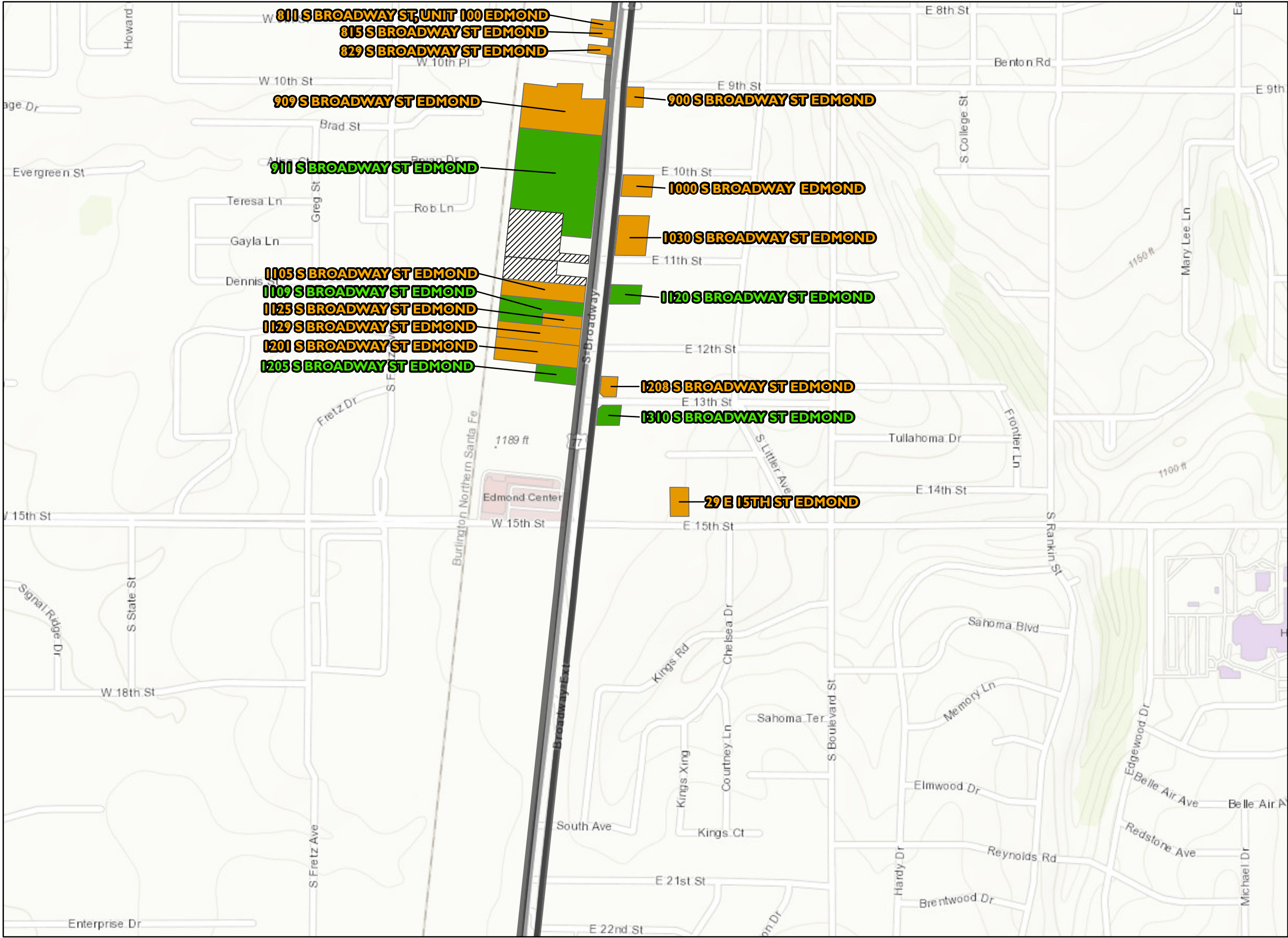


**Pinyon**  
Environmental, Inc.

**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

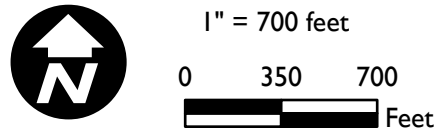
Site Location: Oklahoma County, Oklahoma, USA	Drawn By: JAF	Figure: 6
Pinyon Project Number: I/20-1378-01	Reviewed By: PMG	Date: 1/13/2021





