

United States Department of the Interior  
National Park Service

593

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Depew Route 66 Segment

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

Route 66 and Associated Resources in Oklahoma

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Route 66 from Milfay Road traveling East for .46 miles

City or town: Depew State: Oklahoma County: Creek

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

Bob Plankton July 21, 2014

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Signature of certifying official/Title: \_\_\_\_\_ Date

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State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

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Signature of commenting official: \_\_\_\_\_ Date

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Title : \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

Depew Route 66 Segment  
Name of Property

Creek County, Oklahoma  
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

*Joe Edson W. Beall*  
Signature of the Keeper

9.10.14  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation: Road-related (vehicular) \_\_\_\_\_

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

**Current Functions**

(Enter categories from instructions.)

Transportation: Road-related (vehicular) \_\_\_\_\_

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

Depew Route 66 Segment  
Name of Property

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other: Roadway

Other: Stone Bridge

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Stone

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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#### Summary Paragraph

The Depew Route 66 Segment is located in Creek County, approximately 3.5 miles west of Depew on the south side of the existing State Highway 66. It was constructed in 1925 and 1926 and owned by the county until 2013. It is .46 miles in length from the intersection of Milfay Road and West Old Route 66 traveling east. Although not part of this nomination, the road continues east to connect to the 1984 Route 66 alignment. The landscape that the nominated property traverses is gently sloping and has open areas of pasture on either side. The roadbed curves and conforms to the terrain. It crosses a creek and includes a stone bridge.

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#### Narrative Description

##### Roadbed

The nominated roadbed was constructed in 1925. Its western end, at the southwest corner of Section 10 (Township 15 North, Range 7 East) intersects with Milfay Road and was part of Federal Aid Project 136 & 136A constructed by Hamilton Construction and Altman Rogers, contractors. The roadbed is Portland Concrete, eighteen feet wide, and poured in fifty foot long

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sections. In an area of the roadbed where the edge of the pavement is exposed, it measured approximately three inches thick. The nominated property is .46 miles long. Alterations to the roadbed include random asphalt overlays completed by the County at an unknown date. There are some areas where the concrete has cracking and pitting damage. There are also large areas where the original concrete is undamaged and in good condition. The roadbed is considered a single structure. Integral to the roadbed, but counted separately is a stone bridge.

### **Bridge**

This single-span, stone arch bridge is 52 feet in length from abutment to abutment. The 26-foot wide bridge deck is asphalt. The entire bridge (except the fill material) is constructed of rectangular-cut sandstone blocks laid in regular courses. The blocks have a tooled finish. The Bridge has the standard components of a stone arch bridge. The arch ring is constructed of stone blocks called voussoirs, with a keystone in the center. The arch ring supports the spandrel walls, which reach from the arch ring up to the bridge deck. The area between the spandrel walls, above the arch ring, and below the deck contains fill material, helping distribute loads evenly. Although the precise fill material of the bridge was not determined, fill is typically composed of earth, gravel, and/or larger stones.

The abutments of a stone arch bridge are located at the base of the arch ring to counter the outward thrust which loads bearing down on the top of the arch transmit to the lower part of the arch ring. A bridge's wing walls extend out from the abutment/spandrel walls to retain roadway fill at each side of the abutment. The stone wing walls of the Bridge are characterized as flared because they form an acute angle with the roadway leading to the bridge. The skewed stone bridge, set at an angle to the road, is topped with cast railings. Six "posts" support five sections of two railings.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Transportation

