

Route 66 through Texas

Route Survey Maps and Supplemental Road Maps

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INTRODUCTION

The Historic Resources Survey of Route 66 in Texas is a comprehensive inventory of buildings, structures, objects and sites associated with Route 66 in Texas during the national period of significance (1926-1970). The survey area roughly follows the path of Old Route 66, now loosely associated with Interstate 40, through the Panhandle region of Texas. The project area extends along I-40 from the Oklahoma and Texas border in the eastern part of the state to the Texas and New Mexico border in the west. The areas of investigation include all historic alignments of Route 66, properties visible from the highway (now Interstate 40) in rural areas, properties located directly on the highway in the city of Amarillo, and the commercial districts of every other community that once were served by Route 66. This survey report summarizes the findings of the survey and identifies individual properties and districts that are potentially eligible for listing in the National Register of Historic Places.

The survey identified 657 properties associated with Route 66 in Texas. Of that total, 358 are estimated to have been built after 1950. The majority of the resources surveyed – 345 properties – are found within Amarillo along the primary Route 66 alignments (Amarillo Boulevard, Sixth Avenue and Fillmore). The remaining 312 properties are located primarily in the small communities found alongside historic Route 66. The largest concentration of historic resources are found in McLean (81), Shamrock (48) and Groom (47). Glenrio, with 12 properties, represents the most cohesive grouping of resources specifically related to Route 66 and its historic context. Of the 657 properties identified, one district (Glenrio) and approximately twenty-four individual properties may be **eligible** for listing on the National Register as part of the Route 66 historical context. Many of these properties were constructed between 1950 and 1955, and may not yet meet the 50-year age requirement for registration. It should also be noted that ten properties not specifically related to the Route 66 context (although they are immediately adjacent to an historic alignment of the highway) have been identified as potentially eligible.

This report is intended as a foundation for further research related to individual properties and collections of resources located along Route 66. The report includes a discussion of survey and research methods, survey data, and recommendations for future historic designations of individual properties and historic districts. These recommendations are based on field observation and a small amount of archival research, and are subject to revision pending further research and development of individual property histories. This report is a companion to the Statewide Historic Context for Route 66 in Texas, which establishes the context within which these road-related cultural resources may be evaluated and assessed. Both the Historic Resource Survey and the Statewide Historic Context follow models established by other states (New Mexico, Oklahoma, Illinois, and Arizona) that have conducted research related to their own Route 66 related resources.

SURVEY METHODS

Overview

The Texas Route 66 Survey project area is defined as the area lying within sight of the historic road alignment, including the commercial districts through which Route 66 passed. This survey concentrates on commercial resources (though in some cases domestic buildings were directly linked to an adjacent commercial building) and specifically on resources that were directly linked to Route 66 in terms of service (i.e. related to travel and tourism) and development (i.e. development that is directly dependent upon or related to Route 66 users). In the majority of the towns under consideration (Amarillo and perhaps Shamrock excepted), the officially designated Route 66 is essentially an overlay or renaming of what was an important transportation artery before the existence of the major national highway system. The number of properties that are categorized as “General Commercial” (349, of which only 50 were specifically auto-related) illustrates the predominance of general use resources over specific travel-related properties along the corridor. This survey, however, underscores the development of a number of specific road-related resources that resulted from the notable increase of through-traffic, and particularly those associated with the tourism trade. It is not insignificant that 115 gas stations, 57 eating establishments, and 69 motels (lodging) are interspersed between the general commercial, domestic, and civic buildings that are found alongside the road. Subsequent development (after the construction of Interstate 40 and the decommissioning of Route 66) has led to the demise and replacement of many of the historic road-related resources that once populated this roadside. This is particularly evident along 12th Street or Route 66 through Shamrock, and along Amarillo Boulevard (the post 1953-alignment of Route 66) in Amarillo. Properties already listed in the National Register of Historic Places, including the *Route 66 – Sixth Street Historic District* on the west side of Amarillo, were not included in the scope of this survey.

Identification and Evaluation: Field Investigations

The survey of historic and architectural resources of U.S. Route 66 in Texas is based upon the inventory completed by Texas Historical Commission staff in association with a consulting architectural historian. Gregory Smith of the Texas Historical Commission (SHPO) and Michael Taylor from the National Park Service Route 66 Corridor Preservation Program provided initial delimitation of the corridor survey area. Smith and the consulting architectural historian, Monica Penick, conducted a preliminary reconnaissance overview of the survey area on May 29-31, 2002. This team identified concentrations of historic buildings along the route (primarily in commercial districts of each roadside community) and familiarized themselves with the various historic alignments of the road. The specific survey area was determined at that time.

All properties identified in conjunction with the SHPO were documented in the field by the consulting architectural historian, Monica Penick during May, June and July 2002. The field survey included:

- Identifying all pre-1970 road-related resources (buildings, structures, sites, and objects) within the determined project area
- Assigning each property a unique inventory number
- Determining street address or description of location

- Completing survey forms for each identified resource, noting location, resource type, site features, function, construction date, threats, integrity, priority, and general architectural descriptions.
- Photographing each resource using 35mm black and white print film, providing at least one view of the street façade. In most cases, it was possible to take multiple photographs of each resource to include secondary elevations and site features.

The consultant began the survey at the eastern Texas border and worked west toward the Texas and New Mexico border. Commercial districts and road segments were surveyed concurrently. Amarillo was surveyed out of sequence and at the end of the project period. Because each town along the route has a unique layout, there is no standardized system for documentation. In most towns, the consultant generally worked west to east along one side of the route, and from east to west along the other side (this facilitated photography). Again, this method was often dependent upon traffic flow, one-way streets and distance between resources. Amarillo was surveyed using a block-by-block method (except where the streets were divided by a wide median), resulting in the consultant documenting both sides of the street in a given city block before moving on to the subsequent block. Amarillo Boulevard (Route 66 from 1953) was surveyed first, followed by the previously undocumented segments of 6th Avenue and Fillmore.

Using planning maps supplied by city and county offices, the consultant created field survey maps onto which all property locations and building footprints were sketched. Each property was then assigned an inventory number, consisting of the county code (as listed in the National Register Bulletin, "How to Complete the National Register Registration Form," Appendix II), the city code (as derived from the first two letters of each city name, with the exception of Landerkin which was assigned the city code LN to differentiate it from Lark, LA), and the city property number (assigned sequentially as encountered along the survey route in each town). Inventory numbers appear both on the field map and the Historic Resource Inventory Form.