**Legend**

- Route 66 Alignment
- Cities
- Eligibility
  - Removed From Survey
  - Not Eligible
  - Eligible, Rt. 66
  - Eligible, Not Rt. 66

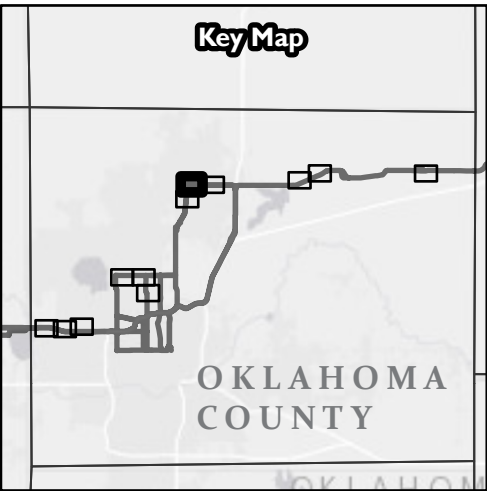
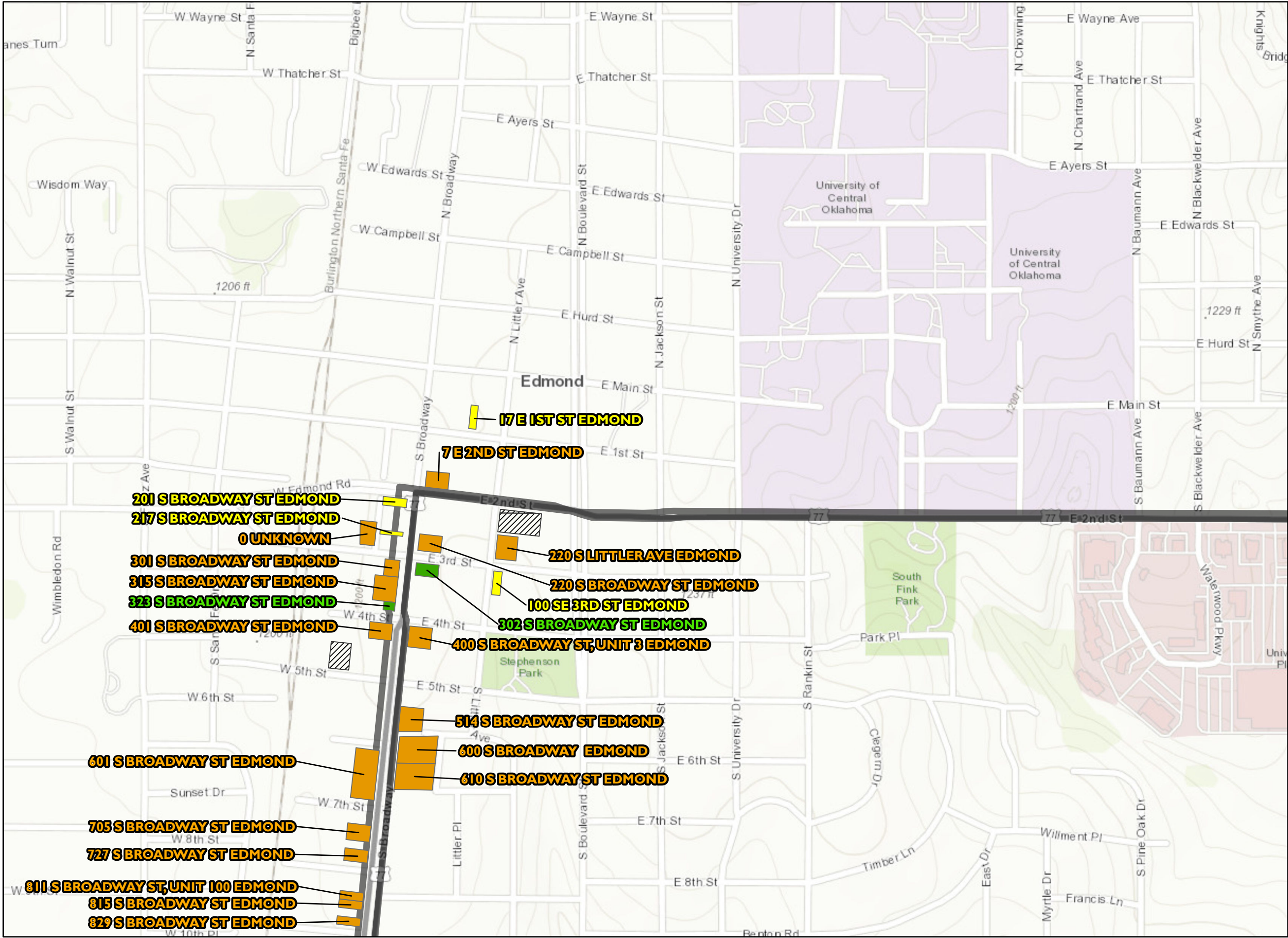