Engineering

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1925-1954

\_\_\_\_\_

\_\_\_\_\_

**Significant Dates**

1925, 1926, 1928

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_

\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

Hamilton Construction

& Altman Rogers,

contractors

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

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

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

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

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

<sup>2</sup> The Sapulpa Historical Society, Inc., Sapulpa, OK 74066 Vol.I (Sapulpa, Oklahoma: Sapulpa Historical Society, Inc., 1979), 106; Cynthia Savage, "Sapulpa Downtown Historic District," National Register of Historic Places Nomination, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2002), 45; Michael Cassity, "West Sapulpa Route 66 Roadbed," National Register of Historic Places Nomination, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003), 15; Cassity, "Oklahoma Route 66," 7; Ozark Trails Association, The Ozark Trails Route Book (Monte Ne, AR: The Association, 1919), 22; Ozark Trails



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The nominated property is indicative of allowing the road to conform to the terrain for cost savings. As Cyrus Avery, chairman of the State Highway Commission, was quoted as saying in retrospect, "There wasn't any of this big earth-moving machinery then, and we could build miles of road for what it would have cost to cut through one little hill."<sup>3</sup>

As the significance of US Highway 66 is described in the Statement of Historical Context "Oklahoma Route 66 Historic Resources, 1926-1970," this road was a "product of forces of change and modernization" that also brought about social and economic changes in the area it traversed; these forces led to the end of the original road itself.<sup>4</sup> The Depew segment completed in 1925, and became part of US 66 when that highway was designated in late 1926. US Highway 66 was undergoing continual improvement; it was not entirely paved throughout Oklahoma until 1937. The new pavement itself increased traffic, because ease of travel encouraged more people to use the road, which all brought pressure from engineers to straighten crooked road alignments. Consequently, the nominated Depew segment was bypassed by a new, straighter alignment in 1938.<sup>5</sup>

### **Engineering Significance**

Demonstrating significance under Criterion C in Engineering, the Depew Segment of Route 66 Roadbed represented the most advanced road-building methods of its time and was typical of US Highway 66 construction. In 1926, it was part of the mere twelve percent of paved roads in the state of Oklahoma. Conforming to the 1924 standards of the State Highway Commission, the roadbed is eighteen feet wide within, as construction plans show, a sixty six foot-wide right-of-way originally, and curves are banked with radii of no less than five-hundred feet-in fact, the prominent curve in the nominated roadbed has a five hundred foot-radius. Its pavement is Portland Concrete, the most often-used paving material in the course of early US 66 construction.<sup>6</sup>

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Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo, TX: Russell & Cockrell, 1918), 38-42; U.S.G.S. *Quadrangle*, Bristow, Okla. (1916); U.S.G.S. *Quadrangle*, Kiefer, Okla. (1914); *Bristow Record*, 28 February, 17 April 1924; William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," (Ph.D. dissertation, Oklahoma State University, 1982), 215; [Creek] *County Democrat News*, 24 April 1924.

<sup>3</sup>Report of the State Highway Commission of Oklahoma, 1925-1926 (Oklahoma City, January 1, 1927), 72; State of Oklahoma Department of Highways, "Plan and Profile of Proposed State Highway, Federal Aid Project No. 136 & 136A," Files of Plans and Designs of Oklahoma Roads, Oklahoma Department of Transportation, Oklahoma City, Oklahoma; *Bristow Record*, 17 April, 1, 8 May, 5 June, 31 July 1924, 12 February 1925; Cassity, "Oklahoma Route 66," 20-21; Jim Ross, *Oklahoma Route 66* (Arcadia, OK: Ghost Town Press, 2001), 12.

<sup>4</sup> Cassity, "Oklahoma Route 66," 59.

<sup>5</sup> Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma (Oklahoma City, January 1, 1925), folded map; Cassity, "Oklahoma Route 66," 10-11, 22, 24-25, 27, 61, 37; Anderson, Ross, and Howell, *Roadbed Documentation*, 4.

<sup>6</sup> Anderson, Ross, and Howell, *Roadbed Documentation*, 5; Cassity, "Oklahoma Route 66," 8, 62; Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma, 20-22; "Plan and Profile of Proposed State Highway, Federal Aid Project No. 136 & 136A," Files of Plans and Designs of Oklahoma Roads ; Cassity, "West Sapulpa," 19-20; Ross, *Oklahoma Route 66*, 10-11.

