

**ROUTE 66 IN OKLAHOMA:
AN HISTORIC PRESERVATION SURVEY**

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ROUTE 66 IN OKLAHOMA

Oklahoma was Indian country from 1803, when, as a result of the Louisiana Purchase Agreement, it actually became a part of the United States, until 1889, when the region was opened to white settlement in the great land run. As such, the present state was criss-crossed by trails which Indian hunters and other occasional travelers followed; few well-worn or marked paths of commerce and travel developed prior to white settlement. Perhaps the earliest major east-west trail across Oklahoma was the "California Road," which eager gold seekers in 1849 used to make their way westward to the gold fields of California. North-south trails up which Texas cattlemen drove their animals to railroad connections in Kansas flourished after the Civil War for about twenty-five years. For decades after the wild run for land in 1889, the region remained one through which travel was difficult. Weary travelers had to ford swollen streams where no bridges or ferries existed, struggle along dusty trails, or after heavy rains labor through a foot or more of sticky mud. Permanent citizens in the area were aware of and suffered these problems also.

Finally, in 1902 territorial residents decided that the time had arrived to do something about their transportation problem. That year various citizen groups, both in Oklahoma Territory, the western one-half of the region, and in Indian Territory in the eastern section, formed local good roads associations to work for improving travel in the state. To influence the construction of better roads, the concerned citizens petitioned the Bureau of Public Roads, a division of the United States Department of Agriculture, for financial assistance. The government had recently begun assisting some road building in the states. States had to match federal money, but there were almost no other restrictions as to how the funds

were to be employed. This cooperative effort between state and federal governments eventually led to the construction of a major interstate system in the country. Route 66 running east-west through Oklahoma was eventually to be part of that new system. Between 1902 and the completion of Route 66 through Oklahoma in 1937, federal-state cooperation in highway construction passed through several developmental stages.

Before Oklahoma became a state in 1907, the development of good roads was mostly the dream of progressive planners. As a consequence of the efforts of these individuals, and those of automobile owners, good roads associations became more influential in the political arena. By the time of the writing of the state constitution in Guthrie in 1907, proponents of the good roads movement had gained enough visibility and influence to cause the men of the constitutional convention to include in the draft of the new document a provision creating a state department of highways. Thus, when Oklahoma was admitted in late 1907 as the forty-sixth state, legislators had established the framework for a highway department. Unfortunately, the new constitution did not give the department any authority to oversee road construction, as this function was left to the counties and townships. About all the new highway department could do was to disburse funds for construction when these were available, and to try to get cooperation of local authorities as to routes, methods, and materials of highway construction. This remained the method of operation, despite the fact that the state by means of an ad valorem tax and an auto registration fee provided revenues for much of the construction.

The tremendous growth in automobile ownership impacted positively on highway development. The first successful gasoline-engine motor vehicle was in operation by September 21, 1893. In Springfield, Massachusetts, Charles E. and J. Frank Duryea built and operated a single-cylinder horseless carriage. Although automobiles were largely to remain toys of the rich until well into the next

century, the new motorists already were lobbying for better roads. In fact, this same year the cycling enthusiasts in the country had helped to influence the establishment, in the United States Department of Agriculture, of a United States Office of Road Inquiry. Cyclists soon would have even more help in their efforts to build roads, for on October 1, 1908, Henry Ford introduced the first Model T. The "Flivver" or "Tin Lizzie" as it became known around the world was in continuous production until 1927. During its long production run, Ford Motor Company assembled 15,007,033 of this model. Ford put Americans on wheels, for during one year, the price fell to less than \$400.00, and thus provided almost everyone the opportunity to own a car. This proliferation of automobiles and drivers brought even more pressure upon state and federal authorities to build better roads.

In 1915 as a consequence of growing pressure for new highway construction, the Oklahoma state legislature strengthened the highway department by establishing a larger highway commission and outlining specific duties for the group. Nevertheless, the real authority rested with the local units of government as before. No changes came in this control procedure until the federal government passed the Federal Aid Road Act of 1916. This act made available to the states grants-in-aid funds for the construction of additional highways. State officials already had determined in 1913 that they should create a better state highway system consisting of 2,400 miles of hard-surfaced roads. The new federal highway act encouraged more cooperation between local and state authorities in selecting routes and constructing roads. About all the government specified was that the money should be used for "rural post roads" over which the United States mail moved.

In 1917 the Oklahoma legislature appropriated its first matching funds to obtain federal highway money. Yet, despite all this apparent financial activity

and positive development, the state highway department still had no authority to oversee the construction of roads. Federal matching funds reached the state in 1918; one of the first paving projects to receive some of this money was a strip of road between Afton and Miami in northeastern Oklahoma. This section later would be incorporated, with some extensive modifications, into the Interstate System and become part of Route 66. Local authorities still made all decisions about the spending of funds, however. Such a system spawned graft, inefficiency, and generally wasteful practices. Oklahoma had a long way to go in its highway building program. In 1915 there were 3,545 miles of roads with only 25.5 miles hard-surfaced. As late as 1924 there still were only 290 miles of paved roads in the state.

While in some areas of the state road builders were making considerable progress, in other sections virtually nothing was being done. This haphazard construction was the result of politicians devoting funds to the more densely populated areas where more voters could express their discontent with the lagging road program by voting someone out of office. Generally, however, the good roads movement in the state was gathering momentum.

The impetus for speeding up the building program and for modernizing Oklahoma's Department of Transportation came from the federal government. In 1921 Congress modified the Federal Highway Act of 1916. The new law called for a system of interconnected interstate highways, and advised states that if they wished to continue sharing in federal revenue they would have to designate specifically up to 7 percent of their roads to receive this aid. Moreover, the federal government would have to approve the use of the money and the states would have to centralize their construction and maintenance programs under one agency. State engineers and contractors would have to build roads to specifications which government engineers would provide. This ruling included

making all of these roads at least eighteen feet wide. This was a significant requirement for Oklahoma, as the state had been constructing roads only nine feet wide, mere paths, far too dangerous for the rapidly growing numbers of automobiles on the state's roads. Oklahoma did not immediately respond to the new federal program owing to the desire to continue the local control system. Not until 1924 did the state politicians—after several rather prolonged and nasty local political squabbles—finally pass legislation reorganizing the state highway department. The new state law gave the state agency the power to construct roads throughout the state and to maintain these to federal standards where necessary. To coerce the local authorities to cooperate with the new organization, the state also included in this legislation provisions for the first gasoline tax—two and one-half cents per gallon—to be shared with the counties for local road building. By the end of 1924 the state highway department finally was in a position with funding and specific powers to build a viable state system.

Long before this date, narrow, pockmarked, and dangerous roads were normal for the state. Typical of this type of nine-foot-wide "highways" were the roads over which traffic moved from east to west in the state. Many of these were later modernized and they became part of the interstate highway system. For example, State Highway 7, sometimes called the Kansas City, Fort Scott, and Tulsa Short Line, became the eastern section of Route 66. Highway 7 began at the Kansas-Oklahoma border at Baxter Springs and ran southwest to Oklahoma City and continued to Hollis, Oklahoma. At Oklahoma City Highway 7 intersected several roads, including State Highway 3. This state highway, which Oklahomans sometimes referred to as "The Postal Highway," ran from Fort Smith, Arkansas, to Albuquerque, New Mexico. This road followed the Rock Island railroad across the state. From Oklahoma City west it ultimately became part of Route 66. Continuing westward the road ended at Texola, Beckham County. Thus, two

rather primitive state roads formed the basis for one of the earliest interstate highways in Oklahoma.

State Highways 3 and 7 definitely were dangerous. The latter was particularly perilous. One individual who remembered just how bad it was in the early days referred to the road as an "old slab" which was the first paved road in Oklahoma. He remembered that one curve known officially as Dryden Corner, three miles northeast of Afton, became known as "death corner" because of the many fatal accidents which occurred there. The road was indeed hazardous, and long after the road was designated as Route 66 there remained stretches which were both dangerous and unpaved.

The national program to designate and to upgrade several highways as part of the interstate system grew out of the activities of The American Association of Highways. State highway officials from all the states, and government officials from the Bureau of Public Roads who met once each year for several years during the 1920s to try to promote good roads for the entire country formed this group. Nine routes through Oklahoma were included in the United States numbering system. The adoption of this system did not change the status of the roads. The state retained complete control. The United States marking did not relate directly to the federal aid system, nor were all routes designated U. S. highways in Oklahoma to receive federal aid. Additionally, there were several thousands of miles of roads in the state which were not marked with United States numbers which in fact did receive federal assistance in construction. Ultimately, in Oklahoma there would be 3,443.6 miles of United States designated roads, although originally only 2,120 miles were to be designated in Oklahoma. The 396 miles included in Route 66 would be a part of this system.

In November, 1926, a committee of federal and state highway officials, meeting in Pinehurst, North Carolina, agreed upon the interstate routes to be

designated in all 48 states. Route 66 would originate at Chicago and terminate at Los Angeles. The group sought to have the various states mark the roads as United States Highways within sixty days of this meeting. Paving and improving the roads would be quite another matter requiring some years of planning, funding, and constructing.

State engineers and construction companies spent considerable time selecting new routes to be designated with U. S. numbers, and bringing existing roads up to federal standards. Limited funding and local politics always factored in the delays. Although it would have been beneficial to bypass some of the smaller towns along the old route, and even on occasion to follow a slightly different route around larger towns, such was not possible in many instances. Governor William Murray in 1931 promised that newly designated and paved highways would not bypass towns. Residents in Wellston, east of Oklahoma City, fought long and hard to have Route 66 pass through the town. The federal government engineers disagreed. When completed, the new route passed about one mile south of the main section of town. This occurred because engineers in the Bureau of Public Roads of the United States Department of Agriculture insisted that the town be bypassed. State officials were angered at this use of federal money power, but realized that the government could and would withhold federal funds in order to obtain its wishes. By 1926, when the federal designations for highways began, this funding amounted to \$1,770,839.00 in federal aid to Oklahoma, a sum the state could ill afford to lose. By 1933 this aid had increased to \$2,938,305.00, an amount of even greater significance to a state with such inferior roads.

Despite this growth in federal and state funding, the construction of roads progressed slowly. By May, 1931, the state was just getting around to letting the contract for paving the last 34 miles from Oklahoma City to the Texas border. As

late as December of 1931 the eastern one-half of the road still had several unpaved sections. The stretch near Wellston remained to be paved as did several sections between Vinita and Miami and Miami and the Kansas border. The last section of the entire route through northeastern Oklahoma to be paved was a short section from Miami to Afton. This section was paved by fall, 1937. On September 14, 1937, Governor E. W. Marland, using a large pair of scissors, clipped a ribbon drawn across the road at the Route 66 bridge on the outskirts of Tulsa. Twenty-five hundred people were present and later that day the city held a parade with old cars leading the way to celebrate completion.

To anyone old enough to remember the 1960s, the words "Route 66" create a mental image of Martin Milner and George Maharis driving their Chevrolet Corvette along the famous "Main Street of America" each week on the television series named after the highway. Millions of Americans learned of this famous road from the series, but many already had heard Bobby Troup's song, "Get Your Kicks on Route 66," or they had suffered along the westward route with John Steinbeck's Joads from his famous Grapes of Wrath, or they had driven the 2,238 miles through eight states and three time zones from Chicago to Los Angeles. When Route 66 was designated by the government in 1926 the road was narrow and dangerous, and only a few hundred miles were paved.

In its almost sixty years of existence Route 66 was repeatedly improved. It was first given a hard surface, later widened, and later yet converted to four lanes. Even the route has been changed through the years as new sections were constructed and old ones abandoned. Frequently, such changes left a service station or other business off of the route by as much as a mile. With construction of four-lane interstates in the 1960s, the older sections became the access roads to Interstate 40. The final stage was the bypassing of towns, a feat finally completed in 1984 when Williams, Arizona, was bypassed.