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Environmental, Inc.

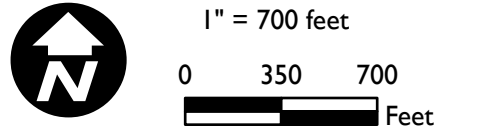
**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

Site Location: Oklahoma County, Oklahoma, USA	Drawn By: JAF	Figure: 7
Pinyon Project Number: I/20-1378-01	Reviewed By: PMG	Date: 1/13/2021





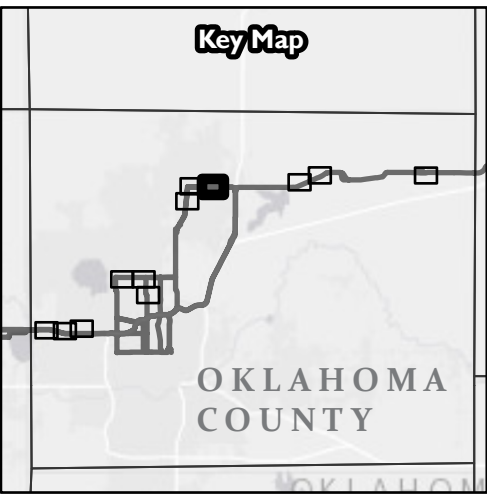
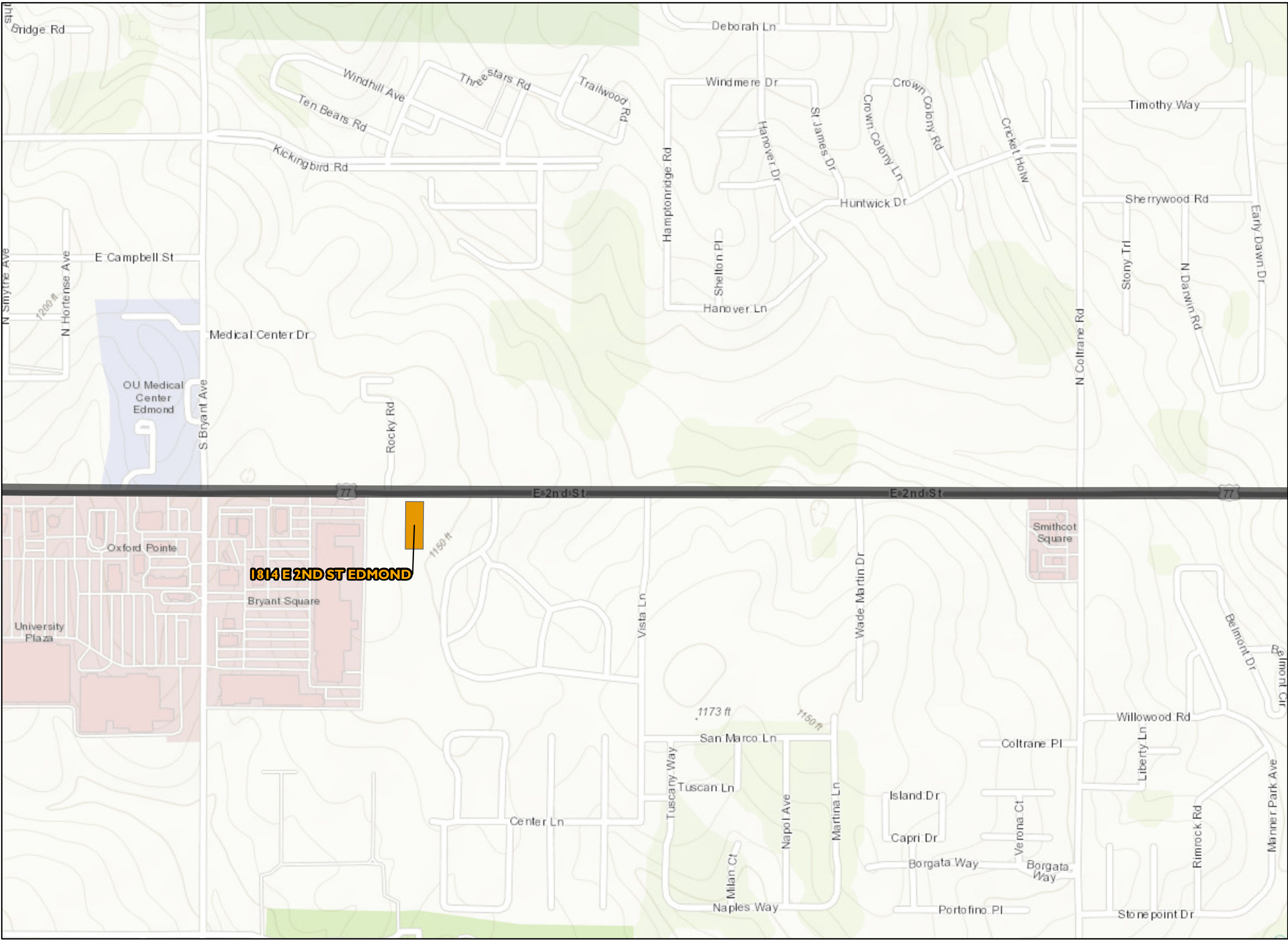
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  - Cities
  - Eligibility
    - Removed From Survey
    - Not Eligible
    - Eligible, Rt. 66
    - Eligible, Not Rt. 66