Depew Route 66 Segment

Name of Property

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The Bridge, carrying the Depew Segment over the unnamed Creek is also significant for Engineering because it is one of the best remaining stone arch bridges in Oklahoma. Stone arch bridges are rare in the state, and this structure displays distinctive engineering features and integrity.

Stone arches are probably some of the oldest bridges still extant in the United States because they are more lasting than timber bridges and were likewise, built before fabricated metal became available. In Oklahoma, however, townships and counties began in earnest to construct the transportation infrastructure in the years around 1907 statehood, which coincided with the height in productivity and efficiency of companies that specialized in metal truss bridges. While the good roads movement and the growth of towns and cities was providing the impetus for road improvements, the economy and ease of construction that metal truss bridges afforded made them a popular choice. Stone arch bridges, in contrast, were labor intensive, required skilled masons, and were an economical option only if suitable building stone was located nearby. Nevertheless, stone arch bridges were favored for their low maintenance requirements, durability, and strength. Therefore, in areas where stone was abundant and there were skilled stone masons, county commissioners contracted with them to build a number of stone arch bridges, usually relatively small structures.

The rarity of stone arch bridges in Oklahoma is documented in the 2007 Oklahoma Historic Bridge Survey, a comprehensive survey that sought to document all metal truss and stone and concrete arch bridges on county/city roads as well as state and US highways throughout Oklahoma. The Bridge's construction reflects the combination of locally-available building stone and skilled stonemasons that brought about Oklahoma's relatively few stone arch bridges. The Bridge is significant because it is one of the best remaining examples of stone arch bridge technology in Oklahoma. Of the fifteen documented stone arch bridges throughout the State, the Bridge's above-average span length and its good condition make it one of the most significant bridges of this type in the state.

### **Summary**

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

Depew Route 66 Segment  
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## 9. Major Bibliographical References

### Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Anderson, Kathy, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association. Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures. Oklahoma City, OK: Oklahoma State Historic Preservation Office, 2002.
- Annual Report of the State Highway Commission/or the Years 1919 to 1924 Inclusive to the Governor of Oklahoma, Oklahoma City, January 1, 1925.
- Bristow Daily Record, 25 November through 7 December 1925.
- Bristow Record (weekly), 28 February 1924 through 1 October 1925, 26 November through 24 December 1925.
- Cassity, Michael. "Oklahoma Route 66 Historic Resources, 1926-1970," Route 66 in Oklahoma: Statement of Historical Context, National Register of Historic Places, Multiple Property Documentation Form. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003.
- Cassity, Michael. "West Sapulpa Route 66 Roadbed," National Register of Historic Places Nomination. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003.
- Corbett, William Paul. "Oklahoma's Highways: Indian Trails to Urban Expressways." Ph.D. dissertation, Oklahoma State University, 1982.
- [Creek] County Democrat News, 24 April, 10 July 1924.
- Ozark Trails Association. The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean. Amarillo, TX: Russell & Cockrell, 1918.
- Ozark Trails Association. The Ozark Trails Route Book. Monte Ne, AR: The Association, 1919. Report of the State Highway Commission of Oklahoma, 1925-1926. Oklahoma City, January 1, 1927.
- Ross, Jim. Oklahoma Route 66. Arcadia, OK: Ghost Town Press, 2001.
- Savage, Cynthia. "Sapulpa Downtown Historic District," National Register of Historic Places Nomination. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2002.
- The Sapulpa Historical Society, Inc. Sapulpa, OK 74066. Vol. 1. Sapulpa, OK: Sapulpa Historical Society, 1979.
- Scott, Quinta, and Susan C. Kelly. Route 66: The Highway and its People. Norman, OK: University of Oklahoma Press, 1988.
- State of Oklahoma Department of Highways. "Plan and Profile of Proposed State Highway, Federal Aid Project No. 136 & 136A." Files of Plans and Designs of Oklahoma Roads, Oklahoma Department of Transportation, Oklahoma City, Oklahoma.
- U.S.G.S. Quadrangle. Depew, Okla.
-