Each surveyed property was photographed with 35 mm black and white print film. The consultant recorded roll and frame numbers onto the corresponding inventory form. Directional views were also recorded. In most cases, the consultant was able to take multiple photographs, depicting the overall view of the building from the street (Route 66), oblique views, and detail views. Because signage is an important part of the road-related context, the consultant photographed all intact signs adjacent to historic properties (and some free-standing historic signs). Additional photos were taken of intact road segments and vistas.

Physical descriptions were written on site, and the Historic Resource Inventory Form was completed in accordance with SHPO guidelines and as follows:

- The historic name refers to either the name of the original or most significant building owner, or the business housed within the building during its period of significance. In many cases, there were more than one historic name of note. Because of a lack of documentary evidence (such as city directories), historic names have been omitted for many properties in the smaller communities throughout the region. Properties in Amarillo were the exception, and many of these historic names were gathered from city directory and yellow page listings.
- The current name of the property refers to owner's name or business name as ascertainable from business signs or yellow page listings. In many cases, privately held properties and vacant properties remained unnamed.
- Address refers to street address, or the location description when no address is assigned or not available). Lot, block and addition information was gathered from lot and block maps provided by city and county government offices. The communities of Glenrio, Boydston, Jericho, Conway and Lark were not platted in this way, and the lot and block information is

therefore not available. In most cases, the consultant did not investigate specific ownership information for each property, and the owner's address information has been left blank.

- Resource type has been determined according to the National Register Bulletin, "How to Complete the National Register Registration Form." The majority of property types in this survey fall under the category of building. Because of the nature of this survey, the term district has not been used (with the assumption that district determinations will be made at a later date).
- Landscape and site features are major features that contribute to the character of the property. The survey card indicates the presence of gravel or paved driveways, formal landscape elements (such as planting beds), swimming pools, retaining walls, fencing or decorative space demarcations, and signage (remnants or intact). The consultant has also recorded remnants of historic features, such as the traces of pump islands at gas stations, that are important for identifying the historic use of the property. This activity has been particularly useful given the fact that many of these buildings have been significantly altered over time.
- Outbuildings are small-scale buildings that are disconnected from the main property either by distance or by use. For the most part, these are small storage, utility or livestock sheds that are briefly described.
- The current and historic function of each property was determined by direct observation and information obtained in city directories, yellow pages, or other local sources (advertisements, business cards, newspaper clippings). The major types and subtypes were determined in accordance with the table provided in the National Register Bulletin, "How to Complete the National Register Registration Form." For clarification and documentation purposes, the consultant has indicated specific commercial use (ie: gas station, filling station, auto repair, tourist court, etc). Many of the surveyed properties have had a large number of occupants and uses – in these cases, the historic use has been assigned according to its greatest relevance to the Route 66 context (for example, a number of gas stations have been converted to retail establishments at some point in their history; these have been listed as "gas station.").
- Construction dates, where known, were indicated on the survey form. The sources for actual (rather than estimated) construction dates were established through building cornerstones, interviews with owners or other local sources. The majority of the construction dates are estimated based on historic Sanborn maps, city directories and yellow pages, and the consultant's knowledge of general trends in architectural style, development, construction methods and building materials. Estimates are plus or minus five years. In the case of vernacular and folk examples, estimates are understandably tenuous. All estimated dates are clearly indicated.
- Because of the cursory nature of this first survey effort, little research has been done to determine architects and builders for most properties, but buildings are attributed whenever possible.
- Possible threats and level of integrity have been judged according to on-site observations. The majority of the properties along the survey corridor have been altered; because the period of significance spans almost five decades, the consultant did not consider general change to the physical fabric as a "threat." Neglect and vacancy pose the greatest problems for resources along this corridor.
- Integrity was evaluated according to the National Register Bulletin, "How to Apply the National Register Criteria for Evaluation," section VIII. Integrity of location, setting, workmanship, feeling and association were determined as recommended by the National Register publication. Because of unique nature of the Route 66 corridor, however, special consideration was given in regards to design and materials. As stated above, the vast majority of properties along Route 66 have experienced some degree of alteration. It is important to remember that change – or more specifically, "modernization," – is part of the context of this tourist-dependent corridor. Gas stations, motels, restaurants and other commercial or retail

establishments were motivated to update their facades in order to attract customers. Frequent renovation was expected within the motel industry, and those who did not “keep up” fell to their competition. Therefore, when assessing integrity, particularly in terms of design and materials, we must consider larger patterns of development that include provisions for frequent change. Certainly, historic properties must be recognizable according to its type, but again, change must be built into the property type itself.

- Priority status was assigned according to the individual significance of a specific property, degree of integrity, possibility of threat, and relative scarcity of a property type (ie: intact tourist cabin court).
- General architectural descriptions were made during the field survey. The consultant described only those elements that were visible from the public right-of-way.

Historical Research

Preliminary historical research was conducted to establish the historical themes within which each property would be examined. This initial background research, conducted by staff of the Texas Historical Commission and the consulting architectural historian, consisted of obtaining general information about each community and general information about U.S. Route 66. Other research conducted by the THC staff and the consultant included the examination of city directories, telephone directories (yellow pages), Sanborn Fire Insurance Maps, county histories, individual community histories, local museum collections and exhibits. Following the survey, additional historical research was undertaken to close any gaps remaining in the historical record. Specific repositories of information consulted include the following:

Texas Historical Commission Library (SHPO), Austin

- Jericho Cemetery historical marker file
- The Ranchotel, National Register Nomination
- Amarillo Sixth Street Historic District, National Register Nomination
- Tower Station, National Register Nomination
- *Amarillo Historic Building Survey*

Barker Texas History Collection, The Center for American History, University of Texas at Austin

The Barker Collection holds many resources that helped to complete the historical context, particularly in relation to state or community-specific historical information. Research was geared toward a general period of significance to include 1926-1970.

Telephone directories for:

- Adrian (1966, 1967, 1968, 1969, 1971, 1972, 1973)
- Alanreed / McLean (1964, 1965, 1966, 1967, 1968, 1969, 1971)
- Groom (1954, 1959, 1960-1971)
- McLean (1963-69, 1971)
- Shamrock (1954, 1955, 1957, 1958, 1959, 1964-69, 1971)
- Vega (1966-1971)

City directories are only available for the city of Amarillo (1909, 1913, 1916-21, 1924, 1927, 1931-33, 1939, 1943-44, 1947, 1949, 1966-67, 1969-71).

