



Route 66 in Oklahoma An Historic Context Review

A Perspective on Topics and Sources for Archives Collections and for Oral History Studies This document suggests topics and ideas for additional research along Oklahoma's portion of Route 66. Primarily, the review is intended to assist researchers collecting information about Route 66 by collecting oral histories and organizing research projects. This outline may also be used to encourage the preservation of archival materials and artifacts. The topical headings are random in order.

I. Waterways Crossing or Near Route 66

The Waterways that crossed or came very near the roadway. Also including bridges, ferries, low water crossing, and other roadway features that are related to waterways. Waterways were the most important landmark for early native travelers and for early explorers. The same waterways continue to be important as obstacles for the original and later roadways.

- A. Neosho / Grand River
- B. Grand River
- C. Verdigris River
- D. Arkansas River
- E. Deep Fork River (Canadian River)
- F. North Canadian River (now the Oklahoma River as of 2006)
- G. South Canadian River (sometimes called the Canadian)
- H. Red River
- I. Deep Fork Creek in Oklahoma City
- J. Cat and Dog Creeks in Claremore
- K. Other waterways, creeks, lakes, etc.

Waterways may be researched at the Oklahoma Department of Transportation or Corps of Engineers offices. The WPA Federal Writers Project papers are available at the Oklahoma Historical Society and may offer additional insight into the changes in Oklahoma waterways.

II. American Indian Lands, or reserves, crossed by Route 66 or near to Route 66. Quapaw, Miami, Modoc, Eastern Shawnee, Peoria, Wyandotte, Ottawa, Seneca-Cayuga, Cherokee, Osage, Shawnee Tribe of Oklahoma, Muscogee (Creek) Nation, Sac and Fox, Iowa, Kickapoo, Cheyenne and Arapaho, and others.

American Indian topics can be researched at the Oklahoma History Center, Research Center. Holdings include oral histories and photographs of trading posts, stores, and art galleries.

Limited collections on American Indian stores on the roadway can be found at the Research Center at the Oklahoma History Center.

III. Pre-Modern Transportation Routes in the areas near or crossing Route 66.

- A. The Santa Fe Trail (Cimarron Route)The Santa Fe Trail passed through the Panhandle of Oklahoma but was not directly related to the path of Route 66 in Oklahoma. Since the Santa Fe Trail was the first east to west route to Santa Fe, it is included in the heritage of Route 66. The Santa Fe Trail was the first major roadway across present-day Oklahoma. It began a national consciousness of westward travel for the eastern America for this region of the country.
- B. The Texas Road Immigrants traveled from Missouri and other areas north and east through present-day Oklahoma en route to Texas. The route was an unmarked path wide enough for two or three wagons to pass at one time. Much of the path was used for US 69. US 69 and US 66 merged near Vinita area on this old road.
- C. Immigrant routes included the California Road, which used the North and South Canadian Rivers that run along and across Route 66. Some landmarks, such as Rock Mary, can be seen from Route 66.
- D. Cattle Trails: Chisholm Trail, East Shawnee Trail, The Western Trail, etc. See WPA listings below for more precise information as related to Route 66.
- E. The Travelers Bureau traveled by early cars on an overland route from Oklahoma City to California using landmarks and guides. At least some of the routes used were similar to Route 66's alignment and to the old California Road.
- F. Early Highway Associations and Good Roads movement.
 1. Ozark Trails Association (Oklahoma and Arkansas origins, early 1900s) This organization placed stone or masonry markers to be used with a printed guidebook. Few roads of any kind existed when the Trails system was in use.
 2. Citizen Road Building Counties required each citizen to serve one day a year in building or repairing the roads. A few Oklahomans of advanced age may still recall this experience.
 3. City planning for roads may be found in local community records or through oral histories.
 4. Bicycle riders as advocates for roads (League of American Wheelman) and bicycle businesses.
 5. National Auto Trail was similar to the Ozark Trail system relying on markings on telephone poles, etc.
 6. Automobiles become common in Oklahoma
 7. Car dealers
 8. The auto as an oddity: auto rodeos, car races, new laws relating to cars and horse-drawn vehicles, and other considerations.
 9. The Car vs. the Horse
 10. Changes in transportation businesses The decline of horse-drawn vehicles.
 11. Road building with draft animals and with tractors or other motorized equipment.
 12. Early car repair (blacksmiths, Model T repair, repairs at service stations, under a shade tree, etc.)
 13. The Auto as a hobby: stripdowns, hot rods, and custom cars on the roadway.
 14. The Motorcycle as used by police, Highway Patrol, US Mail, and for general transportation.
 15. Cartage by draft animal. Cartage was generally short distance freight services from a train station, truck freight dock, or van and storage company's warehouses.
 16. Freight by draft animal. Freight usually indicated transport between towns and was limited as long as railroads were active.
 17. Teams for Hire. Teams of horses, or mules, etc. used to "pull our" stuck cars and trucks. Farmers near steep hills or bogs or teamsters also often helped pull steam powered oil field equipment in and out of the early oil fields along Route 66. Draft animals were used as late as the late 1950s in some areas.