During its long tenure as the major east-west thoroughfare in the country, it developed a highway culture all its own. Thousands of service stations, hundreds of motels, diners, and garages thrived on the commerce of travelers who traversed the road. Oklahoma, as the heart of Route 66, provided the first glimpse of the West for those headed to California, and the state profited financially from these travelers. Each summer traffic increased as vacationers headed to the Mountain West or on to sunny California. Before the highway was improved, hundreds of travelers each week stopped at services along the road, thus contributing to the local economy. When one drives Route 66 today, many of the places where they stopped are still standing. A few are almost as they were forty or fifty years ago.

The highway is the most important aspect of this survey, particularly the Oklahoma section of this road. Just south of Baxter Springs, Kansas, is the Oklahoma-Kansas state line. Originally the main road from the border to Oklahoma City was designated State Highway 7. In 1926, when the government named the road Route 66, much of it resembled the unique nine foot wide example of the road still in existence near Miami, Oklahoma. Initially just a wagon trail, this road was graded and paved in some sections in the 1920s. Teams of mules and many men struggled with heavy equipment to accomplish the feat.

Much of Route 66 through the eastern part of the state was constructed by widening State Highway 7, and in some instances by straightening out curves. In a few areas a grassy shoulder exists, but the road has a raised edge for drainage. Such construction was dangerous, for it would be difficult to control an automobile, if a front tire went off the road. Even in areas where the road was not constructed in this manner, the shoulders became soggy and dangerous after a rain. Constant repairs caused detours over unpaved sections of Route 66, which were almost impassable after a heavy rain. Although most of the drive across

Oklahoma is flat, there are occasional grades, which in days before the road was paved made passage difficult. Near where U.S. 66 crosses the South Canadian River, the road drops 150 feet in a mile before reaching the bridge.

Oklahoma is basically a state with minimal rainfall most of the year, but with hundreds of streams, arroyos, and even a few rivers. Consequently, dozens of bridges of all sizes and descriptions also had to be built or widened. Some of the bridges built in the late 1920s or early 1930s are still in use on access roads. A few constructed in the 1950s are part of those necessary for Interstate 40. One concrete bridge over Horse Creek, near Afton, Oklahoma, is at the edge of town and has a pedestrian crossing constructed alongside the automobile bridge. Typical of this type of construction, but with no crosswalk, is the Eleventh Street Bridge in Tulsa. It was the first major bridge across the Arkansas River in Tulsa. Typical of the steel superstructure bridge constructed in the late 1920s and early 1930s is the brick surfaced steel bridge one mile west of Sapulpa. Constructed in 1921 it is narrow and today is a local traffic one-way bridge about 100 yards north of Route 66.

Billboards along Route 66 also played an important role for travelers. During the heyday of the road it was lined on each side by billboards proclaiming the price of gasoline, the availability of lodging, or the desirability of a diner. Burma Shave signs spaced along the roads always entertained drivers and made the product famous. Today fewer signs exist on the modern Route 66, but occasionally on the old Route 66 the skeletal remains of signs stand as reminders of the rich past of the road.

Service stations along Route 66 also were an important part of the history of the highway. Each petroleum company had a particular style building and colors. Stations sold gasoline, made minor repairs on automobiles, and frequently sold sandwiches and coffee. Most of the service stations constructed in the 1920s

and 1930s either have been demolished and replaced with newer style building, or they have been modified significantly. Many of these stations were Phillips 66, constructed in the late 1920s. In 1927 Phillips chose "66" to describe their gasoline when the company entered the gasoline production and sales market. The name derives from the experience of two road testers evaluating the gasoline while driving along a section of Route 66. One company official reportedly said, "This car goes like sixty on our new gas." The other, who was driving, remarked, "Sixty nothing, we're doing 66." At a subsequent business meeting of company officials trying to name the new gasoline, this conversation was reported. A company official asked where this testing occurred and someone said on Route 66. The group quickly decided to name the gasoline Phillips 66.

A few stations exist that were constructed in the 1920s or early 1930s and which are superb examples of the type Phillips and other petroleum companies constructed in these early days. One particular service station, located at 4th and Main in Miami, is almost entirely original. Round columns that support the driveway canopy, and a small porthole type window in the front near the peaked roof make this station a valuable historical structure. Another station located at 240 S. Wilson Street in Vinita is also an original one built in the late 1920s. Similar in construction to the one mentioned above, this station also has beautiful tiled restrooms in excellent condition.

One service station constructed in the 1920s is that of Lucille Hamons located on old Route 66, now the access road for Interstate 40, about a mile south of Hydro, Oklahoma. Hamons' Station survives today on local traffic. Lucille Hamons recalled that, when she and her husband purchased the station in the 1930s, it had hand-operated gasoline pumps. Business steadily increased in the 1940s. During World War II traffic was sporadic because of the shortage of tires and gasoline. After the War, traffic increased rapidly and many travelers had too

little money to be on the road. Hamons said she often bought items from travelers to give them money or she traded gasoline and food. Sometimes she gave people a dollar's worth of gas just to get them out of her station. Hamons said that gasoline prices have varied through the years from 17.9 cents per gallon in 1955 to the present level of more than \$1.00. Her highest sales month was approximately 100,000 gallons during the 1950s, when traffic on Route 66 was at its heaviest level.

The last service station in Oklahoma before a traveler crossed into Texas was located in Texola, Oklahoma. Charles Ballew, born and raised six miles north of Texola, remembered working in the station, which sold Magnolia petroleum products, in 1929 and 1930. The station later became a Phillips 66. His father bought the station in 1932 and Ballew bought it in the late 1930s. He operated it until the late 1940s. Ballew recalled that traffic was heavy even in the 1930s. He sold 30,000 gallons of gasoline each month during the late 1930s. Additionally, he sold other items. Before the road was paved, he said he stocked dozens of sets of "mud chains," which he sold to hapless travelers who got caught in heavy rains that made quagmires out of the roads. Ballew also remembered the giant "rollers" of the 1930s Dust Bowl when he had to take his wrecker and tow cars out of deep sand piles. During this same period his station had visible glass pumps which were hand operated by pumping ten gallons of gasoline up to the glass bowl at the top of the pump. He charged fifty cents to fix a flat and in the late 1930s had nine men working for him.

Automobile dealerships along Route 66 were also important to the road and its travelers. Chevrolet and Ford dealerships were the most numerous, but other types such as Plymouth, Dodge, and Studebaker also existed. Some of these dealerships have been in business for forty years or more. One such company is Bristow Motor Company, which was established in 1923. Wendell List's father

bought the Ford dealership that year, and except for a brief period in the 1930s, the father or son operated the business until 1960. That year Wendell List ceased selling Fords and converted the business to an automotive parts house. Today List has many difficult-to-find auto parts; one can buy a generator for a 1930 Plymouth or a water pump for a 1928 Model A Ford. During the 1930s and 1940s Bristow Automotive serviced cars for travelers and even occasionally sold a vehicle to a person going through the town.

Motels, created as a response to automobile traffic, also proliferated along Route 66. In the 1920s and 1930s, it took a traveler more than one day to drive across Oklahoma. Most weary cross-state travelers spent at least one night in the state in a "tourist court," as many of these motels were called. Architecture of the courts varied widely. Those constructed in the late 1920s and early 1930s were usually cottage type, often connected by a garage for the travelers' automobile. Many of these courts still exist, occasionally as small apartments, but frequently as tourist courts. The Park Plaza Court at 3512 Southwest Boulevard in Tulsa was one of the earliest courts in that city. Route 66 ran in front and provided heavy traffic for the motels all along the highway. Located nearby is the 66 Motel. Ken Undernehr, present owner, said that during his years at the motel he has seen the business decline steadily, especially after Route 66 bypassed this area in the 1960s. Now Undernehr rents only one room each week.

Lucille Hamons, who has for years operated the service station near Hydro, also owned a small tourist court. She recalled that the court always was full and was a profitable venture until Route 66 bypassed her businesses. She said all types of people--truck drivers, families, and others--stopped for the night. Many could not pay, but she tried to help them by accepting what they had for the lodging.

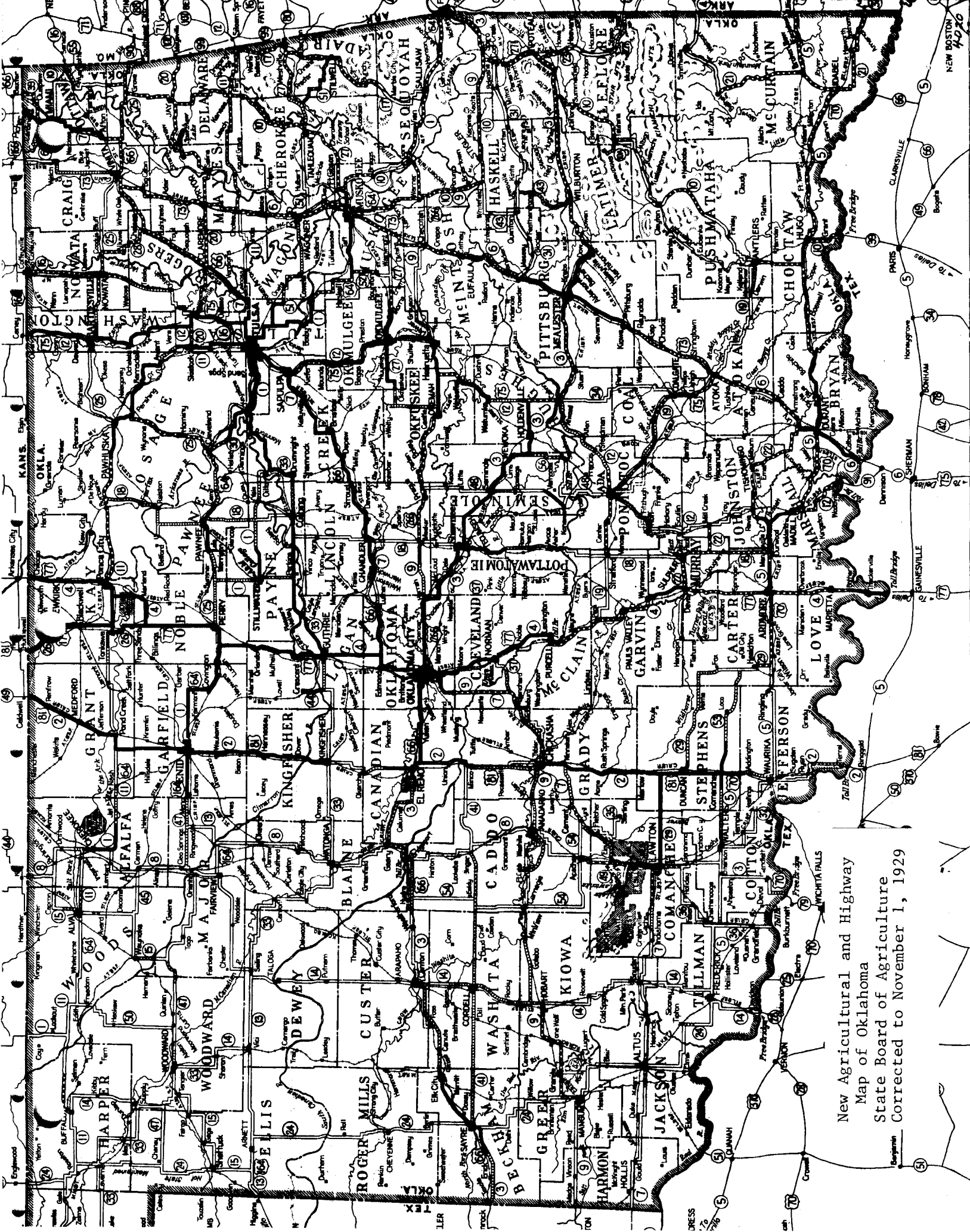
Hotels also provided places for travelers to stay during the trip across the state. Hotel Stroud, located in Stroud, Oklahoma, was constructed in the 1930s and is typical of downtown hotels of the era. Many such hotels were successful,

for travelers often preferred to remain nearer to the center of town than on the outskirts at a motel. The St. Cloud Hotel in Chandler, Oklahoma, is one of the earliest in the state. Constructed in 1903 this hotel was a favorite stopping place for travelers long before automobiles were common, and it remained so during the 1920s and 1930s.