**Pinyon**  
Environmental, Inc.

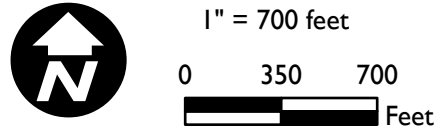
**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma





**Legend**

- Route 66 Alignment
- Cities
- Eligibility
  - Removed From Survey
  - Not Eligible
  - Eligible, Rt. 66
  - Eligible, Not Rt. 66



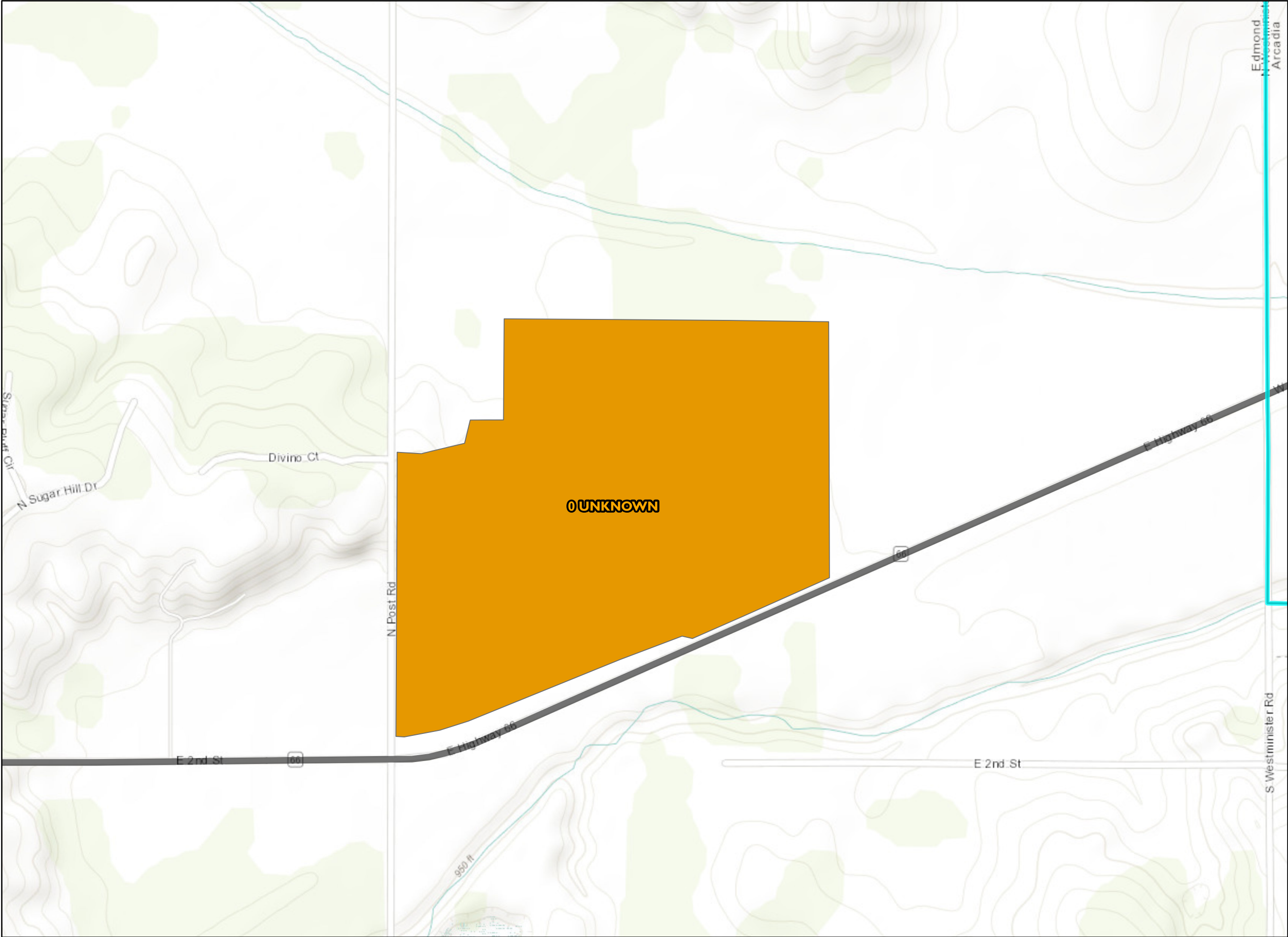
**Final Oklahoma County Route 66**

**Resources Eligibility**

Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

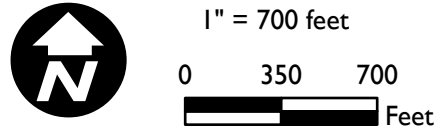
Site Location: Oklahoma County, Oklahoma, USA		Drawn By: JAF	Figure: 9
Pinyon Project Number: I/20-1378-01		Reviewed By: PMG	Date: 1/13/2021