18. Wagon Yards during the horse and buggy era. Wagon yards provided a stable for the horses/mules and a place to stay for the driver and passengers for the night. Most slept under their wagons or in their wagons. Wagon yard operators often were involved in efforts improve roads and or resisted road development.
19. Urbanization
20. City planning for cars Route 66 traffic required additional considerations for city planners and law enforcement because of the volume of traffic.
21. Competing with the streetcar lines, trains, and buses.
22. City streets development, types of materials used, locations, end of street(s), special signage, etc.
23. Natural or common routes for Route 66 thru cities and towns including commercial district development, auto dealers,
24. and repair shops and filling stations before 1927.
25. Ferrys, low water crossings, early bridges, and cable bridges.
26. A few photos exist documenting ferries and it is possible that some locals may have family photos or recollections of crossing a river by ferry on Route 66.

Potential for more development of pre-modern roadway history includes: maps, newspapers, personal accounts, early city records, early highway records, and various business records, old family records, family and business photos including local professional photographers, telephone books, fire insurance maps, etc. Potential for this topic's development through oral history collections is limited.



Much of Route 66 was originally built with horse or mule drawn road implements. This construction is west of Clinton, Oklahoma. Circa 1927.

IV. The Beginnings of Route 66

A. Early roadways that became a part of Route 66 or are near to Route 66.

1. State Highway Number 39 (Began at Commerce and runs through Quapaw, and on to Baxter Springs.
2. State Highway Route Number 6. (Vinita to Big Cabin)
3. State Highway Route Number 7. (Baxter Springs, Commerce, Miami, Vinita, Claremore, Tulsa, Sapulpa, Bristow, Chandler, Luther, Arcadia, Edmond, Oklahoma City)
4. State Highway Number 3, The Postal Highway. (The route ran from Oklahoma City west to Albuquerque, New Mexico.)

B. Cyrus Avery is usually identified as the "Father of Route 66" Avery was a Tulsan who organized an effort to route an east-to-west cross country federal highway through Tulsa and Oklahoma City.

1. The location of the highway
2. The name of the roadway
3. The creation of the Federal Highway System

C. The State Highway Department Cyrus Avery also helped create the state highway department.

The Cyrus Avery Collection at Oklahoma State University - Tulsa Library has the most potential for researching the beginnings of the roadway as related to Avery.

V. Names of the Roadway and Names on the Land Related to Route 66

- A. The Roadway: Route 66, RT 66, US 66, Will Rogers Highway, Raymond Gary Expressway, The Mother Road, The Skelly Bypass, Turner Turnpike, Will Rogers Turnpike, Interstate-40, Main Street USA, I-44, etc.