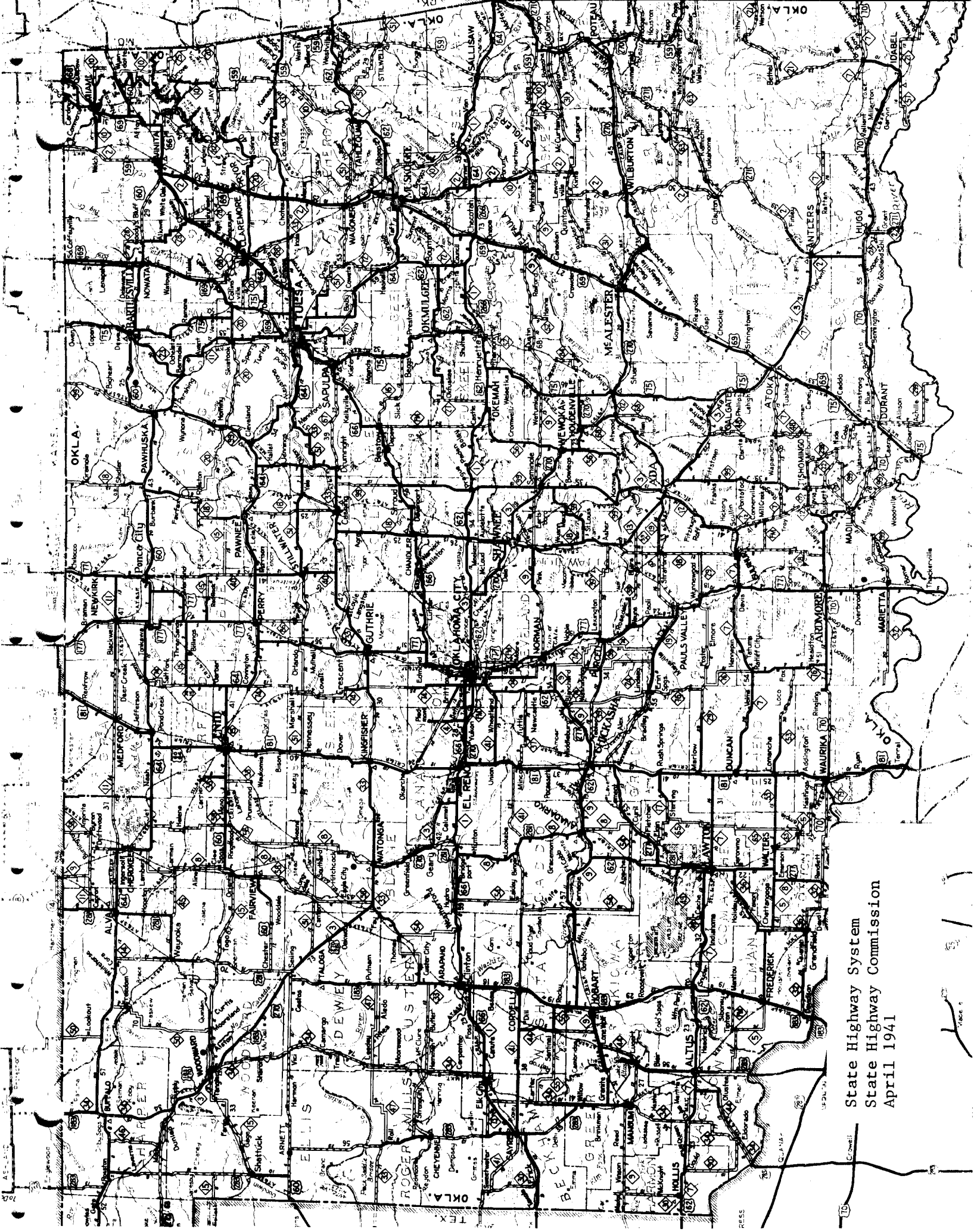
Diners and restaurants also played an important role along Route 66. Many diners constructed in the 1930s remain. The Linger Longer, a diner in Claremore, sold the best barbecue in northeastern Oklahoma, according to local opinion. The Whiteway Cafe in Stroud was constructed in 1904 and operated for forty years. Additionally, The Cliff House Diner in Weatherford opened in the late 1930s, and was a popular eating place for decades. Many cross-state travelers stopped in to eat and rest at these diners. Some, then as today, sold excellent food. Other restaurants served terrible cuisine to the hungry travelers.

Finally, other businesses related to motoring also thrived along Route 66. One type was the Auto Salvage Company that bought and repaired automobiles, and sold new and used parts to unfortunate travelers whose vehicles broke down. One of the oldest wrecking yards or salvage yards in the state is located on East Eleventh Street in Tulsa. Established in the 1920s, this business still operates, selling automobile parts for older cars, which no one else has. Grocery stores, pharmacies, and hardware stores also stretched across the state. Some of these structures still exist but have been so modified as to destroy their architectural significance.

Today much of Route 66 still exists in Oklahoma, although some areas which are so marked are not original sections of the road. Yet, if one wishes to find the old Route 66, all that must be done is to ask the dozens of residents who have lived along the road most of their lives. All of them are quick to relate both fact and fiction about the famous highway.



New Agricultural and Highway
Map of Oklahoma
State Board of Agriculture
Corrected to November 1, 1929



State Highway System
State Highway Commission
April 1941

APPENDIX A
INTERVIEWS--ROUTE 66 THROUGH OKLAHOMA

This information was obtained through personal interviews with individuals who participated in the development of Route 66 across Oklahoma. Many lived along old Route 66 in its heyday. The following summaries are not verbatim transcriptions of interviews, but they do preserve to some degree the individual speaking styles and personalized remembrances of the persons with whom the researcher talked. Information derives from notes taken during conversations with the individuals. Joseph A. Stout, Jr., conducted the interviews in the summer of 1984 as part of the field research and survey of Route 66 through Oklahoma.

Ken Undernehr, 66 Motel, 3660 Southwest Boulevard, Tulsa--October, 1984

Ralph Undernehr has operated this motel for seventeen years. He remembers that the state highway department took down the Route 66 signs about ten years ago. Since that time his business slowly has declined to one room rented each week, on the average. Seventeen years ago he rented all his rooms for \$6.00 each night. Later he was able to charge \$23.00 per night and keep all rooms full every night. He now charges \$13.50 plus tax and cannot find renters. His business basically stopped two years ago when the city permanently closed the 23rd Street Bridge. He commented that the previous owner of the motel had told him that during 1938 the charge for renting a room for the night was \$2.00 for two persons, \$1.50 for one. He also said that there used to be a cafe in the front of the motel and a service station behind the main building. He recalled that the previous owner claimed that in 1938 six soda pop companies made deliveries each week, for thirsty travelers by the dozens stopped for a drink at the motel cafe.

Mrs. A. F. (Jewell) Fears, East 11th Street, Tulsa--September, 1984

In 1933 Mrs. Fears and her husband, Arch, bought the property on 11th Street where she still resides. They were both from Amory, Mississippi. The street was clearly designated as Route 66 then and was not a hard-surfaced road. The Fears' place was quite a distance from downtown Tulsa. Reminiscing about the early 1930s and the road, Mrs. Fears stated that she and her husband bought the land as a farm. The highway at that time was just "a little trail." She remembers that people often got their autos stuck in the mud street. Moreover, people constantly bothered her and her husband for information or help. The Fears constructed an iron fence with a locked gate to keep strangers out, and that fence remained until 1955, when the road was widened. Mrs. Fears remembers that just before World War II traffic was always heavy and was frequently delayed by cattle in the middle of the road. There was a large hotel east of the house, which was torn down only three years ago.

James Norcum, Villa Motel, 8111 East 11th Street, Tulsa--September, 1984

James Norcum has lived in Tulsa from 1915 to the present. Mrs. Norcum, originally from Indiana, has lived in Oklahoma for 62 years. Mr. Norcum, born in Perry, Oklahoma Territory, worked in the oil fields for many years. He also worked in Aruba, Netherlands Antilles, for seventeen years for the Standard Oil Company of New Jersey. He was as he said, "just a hand." Norcum also worked for oil companies in the West Indies "for a spell" in the late 1930s and early 1940s. Norcum began to build or buy motels along this section of Route 66 in the middle 1940s. At one time he owned three. The traffic was heavy and business was excellent. In 1946 he remembers charging \$3.50 per night. He also remembers some harrowing experiences. He was robbed several times. One time an assailant beat him so severely on the head with an object that he required hospitalization. Mrs. Norcum bought a gun for protection, and on one occasion a

thief grabbed the gun away from her, but did not shoot either of them. The Norcums also recall that the road was very narrow, and that a number of accidents occurred each week.

Ralph Feedback--Sapulpa--August, 1984

Ralph Feedback came to Oklahoma in 1925 in a covered wagon. He and his family came from near Branson, in the Ozarks of southwestern Missouri. He said that the road between there and Sapulpa was paved in sections, but generally it was dirt or gravel. The main street of Sapulpa, which became Route 66, was dirt when he arrived that year. However, the state was beginning to pave much of the route from Tulsa west. Feedback also remembers that a street car ran from Sapulpa to Tulsa. Feedback remembers that the road was only about nine feet wide, and when his family's wagon met another wagon, one had to pull off the road to allow the other to pass. There were very few cars on the road at the time, and his family was traveling with two other families, also in wagons. He does not remember any filling station in existence and said the only section of the road in Oklahoma that he remembers being paved was the narrow strip near Miami. It was the sixth of January and bitterly cold when his family made the trip, and in sections there was ice on the road. Once in a while one of the team would fall down.

Myron Henshaw--One and one-half miles northeast of Bristow on old 66--August, 1984

Myron Henshaw has lived in the area 61 years. He remembered the development of the road quite well. He stated that Sand Creek, which the road crossed by means of a low-water bridge, occasionally flooded to a depth of nine feet. When this happened, people could not get across for days or they had to backtrack and find another path. The road was originally dirt, but was made a hard-surface road beginning in the early 1930s--he thinks. He remembered that

during the early 1930s thousands of Model T and Model A Fords, early Chevrolets, and many old four-cylinder Dodges and Plymouths also traveled the roads. Mr. Henshaw now runs a wrecking yard along this abandoned section of Route 66.

Wendell List, Bristow Motor Company, Main and 10th Streets, Bristow--August, 1984

Wendell List and his father bought a Ford agency in 1923. His father, Lester M. List, actually bought the dealership, but Wendell worked there from the time he was quite young. Wendell List remembered how difficult it was for his father to get Ford Motor Company's approval to buy the dealership. Henry Ford ran the company out of his pocket and his office. He made decisions of importance and no one could approve anything before he gave permission. Wendell List and his father ran the dealership until 1930, when Henry Ford shipped two carloads of tractors that List's father had not ordered. Ford often did that sort of thing when business was slow. The elder List refused the tractors and Ford removed his franchise. In 1931 List again assumed the Ford dealership and ran it continuously until 1960, when he gave up the franchise and entered the auto parts business. Wendell List said that Route 66 was the main street in the town and was partially paved after 1923. List also remembered that there was a Chevrolet dealership dating from 1922 about a block west on the route.

Leo Kreps, 801 S. Roland, Bristow

Leo Kreps has run a service station or garage in this location since the middle 1940s. He remembers that the traffic was always quite heavy. After World War II he had to run two trucks as wreckers to tow in the automobiles that had breakdowns. He also remembered that there were many wrecks on the older sections of Route 66, for it was narrow and had a lot of curves. Bad weather, particularly ice and snow, accounted for a large share of the accidents. Kreps

suggested that because the freeway, or turnpike, bypassed the town, the town was hurt economically.