**Legend**

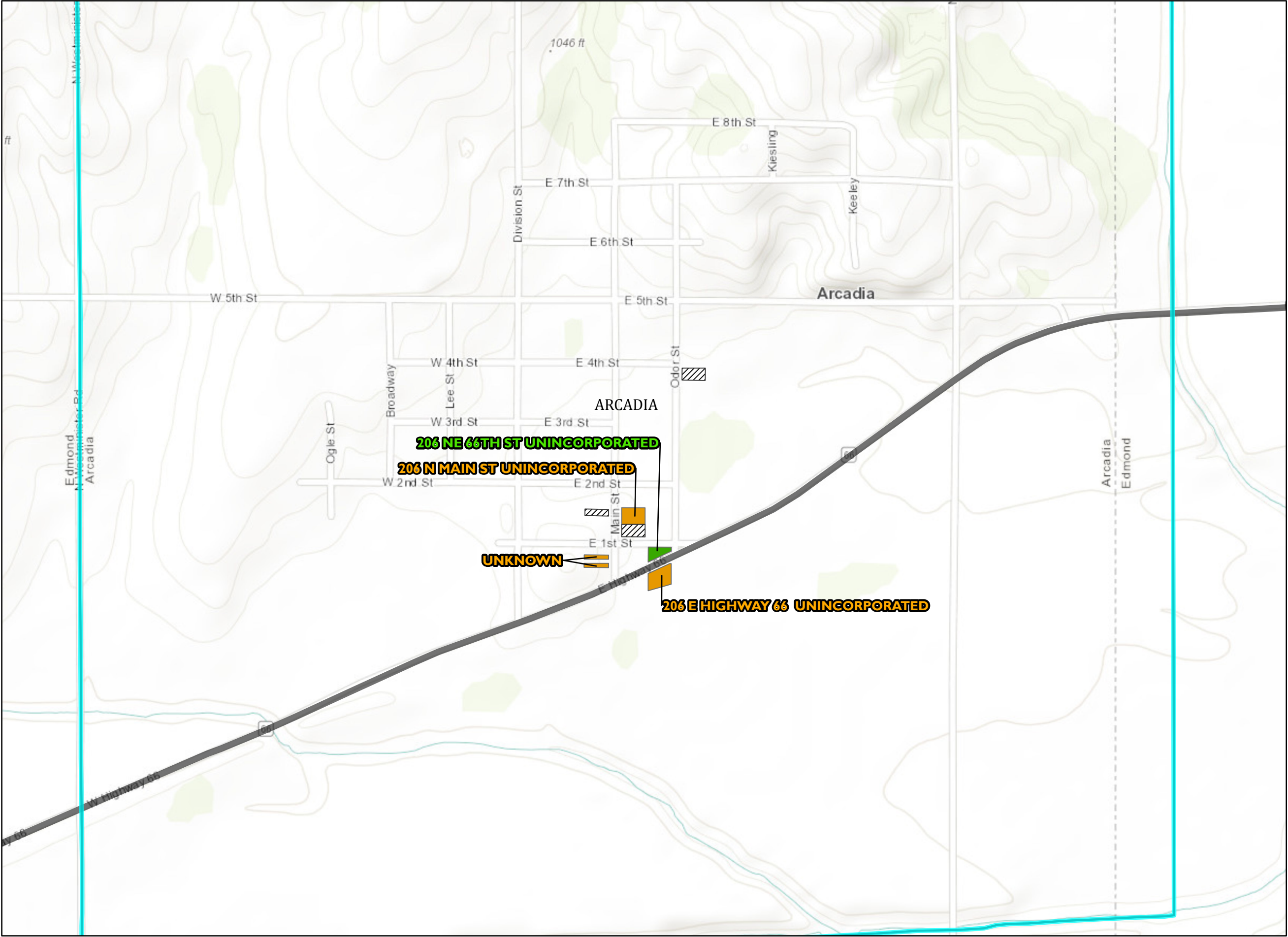
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- Cities
- Eligibility
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**Pinyon**  
Environmental, Inc.

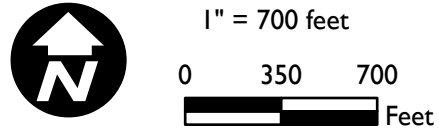
**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

Site Location: Oklahoma County, Oklahoma, USA		Drawn By: JAF	Figure: 10
Pinyon Project Number: I/20-1378-01		Reviewed By: PMG	Date: 1/13/2021



**Legend**

- Route 66 Alignment
- Cities
- Eligibility
  - Removed From Survey
  - Not Eligible
  - Eligible, Rt. 66
  - Eligible, Not Rt. 66



**Pinyon**  
Environmental, Inc.

**Final Oklahoma County Route 66  
Resources Eligibility**  
Parcels within Oklahoma County  
and Outside of City Limits  
Oklahoma County, Oklahoma

Site Location: Oklahoma County, Oklahoma, USA		Drawn By: JAF	Figure: 11
Pinyon Project Number: I/20-1378-01		Reviewed By: PMG	Date: 1/13/2021





## **Appendix B. Architectural Inventory Forms**

FORMS CAN BE FOUND IN THE OKLAHOMA LANDMARKS INVENTORY  
ONLINE AT [http://oli\\_shpo.okstate.edu/query.aspx](http://oli_shpo.okstate.edu/query.aspx)