The architecture of the roadway included many cottage-styled rock or brick service stations. The image is from Creek County and the price of the gas suggests that the sign was last changed in the mid-1950s. Documentation of roadway architecture maybe found at the State Historic Preservation Office

VI. The Influence of Land Forms on the Roadway

- A. Oldest Paths: this would include all researchable influences on local commerce where the roadway passes by the path of least resistance.
- B. Adaptation of the roadway to the geographical areas including the need for special road building techniques, bridges, etc.
- C. The appearance of the roadway as the traveler passes through.
- D. The Landforms are, from Northeast in Kansas to West in Texas:
1. The Ozark Plateau from Kansas state line to Commerce.
 2. The Prairie Plains from Commerce to Claremore
 3. The Sandstone Hills from Tulsa to Chandler
 4. The Red Bed Plains from Chandler to El Reno
 5. The Gypsum Hills from El Reno to Erik
 6. The High Plains from Erik to the Texas state line.
- E. The Woodlands
1. Cross Timbers is a large forest of short oak trees range from south central Kansas to north central Texas.
 2. The groves of trees located along Route 66 in western Oklahoma are usually related to local water sources and were often used for roadside picnic tables or "unofficial" turnouts. Small groves were often called "stands" of trees.
- F. The Plains
1. Usually expressed by the land forms or by the height of the grass. "Short grass country" is at the western most area of Oklahoma.
 2. Rolling hills
- G. Landmarks Along the Roadway
1. Natural Landmarks used by early travelers prior to 1900.
 2. Manmade Landmarks such as marker boundaries.
 3. Road signs and similar devices (barn paintings, rock paintings, etc.)
 4. Abandoned manmade structures along the roadway
 5. Old alignments of the roadway
 6. Old bridges



The beautiful art deco Elk Theater is visible from Route 66 in Elk City, Oklahoma. Many weary travelers took a break from their trip by attending a local theater along the way. The Elk is only a few feet from the intersection of Main and Route 66 in Elk City.

VII. The Roadway and National Defense

A. World War II

1. Hitchhikers in uniform
2. Military convoys
3. National Guard Armories on or near the Roadway

B. Interstate Highway System

VIII. The Image of Oklahoma and Route 66

A. Image Makers

1. Route 66 stories were most often communicated about experiences on vacationers, travelling business people, and by commercial drivers.
2. For many Oklahoma's of western American Indian heritage the roadway was a way west to places recalled in oral traditions of their tribe(s), etc.
3. "The Mother Road"
 - a. *The Grapes of Wrath* (novel) See the John Steinbeck Center link at the end of this document.
 - b. *The Grapes of Wrath* (film) The working title of the movie was *Route 66*. Locations include Bridgeport, Sayre, and Sallisaw.
 - c. *Route 66* the television show. A few segments were filmed in Oklahoma. The segment filmed at Frontier City is only one currently identified.
 - d. Route 66 in print. See current bibliographies.
 - e. Route 66 in commercial recordings such as: "Get Your Kicks on Route 66" and "The Theme to Route 66" (the TV show).

B. Users of Route 66 Images

1. Authors of non-fiction books on the roadway; see current bibliographies
2. Authors of fiction involving the roadway
3. Songwriters
4. Manufacturers of roadway memorabilia
5. Oil companies
6. Food sellers along the roadway
7. Special attractions created especially to take advantage of the high tourist traffic. Examples include: the Buffalo Ranch, the Blue Whale, the Rock Cafe, various Indian trading posts, the so-called "snake pits" animal attractions, and others.



Frankoma Pottery is touted near Sapulpa on a typical road sign of the 1940s–1960s

IX. **Signage on Route 66**

A. Commercial signage

1. Retail and other business advertising
2. Sequential signs for advertising. Burma Shave is the most common.
3. Some signage was simply a painted message on a barn, a boulder, etc.
4. Junk cars/trucks with painted signage were very common.
5. The reform of commercial road signs beginning in the 1960s.

B. Political signage

C. Roadway hazards warnings by non-governmental sources

D. Commercial realignment signage to divert the motorist from newer realignments to older paths to reclaim retail trade lost.