Sanborn maps consulted in this study are available through the Center for American History and through Digital Sanborn Maps 1867-1970, available on the World Wide Web at <http://sanborn.umi.com>. These

maps were only made for the three largest towns in the Panhandle, and only for a few limited years. Maps available are:

- Amarillo (1902, 1904, 1908, 1918, 1913, 1921, 1922, 1955);
- McLean (1933);
- Shamrock (1926, 1931, 1939).

Amarillo Times (newspaper, various years)

The Vega Enterprise (newspaper, various years)

Various Automobile guidebooks, including:

- *Goodrich route book of Texas* (1915-16)
- *Texas State Highway Guide* (1918)
- *Tourist guide of eating and lodging in Arizona, Arkansas, Colorado, Louisiana, Old Mexico, New Mexico, Oklahoma, Texas* (1953);

General Libraries, University of Texas at Austin

- *Automobile Blue Book* (1914, 1917, 1919, 1920, 1922, 1926, 1927)
- *Texas Guidebook* (1940-1978)

Most of these guidebooks provided little information of value and little detail. These help with creating a historic context, but not with positively identifying buildings or the majority of businesses along Route 66.

The Texas State Library and Archives, Austin

The State Archives contain a number of state maps and guidebooks that were useful:

- *Map Showing Proposed System of State Highways*, 1917
- *Highway Map of Texas*, 1919
- *National Map Companies Map of Texas*, 1920
- *Mileage Map of Best Roads in Texas*, 1920-30
- *Official Highway Map of Texas*, 1926
- *Official Highway Map of Texas, Federal Aid System*, 1935
- *Federal Aid Highway System Progress Maps*, various years

Guide books appropriate for this research, including:

- *Official Automobile Red Book* (1924)

Local repositories: Carson County

Route 66 towns: Conway, Groom, Lark

- Staff at the City of Groom provided preliminary copies of lot and block maps.
- Carson County appraisal District provided copies of lot and block maps and other tax roll information.
- Groom Library has a large collection of historic phone directories, though these do not list building addresses (only gives name and phone number).

Local repositories: Deaf Smith County

Route 66 town: Glenrio

- No known repositories. Part of Glenrio is in New Mexico, and information may be available through state agencies, libraries, and associations.

Local repositories: Donley County

Route 66 town: Jericho

- An exploration of the Donley County Library in Clarendon turned up only a small collection of high school yearbooks and a small newspaper collection documenting the centennial of the town. There was no mention of Jericho, and no known telephone directories.

Local repositories: Gray County

Route 66 towns: Alanreed, Boydston, McLean

- Delbert and Ruth Trew, Devil's Rope Museum, McLean Alanreed Area Museum. The Devil's Rope Museum has an extensive Route 66 collection, including a permanent exhibition that features valuable historic photographs. They also have a number of scrapbooks filled with Route 66 articles dating mostly from the last two decades. McLean is the permanent home of The Texas Old Route 66 Association, which established the first Route 66 Museum on the Mother Road, with its offices in the Devil's Rope Museum.
- The McLean-Alanreed Area Museum, located in McLean. Contains excellent exhibit on historic Alanreed (though most material relates to period before Route 66), and family and community histories for both towns. They maintain a filing cabinet full of archival information, yet to be explored.

Local repositories: Oldham County

Route 66 Towns: Adrian, Boise, Everett, Landergin, Vega, Wildorado

- The staff (Jen Carter and Brenda Perkins) at the Oldham County Appraisal District in Vega provided copies of lot and block maps, legal descriptions and other information from the county tax rolls for Adrian, Vega and Wildorado. Ms. Carter and Ms. Perkins, both long-time residents of the area, also provided other information on local history.
- Joanne Harwell has a personal collection of information, including newspaper clippings, historic photos and historic postcards. She is a good source for putting researchers into contact with local residents who might be candidates for an oral history project.
- Adrian and Vega Schools also keep old issues of high school yearbooks in which businesses placed advertisements. This is a good source for business names and sometimes sketches or photographs of the buildings in which specific businesses are housed.

Local repositories: Potter County

Route 66 Towns: Amarillo, Bushland, Washburn

- Amarillo Public Library maintains a publicly accessible collection of invaluable city directories and business pages. Reference librarians keep a Route 66 file (featuring articles readily available elsewhere)

Local repositories: Wheeler County

Route 66 Towns: Lela, Shamrock

- No known repositories. The Pioneer West Museum in Shamrock may have some information beyond their small Route 66 exhibit.
- Margaret Dorman, County Historical Commission Chairperson, is a helpful resource.

National Register Eligibility Determinations

National Register Status is the consultant's recommendation for eligibility for nomination and listing, either individually, as part of a historic district. "Listed" is only applicable to two individual properties (The Ranchotel in Amarillo and the Tower Station in Shamrock), and to one historic district (the Amarillo Sixth Street Historic District, not surveyed as part of this project).

- "Individually Eligible" indicates that the property meets the National Register criteria for individual listing.
- "Eligible: Historic District" as a Contributing Property is noted for those properties that, in the consultant's opinion, would contribute to a potential historic district.
- "Not Eligible" pertains to those properties that do not meet the exceptional criteria due to age, fail to meet criteria for significance, or lack integrity.

For this survey, an additional recommendation is used to recognize those properties that do not meet the current National Register fifty-year cut-off date, but are significant to the Route 66 era. These properties are marked as "Potentially Eligible" or "Potentially Eligible as a Contributing Property" with the recommendation that they be reevaluated when they reach fifty years of age.

Eligibility recommendations were made based on the National Register Criteria for Evaluation, as found in the *Code of Federal Regulations, Title 36, Part 60* and reprinted in the National Register Bulletin "How to Apply to National Register Criteria for Evaluation." The specific historic context of Route 66 in Texas relates to Criterion A (a significant event, or series of events or activities) and Criterion C (building forms, or an architectural style relating to a stage of physical development, or the use of a material or method of construction that shape the historic identity of an area such as the Route 66 corridor). The status of eligibility for individual districts, sites, buildings, structures, and objects was determined based on each property's association with the Route 66 historic context and the historic integrity of those features necessary to convey the property's significance (integrity of location, design, setting, materials, workmanship, feeling and association). The property was also determined to be significant under one or more of the four Criteria for Evaluation:

- Criterion A: properties associated with the events, patterns of events, or trends significant to the development and use of Route 66.
- Criterion B: associated with the lives of persons significant to the history of Route 66.
- Criterion C: buildings, structures, or objects whose architectural form (or type), style or method of construction reflect important design qualities integral to Route 66 history. These embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguished entity whose components may lack individual distinction. These types of properties demonstrate the pattern of features common to a particular class of resource (i.e. Property type), the individuality or variation of features within the type, the evolution of the type, or the evolution of a type.
- Criterion D: have yielded, or may be likely to yield, information important in prehistory or history of Route 66.