## **Appendix C.      Resource Inventory List**

ADDRESS	PROPERTY NAME
<b>ARCADIA</b>	
103A N MAIN ST	BRIGHT DAY LODGE 165
103B N MAIN ST	BRIGHT DAY LODGE 165
206 E HIGHWAY 66	FORMER BIKE LEATHER SHOP/RESTAURANT
206 N MAIN ST	FUZZY'S BAR & GRILL
206 NE 66TH ST	66 LAKE STOP
<b>BETHANY</b>	
3900 N PENIEL AVE	BETHANY BEAUTY SCHOOL
3909 N COLLEGE AVE	JONES FARM DESIGN/ NEW E NUFF
3910 N COLLEGE AVE	SOPHISTI-CUTS/PASSION 4 PAWS DOG SPA
3915 N COLLEGE AVE	SPLURGE/THE COTTAGE
3925 N COLLEGE AVE	DUANE COREY INSURANCE
3925 N PENIEL AVE	HAYES ELECTRIC
3928 N COLLEGE AVE	OKLAHOMA HOMEOPATHY/ FILES 'N STYLES
3903 N COLLEGE AVE/SE CORNER OF N COLLEGE AVE & NW 39TH EXPY	REVAMP MASSAGE AND BODYWORK
3931 N COLLEGE AVE	PHO 3 NINE
4008 N REDMOND AVE	ROY'S TRANSMISSION AND GARAGE
4011 N DIVIS AVE	ROBERTSON HOUSE
4102 N COUNCIL RD	STONEBRIDGE APARTMENTS
4109 N BEAVER AVE	BEAVER STREET APARTMENTS
4205 N ROCKWELL AVE	MADISON MOTORS
6201 NW 39TH EXPY	BILL MERRITT FUNERAL HOME
6300 NW 39TH EXPY	DOCTOR DAN'S AUTO CLINIC
6301 NW 39TH EXPY	AGUILAR TIRES AND WHEELS
6329 NW 39TH EXPY	CAR TIME
6334 NW 39TH EXPY	RIM 66 AUTO REPAIR
6416 NW 39TH EXPY	GOODYEAR TIRES/RON'S TIRE AND AUTOMOTIVE
6601 NW 38TH ST	ELEVATED BEAUTY SALON
6616 NW 39TH EXPY	EMERALD SPRINGS POOLS & SPA
6644 NW 39TH EXPY	PAULA NOVOTNY CPA/PONY PARTY EXPRESS
6666 NW 39TH EXPY	BETHANY LAW CENTER
6708 NW 39TH EXPY	ALLEN TON INTERIORS
6716 NW 39TH EXPY/ SW CORNER OF N COLLEGE AVE & NW 39TH EXPY	THE HAIR BOUTIQUE/SLATE SCREEN PRINT DESIGN
6718 NW 39TH EXPY	MARIPOSA GIFTS