X. **Route 66 and Commerce**

- A. Earliest businesses: filling stations, small grocery stores, car repair shops, cafes, tourist courts, motels. An appropriate identity for businesses established before 1945 is a "first generation" business.
- B. Businesses established after 1945 should be considered second generation businesses.
- C. Businesses established after the advent of turnpikes and interstate highways might be considered third generation businesses.
- D. Businesses established after the official end of the US designation ended in 1985 are fourth generation businesses.
- E. Post 2000 retro Route 66 enterprises are a fifth generation business. The most notable example of this business is Pops in Arcadia, Oklahoma.
- E. Food sales: drive-ins, cafes, restaurants, convenience stores, drive-thrus, grocery stores, truck stops, donut shops, dinners, confectionaries, candy stores, fruit stands, etc.
- F. Automotive related sales: service stations, filling stations, convenience stores, truck stops, auto parts and accessories stores, car dealers, used car dealers, mechanical shops, wrecker services, body shops, tire stores, used tire stores, specialty mechanical shops (this might include a generator shop,

- starter shop, battery store, car washes, trailer rentals, and more.
- G. Tourism related sales: curio stores, snake-pits, Indian art galleries, specialty candy stores, children's attractions, amusement parks, swimming pools, movie theaters, drug stores, discount stores, surplus stores, old general stores, and specialty auto stores, variety stores ("five and dime" stores, or "dime stores"), bait houses, travel courts, motels, pay-to-camp, hotels, and more.
 - H. Many so-called snake-pits were roadside attractions featuring snakes, monkeys, alligators, exotic birds, big cats, and more. These were low-budget enterprises designed to shock the visitor. Some snake-pits also included carnival show elements.
 - I. The trucking industry.
 - 1. Cartage
 - 2. Postal
 - 3. Freight
 - 4. Farm related
 - 5. National defense
 - 6. Mistletoe Express
 - J. The Bus Industry
 - 1. National companies
 - 2. Local or regional operations
 - 3. Bus stops and the locations for bus stops through the years.
 - K. The Auto Salvage Business was often as simple as a "junkyard" next to the roadway. The movement to shield the view of the salvage yard began in the 1960s.
 - L. Farm to Market roads and Route 66
 - M. Route 66 associations and commercial promotional groups.

XI. The End of the Official Use of the Roadway

- A. Turnpikes, the Beginning of the End
 - 1. Route of the turnpikes
 - a. Turner Turnpike
 - b. Will Rogers Turnpike
 - 2. Commerce on the Turnpikes
 - a. Phillips 66
 - b. Howard Johnsons
 - 3. Interstate alignments
- B. Bypasses
 - 1. Bypasses were created to soften the economic impact of the transition of change of the route of the roadway. Raymond Gary Expressways (bypasses) were created or started during Gov. Cary's administrations.
 - 2. First generation retailers business were/are along the original alignments.
 - 3. Second generation retailers would include franchise, chain, and other national or regional associated businesses.
 - 4. Third generation retailers were either first or second generation businesses that moved to new alignments of the roadway on bypasses or within sight of the roadway. Sometimes the adjustment was with roadside sign advertising encouraging the traveler to leave the new alignment and go through the business district of the community.
- C. Route 66 was officially closed nationally on June 27, 1985. In most areas of Oklahoma the realignment to Interstate 40 in the west or the Turner and Will Rogers Turnpikes in the northeast had been complete many years before.
 - 1. Fourth generation businesses are those opened or moved to take advantage of the roadway's popularity. The businesses appealed to Route 66 enthusiasts.
 - 2. A fifth generation business might be created new to celebrate the new-found enthusiasts for the roadway. Pops in Arcadia is an example of this fifth generation since it is not on the sight

of any former Route 66 business but is clearly a tourist attraction aimed at roadway enthusiasts.



The Rock Cafe in Stroud, Oklahoma has been a roadway landmark for most of the life of the roadway.

XII. The Roadway and Tourism

Why the traveler traveled and why they used Route 66?

- A. The adventure of the roadway.
- B. A celebration of car culture.
- C. To see the American West (This might include the Rocky Mountains, the Grand Canyon, and other sights in the West.)
- D. Going West was a celebration of American optimism.
- E. Family vacation.
- F. Route 66 was the most direct route to New Mexico, Arizona, and California.
- G. Route 66 held reminders of many Oklahoman's family memories including vacations, business trips, school trips, and the exodus from Oklahoma during the Great Depression.
- H. Route 66 commercial associations including local Chambers of Commerce, state level groups, and national organizations.
- I. Several state agencies have actively promoted the roadway: Department of Tourism, Oklahoma Department of Transportation, and the Oklahoma Historical Society.
- J. Several Route 66 hobbyists and local promoters have also promoted and preserved the roadway.