Most of the resources along Route 66 that have been determined eligible meet either or both Criterion A and Criterion C.

SURVEY RESULTS

Route 66 stretches approximate 178 miles across the Texas Panhandle, crossing through seven counties and nineteen towns or cities. The survey team identified 657 properties associated with (or adjacent to) Route 66 in Texas (see Appendix A: Survey Inventory). This survey for the most part only documented commercial properties (rather than residential), and specifically properties that had a direct relationship to, or association with, the route. The majority of the resources surveyed (345 properties) are found within Amarillo, and the remaining 312 properties are located in rural areas and in the smaller communities found alongside historic Route 66. Survey data was collected and is organized by county and by community. Potter County contains the greatest number of resources (351), Gray County has 102, Carson County has seventy-three, Oldham County has sixty, Wheeler County has fifty-four, Deaf Smith County has twelve, and Donley County has five resources associated with Route 66. The largest concentrations of historic resources are found in the communities of McLean (81), Shamrock (48) and Groom (47). Glenrio, with its twelve properties (some lie in New Mexico), represents the most cohesive grouping of resources specifically related to Route 66 and its historic context.

Because continued occupancy and use is crucial to maintaining or preserving Route 66 resources, the survey team has noted whether buildings remain in use or sit vacant. Of the 657 properties surveyed, 38% are currently vacant (or appear to be either unused or used only for private activities such as storage of personal goods). The majority of these vacant buildings are in communities other than Amarillo (only 46 of 179 total unoccupied buildings are in Amarillo).

Survey data is also organized according to property type and property subtype. These categorizations are based on the buildings form and function during the Period of Significance (1926-1970). Each property is categorized according to information gathered during fieldwork and archival research. Specific Types and Subtypes were determined according to precedent set by other states (i.e., New Mexico), and generally fall into the following categories:

Property Types

- **Gas:** includes any filling station or gas station. Encompasses stations that are combined with service bays, caf  s, convenience stores, retail establishments, and truck stops. See Statewide Historic Context for a detailed description of Gas Station Types.
- **Food:** includes any free-standing business that operated as an eating establishment. This category includes restaurants, drive-in restaurants (these have no dining space), and bars. This category does not include caf  s that were attached to gas stations or motels.
- **Lodging:** includes any form of lodging that was rented out to the traveling public. In a few instances, private residences have been documented when it is apparent that these were linked to Route 66. Lodging facilities generally include campgrounds, tourist cabins or courts, motels, and hotels. See Statewide Historic Context for a detailed description of Lodging Types and their historical development (evolution from one form to another).
- **General Commercial:** includes any building that serves commercial and retail needs that do not fall into any of the other categories of property types. The Subtypes become useful in distinguishing the type of building, particularly those that served auto-related functions (i.e. car dealerships) or agricultural functions (not specifically related to Route 66 but recorded nonetheless). Subtypes include auto related, industrial, curio and trading, entertainment (theaters, etc.), strip commercial development complexes, agricultural complexes, grain complexes, grocery or mercantile, and general services buildings.

- **Civic/Government:** While most of the buildings specifically associated with Route 66 do not fall into this category, there were a number of resources that were adjacent to the road. In some instances, transient travelers of Route 66 would have used these buildings just as permanent residents might have used them. This category includes churches, schools, post offices, city halls, fire departments, hospitals, public utilities, government buildings and a courthouse (in Oldham County).
- **Structure:** the most important type of structure recorded by this survey is the roadbed itself. This category also includes bridges, culverts, road marker, foundations or ruins, signs, railroad grade separation and other objects that appear to be related to the historic context.

Because the survey encompassed the central business districts in McLean, Conway, Groom, Adrian, and Vega, and Amarillo, a large number of **General Commercial** buildings were identified along the route. The majority of the buildings surveyed were categorized as general commercial (349). **Gas Stations** constituted the second largest category, with 115 resources. Eighty-five properties were used **for Lodging**, the majority of which were motels (53) and most of these were located in Amarillo (27). Fifty-seven properties are categorized as free-standing **eating establishments**; again, the majority of these are in Amarillo (40). Thirty-five **Structures** were found on the route, including five bridges and a number of culverts. Only sixteen **Civic or Government-related** buildings were documented.

Although individual building histories were not compiled as part of this survey, the survey team did determine or estimate construction dates for all properties surveyed. The majority of the construction dates are estimated based on historic Sanborn maps, city directories and yellow pages, and the consultant's knowledge of general trends in architectural style, development, construction methods and building materials. Of the 657 properties surveyed, 358 were constructed in 1950 or later (estimates are meant to be plus or minus five years). This constitutes 55% of the total resources in the Route 66 corridor. Because the largest segment of Route 66 in Amarillo (along Amarillo Boulevard) was developed after 1953, many of the commercial properties along this stretch of highway date to the later part of the 1950s and early 1960s. In other communities (with the exception of Shamrock), Route 66 was merely a name given to an existing thoroughfare, and a large part of commercial development had occurred before World War II.

NATIONAL REGISTER ELIGIBILITY RECOMMENDATIONS

Of the 657 properties identified, one district (Glenrio) and approximately twenty-four individual properties may be **eligible** for listing on the National Register as part of the Route 66 historical context. Many of these properties were constructed between 1950 and 1955, and may not yet meet the 50-year age requirement for registration. It should also be noted that three historic districts and ten individual properties not specifically related to the Route 66 context (although they are immediately adjacent to an historic alignment of the highway) have been identified as potentially eligible.

National Register Listings

One historic district and two individual properties within the survey area are listed on the National Register of Historic Places:

- Sixth Ave Historic District, Amarillo,
- The Ranchotel, Amarillo
- Tower Station / U-Drop-Inn, Shamrock

Individual Properties, Potentially Eligible for Listing

Twenty-four properties have been identified as potentially eligible under the Route 66 historic Context, pending further in-depth research and a compilation of individual property histories. These properties retain a high degree of integrity and convey the significance of certain property types within the Route 66 corridor. These properties have been chosen because they generally represent the best of their type, or unusually expressive architectural forms. The following recommendations have been made based on information gathered during the field survey, and properties were assessed for their significance with the Route 66 context and their ability to convey significance. These recommendations may be modified as more information is discovered.