6722 NW 39TH EXPY	STRAY DOG CAFÉ
6728 NW 39TH EXPY	GALLERY 66
6732 NW 39TH EXPY	MCCLURES FLOWERS

6736 NW 39TH EXPY	COVENANT LIFE/SERVE CAFÉ
6740-6748 NW 39TH EXPY	WOODLAKE RACQUET CLUB LLC/MULTIPLE BUSINESSES
6750 NW 39TH EXPY	TINKER FEDERAL CREDIT UNION
6801 NW 39TH EXPY	BETHANY MEDICAL CLINIC
6829 NW 39TH EXPY	HARDWARE INC.
7009 NW 39TH EXPY	ROADWAY AUTO SALES
7020 NW 39TH EXPY	KTL TIRES
7104 NW 42ND ST/SW CORNER OF N ROCKWELL AVE & NW 42ND ST	MADISON MOTORS
7110A NW 39TH EXPY	BOB RODGER'S WRECKER SERVICE & GARAGE
7110B NW 39TH EXPY	BOB RODGER'S AUTOMOTIVE BODY SHOP & DETAIL SHOP
7127 NW 39TH ST	PREFERRED ROOFING
7140 NW 39TH EXPY	STEEL WELDING INC.
7145 NW 39TH EXPY	T & D MOTOR COMPANY
7200 NW 39TH EXPY	SOUTHWESTERN CHRISTIAN UNIVERSITY OFFICE AND GARAGE
7207 NW 39TH EXPY	IMPORT MOTORS
7600 NW 39TH EXPY	WESTERN MOTEL
<b>EDMOND</b>	
7 E 2ND ST	SUNNYSIDE DINER
17 E 1ST ST	RICE LAW BUILDING
25 W 3RD ST	U R SPECIAL MINISTRIES
100 SE 3RD ST	EARC THRIFT STORE
201 S BROADWAY ST	EDMOND EVENING SUN
204 S LITTLER AVE	THE MARKET BEVERAGE COMPANY
217 S BROADWAY ST	DOC'S BARBER SHOP
220 S BROADWAY ST	KANNARD JEWELERS
220 S LITTLER AVE	SHERRY'S DRUG
301 S BROADWAY ST	ON CALL JUNK HAUL
302 S BROADWAY ST	W & W TIRE
315 S BROADWAY ST	3 TEQUILAS
323 S BROADWAY ST	EDMOND AUTO CREDIT
400 S BROADWAY ST	HARRIS BUILDING
401 S BROADWAY ST	DAVIDS APPLIANCE CENTER
514 S BROADWAY ST	BROADWAY AUTO CREDIT/LM AUTO COLOR/COMPUTER COMMISSARY
600 S BROADWAY ST	JOHN PUCKETTS AUTO COLLISION CENTER OF EDMOND
610 S BROADWAY ST	UHAUL MOVING