XIII. Icons of the Roadway and Roadside Attractions

Icons of the roadway include all the sights that are often identified with the road. Some of the icons listed are, or were, near to the road but not always directly on the road. The icons should be associated with the roadway. In some cases the icon is on the road, such as the Blue Whale. In other cases the icon is off the roadway by a half-mile or more, such as the Will Rogers Memorial. Since the roadway once had Rogers's name, the Memorial is doubly important.

- A. Blue Whale
- B. Will Rogers Memorial
- C. The Totem Pole at Foyil
- D. Phillips 66 Service Stations
- E. Pop Hicks Cafe in Clinton
- F. Lucile's tavern near Hydro
- G. The Milk Bottle in Oklahoma City
- H. The State Capitol of Oklahoma
- I. Sussy's Italian Restaurant in Oklahoma City
- J. Rock Mary
- K. The Park 'O Tell in Oklahoma City
- L. Many tourist camps, tourist courts, hotels, and motels are yet to be documented with oral histories.

M. Many diners, drive-ins, barbecue shacks, night clubs, restaurants, carryout food places, and drug stores and are yet to be documented with oral histories.

XIV. Events Related to the Roadway

A. National Events

The Bunion Derby (1928)

B. Local Events

1. Openings of parts of the roadway
2. Car and motorcycle rallies
3. Route 66 celebrations

XV. The People of the Roadway

A. Jack and Gladys Cutberth ran the National Route 66 Association from their home in Clinton, Oklahoma

B. Cyrus Avery, the Father of Route 66

C. Michael Wallace, Jim Ross, and other authors relating to the roadway

D. Owners of iconic businesses

E. Former Chamber of Commerce directors

F. State Highway Department, Oklahoma Department of Transportation personnel

G. State Department of Tourism staff

XVI. The Roadway in Folklife and Popular Culture

Expressions once heard or used daily on the roadway that are now rare:

A. Expressions related to service stations / gas stations. An example is "clean restrooms", "pump gas" and "filler-up".

B. Expressions related to cars, trucks, and buses

- a. Styles of advertising on signs.
- b. Expressions commonly heard on the roadway.
- c. Expressions specific to trucks such as Jake brakes, semi, bobtail, flatbed, etc.
- d. Expressions specific to bus travel such as "milk-run".
- e. Occupational names for the landscape such as truck drivers naming of Bridgeport Hill and others.

C. Expressions specific to hotels, motels, and tourist courts

- a. "Free TV"
- b. "AC in Every Room"
- c. "Magic Fingers" available (a coin-operated vibrating bed).
- d. "Rooms for Families"
- e. Heated swimming pool
- f. Carport parking, also shed parking
- g. And many more

D. Language of Food Services on the Roadway

- a. "Footlong"
- b. "Chili-pie"
- c. "Coney"
- d. "Blue Plate"
- e. "Trucker Special"
- f. "Dip-cone"
- g. "Burger-basket"
- h. Chicken fry
- i. Soft ice cream

E. Roadway hand signs or signals

- a. Signal for truck to blow horn

- b. Hand signals for left and right turns and for stop
- c. Hand signals in place
- F. Entertainment on the roadway:
 - a. Drive-in Theaters
 - b. Movie theaters especially those with advertised air-conditioning
 - c. Tavern
 - d. Dance Halls
- G. Bumper stickers
 - a. Commercial promotion
 - b. Political
 - c. Comic
 - d. "Official" such as "no riders" or "company car"
 - e. State, city, and other promotions
- H. Famous Last Words on Route 66
 - a. Eat where the truck drivers eat.
 - b. Eat where the rich folks go. You can tell by the cars parked outside.
 - c. There's another rest room just ahead.
 - d. We have enough gas to make it to the next station.
 - e. You can catch a green light if you maintain _____ miles an hour.
 - f. This is a short-cut.
 - g. We don't need a reservation
 - h. Chili sounds good.
 - i. Truck stops have good coffee