Potentially eligible Road Segments

- Property 65-CO-0: road segment leading east into Conway.
- Property 375-AM-0: road segment leading from Highway 1925 to Amarillo Airport

Potentially eligible Structures

- Property 483-RU-1: Bridge, Wheeler County. Located approximately eight miles east of Shamrock on the I-40 access road.
- Property 375-AM-316: Burlington & Rock Island Underpass (1931). Located at South Fillmore in Amarillo. This structure is individually Eligible under Criteria A and C

Potentially eligible Tourist Courts and Motels

- Property 483-SH-13: Sunset Cottage Camps, now Ferris Apartments. Located in Shamrock.
- Property 483-SH-42: 20 Trees Tourist Court, now vacant. Located in Shamrock.
- Property 65-GR-35: 66 Courts, now vacant.
- Property 359-VE-24: Vega Motel, occupied and operated as a motel. Eligibility is currently under consideration by National Register Staff at the THC.
- Property 375-AM-39: Colonial Manor Motel (ca. 1953), located on East Amarillo Blvd. Still functions as a motel.
- Property 375-AM-63: Biltmore Courts Tourist Camp, now Woods Inn (ca 1945), located on East Amarillo Blvd.
- Property 375-AM-82: Forest Hills Courts / Forest Hills Motel (ca. 1945), now vacant. located on East Amarillo Blvd.

- Property 375-AM-177: English Motel (ca. 1955), now vacant. located on West Amarillo Blvd.

Potentially eligible Gas Stations

- Property 483-SH-6: PB Wooldridge Gas Station #2, now vacant. Located in Shamrock.
- Property 483-SH-30: PB Wooldridge Gas Station
- Property 179-MC-70: Philips 66 Gas Station, now museum-like displayed owned by Delbert and Ruth Trew. Located in McLean.
- Property 179-AL-5: 66 Super Station, now vacant but undergoing restoration. Located in Alanreed.
- Property 65-GR-34: 66 Courts Gas Station, now vacant.
- Property 65-CO-7: corner Gas Station in Conway, now vacant.
- Property 359-VE-4: Philips 66 / Magnolia Gas Station, now vacant. Located in Vega just off of the courthouse square.
- Property 375-AM-290: Gas Station (ca. 1925-30), now D & L Motor Sales, located on West 6th Avenue in Amarillo.

Potentially eligible Restaurants

- Property 375-AM-113: Ding How Chinese Restaurant (ca. 1951-57).
- Property 375-AM-238: Myers Fried Chicken Restaurant (ca. 1950), now Tommy's Upholstery. Located on West 6th Avenue in Amarillo.

Potentially eligible General Commercial Buildings

- Property 359-AD-6: Bent Door Café, now vacant or used as personal storage.
- Property 359-AD-9: Giles Hotel/Adrian Mercantile (1909), extensively modified but Eligibility is currently under consideration by National Register Staff at the THC.

Ten properties have been identified as having the potential to be listed on the National Register of Historic Places based on their historical or architectural significance. Preliminary field survey has indicated that these buildings retain a high degree of integrity and further research would indicate if these could meet criteria for individual eligibility.

Potentially Eligible Individual Properties not specifically associated with Route 66

- Property 483-LE-3: Lela High School (1928)
- Property 65-GR-30: Groom Grocery, now Groom S & H Grocery
- Property 65-GR-32: Groom Mutual Hail Association (1928)
- Property 65-CO-13: Conway School (1930), now vacant.
- Property 359-VE-16: Roark Building (ca. 1925), now Roark Hardware. Located in Vega
- Property 359-AD-14: Adrian High School (1930)
- Property 375-AM-298: Commercial Building, now appears vacant. Located on West 6th Avenue in Amarillo
- Property 375-AM-299: adjacent to 298. Commercial Building once housed Jupe Apartments, now Custom Printing. Located on West 6th Avenue in Amarillo
- Property 375-AM-313: Commercial Building (ca. 1925), now Kitchen and Bath Center. Located on South Fillmore in Amarillo, adjacent to railroad grade separation.
- Property 375-AM-314: Commercial Building (ca. 1925), now appears vacant. Located on South Fillmore in Amarillo, adjacent to railroad grade separation.

Historic Districts Potentially Eligible for Listing

The results of the survey show that the concentrations of Route 66 related properties (that retain high degrees of integrity) in most areas of the state are not sufficient to constitute the formation of historic districts. The Route 66 Corridor has suffered extensive loss of historic fabric from demolition and/or redevelopment. This is particularly true in Shamrock (once filled with road-related resources) and along Amarillo Boulevard in Amarillo.

One potential district, however, has been identified as having a relatively intact concentration of related historic properties. The now-abandoned town of Glenrio contains twelve properties: one road segment, two building ruins, and nine intact historic buildings. Further research should indicate whether any historic properties have been lost (outside of the two evident ruins), although the physical evidence indicates the town remains for the most part intact. The proposed boundaries of the Glenrio district stretch from the Interstate 40 on-ramp on the eastern border of town to the end of the paved road on the western end of town (this endpoint actually crosses the Texas state border and is in New Mexico). Glenrio is bisected by Route 66, with the majority of commercial development occurring on the north side of the highway while the south side of the road remained undeveloped (with the exception of one residence and a water-pumping facility). The properties under consideration are all located on the north side of the paved road. At least three of the properties in Glenrio are located in New Mexico, but have been considered part of the Texas survey. We recommend that both the Texas and the New Mexico resources and the road segment be included in the historic district.

Districts not related to the Route 66 context

This survey, while specifically focused on Route 66 related resources, has revealed several concentrations of historic buildings that merit further investigation. Although further research is needed to establish the historical significance of many of the commercial buildings not specifically related to Route 66, the integrity of a number of properties indicates the potentiality for at least three historic districts:

- McLean central business district: potentially would include thirty-three properties numbered 179-MC-16, 17, 18, 19, 20, 21, 21A, 21B, 22, 23A, 23B, 23C, 23D, 24, 25, 26, 46, 47, 48, 49, 50, 51, 52, 53, 54A, 54B, 55A, 55B, 56, 57, 58, 59, 60 and 61. The specific boundaries have not been delineated as part of this survey, though would potentially consist of the three commercial blocks and the above-mentioned properties.
- Vega central business district: this is a small concentration of seven historic properties along the north side of the court house square. The district would potentially include properties numbered 359-VE-5 (Oldham County courthouse), 6, 7, 8, 9, 10, and 11. Properties 359-VE-4 (Philips 66 / Magnolia Gas Station) and 16 (Roark's Hardware) are near but not directly adjacent to this proposed district, and might be considered either as a noncontiguous part of the district or as individually eligible.
- Otis Block, 2300-2306 West 6th Avenue, Amarillo: this block contains three buildings constructed in 1927 by Mr. Otis. These buildings are adjacent to one another, and retain a high degree of integrity. These could be considered as a small historic district.