William Evans, machine shop on old Route 66 west of Chandler about six miles--
October, 1984

William Evans became an employee of the machine shop in 1939. The machine shop actually began business in 1921. In this section at least, Route 66 was a dirt road until 1934. During that year the state finally got the section paved. When the shop opened in 1921, a Mr. John Seaba owned it. Originally, in addition to machine work, Seaba assembled Model T Fords, which were shipped partially assembled in those days. Seaba also had a service station, but did not make money from it. He changed this business primarily to a machine shop specializing in the making of babbit-filled connecting rods for auto engines. Engines constructed in the 1930s and earlier did not have copper inserted rod bearings. They had "poured bearings" or the bearing was part of the connecting rod itself. Made of a substance called babbit, which was a mixture of copper and lead, these did not stand up well in sustained, high-speed driving. In Oklahoma at the time there were few shops that could rebuild these rods. In 1939 eighteen people worked in the shop making the babbit rods. June Orr, who presently owns the business, has owned it for 33 years. She has in the past hired a lot of women to clean parts and tear down engines. Today the shop does modern engine rebuilding and grinding of such parts as the crankshafts.

Lucille Hamons, Hydro, Oklahoma--July, 1984

The Hamons' Station is located just south of Hydro. Mrs. Hamons and her husband bought the station in the 1930s, although it was originally constructed in the 1920s. She had a motel and restaurant also at the location. When she first came to the station in the early 1930s it had hand-operated gasoline pumps, and was a Phillips 66 station. She switched it to a Conoco Station. Mrs. Hamons

remembers that hundreds of people used to stop each day, before the modern interstate bypassed her business. She sold waterbags by the dozens each week for travelers to strap on the front bumper of their cars. She recalled having no gasoline to sell during most of World War II, and remembered having trouble getting any tires for her own car. It was after the war that she became really busy. Her husband drove a truck most of the time, and she took care of the business, although at times she drove the truck while he did some other kind of chore. Mrs. Hamons said that people were always getting stranded without money. To get them out of her establishment she often bought something they wanted to sell, or just gave them a couple of gallons of gasoline. Today she survives on local business. She does not take vacations because she fears she will have her business broken into. She did comment that there was a gasoline price war in 1955, when she sold regular gasoline for 19.9 cents per gallon. On one occasion she had eleven trucks in a row lined up waiting their turns at the pumps. Soon thereafter she passed word to the truckers that she would kick back two cents a gallon on their fuel purchases. She did not want to advertise this, but word of mouth was enough. She sold as much as 100,000 gallons of gasoline per month. Trucks held as much as 100 gallons each, and one had extra tanks allowing it to carry 250 gallons.

Charles Ballew, Texola, Oklahoma--July, 1984

Charles Ballew has lived all his life within a few miles of this small far-western Oklahoma community. He remembers working in a service station, which he later bought. He began working in the station in the 1920s. He was born in 1908 and moved into town in 1938. He said that in the 1920s, when he worked in the station on Route 66, it was a Magnolia Station. It was changed to a Phillips 66 in the early 1940s. He recalls a lot of traffic on the road, especially after it was designated as Route 66. Gasoline sold for 15 cents a gallon. He sold

approximately 30,000 gallons of gas a month in 1932. Ballew remembered charging 50 cents to fix a flat in the 1930s, and fixing flats was a very profitable business. He also remembered the Dust Bowl years. He recalled on one occasion that he had to pull cars out of the sand that had buried them. He had an old 1929 model Dodge wrecker and made a great deal of money using it. He said that when he bought the station on the highway in the 1930s, it had visible gasoline, hand-operated pumps. A person had to pump the gasoline up into the bowl and then gravity caused it to flow into the tanks. The road was not paved until about 1934 and when it rained the road became almost impassible. The only way that anyone could get through the region in such conditions by car was with tire chains. If they did not have these along, Ballew would sell them to the travelers. He sold ten to twelve sets a day in bad weather. Ballew said that the traffic in the town was very heavy until Interstate 40 was constructed and bypassed Texola. He had owned property where the Interstate now passes, and had to sell the government 44 acres. Interstate 40 cut his 320-acre farm into two parts.

APPENDIX B

FEDERALLY-FUNDED ROAD CONSTRUCTION IN OKLAHOMA

General Data on Road Construction Projects in Oklahoma Using Federal Aid

Most pavements on highways in Oklahoma were constructed under the supervision of the Oklahoma State Highway Commission and were eighteen feet wide. There were exceptions to the width dimension, particularly in the early 1920s (e.g., the nine-foot-wide roadway south of Miami, Oklahoma). Graded shoulders on either side of the pavement were three feet or more in width with provision made for side ditches to handle drainage.

Grades in level regions did not exceed 5 percent (i.e., a rise of five feet vertically in each horizontal 100 feet). In general, grades were less than 5 percent, although they were frequently more in mountainous areas. The standard right-of-way was 66 feet, minimum width. This might be wider where physical conditions required it. All structures were made as permanent as possible.

In early projects some very sharp curves were allowed (e.g., on the nine-foot-wide section of the road), but later projects (mid-1920s on) seldom had curves with radii of less than 500 feet and they were banked or super-elevated. High fills and sharp curves were generally protected with guard rails.

The choice of paving surfaces generally depended on funds available and the recommendations of the State Highway Engineer regarding probable future traffic, sub-grade conditions, material available, etc. The most common form of pavement used in constructing Route 66 was concrete. By the 1930s approximately 85 percent of Route 66 was constructed of concrete.

WORKS PROGRESS ADMINISTRATION (WPA)

Early in 1936 the WPA, with the full cooperation of the State Highway Commission, began work on Oklahoma state and federal highways and farm-to-

market roads: 40 percent of the money was furnished by the Commission and 60 percent by the WPA. Because the WPA's purpose was to relieve unemployment, its projects were all placed in areas of high unemployment and where production of needed materials locally was possible. The state was to furnish engineering, supervision, materials, and equipment, while the WPA furnished the labor. However, on some projects the WPA furnished its own equipment or materials.

Most WPA projects in Oklahoma involved the construction of grades, drainage structures, and gravel surfaces, although the WPA did build some bridges and lay some asphalt. All construction was done according to the standard specifications established by the State Highway Commission, and the Commission believed that the WPA's work was of equal quality with tha of private contractors.

Bridges

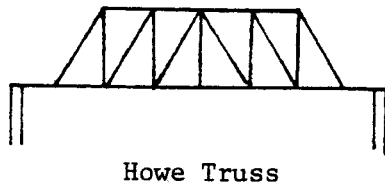
In the early 1920s all bridges had clear roadways of not less than 16 feet, increased to 18 feet in the mid-1920s. The most common materials used were steel and concrete. Timber, where used, (usually in western Oklahoma) was creosoted to reduce maintenance costs and prolong the structure's life. The Highway Commission had standardized plans for structural steel superstructures. This was true of sub-structures as well, but the commission preferred to design these to suit each particular bridge site. All bridges were designed to support two 15-ton trucks with 30 percent added for impact.

In 1927 the Highway Commission increased the width of roadway in bridges from 18 to 20 feet because of growing truck traffic. In order to save money, the Commission also decided that on small streams, those requiring bridges less than 70 feet in length, steel girder bridges on either a concrete pile foundation or concrete piers would be used in place of steel truss spans. The standard bridge

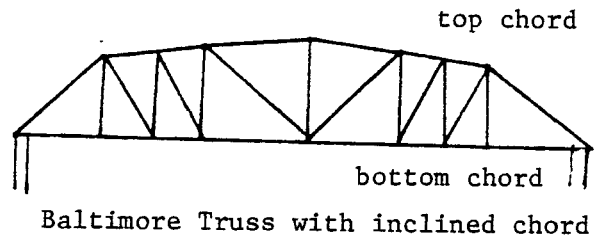
floor was of reinforced concrete, the surface being finished and built in the same way as concrete pavements.

By 1938-1940 nearly all bridges provided for pedestrian walkways on both sides of the roadway. In cities or towns, where pedestrian traffic might be heavy, these were three to four feet wide. In the countryside, where foot traffic was light, these were one foot, six inches wide. This made bridges safer for both pedestrians and cars—without walkways, a driver might pull out of the lane to keep from hitting a pedestrian and thus strike another car head-on.

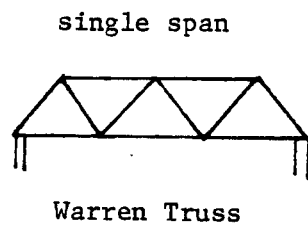
GENERAL INFORMATION ON BRIDGE STRUCTURE



Howe Truss

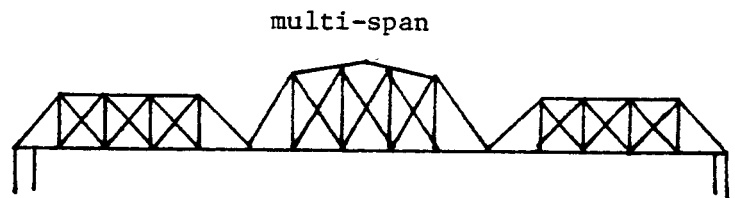


Baltimore Truss with inclined chord



Warren Truss

superstructure
+
substructure



Comparison of Technologies

Old

A-7 steel, 33,000 PSI

2,000 PSI concrete

wood decking

riveted connections

trusses

Modern

A-572 steel, 65,000 PSI

3,000-6,000 PSI concrete

reinforced concrete

bolted or welded connections

beams

Information on bridge structure was provided by Garold D. Oberlender, Ph.D., Professor, Department of Civil Engineering, Oklahoma State University, Stillwater, Oklahoma.

APPENDIX C

PROPERTIES RECORDED AT THE NATIONAL REGISTER LEVEL OF DOCUMENTATION

Dan's Motel

Location: 108 N. Jefferson, Commerce, Oklahoma 040, Ottawa County 115

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

Owner: Dan Mailath, 108 N. Jefferson, Commerce, OK 74339

Location of Legal Description: Ottawa County Courthouse, Miami, OK 74354

Description: Condition: fair, altered, original site

This tourist court originally consisted of seventeen individual cottage-style units connected by garage bays, and was called the Glenbardo Court. Some of the rooms had cooking facilities. The court now has only eleven units. Each cottage is rectangular wood-frame, shotgun style, with clapboard siding. The front elevations are covered with rough-cut stone with beaded mortar. Each has a single-gable roof with front entry gabled overhang. Each has a centered single door entry and a single sash window on each side wall. Garage bays are neither floored or roofed. At the north side of the court there is a cross-gabled structure of rough-cut native stone. This building served as the office and residence in the early days of the court. It features two entries on either side of two single, double-hung sash windows. The stonework and the entries of this building repeat the rhythm and scale of the cabin entries. There is also a modern office/residence (constructed in 1964) facing the highway in the center of the court. This recent structure constitutes an intrusion.

Significance: 1930s; builder/architect: unknown

This motel is significant because it is a good example of a cottage-style, individual unit motel. During the 1920s and early 1930s motels were more residential than commercial in style evocative of a "home away from home." They encouraged an atmosphere of relaxation and hominess. These motels featured plots of grass, lawn chairs and sometimes contained cooking facilities. This residential style in motels paralleled the residential style in service stations. During the heyday of travel along Route 66, Dan's Motel was known as Glenbardo Court. The original owner of the court was a man named O'Brien.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: approx. 1 acre

Quadrangle:

Picher, OK-KS
1:24,000/7.5 minute

UTM: 15 333700 4089000

Verbal Boundary Description: Lot 2, Block 10, original town of Commerce, OK

Miami Service Station

Location: Corner of 4th and Main, Miami, Oklahoma 040, Ottawa County 115

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

Owner: Tri-State Arts and Crafts, 9 4th Ave. SE, Miami, OK 74354

Location of Legal Description: Ottawa County Courthouse, Miami, OK 74354

Description: Condition: fair; unaltered; original site

This station is a single story, square, brick structure with a single low-pitched gable roof. The front elevation has a central entry and flanking, twelve-light casement windows. The side elevations also have two casement windows each with six lights and transom. The rear elevation has three equally spaced wood doors, each with a single pane and three light transoms. The front elevation has a gable roof canopy supported by two tapered, unfluted columns. Centrally placed in the tympanum is a porthole window. The gasoline pumps have been removed.