XVII. Out-of-date Auto Tourism Experiences found on Route 66 and other American highways of the 1930s–1970s.

- A. Carrying a water bag for the radiator
- B. Getting a minor overhaul of the car's motor while on a vacation
- C. Literally pumping gas (using a pump-style gas pump)
- D. Service at a service station such as: checking the oil, the tires, the radiator, the cleaning your windshield, sweeping the floorboard, vacuuming the floorboard, wiping down the dashboard, buying a quart of oil, topping off the radiator, checking the battery, topping off the battery (adding water), checking the belts, washing the floor mats, dumping the trash, and many other service station experiences.
- E. Introduction of oil company credit cards.
- F. Renting or owning a window mounted evaporative air conditioner or "cooler".
- G. Carrying an ice chest with a towel to wipe the forehead or neck of the driver, passengers, or kids!
- H. Hot plastic seats! Or hot seat covers.
- I. Leaving your windows down in hot weather.
- J. Never locking your car except at a motel.
- K. Swimming in a motel swimming pool where the water was too cold, dirty, had too much chlorine, hot plastic or metal pool furniture, or had a sidewalk too hot to walk on.
- L. An ash tray in the motel or free book of matches.
- M. A dirty ash tray(s) in the car.
- N. Observing trash thrown out of a car window.
- O. Entering a dirty restroom at a service station.
- P. Getting locked out of, or inside of, a service station restroom.
- Q. Looking for a vacancy sign at a motel. A flashing vacancy sign.
- R. Parking your car under a shed or carport at a motel.
- S. Restroom door key on very large key ring or attached to a tag reading Men or Women.

XVI. The Roadway and the Great Depression

- A. Employment in road construction including paving the roadway. These jobs provided hope for many workers who had failed to find other work.
- B. Improved farm to market routes were available but not fully established
- C. since the family farm often related commercially to a specific town or county seat.
- D. Improved trucking routes.
- E. The shortest route to California.
- F. The exodus from the American South thru Oklahoma. The first contact for the roadway and folks migrating west was Oklahoma City.
 1. Migrant camps along the roadway. Various camps under bridges, and or, in river bottoms.
 - a. Community Camp in Oklahoma City
 - b. "Sandtown" in Oklahoma City
 - c. Other camp sites
 - d. Ropers Shady Corner in Erick, Oklahoma, a free campground.
 2. The language of the roadway during the Depression.
 - a. Although often used by writers and others the term "Okie" did not have a negative connotation and was in use in Oklahoma and some of the surrounding states.

The negative connotation came from a migrant camp in California and drifted east via the media and especially the book and movie "The Grapes of Wrath". Okie came to be "fighting words" for many migrants trying to adapt to living in California.
 - b. "Jalopy" was a dilapidated car often overloaded with family belongings often including a mattress.
 - c. "Used Tires for Trade" was the practice of exchanging a bad tire from their car for a used tire usually found in a pile beside a service station.
 - d. "Used Oil for Sale" ...the oil cost less if it was poured out from a common container as compared to a filtered and sealed can of used oil.
 - e. "Drip gas" was fuel obtained illegally from oil field pumping sites.

XVII. Risks of the Roadway

- A. Narrow bridges
- B. Dangerous curves
- C. The Route 66 concrete lip or shoulder. This was part of the original roadway.
- D. Soft shoulders
- E. Dangerous intersections
- F. Problems with the road's surface. Bricks missing, buckled pavement, pot holes, slick places, soft hot pavement, road tar, loose gravel, etc.
- G. Steep grades
- H. No guard rails or broken guard rail
- I. Weather hazards including snow, rain, ice, sleet, flash floods, blowing dust, high winds, tornados, heat, cold, fog, and sun exposure.
- J. Livestock or wild animals on the road.
- K. Four way stops. Yellow flashing lights.
- L. Road hazards from other vehicles including wrecked cars, blown truck or bus tires, and oil slicks.
- M. Detours
- N. Getting Help with a flat tire
- O. Dangerous intersections
- P. Dangerous curves
- Q. Commercial traffic entering roadway