Depew Route 66 Segment  
Name of Property

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Oklahoma Department of Transportation

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** less than 1

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 35.784134 Longitude: -96.565180

2. Latitude: 35.788946 Longitude: -96.559932

3. Latitude: Longitude:

4. Latitude: Longitude:

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The property includes all of the area 20 feet on each side of the centerline of Route 66 from its western terminus intersecting with Milfay Road to its eastern terminus .46 miles east following the historic alignment.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes the property historically associated with the historic segment of Route 66 including the roadbed and bridge.

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**11. Form Prepared By**

name/title: Lynda Ozan/ National Register Program Coordinator  
organization: OK/SHPO  
street & number: 800 Nazih Zuhdi Dr  
city or town: Oklahoma City state: Oklahoma zip code: 73105  
e-mail: lozan@okhsitory.org  
telephone: 405-522-4478  
date: 5 March 2014

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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**Photo Log**

Name of Property: Depew Route 66 Segment

City or Vicinity: Depew Vicinity

County: Creek

State: Oklahoma

Photographer: Lynda S. Ozan

Date Photographed: 17 February 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph Number	Subject	Direction
0001	East End of Segment	Southwest
0002	Roadbed	Southwest
0003	Bridge	Northwest
0004	Bridge	Southeast
0005	West End of Segment	Northeast

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

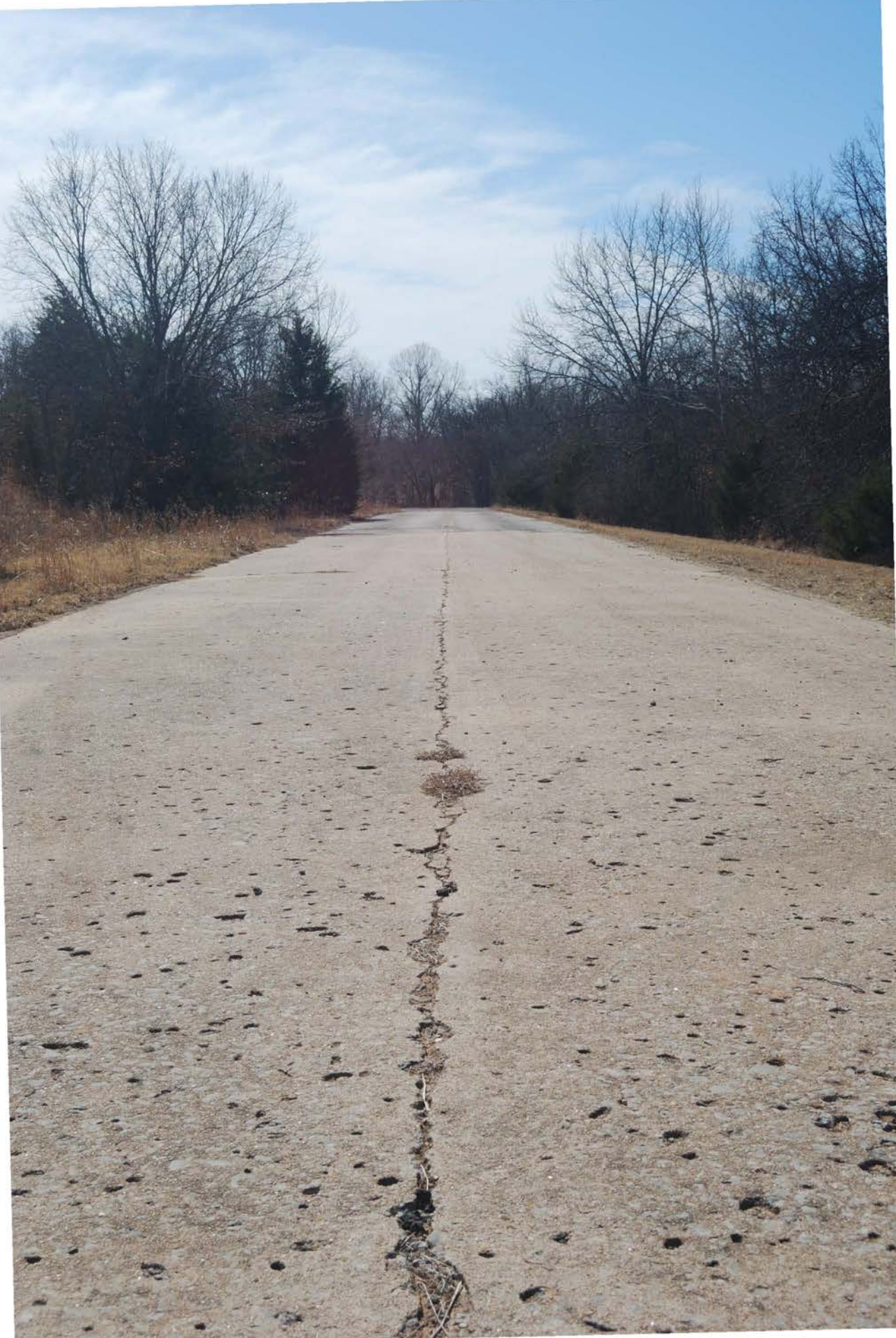
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Depew Route 66 Segment  
Route 66 from Milfay Road traveling East for .46 miles  
Depew, Creek County, Oklahoma