Texas Route 66: Alignments 1926-1970

Pre-1926 Roads

Texas Route 66 replaced a number of roads and highways that traversed the panhandle of Texas prior to the designation of U.S. 66 in 1926. This “replacement” was often achieved simply by renumbering an existing road and providing federally-supported improvements to the condition of the road. According to a December 1920 Highway Map of Texas (see Supplemental Map A), Route 66 was placed over the approximate located of Highway 13 from Glenrio to Amarillo. Highway 13 / Highway 5 then turns southeast and passes through Washburn, Claude and Clarendon. This same map does not show any passable highway running east along the future path of Route 66 between Amarillo and Benonine.

A map from the later 1920s (see Supplemental Map B) indicates that State Highway 75 stretched eastward from Washburn to Claude to Jericho, Alanreed, McLean and Shamrock, Benonine and across the state line into Oklahoma. In addition to these road designations, Highway 13 (from Glenrio to Amarillo) and Highway 75 (from Claude to Texola) bear the seal for the “United States Inter State Highway 60.” The designation of this route as “60” dates it approximately to late-1924 or 1925, when the Associated Highways Association of America appointed a Joint Board to develop a numbering system for national highways. The Board originally proposed that the route through the Panhandle of Texas be designated as Highway 60 – though by the time the numbering system was officially approved in November 1926 (and after a series of protests from national trails groups), the route was given the designation of U.S. 66 (and Highway 60 was assigned a more northeast-to-west route passing through Amarillo on the eastern edge). U.S. 60 as indicated on Supplemental Map B was never officially recognized as such, but became U.S. 66.

Supplemental Map B indicates a small, passable road directly between Amarillo and Conway (eventually to become Route 66). The legend of this map indicates that the portion of state highway 13 (future Route 66) existed as a “Third Class Road” (unpaved), the portion of Highway 5 running southeast from Amarillo to Claude ranked as a “First Class Road,” and the section of Highway 75 running east from Claude to the state line was listed as a “Second Class Road.” The conditions indicated on this map are likely inaccurate, as most other maps of the same period and later indicate only a small portion of road through Amarillo and near Conway were paved. The Jericho Gap was never paved, and the bypass was not installed and paved until 1937-38. See Supplemental Map D for status of road conditions in 1930.

While Supplemental Map B shows a clear path between Groom and Alanreed, Jerry McClanahan has mapped several alternative routes through what is known as the “Jericho Gap.” McClanahan’s work indicates that Highway 75 between Jericho and Goodnight (11.5 southeast of Claude) was planned, but never executed. McClanahan has provided several detailed maps that indicate pre-1926 routes (from the

Automobile Blue Book) as well as 1926-1932 alignments of Route 66. These have been indicated on Survey Maps.

Supplemental Map C, likely published in 1927 or 1928,¹ indicates that a portion of road connected Amarillo (to the south of the rail line) to Washburn (via Pullman), then north and east toward Conway. If this route was ever in service (McClanahan indicates it was briefly used), it served as part of Route 66 for only a few years before the road passed from Amarillo directly to Conway.

From 1926 to ca. 1970

Historic maps (most date from 1933) compiled in Tom Snyder's *The Route 66 Traveler's Guide* provide excellent guidance for Route 66 through Texas as it existed from designation in 1926 to 1933 – though the majority of this route is relevant through the implementation of the Federal Highway Act of 1956. The major changes in Route 66 occur near McLean (the route was re-aligned in 1933 and again after 1956 created a wider by-pass road); through the Jericho Gap (efforts to by pass this portion began in 1933 and was complete by 1938); through Amarillo (Route 66 was re-routed to follow Amarillo Boulevard in 1953 and on the eastern edge of town re-routed around the newly-constructed airport in 1957); and between Adrian and Glenrio (the original route paralleled the railroad line but was late re-routed further to the north – the exact location of this segment of road is still under investigation). With these exceptions, Route 66 followed essential the same path from its inception to its closure. After the Federal Highway Act of 1956, road improvements only changed the alignment slightly – for the most part widening roads to four lanes and creating by-passes. Route 66 remained intact as the access road (on the south side of the new highway from the Oklahoma state line to Amarillo, and the on the northside of the new highway from Amarillo to Adrian).

Hand-drawn delineations on the Survey Maps will indicate the approximate location of Route 66 from 1926 to roughly 1956 – at this point, the USGS maps clearly indicate the path of the road. We have indicated any changes in alignments, for example, through Amarillo and the Jericho Gap. We have also indicated when the historic route and the approximate alignment of the historic route remain passable.

According to available documentation, improvements to Route 66 / Interstate 40 began in 1956 and were for the most part completed by 1960. By 1970, Interstate 40, with all of its by-passes and “business” routes had supplanted Route 66 throughout most of the Texas Panhandle.

¹ This publication date is supported by Jerry McClanahan's article, “The Claude Controversy” (Route 66 Magazine, Spring 1997, p. 22) in which he describes the 1927 “Official Highway Map of Texas” and the map of the 1928 State Highway System as showing Route 66 running southeast from Amarillo to Washburn, then northeast from Washburn to Conway.

Survey Maps

United States Department of the Interior Geological Survey (USGS) quadrangle maps, 7.5 minute topographical: 27 maps, numbered (from east to west) with Legend.

Supplemental Maps

Supplemental Map A: Highway Map of the State of Texas, Dec. 1, 1920

Supplemental Map B: C.A.M.A. New Revised Highway Map of Texas, ca. 1924-25

Supplemental Map C: Nation-wide Map, Highway Map and guide of Texas, ca. 1928

Supplemental Map D: Official State Highway Map of Texas, Sept. 1, 1930

Supplemental Map E: Maps compiled from *National Old Trails and U.S. Highway 66*, 1933.

Published in Tom Snyder, *The Route 66 Traveler's Guide and Roadside Companion*. St. Martin's Press, New York, 1990.

Supplemental Map F: Jericho Gap, pre-126 and 1926-38. Drawn and published by Jerry McClanahan.

Supplemental Map G: Champlin Motor Trails Map, Texas, 1937.

Supplemental Map H: Map from Rittenhouse, *A Guide Book to Highway 66*, 1946.