XVIII. The Roadway and the Law

- A. Highway Patrol In cars, on motorcycles, in aircraft
- B. Sheriff's Departments
- C. Local police
- D. Justice of the Peace and traffic citations.
- E. Speed traps
- F. Wrecks
- G. Hot pursuits
- H. Man hunts
- I. Speed limits and highway warning signs
- J. Detours
- K. Speeding cars



Snow on Route 66 near Clinton, Oklahoma. circa 1947

XIX. Stories from the Roadway

Most Oklahomans and other travelers on Route 66 will have a favorite story or two. The following categories will offer ideas to prompt the stories:

- A. Weather (heat, cold, storms, snow, rain, wind, tornados)
- B. Reckless and fast driving
- C. Wrecks
- D. Places to eat
- E. Vacations
- F. Car Trouble
- G. Speed Traps
- H. Entertaining the kids
- I. Picnics
- J. Hitchhiking
- K. Camping
- L. Trucking Stories
- M. Bus Stories, etc.

Recommended Web Resources for Route 66 in Oklahoma The National Parks Service has named two Oklahoma institutions as the recognized repositories for Route 66 archival collections.

The Library at Oklahoma State University in Tulsa:

<http://www.osu-tulsa.okstate.edu/library/> Special Collections of OSU Tulsa Library

http://www.osu-tulsa.okstate.edu/library/Sp_Coll.htm

Cyrus Avery Collection includes maps, photographs, and personal papers.

Michael Wallace Collection includes interviews, photographs, papers, and more done for The Mother Road and for Cars, the animated movie about Route 66. Kathy Anderson Collection includes research materials and video from several documentaries completed on Route 66. Beth Freeman is the Director of the Library. 918-594-8132 or beth.freeman@okstate.edu

The **Oklahoma Historical Society Research Center**, located in the Oklahoma History Center in Oklahoma City, has also been named as a repository for roadway collections. Resources include newspapers on microfilm, personal collections related to Route 66, photographs including collections from Oklahoma Department of Transportation, film and video, and oral histories about Route 66 and Oklahoma's transportation history.

The **Oklahoma State Historic Preservation Office (SHPO)** is also located at the Oklahoma History Center. SHPO has developed a historic context for Route 66 in Oklahoma as part of its ongoing efforts to nominate properties associated with the historic highway to the National Register of Historic Places. A few examples of property types that are eligible for or listed in the register include roadbed segments, bridges, motels, diners, service stations, roadway business districts, and roadside attractions.

<http://www.cr.nps.gov/rt66/histsig/OklahomaContext.htm>

Oklahoma Route 66 Museum The OHS operates a Route 66 Museum in Clinton, Oklahoma.

<http://www.route66.org>

The National Route 66 Historic Context as related to Historic Preservation and the National Parks Service.

<http://www.cr.nps.gov/rt66/histsig/CompleteContext.pdf>

National Scenic Byways web page on Oklahoma's Route 66

<http://www.okscenicbyways.org/explore/route66.html> <http://www.byways.org/explore/byways/6335/>

Oklahoma Scenic Byways on Route 66

<http://www.okscenicbyways.org/newsletter.html#5>

Oklahoma Route 66 Association

<http://www.oklahomaroute66.com/theroad.html>

Oklahoma Department of Transportation's Route 66 web page

<http://www.okladot.state.ok.us/memorial/route66/index.htm>

Digital Atlas of Oklahoma (US Geological Survey)

<http://ok.water.usgs.gov/gis/digatlas/index.html>

Oklahoma Memorial Highways and Bridges

<http://www.okladot.state.ok.us/memorial/pdfs/countyindex05.pdf>

Ed Galloway's Totem Pole

<http://www.roadsideamerica.com/attract/OKFOYtotem.html>

Route 66 Photographs Jim Ross's website includes images from Oklahoma and other parts of the roadway.

<http://www.route66photographs.com/route66photographs.php>

WPA Guide to Oklahoma This is an excellent source of early information on the roadway and on tourism of the mid-1930s. http://members.aol.com/hsauertieg/rt66/wpa_ok.htm

John Steinbeck Collection

<http://www.steinbeck.org/CollOver.html>