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus-DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 0.075 0.15 0.3 0.45 0.6 Miles













UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Depew Route 66 Segment  
NAME:

MULTIPLE Route 66 in Oklahoma MPS  
NAME:

STATE & COUNTY: OKLAHOMA, Creek

DATE RECEIVED: 7/25/14 DATE OF PENDING LIST: 8/22/14  
DATE OF 16TH DAY: 9/08/14 DATE OF 45TH DAY: 9/10/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000593

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 9.10.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



# Oklahoma Historical Society

Founded May 27, 1893

## State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpom.htm](http://www.okhistory.org/shpo/shpom.htm)

July 22, 2014

Ms. Carol Shull  
Acting Keeper of the Register  
National Park Service 2280, 8th floor  
National Register of Historic Places  
1201 "I" (Eye) Street, NW  
Washington D.C. 20005



Dear Ms. Shull:

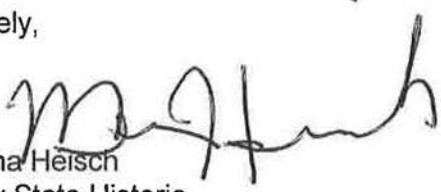
We are pleased to transmit six National Register of Historic Places nominations for Oklahoma properties. The nominations are for the following properties:

Waynoka Telephone Exchange Building, 200 South Main, Waynoka, Woods County  
Meloy House, 131 West Carson Drive, Mustang, Canadian County  
Oklahoma City Ford Motor Company Assembly Plant, 900 West Main Street, Oklahoma City, Oklahoma County  
Kelley Club, 2300 North Kelley Avenue, Oklahoma City, Oklahoma County  
Long Branch Creek Bridge, Stillwater Vicinity, Payne County  
Depew Route 66 Segment, Depew Vicinity, Creek County

All members of the Historic Preservation Review Committee (state review board) were present for the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of each nominated property participated in the recommendation's formulation.

We look forward to the results of your review. If there may be any questions, please do not hesitate to contact either Lynda S. Ozan of my staff or myself.

Sincerely,

  
Melvena Heisch  
Deputy State Historic  
Preservation Officer

MKH:lso  
Enclosures