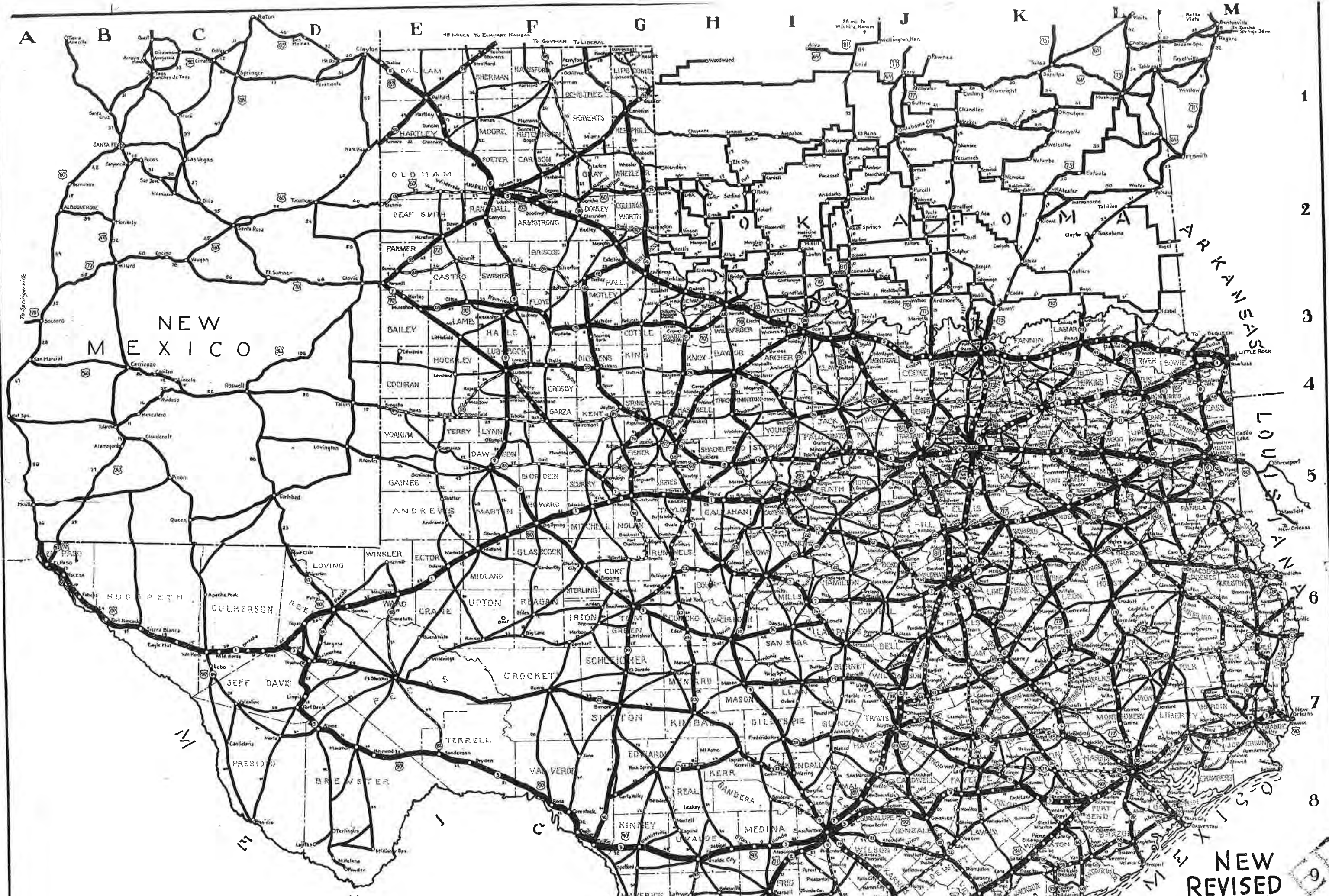
Supplemental Map I: City of Amarillo Planning Department, U.S. 66 to 1953

Supplemental Map J: City of Amarillo Planning Department, U.S. 66, Fall 1953-1957

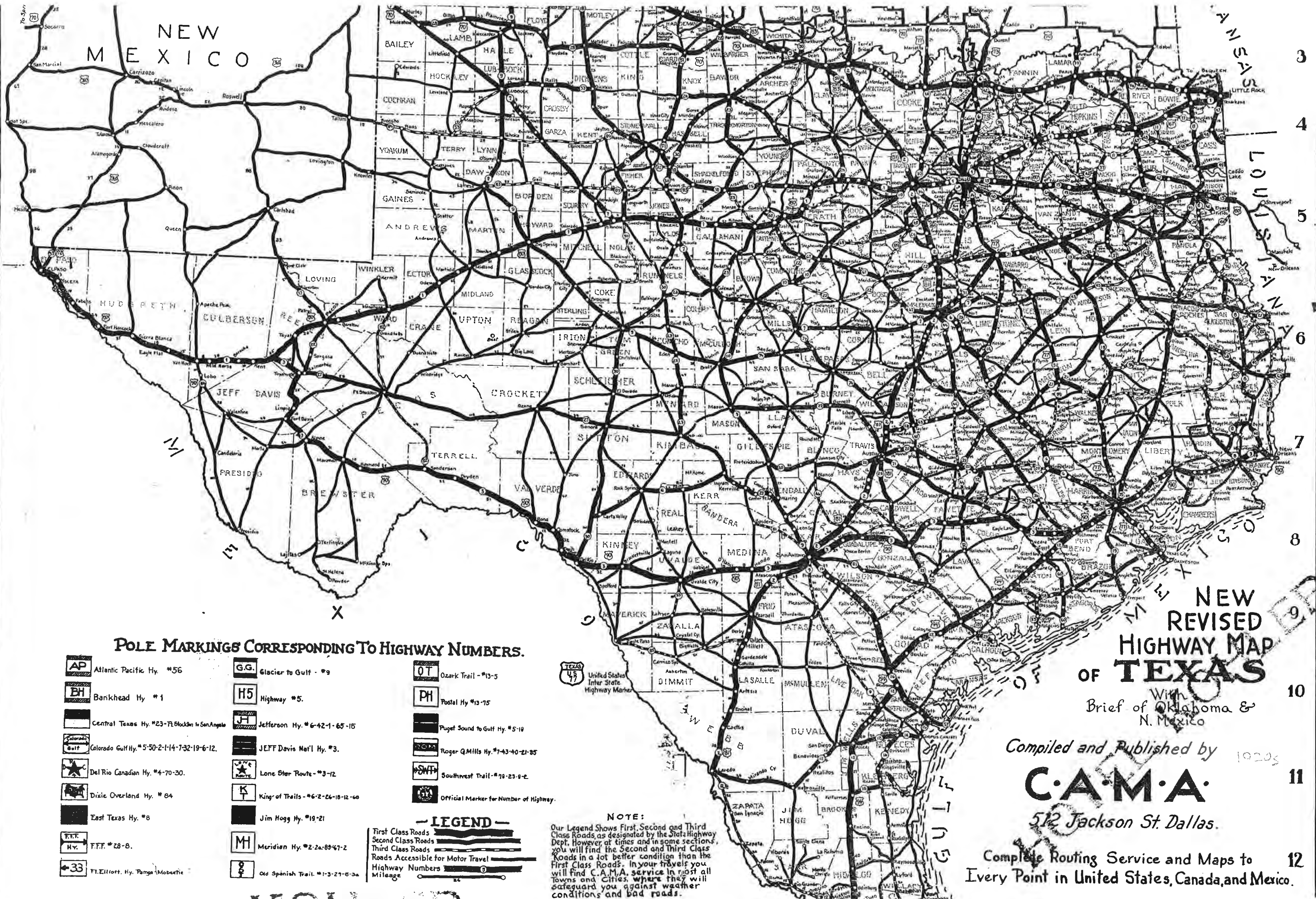
Supplemental Map K: City of Amarillo Planning Department, U.S. 66, 1957 to Oct. 1958