Significance: c. 1929/1930; builder/architect: unknown

This station is significant because it is representative of those stations whose architecture was reflective of historic styles. Like the bungalow-styled stations of the Phillips Petroleum Company, this station with allusions to the classic mode was designed to imitate residential styling. This station, one of few remaining, was on that margin of Main Street in Miami that divided the commercial establishments from residential blocks. Small in scale and domestic in character, it represents a reflective past and at the same time, a commercial future.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle: Miami Southwest

UTM: 15 332710 4081850

Verbal Boundary Description: Lots 15 and 16, Block 125, original town of Miami, Oklahoma.

Original Section of Route 66 Roadbed

Location: Vicinity of Miami, Oklahoma 040, Ottawa County 115

Classification: structure; public; public acquisition--N/A; occupied; unrestricted access; present use--transportation.

Owner: State of Oklahoma

Location of Legal Description: Oklahoma Department of Transportation, 200 N.E. 21st, Oklahoma City, Oklahoma

Description: Condition: fair; unaltered; original site

This original paved section of Route 66 roadbed is nine feet wide with six feet of gravel shoulders on the sides. It is located three miles south of the intersection of present U. S. Highway 66 and Oklahoma Highway 125 in Miami, Oklahoma. It consists of three and one-half miles of continuous roadway commencing at the extreme southern end of Miami's E Street S.W. From that point the road proceeds west for one and one-half miles, then turns sharply south for one mile, and then turns sharply west for one more mile. The roadbed ends where it merges with the present highway. The road is surfaced with a "Topeka" asphalt mixture covering a concrete base. Topeka asphalt was similar to ordinary sheet asphalt used on most city streets, but with larger stones added, some as much as one-half inch in size. The present condition of the road bed varies from good to poor; that is, in places the pavement is intact and smooth, though for the most part it is weathered, cracked, and rough. Nevertheless, for the entire three and one-half miles the nine-foot roadway is clearly discernable and driveable. Unbroken white lines, painted on the edges of the asphalt, remain visible. At the two curves the pavement widens to twelve feet and is banked or inclined laterally upward at an approximately twenty degree angle from the inner to the outer edges. This was to prevent fast-moving vehicles from skidding off the road while rounding the curves. The setting is rural with flat, cultivated farm land on both sides of the road. Trees and bushes border the gravel shoulders for much of the road's length.

Significance: circa 1920; builder/architect: unknown

This three and one-half mile roadbed is significant because it is the earliest existing section of Route 66 in Oklahoma. This particular stretch of the highway was constructed sometime between 1919 and 1924 as part of Oklahoma Highway 7 and was designated as part of Route 66 shortly after the federal government declared in 1926 that Route 66 would run from Chicago to Los Angeles as a major east/west vehicle transportation system. This section of roadway remained a part of Route 66 as late as 1934, but by 1936 the highway had been rerouted to its present location and this portion became a county section line road. All other existing Route 66 roadbeds in Oklahoma postdate this section.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Miami SW, Oklahoma
1:24,000/7.5 minute

UTMs: A. 15 332140 4077470
B. 15 329770 4077490
C. 15 329740 4075900
D. 15 328180 4075920

Verbal Boundary Description: Beginning at the extreme southern end of Miami, Oklahoma's E Street S.W., proceed west for one and one-half miles, then follow the road as it turns south for one mile; then follow the road as it turns west for one mile. The original pavement is nine feet wide throughout this three and one-half mile stretch.

Horse Creek Bridge

Location: vicinity of Afton, Oklahoma 040, Ottawa County 115

Classification: structure; public ownership; public acquisition--N/A; occupied; unrestricted access; present use--transportation.

Owner: State of Oklahoma

Location of Legal Description: Oklahoma Department of Transportation, 200 N.E. 21st, Oklahoma City, Oklahoma

Description: good, unaltered, original site

The Horse Creek Bridge, on the northeastern edge of Afton, Oklahoma, is a continuous span steel bridge with a pedestrian walkway. It is multi-span with variable depth beams. It has reinforced concrete decking and guardrails. The bridge is twelve feet wide with four-foot walkways on both sides. It is 138 feet on its longest side.

Significance: mid-1930s; builder/architect: unknown

The Horse Creek Bridge on Route 66 east of Afton, Oklahoma, is significant because it is one of the few bridges along the highway that utilized pedestrian walkways. It is indicative of the transitional period of road construction along Route 66 when pedestrian traffic had not yet been overwhelmed by automobile traffic.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle: Afton, Oklahoma
1:24,000/7.5 minute

UTM: 15 325220 4062840

Verbal Boundary Description: From the intersection of First Street (U.S. Highway 66) and Main Street in Afton, Oklahoma, proceed four-tenths of a mile east on Main Street to the southwest corner of the bridge. From this point go 135 feet east, turn 90 degrees and go 28 feet north, turn 90 degrees and go 135 feet west, turn 90 degrees and go 28 feet south to the point of beginning.

Afton Service Station

Location: The southwest corner of the intersection of First Street and Central, Afton, Oklahoma 040, Ottawa County 115

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

Owner: James Bridges, Box 168, Afton, OK 74331

Location of Legal Description: Ottawa County Courthouse, Miami, OK 74354

Description: Condition: fair; unaltered; original site

This station is constructed of stucco-covered masonry. The canopy and office are designed as a whole under a hipped, metal tile roof. The canopy roof line is flat and extends slightly above the hipped roof. The two drive-through openings are arched as is the front opening for pumps. Windows are single-pane rectangular with wood frames. Large wood brackets are attached to the soffit. There is an attached restroom on both the east and west sides of the building, with tiled, pyramid roofs and single wood entries

Significance: 1930s; builder/architect: Cities Service Company/unknown

This station represents a style that still takes a backward glance to earlier residential and commercial styles, but that begins to look to future commercial Art Deco styling. Still not quite comfortable with the demands of a motoring public, its attached restrooms give the impression of afterthought.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle: Afton
1:24,000/7.5 minute

UTM: 15 324840 4062620

Verbal Boundary Description: Lot 1, Block 45, Original Town of Afton, Oklahoma

Hotel VinitaLocation: Corner of Canadian and Wilson, Vinita, Oklahoma 040, Craig County 035Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Hotel Vinita, Inc., c/o Ted Dixon Insurance Agency, Hotel Vinita Building, Vinita, OK 74301Location of Legal Description: Craig County Courthouse, Vinita, OK 74301Description: Condition: good; altered; original site

This five-story brick hotel has features that allude to the Second Renaissance Revival style. It is ten bays long and four bays wide. It has partial arcading along the ground floor. Decorative elements of the arcade section are molded concrete to simulate terra cotta. Some second floor and fifth floor windows have curved, wrought-iron, false balconies. The roof line is a combination of projecting piers and tile cornice. The hotel originally had 72 rooms, some with full bathrooms, some with only half-baths. It also had a ballroom and restaurant.

Significance: 1928; builder/architect: unknown

The Hotel Vinita is significant both for its architecture and its character. Unlike earlier hotels that were usually situated near the railroad line, this hotel, even though located in a railroad town, was built on the highway. The location of the hotel reflected a growing awareness of the automobile as the new form of transportation. Multistoried, it looked back towards the era of imposing size, whereas the new motel style would be single storied, offering the traveler immediate access to his room from his car. Thus the Hotel Vinita was transitional between two eras. Its Second Renaissance Revival styling was also transitional from the grand hotel idea of the turn of the century to the more functional motel of the 1930s. The original owner of the Hotel Vinita was Mont Green. The Boone Hotel Chain, which also had two hotels in New Mexico and one in Kansas, operated the Hotel Vinita until 1969. The Hotel Vinita catered primarily to "traveling men," salesmen traveling through on Route 66. It was also the location of numerous local activities and celebrations, the restaurant/coffee shop was an especially popular meeting place.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Vinita
1:24,000/7.5 minuteUTM: 15 307260 4056520

Verbal Boundary Description: Lot 1 and north 25 feet of Lot 2, Block 71, original town of Vinita

Auto Dealership/Product Enterprise Co.

Location: 237 S. Wilson, Vinita, Oklahoma 040, Craig County 035

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

Owner: Mrs. Howard T. Stoner, 320 W. Flint, Vinita, OK 74301

Location of Legal Description: Craig County Courthouse, Vinita, OK 74301

Description: Condition: good; unaltered; original site

This auto dealership is constructed of native stone. Door and window framing is red brick. Lintels are white painted concrete. Two windows are plate glass and one window is multi-paned casement type. The parapet roof line is irregular, ornamented with uncut stones set in a soldier-brick pattern.

Significance: c. 1942; builder/architect: unknown

This building is significant because it is a good example of vernacular commercial architecture that incorporates design elements that pertain to its function. It is also significant because it is one of the enterprises directly connected to Route 66. Although the selling of cars pertained mostly to the community, the servicing of travelers' cars was an essential part of any auto dealer located on Route 66. Early auto dealerships were located on the small town main street which also was Route 66. Because of this the auto dealer/garage was essential to highway travelers.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Vinita
1:24,000/7.5 minute

UTM: 15 307240 4056370

Verbal Boundary Description: Lot 8, Block 71

Vinita Service Station

Location: 240 S. Wilson, Vinita, Oklahoma 040, Craig County 035

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

Owner: D. L. Butner, Jr., Box 247, Vinita, OK 74301

Location of Legal Description: Craig County Courthouse, Vinita, OK 74301

Description: Condition: good; unaltered; original site

This station is an excellent example of early stations built in residential cottage manner. It is constructed of green and white glazed brick with red brick trim. It has a steeply pitched gable roof with cross gable on the front elevation. There is a small rectangular window in the front gable and one small rectangular window in each end gable. The front single door entrance is offset to the right and the single multi-paned garage bay door is to the left. Three multi-paned casement windows provide light for the garage bay. The two gasoline pumps in front are not original. It has the original tiled restrooms, one with interior entry, and one in the rear with an exterior entry. The original car lift is still in the garage stall.

Significance: c. 1929; builder/architect: unknown

This service station is significant because it is a good example of a station built in residential style. Prior to the popularity of the streamline style for stations, many small town stations were built to blend into the residential character of the towns. This station was built in 1929 or earlier and from its opening was operated by a woman, Mrs. Spraker. Today it is still run by a woman, Mrs. Floy Rodman.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Vinita
1:24,000/7.5 minute

UTM: 15 307180 4056390

Verbal Boundary Description: The south 59 feet of west 90 feet of Lot 12, Block 72

Claremore Auto Dealership/Claremore Tire Company

Location: 625 West Will Rogers, Claremore, Oklahoma 040, Rogers County 131

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

Owner: Charles Boone, 2002 W. DuPont, Claremore, OK 74017

Location of Legal Description: Rogers County Courthouse, Claremore, OK 74017

Description: Condition: fair; altered; original site

This building features masonry construction, stucco covered with projecting geometric ornamentation on exterior wall surfaces. The stucco covering has been painted yellow. Portions of the original red brick surface are visible where the stucco has deteriorated. There is a red-tiled cornice interrupted by pilasters that extend above the cornice. The building is L-shaped with one wall angled at 45 degrees. Windows are casement style. The original entry has been moved and one of the service bays has been boarded over.

Significance: 1930s; builder/architect: unknown

This auto dealership is significant because it represents a main street business that offered essential services to travelers on Route 66. As a machine shop it functioned much as the blacksmith shop did in horse and buggy days. The building was constructed in the 1930s and was originally a Ford dealership. Ford and Chevrolet dealerships were the most numerous along the route through Oklahoma.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Claremore
1:24,000/7.5 minute

UTM: 15 265040 4021600

Verbal Boundary Description: Lots 1, 2 and W 25 feet of Lot 3, Block 111

Brookshire MotelLocation: 11017 E. 11th Street, Tulsa, Oklahoma 040, Tulsa County 143Classification: buildings, private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: James E. and Charlotte Sweeney, 8833 E. Admiral Place, Tulsa, OK 74115Location of Legal Description: Tulsa County Courthouse, 320 W. 5th, Tulsa, OK 74103Description: Condition: good, unaltered, original site

This motel is composed of clapboard duplex cottages connecting open-entry garage bays. The front elevations have offset doorways and paired, double-hung, sash windows. The complex is set in a wooded site at the edge of an urban area with gravel-surfaced courtyard. The Brookshire Motel consists of 14 units. Ten of these units are later additions, constructed of concrete blocks. The office building is a two-story cottage built of uncut limestone, and is also later than the original clapboard duplex units. The motel's sign is a later addition.