705 S BROADWAY ST	SIGHT TO SEE VISION CARE/BROADWAY FAMILY DENTISTRY
727 S BROADWAY ST	KELLY MOOORE PAINT
811 S BROADWAY ST	CRICKET/SO RELAX MASSAGE
815 S BROADWAY ST	PARIS TAILOR
829 S BROADWAY ST	ATLAS AUTO
900 S BROADWAY ST	ACE CHECK CASHING/HOLLAND ELECTRIC
911 S BROADWAY ST	PRESTIGE AUTO CENTER
1000 S BROADWAY ST	MINTNER AND SONS
1030 S BROADWAY ST	MADELINE'S FLOWER SHOP
1105 S BROADWAY ST	VAPOR EXPRESS
1109 S BROADWAY ST	THE WOLFTRAP
1120 S BROADWAY ST	ENTERPRISE SOD STORE
1125 S BROADWAY ST	FORGE JIU JITSU
1201 S BROADWAY ST	TENERS WESTERN OUTFITS
1205 S BROADWAY ST	RED CARPET MOTEL
1208 S BROADWAY ST	LEGACY CLEANERS AND LAUNDRY
1310 S BROADWAY ST	FORMER SONIC
1814 E 2ND ST	CAR CRAFT AUTO BODY
<b>LUTHER</b>	
300 N ASH ST	LUTHER MILL AND FARM SUPPLY
18725 E HIGHWAY 66	ROUTE 66 PLAZA
<b>OKLAHOMA CITY</b>	
5925 NW 38TH ST	AMERICAN CAMARO AND FIREBIRD
<b>THE VILLAGE</b>	
1501 W BRITTON RD	VALERO
1509 W BRITTON RD	WESTLAKE HARDWARE/DOLLAR GENERAL
1723 W BRITTON RD	VILLAGE LAUNDRY/MN FOODMART
2625 W BRITTON RD	BRITTON STREET MALL/FRENCH QUARTER ANTIQUES
2701 W BRITTON RD	DISCOUNT MUFFLER
2733 W BRITTON RD	PRIATES ALLEY FRAMES/THERAPUETIC MASSAGE
9300 N PENNSYLVANIA AVE	BANK OF OKLAHOMA
9411 N GEORGIA AVE	THE AUTO CLUB OF AMERICA
9412 N GEORGIA AVE	PERSONAL SALON
<b>WARR ACRES</b>	
4305 N MERIDIAN AVE	KRATOM SHOP & CBD/ SIGNS 405
4707 N MERIDIAN AVE	KC'S CANNABIS DISPENSARY
4711 N MERIDIAN AVE	SENTRY MINI STORAGE/BILL MOLINSKY C.P.A.



4801 N MERIDIAN AVE/ W SIDE OF N MERIDIAN AT NW 48TH ST	MORRISON FLORAL CO.
5015 N MERIDIAN AVE	KIRK'S PAWN SHOP
5508 NW 39TH ST	PAYLESS AUTO SALES
5528 NW 39TH ST	BRISANNA OKLAHOMA FLORAL WHOLESale
5674 NW 39TH ST	LAND OF CARS
5700 NW 39TH ST	39TH STREET PAWN/EUROTEK AUTOMOTIVE
5710 NW 39TH ST	UNITED AUTO SALES
5730 NW 39TH ST	CASH WORLD/THE HAIR STUDIO/SAM'S PNE REPAIR/ROUTE 66 PUB
5800 NW 39TH ST	FIRST FIDELITY BANK
5926 NW 39TH ST	FIRST CASH PAWN
5928 NW 39TH EXPY	SWANK FLOORS
5930 NW 39TH ST	NORTHWEST ANIMAL HOSPITAL
5944 NW 40TH ST	WESTGATE APARTMENTS
5959 NW 39TH ST	NORRIS AUTO GROUP