Significance: 1930s; builder/architect: unknown

This motel is significant because it is a good example of cabin-style motels that were built in the late 1920s and early 1930s in rural and suburban areas along Route 66. Usually family-operated motels featured grounds that were well kept in a country vernacular manner and although intended as a commercial endeavor, they maintained their homelike atmosphere.

Major Bibliographical References: see continuation sheetGeographical Date:Acreage: approx. 1 acreQuadrangle: Mingo, Oklahoma
1:24,000/7.5 minuteUTM: 15 243340 4003920Verbal Boundary Description: Lot 4, Block 2, East 11th Park Addition

Will Rogers Motor Court

Location: 5737 E. 11th, Tulsa, Oklahoma 040, Tulsa County 143

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

Owner: Oklahoma Fixture Co., c/o Avtax Inc., P.O. Box 35527, Tulsa, OK 74153

Location of Legal Description: Tulsa County Courthouse, 320 W. 5th, Tulsa, OK 74103

Description: Condition: good; unaltered; original site

These duplex motel units number 36 and are of buff brick with cross-gabled roofs. The open garage bays are flanked by the sleeping units. Some of the units have two bedrooms, an original feature of this motel. Roofs are covered with green composition shingles. The office addition has a flat roof and red and green painted cornice line. There are plate glass windows on three sides of the office addition and an entry under the canopy. The metal sign has a cowboy on his rearing horse, the name "Will Rogers," and the commercial designation, Motor Court, all outlined in neon tubing. Its proximity to the street gives it maximum visibility.

Significance: ca. 1940; builder/architect: unknown

This motel is significant because it combines the residential duplex with the commercially-oriented public street facade with eye-catching neon signage utilizing a well-known name as a means of attracting customers. Although slightly set back from the highway in a landscaped area, the office area is easily accessible via the entry canopy.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: approx. 1 acre

Quadrangle:

Tulsa, Oklahoma
1:24,000/7.5 minute

UTM: 15 235830 4004140

Verbal Boundary Description: All of Block 66 and the south 30.43 feet vac. st. adj. on the north thereof, Glenhaven Addition

Tulsa Service Station/Discount Muffler

Location: 3501 E. 11th Street, Tulsa, Oklahoma 040, Tulsa County 143

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

Owner: Robert L. Ellison, Rt. 1, Box 264, Dewey, OK 74029

Location of Legal Description: Tulsa County Courthouse, 320 W. Fifth, Tulsa, OK 74103

Description: Condition: good; unaltered; original site

This station is L-shaped of stucco-covered masonry construction. The canopy pillars extend above the parapet roof line. The arched openings of the canopy are repeated in the garage bays. Plate glass display-type windows are on the front and side elevations. The garage bay doors are original. The gasoline pumps have been removed.

Significance: 1930s; builder/architect: unknown

This station is significant because it represents a style midway between the residential style and the streamline industrial style. It is one of the very few early stations along 11th Street in Tulsa, most of which have been lost to modernization.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle: Tulsa, Oklahoma
1:24,000/7.5 minute

UTM: 15 235660 4004160

Verbal Boundary Description: Lot 15, Block 6, Braden Heights Addition

Tulsa Auto Dealership/Elgin Street Auto Trim ShopLocation: 1401 E. 11th Street, Tulsa, Oklahoma 040, Tulsa County 143Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Eleanor P. Stunkard, et al., 4517 S. Peoria, Unit II, Tulsa, OK 74105Location of Legal Description: Tulsa County Courthouse, 320 W. Fifth, Tulsa, OK 74103Description: Condition: good, altered, original site

This building is a red brick structure with open arcading along the entire front facade. The arcading is supported by five square, stucco-covered pillars. The pedimented parapet roofline features projecting rectangular brickwork on the corner roofline extensions. Garage bays and showroom entry are on the recessed front wall. The building has casement and fixed, wood-framed windows, and still has two wooden doors, one of which is decorated with garlands on the lower panel. The canopy features pressed tin ceiling panels. There is a more recent brick addition on the rear of the building, and some replacement brickwork is in evidence on the original building.

Significance: 1930s; builder/architect: unknown

This structure is significant because it is an excellent example of an early auto dealership located in an urban section along Route 66. Because of its location it served both local residents and travelers. It is also significant because it was architecturally designed specifically to function for automobile transportation much as previously built railroad stations served rail traffic.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Tulsa, Oklahoma
1:24,000/7.5 minuteUTM: 15 232520 4004260Verbal Boundary Description: Lot 9, Block 8, East Lynn Addition

Tulsa Service Station/Car Care Clinic

Location: 209 W. 11th, Tulsa, Oklahoma 040, Tulsa County 143

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

Owner: Genave Rogers, 2636 First Place Tower, Tulsa, OK 74103

Location of Legal Description: Tulsa County Courthouse, 320 W. 5th, Tulsa, OK 74103

Description: Condition: good; altered; original site

This very small service station is of brick construction and is now painted white with blue trim. The building sits at an angle, facing the corner of the intersection of 11th Street (Route 66) and Cheyenne Avenue near downtown Tulsa. The building has a tile mansard roof, with inserts at the roofline. The original door has been replaced with a modern metal-framed glass door. The structure measures approximately 12 feet by 28 feet.

Significance: c. 1930; builder/architect: unknown

This service station is significant because it is a fine example of the early service stations that were very small in scale, but which were located so as to provide easy access to the motorist. The station was and is quite close to the roadway and in the years in which Route 66 was heavily traveled, it conveniently provided the basic requirement of the automobile tourist: gasoline.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Tulsa, Oklahoma
1:24,000/7.5 minute

UTM: 15 231020 4005110

Verbal Boundary Description: Lot 3, Block 91, Original Town of Tulsa

The 11th Street Arkansas River Bridge

Location: Tulsa, Oklahoma 040, Tulsa County 143

Classification: structure; public ownership; public acquisition--N/A; unoccupied; unrestricted access; present use--property has been condemned.

Owner: City of Tulsa

Location of Legal Description: Tulsa County Courthouse, 320 W. 5th, Tulsa, OK 74103

Description: Condition: fair; unaltered; original site

The 11th Street Bridge in Tulsa, Oklahoma, is a multi-span concrete arch bridge with verticals. It is a continuous span. It was constructed of reinforced concrete, probably 2,000 p.s.i. The roadway decking and guardrails are monolithic. It has ornate guardrails that utilize Art Deco motifs, especially the Zigzag Art Deco and PWA Classical-oriented Art Deco of the 1930s. The roadbed is 34 feet wide.

Significance: 1930s; builder/architect: unknown

The 11th Street Bridge in Tulsa, Oklahoma, was the first major bridge over the Arkansas River. Its Art Deco motif makes it truly unique. It was labor intensive to build and reflects a technology and aesthetic approach to bridge construction no longer in use. The 11th Street Bridge was at one time one of the few bridges to cross the Arkansas River at Tulsa. For many years it was a local landmark, but now the bridge is slated for demolition.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: approx. one acre

Quadrangle: Sand Springs, Ok
1:24,000/7.5 minute

UTMs: A. 14 768540 4003940
B. 14 768380 4003600

Verbal Boundary Description: From the northern terminus of Riverside Drive in Tulsa, Oklahoma, cross the new Route 66 bridge (Southwest Blvd.) and proceed to the northeast corner of the old 11th Street bridge. From this point go 45 feet northwest, turn 90 degrees and go 1,265 feet southwest, turn 90 degrees and go 45 feet southeast, turn 90 degrees and go 1,265 feet northeast to the point of beginning.

Park Plaza Court

Location: 3512 Southwest Boulevard, Tulsa, Oklahoma 040, Tulsa County 143

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

Owner: Dorothy Harrison, 3512 Southwest Blvd., Tulsa, OK 74107

Location of Legal Description: Tulsa County Courthouse, 320 W. 5th, Tulsa, OK 74103

Description: Condition: fair; unaltered; original site

This tourist court is of stucco-surfaced masonry construction. Windows are wood framed. The arrangement of the units is similar to a Spanish plaza. The court's street facade presents Spanish Baroque style curvilinear building fronts that evoke the southwestern mission feeling. The central building facing the street is two-storied and serves as the office. The continuous roofline of the duplex units is crenelated and arched openings divide the double units. There are approximately 35 units in the court, some of which originally had kitchenettes.

Significance: c. 1930; builder/architect: unknown

This motel complex is significant because it made an obvious attempt to attract the traveler by its architecture. Presenting a facade that was a stereotype of the southwestern Spanish or Mexican town, it reminded the westbound Route 66 traveler of what he might expect to see further along the road. At the same time the plaza arrangement offered the traveler an enclosed, off-the-road retreat for the night, which has since become the standard arrangement for motels. Though it was one of the first motels built in the Tulsa area, it already demonstrated an awareness of the economic importance of the Route 66 tourist.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: approx. 1 acre

Quadrangle: Sapulpa North, Oklahoma
1:24,000/7.5 minute

UTM: 14 769170 4000420

Verbal Boundary Description: Lots 3 through 7 and lots 12 through 17 and W 7.5 vac aly adj on E Lot 17 and 15 vac aly adj Lots 3 through 7 and Lots 12 through 16 less E 110 Lots 3 through 7, Block 5, Fuller-Walter Add.

66 MotelLocation: 3660 Southwest Boulevard, Tulsa, Oklahoma 040, Tulsa County 143Classification: buildings; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Kenneth R. and Noma N. Undernehr, 3660 Southwest Blvd., Tulsa, OK 74107Location of Legal Description: Tulsa County Courthouse, 320 W. Fifth, Tulsa, OK 74103Description: Condition: good; unaltered; original site

The 66 Motel consists of 11 small units of concrete block construction that have been covered with stucco. Most of the rooms of this motel are quite small, and are connected with covered garage bays. The office building originally housed a cafe, and there was once a service station on the site also. The property still maintains its neat and efficient appearance, conveniently located close to the edge of the roadway. All units have been painted with galvanized metal paint.

Significance: c. 1933; builder/architect: unknown

The 66 Motel, which took its name from the highway, is significant because it was typical of the independent motel operation. The units were small and arranged without plan to take advantage of available space. Rooms rented for \$2.00 per night per couple, \$1.50 for singles. There were a service station and a restaurant that may have taken precedence over the sleeping accommodations. Thus the 66 Motel was an early example of the individual operator offering multiple services to the traveler.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: approx. 1 acreQuadrangle:Sapulpa North
1:24,000/7.5 minuteUTM: 14 768900 4000130Verbal Boundary Description: Lots 1, 2, and 3, Block 10, Interurban Addition

Rock Creek Bridge, West of Sapulpa

Location: vicinity of Sapulpa, Oklahoma 040, Creek County 037

Classification: structure; public ownership; public acquisition--N/A; occupied; unrestricted access; present use--transportation.

Owner: Creek County

Location of Legal Description: Creek County Courthouse, Sapulpa, Oklahoma

Description: Condition: fair; unaltered; original site

The Highway 66 bridge west of Sapulpa is a single-span Baltimore truss with verticles. It has a compound truss to achieve the long span; members of the truss are built-up latticed sections. The steel used when the bridge was constructed was usually A-7, 33,000 PSI tensile strength. The connections were riveted rather than bolted. The roadway decking was probably originally wooden planks. It now has brick surfacing covering the decking. The bridge measures 12 feet wide (the usual road width in 1921) by 120 feet in length.

Significance: 1921; builder/architect: unknown

The Highway 66 bridge west of Sapulpa is significant because it is one of the few remaining structures of its kind. Its trusses, A-7 steel construction, rivets, and wood plank decking are no longer used in bridge-building. Built in 1921, this bridge reflected the technology of its time.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Kelleyville
1:24,000/7.5 minute

UTM: 14 758160 3986830

Verbal Boundary Description: From the intersection of U.S. 66 and South Main in Sapulpa, Oklahoma, follow U.S. 66 southwest for one and one-tenth miles. At that point the old highway turns northwest (now a paved county road) from the present highway. Follow the old road west for one-tenth of a mile to the southeast corner of the bridge. From this point go 120 feet west, turn ninety degrees and go 12 feet south, turn 90 degrees and go 120 feet east, turn 90 degrees and go 12 feet north to the point of beginning.

Bristow Service Station/Bristow Tire CompanyLocation: 115 W. 4th, Bristow, Oklahoma 040, Creek County 037Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: John C. and Jacqueline Hutson, 619 W. 6th, Bristow, OK 74010Location of Legal Description: Creek County Courthouse, Sapulpa, OK 74066Description: Condition: good, altered, original site

This station is of brick masonry construction with metal-tiled hip roof. Two arched casement windows are on the front and side elevations. The rear extension is a later addition, as is the concrete block addition on the west side. The blue and white paint is not original and the gasoline pumps have been removed. The pillars supporting the canopy and the pilasters of the original building feature a decorative pattern of three raised bricks, forming a square shape. The station originally had two pump bays before the highway was widened.

Significance: c. 1926; builder/architect: unknown

This station was originally a Wilcox station, which sold petroleum products of the Wilcox Refinery, also located in Bristow. Located on the outskirts of the downtown business district of Bristow, the station did a high volume of business during the years that Route 66 was the main east-west highway across Oklahoma. The original portion of the station is well preserved and serves as a reminder of the services once provided to the steady stream of travelers through the town.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Bristow
1:24,000/7.5 minuteUTM: 14 735630 3968130Verbal Boundary Description: Lots 29 and 30, Block 70, Original Town of Bristow

Bristow Service Station/Texaco StationLocation: 4th and Elm, Bristow, Oklahoma 040, Creek County 037Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Noel Probst, 315 S. Oak, Bristow, OK 74010Location of Legal Description: Creek County Courthouse, Sapulpa, OK 74066Description: Condition: good, altered, original site

This Texaco station was designed as one of five variations for Texaco by industrial designer, Walter D. Teague. It features smooth surfaces, rounded corners, and efficiency for customer service. The red-painted metal bands were originally green and the Texaco star trademark was on the cornice. The gasoline pumps are not original. It utilized larger service bays and display windows to advertise automotive products. There is a new concrete block addition on the west side.

Significance: c. 1937; builder/architect: unknown/Walter D. Teague

This station is significant because it is one of Texas Oil Company's standardized stations of the late 1930s. In 1937 Texaco hired industrial designer, Walter D. Teague, to design its service stations. The idea was to design a package that could most effectively sell a product. Teague utilized standardized trademark, coloration, and layout as essentials for a good design. Lighting, cleanliness, accessibility, speed of service and customer appeal were all important. The result was the design represented here. Teague's design featured smooth surfaces, rounded corners, and aerodynamic imagery. The style and form of the station were easily recognized from the cars on the road. Paved surfaces were concrete rather than asphalt.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Bristow
1:24,000/7.5 minuteUTM: 14 735470 3968130Verbal Boundary Description: The south 75 feet of E/2 of Lot 23, the south 75 feet of Lot 24, Block 80, original town of Bristow, Oklahoma

Bristow Motor CompanyLocation: 10th and Main, Bristow, Oklahoma 040, Creek County 037Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Wendall List, 245 W. 7th, Bristow, OK 74010Location of Legal Description: Creek County Courthouse, Sapulpa, OK 74066Description: Condition: good; altered; original site

This is a brick, rectangular building with inset concrete decoration including compass rosettes above the first floor window line. The building features a continuous concrete cap line at the top of the parapet roofline. Corner open arcading is used for car storage. Windows are multi-paned casement style. Two of the garage bay doors are the original hinged doors, wood with multi-paned windows. One garage bay has an overhead door. The front entry is on the recessed wall of the arcading. White painted wood trim highlights the dark/light contrast of the structure. Modern showroom windows have replaced the original facade on the first floor facing Main Street; this modernization probably occurred in the 1950s.

Significance: 1923; builder/architect: unknown

This building is significant because it is one of the oldest automobile dealerships along Route 66. It was actually started as a Ford dealership in 1923, before Route 66 was designated, by Lester M. List, who operated it until 1960. Now it is an auto parts business still operated by the List family.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Bristow
1:24,000/7.5 minuteUTM: 14 735660 3968820Verbal Boundary Description: Lots 9-12, Block 25, original town of Bristow, OK

Hotel StroudLocation: 323 Main Street, Stroud, Oklahoma 040, Lincoln County 081Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercialOwner: Arthur Thompson and Kim A Wheeler, Drawer S, Stroud, OK 74079Location of Legal Description: Lincoln County Courthouse, Chandler, OK 74834Description: Condition: good, altered, original site

This two-story brick building is three bays wide and thirteen bays long. The entry is on the angled corner. Part of the first floor facade has been painted white. New showroom windows have been added. A shingled, mansard roof has been added over the entry and front elevation.

Significance: 1930s; builder/architect: unknown

This hotel is significant because it represents the small town's attempt to cater to the busy Route 66 trade. Unlike modern hotels, which are usually on the outskirts of town, the Hotel Stroud was downtown, inviting the traveler to take advantage of services in the central business district. The lower front of the building housed a drugstore that also attracted local daytime trade.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Stroud South
1:24,000/7.5 minuteUTM: 14 711850 3958490Verbal Boundary Description: Lot 12, Block 26, Original Town of Stroud, Oklahoma.

Chandler Service StationLocation: 701 Manvel, Chandler, Oklahoma 040, Lincoln County 081Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Mrs. William Westfall, 205 Oak, Chandler, OK 74834Location of Legal Description: Lincoln County Courthouse, Chandler, OK 74834Description: Condition: excellent (restored); altered; original site

This service station of masonry construction was built in 1929 as a Phillips station in the Tudor cottage manner. It features a steeply pitched gable roof with a frontal cross gable, a fireplace chimney with set-in clock, an arched entry and display windows. The station has a multicolored asphalt shingle roof. The two large garage bays were a later brick addition and the gasoline pumps are new. A second addition of metal on the southernmost end of the structure serves as a storage building. Originally there was a Phillips 66 shield on the chimney wall. It is now a Getty station.

Significance: 1929; builder/architect: unknown

This service station is significant because it is one of the few remaining stations that Phillips Petroleum Company began building along Route 66 in 1927. Prior to that time Phillips had been selling crude oil and natural gasoline wholesale, but a glut on the market forced them to consider entering the retail market. Deciding to settle in the center of thenation, they first began building stations in high traffic areas near railroad stations. The company's trademark does have some relationship to the highway name and the derivation of the shield is from the emblem of the highway system. Before streamline style became popular, Phillips built most of their stations in this residential style. A reproduction of a late 1920s station in Columbia, Missouri in the Shield (fourth quarter, 1982) replicates this station in Chandler. Such stations were designed to fit into a residential area. They were to give the traveler the image of a home away from home.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Chandler
1:24,000/7.5 minuteUTM: 14 691740 3952930Verbal Boundary Description: The east 100 feet of Lots 1 and 2, and all of Lots 3 and 4, Block 43

St. Cloud Hotel

NOTE: THIS BUILDING IS ALREADY ON THE
NATIONAL REGISTER OF HISTORIC PLACES

Location: 1216 Manvel Avenue, Chandler, Oklahoma 040, Lincoln County 081

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

Owner: Joann and Jim Birkes, 116 E. 7th, Chandler, OK 74834

Description: Condition: deteriorated; altered; original site

The St. Cloud Hotel is a two-story building, approximately 50 x 100 feet with a basement and a 46 x 60 feet annex completed soon after the original construction. The front is red brick with thirteen pairs of cast iron engaged Corinthian-style columns separating the front windows. The columns and the ornamental parapet make the main structure and its annex homogenous. A shingled front has altered the annex somewhat. The side and back walls are of irregular sandstone with arched Victorian windows. The basement level is exposed on the back (east) side of the structure. The original moded metal roofline trim has been removed as have the awnings over the sidewalk.

Significance: 1904; builder/architect: unknown

The St. Cloud Hotel opened April 24, 1904, part of "Gormley's Block," the 1200 block on the east side of Manvel Avenue. The property of John Edward Gormley, a Chandler pioneer, the St. Cloud was noted for its elegance and for its elevator, the first in the town. It competed successfully with Chandler's other hotels. The upper floors were intended to serve as the town hospital but no record of such service exists. During World War I the Oklahoma National Guard leased rooms in the hotel for administrative offices and officers' quarters. It was later owned by honeybee and pecan processors and served as a warehouse, a cabinet maker's shop, and a garment factory. Presently the annex houses a muffler shop; the main hotel building is vacant.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than 1 acre

Quadrangle:

Chandler, OK
1:24,000/7.5 minute

UTM: 14 692210 3952330

Verbal Boundary Description: Lots 18-21, Block 77

Chandler Ford Dealership

Location: 722 Manvel, Chandler, Oklahoma 040, Lincoln County 081

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

Owner: Sally and Don Ferrel and Lincoln County On-Stage, c/o Lincoln County News, 718 Manvel, Chandler, OK 74834

Location of Legal Description: Lincoln County Courthouse, Chandler, OK 74834

Description: Condition: good; altered, original site

This building is a two-story, rectangular brick structure located on a corner lot on Chandler's main street. It was constructed in 1914 as a Ford dealership. The front elevation has five bays divided by pilaster strips. The side elevation has thirteen bays, also divided by pilaster strips. The roofline is flat with stepped brick cornice. Original clerestory windows have been covered with shingled, mansard roof. New showroom windows and metal-framed glass entry extend along the first-floor, front facade. The first-floor interior has been renovated for office space. A series of single windows, entry doors and garage bay doors extend along the side street elevation.

Significance: 1914; builder/architect: unknown

This building is significant because it is one of the oldest car dealerships along Route 66 in Oklahoma. It was built in 1914 in Chandler. One of its innovative features for its day was an elevator that moved automobiles from one floor to another. The elevator is still in place. It was originally a Ford dealership from 1914 to 1975.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Chandler
1:24,000/7.5 minute

UTM: 14 691810 3952850

Verbal Boundary Description: The N/2 of wall of Lots 15 and 16, Lots 13 and 14, and the south 13" of Lot 15, Original Town of Chandler

Rural Chandler Garage and Service Station/Seaba Engine Rebuilding and Machine Shop

Location: 8 miles west of Chandler, Oklahoma 040, Lincoln County 081

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

Owner: June Orr, Route 1, Chandler, OK 74834

Location of Legal Description: Lincoln County Courthouse, Chandler, OK 74834

Description: Conditon: fair, altered, original site

This small-scale, single-story, irregularly-shaped building is constructed of polychrome brick with white, brick, surface decorative elements. Large-scale, multi-paned, metal-framed windows are on four sides. It has a crenelated parapet roofline with a cap of white brick. The interior contains all original equipment to rebuild connection rods for auto engines. There are newer additions on the west side and to the rear of the original brick building.

Significance: 1921; builder/architect: unknown

This building is significant because it represents a rural machine shop that was intimately connected with Route 66. When it opened in 1921 the owner bought Model T Fords and assembled them in the shop. In 1934 he began rebuilding connecting rods. The original owner was John Seaba. Engines constructed in the 1930s and earlier did not have copper inserted rod bearings. They had "poured bearings" made of a substance called babbit, a mixture of copper and lead, which did not stand up well to high-speed, sustained driving. By 1939 business was thriving, mostly due to travelers, and eighteen people were employed in the shop. The current owner and owner of the shop for the past 33 years, June Orr, still rebuilds modern engines there.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle:

Chandler, OK
1:24,000/7.5 minute

UTM: 14 681020 3950790

Verbal Boundary Description: All of Block 65, original town of Warwick, Oklahoma

Threatt Service Station

Location: vicinity of Luther, Oklahoma 040, Oklahoma County 109

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

Owner: Elizabeth Threatt, P.O. Box 99, Luther, OK 73054

Location of Legal Description: Oklahoma County Courthouse, Oklahoma City, Oklahoma

Description: Condition: good; altered; original site

This service station is constructed of rough-cut native stone quarried from the farmland on which it was built. Alan Threatt, Sr., an Oklahoma County farmer, built the station in 1937-38. It has a steeply pitched gable roof with a cross gable on the front elevation. There are centered double entry doors with wood-framed screen doors and flanking fixed display windows. A hipped roof living quarter and carport has been added on the rear elevation. The station fronts on the north; it measures 27 feet by 19 feet.

Significance: 1937-38; builder/architect: Alan Threatt, Sr.

The Threatt Service Station is significant because it represents a black-owned and operated service station of the 1940s on Route 66. The station was built in 1937-38 by Alan Threatt, Sr., a black farmer in eastern Oklahoma County, where Route 66 passed the northern end of his farm. The station was operated until recent years by Threatt's son. The building also served as the private residence of the family.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than 1 acre

Quadrangle:

Luther, Okla.

1:24,000/7.5 minute

UTM: 14 668250 3948340

Verbal Boundary Description: From the intersection of U.S. 66 and Luther Road in Luther, Oklahoma, go three miles east on U.S. 66, then turn 22 feet south and stop at the northwest corner of the rock building on the south side of the highway. From this point go 27 feet south, turn 90 degrees and go 19 feet east, turn 90 degrees and go 27 feet north, turn 90 degrees and go 27 feet north, turn 90 degrees and go 19 feet west to the point of beginning.

Prokup Service StationLocation: vicinity of Luther, Oklahoma 040, Oklahoma County 109Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Marvin Maddux, Route 1, Luther, OKLocation of Legal Description: Oklahoma County Courthouse, Oklahoma City, OKDescription: Condition: good; altered; original site

The Prokup Service Station was constructed of native stone in the 1920s. It is one story in height with a full basement (three rooms and a bath) in which the owners resided. The first story also contains three rooms, including a frame addition covered with asbestos siding on the north (back) side. The building fronts on the south and lies about 15 feet north of U.S. 66. At the extreme southern end of the building is a wooden overhang 12 feet in length supported by stone pillars that sheltered the gasoline pumps. The building, including the frame addition, measures 14 feet by 39 feet.

Significance: 1920s; builder/architect: unknown

The Prokup Service Station in Luther, Oklahoma, is significant because it was a combination service station and bus stop on Route 66. The station was operated in the 1930s and 1940s by a family named Prokup. In addition to selling gasoline, the station served a double purpose as a Greyhound bus station on the highway between Tulsa and Oklahoma City.

Major Bibliographical References: see continuation sheetAcreage: less than 1 acreQuadrangle:Luther, Okla.
1:24,000/7.5 minuteUTM: 14 663840 3948330

Verbal Boundary Description: From the intersection of U.S. 66 and Luther Road in Luther, Oklahoma, proceed east on U.S. 66 for three-tenths of a mile; then go 15 feet north to the southwestern corner of the old stone service station. From this point go 14 feet east, turn 90 degrees and go 39 feet north, turn 90 degrees and go 14 feet west, turn 90 degrees and go 39 feet south to the point of beginning.

Cliff House Diner

Location: 305 W. Main, Weatherford, Oklahoma 040, Custer County 039

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

Owner: Bill and Brad Aneshansley, c/o Anoilco Inc., 218 Frisco, Clinton, OK 73601

Location of Legal Description: Custer County Courthouse, Arapaho, OK 73620

Description: Condition: good, unaltered, moved

The Cliff House Diner was built in the early 1930s and moved to its present location in approximately 1940. It is constructed of eighteen-inch-wide metal panels and is painted white with blue trim. Neon strip lighting followed the blue-painted cornice line and outlined the curved top of the stepped, Art Deco style entry. The interior is original and features a metal counter and metal backsplash, with small round mirrors with Art Deco decoration. The diner fronts on the south, though the highway runs about 15 feet to the west. This placement left room for parking and made possible a "drive-through" window on the west end of the building. The diner measures about 10 feet by 25 feet.

Significance: early 1930s; builder/architect: unknown

The Cliff House Diner is significant because it represents a type of business that flourished along Route 66 in the 1930s and 1940s: small restaurants or cafes that quickly and inexpensively fed travelers. This particular one-room diner, located in Weatherford, Oklahoma, was built in the early 1930s on a site east of Weatherford on Route 66. It was then known as Porter House Diner No. 2. It was moved to its present location, still on Route 66, circa 1940, when it became the Cliff House Diner. It remained in operation as late as 1984. As a result, the ovens, refrigerators, counters, stools and overhead menu remain intact on the interior.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: less than one acre

Quadrangle: Weatherford, OK
1:62,500/15 minute

UTM: 14 525225 3931250

Verbal Boundary Description: From the northwest corner of the diner proceed 10 feet to the northeast corner. Turn 90 degrees and proceed south to the southeast corner. Turn 90 degrees and proceed west 10 feet. Turn 90 degrees and proceed north 25 feet to the point of beginning.

Hamons' StationLocation: vicinity of Hydro, Oklahoma 040, Caddo County 015Classification: buildings; private ownership; public acquisition N/A; occupied; unrestricted access; present use--commercial.Owner: Lucille Hamons, Route 1, Box 44, Hydro, OK 73048Location of Legal Description: Caddo County Courthouse, Anadarko, OK 73005Description: Condition: good, altered, original site

The service station building is two stories in height, built in the early 1920s. On the south (front), the second story forms an overhang twelve feet in length under which cars pulled up for servicing. The central portion of the building is two-story, with one room up and one down. The north (back) side is a single one-story room. The upstairs contains two rooms and a bathroom. This was originally the living quarters for the station owners. The first story contains two room: the north (back) room is a snack bar/eating area, and the south (front) room is the sales area. The building was originally stucco, but was remodeled in 1969 when steel siding was placed on the exterior. It measures 31 feet by 19 feet.

Significance: early 1920s; builder/architect: Carl Ditmore/unknown

Hamons' Service Station is significant because it represents early structures along Route 66 that served travelers on the highway in the 1920s and 1930s. The service station was constructed in the early 1920s, prior to the designation of Route 66 by the federal government in 1926. The present owner bought the station with her husband in 1941 and she continues to sell gasoline and snacks.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Weatherford
1:62,500/15 minuteUTM: 14 537400 3932500

Verbal Boundary Description: From the intersection of Washington and East Main Streets in Weatherford, Oklahoma, follow Main Street east for 6.3 miles, then turn north and go 17 feet to the southeastern corner of the service station. From this point go 31 feet north, turn 90 degrees and go 15 feet west. turn 90 degrees and go 31 feet south, turn 90 degrees and go 15 feet east to the point of beginning. From the northeastern corner of the service station building go 34 feet northeast to the southwestern corner of the

motel. From this point go 50 feet east, turn 90 degrees and go 10 feet north, turn 90 degrees and go 50 feet west, turn 90 degrees and go 10 feet south to the point of beginning.

Canute Service Station and Garage

Location: Main Street and Highway 66, Canute, Oklahoma 040, Washita County 149

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

Owner: Johnny Kincaid, 222 N. Blackburn Blvd., Elk City, OK 73644

Location of Legal Description: Washita County Courthouse, Cordell, OK 73632

Description: Condition: fair, unaltered, original site

This garage/service station is of masonry construction covered with stucco. It has a brick watertable and decorative parapet roofline of alternating pediments and pillars. A canopy extends approximately fifteen feet from the front facade of the station. Originally the gasoline pumps were located between the supporting columns of this canopy. The ceiling of the canopy is covered with decorative pressed tin panels, painted white. The earliest section of the building, the west end, was originally built as a bar and dance hall, and it still has the original wooden dance floor. The interior of both sections of the building features pressed tin ceilings and decorative tin cornice moldings.

Significance: 1936; 1939; builder/architect: unknown

This service station is significant because it reflects the change in architectural flavor from eastern Oklahoma to western Oklahoma. The earliest section of the building was built in 1936 as a roadhouse and dance hall. The service station portion of the building featuring the drive-through canopy, was added in 1939 by Clarence Kelly, a local businessman and philanthropist. This station represents southwestern influences. As travelers go westward along Route 66 the "California" image becomes dominant and roadside architecture reflects this dominance in southwestern styles. This structure also represents the dual purpose of providing mechanical services as well as gasoline. This shows in the decorative roof line that extends over the service bays.

Major Bibliographical References: see continuation sheet

Geographical Data:

Acreage: approx. one acre

Quadrangle:

Canute
1:62,500/15 minute

UTM: 14 474575 3949700

Verbal Boundary Description: The south 160 feet of Lot 4, Block 1, Paymaster's Addition

Casa Grande HotelLocation: 103 W. 3rd St., Elk City, Oklahoma 040, Beckham County 009Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Western Oklahoma Earth Science Museum, Inc., Elk City, Oklahoma 73644Location of Legal Description: Beckham County Courthouse, Sayre, Oklahoma 73662Description: Condition: good, altered, original site

The Casa Grande Hotel is a four-story buff brick building, four bays wide and fourteen bays long. There are four covered entries on the 3rd Street (south) side. The main entry cover is a white-painted, half-circle canopy. The arched window surrounds echo the arched canopy. The west, first-floor facade has been modernized with new brick facing and large, fixed-pane show windows. The capline of the building is decorated with parquet-patterned brickwork.

Significance: builder/architect: W. E. Krumrei, contractor/unknown

The Casa Grande Hotel is significant because it is an example of a hotel in an urban area that provided lodging for travelers along Route 66. The large, imposing building is reminiscent of the "grand hotels," yet it was transitional in function, serving Route 66 tourists passing through Elk City on their way east or west.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: approx. one acreQuadrangle: Elk City, OK
1=62,500/15 minuteUTM: 14 463325 3918625Verbal Boundary Description: Lots 9-12 and lots 13-18, Block 18, original town of Elk City, Oklahoma

Longhorn Trading PostLocation: Texola, Oklahoma 040, Beckham County 009,Classification: building; private ownership; public acquisition--N/A; unoccupied; unrestricted access; present use--vacant.Owner: Vernon Bailey, Texola, OK 73668Location of Legal Description: Beckham County Courthouse, Sayre, OK 73662Description: Condition: deteriorated, unaltered, original site

This Longhorn Trading Post is a small, rectangular, stucco-covered building. The central entry is flanked by large, fixed-panel windows that are now boarded over. A narrow overhang wraps around three sides about a foot below the flat roofline. The building is approximately 20-1/2 feet wide and 35 feet long.

Significance: c. 1930s; builder/architect: unknown

The Longhorn Trading Post is significant because it was originally one of the earliest restaurants along Route 66. In this sparsely populated part of the Texas-Oklahoma panhandles, such facilities were few and far apart. Later this restaurant changed its emphasis from food to souvenirs with its "Wild West" name and decoration. Built in the 1930s, the building was operated as a restaurant that catered to travelers along Route 66 as well as serving local customers. In the 1950s, the building was reopened as a trading post, catering to the tourist trade.

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than 1 acreQuadrangle:Erick, Oklahoma
1:24,000/7.5 minuteUTM: 14 409775 3897650Verbal Boundary Description: Lot 7, Block 13, Texoma Addition, Texola, Oklahoma.

Texola Service Station/Fix-It ShopLocation: Texola, Oklahoma 040, Beckham County 009Classification: building; private ownership; public acquisition--N/A; occupied; unrestricted access; present use--commercial.Owner: Jerry and Darlene Harrison, Erick, OK 73645Location of Legal Description: Beckham County Courthouse, Sayre, OK 73662Description: Condition: good, unaltered, original site

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

Significance: 1930; builder/architect: unknown

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

Major Bibliographical References: see continuation sheetGeographical Data:Acreage: less than one acreQuadrangle:Erick
1:62,500/15 minuteUTM: 14 409700 3897550Verbal Boundary Description: Lots 1 and 2, Block 57, Original Addition

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