Supplemental Map L: City of Amarillo Planning Department, U.S. 66, Oct. 1958 to May 1985

Supplemental Map M: Map from *Travel Guide Along Route 66*, 1965.



NEW
REVISED



POLE MARKINGS CORRESPONDING TO HIGHWAY NUMBERS.

- | | | |
|--|-----------------------------------|--|
| Atlantic Pacific Hy. *56 | Glacier to Gulf - *9 | Ozark Trail - *13-5 |
| Bankhead Hy. *1 | Highway *5. | Postal Hy. *13-15 |
| Central Texas Hy. *23-Fl. Stockton to San Angelo | Jefferson Hy. *6-42-1-65-15 | Puget Sound to Gulf Hy. *5-19 |
| Colorado Gulf Hy. *5-50-2-1-14-7-32-19-6-12. | JEFF Davis Nat'l Hy. *3. | Roger Q. Mills Hy. *7-43-40-21-35 |
| Del Rio Canadian Hy. *4-70-30. | Lone Star Route - *3-12 | Southwest Trail - *70-23-8-2 |
| Dixie Overland Hy. *84 | King of Trails - *6-2-26-10-12-60 | Official Marker for Number of Highway. |
| East Texas Hy. *8 | Jim Hogg Hy. *19-21 | |
| F.F.F. *28-8. | Meridian Hy. *2-2a-88-47-2 | |
| Fl. Elliott Hy. Pampa-Mobeetie | Old Spanish Trail. *1-3-27-8-3a | |

— LEGEND —

- First Class Roads
- Second Class Roads
- Third Class Roads
- Roads Accessible for Motor Travel
- Highway Numbers
- Mileage



NOTE:
Our Legend Shows First, Second and Third Class Roads as designated by the State Highway Dept. However at times and in some sections you will find the Second and Third Class Roads in a lot better condition than the First Class Roads. In your travels you will find C.A.M.A. service in most all towns and cities. Where they will safeguard you against weather conditions and bad roads.

**NEW
REVISED
HIGHWAY MAP
OF TEXAS**

With
Brief of Oklahoma &
N. Mexico

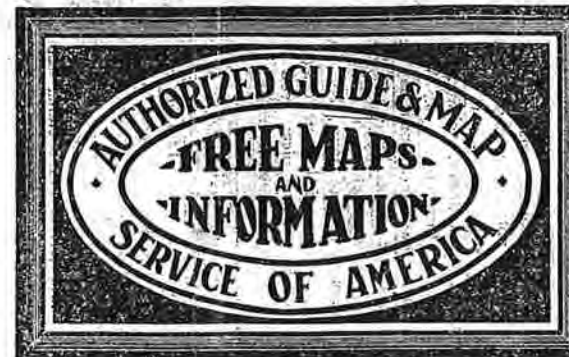
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Complete Routing Service and Maps to
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Highway Map and Guide of TEXAS

Follow This Sign



IT HANGS IN FRONT OF
THE BEST PLACES OF BUSINESS
FROM COAST TO COAST

HOW TO FOLLOW THIS GUIDE

When entering a town refer to the reverse side of this map and you will find all Authorized Guide and Map Stations in Texas listed under the heading AUTHORIZED GUIDE AND MAP STATIONS OF TEXAS. The towns in which these stations are located are arranged alphabetically for your convenience.

For example: In driving into Dallas, should you desire the best hotel, you will find listed, THE JEFFERSON HOTEL, 450 ROOMS, RATES \$1.50 TO \$3.50, TEN STATE HIGHWAYS PASS OUR DOOR, A FIREPROOF GARAGE IS NEXT DOOR, AND THERE IS UNRESTRICTED CURB PARKING. COMFORT AND CONVENIENCE—ENJOY "THE SOUTH'S FINEST BEDROOMS."

This example applies to all stations which appear on the map. You will find it a simple matter to tour the entire State of Texas without depending upon any source of information other than that furnished by the Authorized Guide and Map Stations of Texas. Look for the Blue and Yellow Sign when you leave Texas for the same courteous and dependable service is at your command in any other state in the Union. Get your free map of the next state before leaving Texas.



WESTERN SECTION
OF TEXAS



MAP EXPLANATION

- HARD SURFACED ROADS
- GRADED ROADS
- EARTH ROADS
- CONNECTING COUNTY ROADS
- MILEAGE NUMBERS
- U.S. INTERSTATE HIGHWAYS
- STATE HIGHWAYS
- TOURIST CAMPS
- TOWNS IN WHICH ARE LOCATED ONE OR MORE AUTHORIZED GUIDE AND MAP STATIONS.



ENGINEERING DEPARTMENT OF THE TEXAS
STATE HIGHWAY COMMISSION

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Gibbs Gilchrist State Highway Engineer
T. H. Webb Asst. State Highway Engineer
Leo Ehlinger Maintenance Engineer
J. P. Neal Equipment Engineer
G. G. Wickline Bridge Engineer
M. C. Welborn Construction Engineer
E. E. Pittman Chief Draftsman

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**OFFICIAL MAP
 OF THE
 HIGHWAY SYSTEM
 OF
 TEXAS**

SEPTEMBER 1, 1930

STATE HIGHWAY COMMISSION

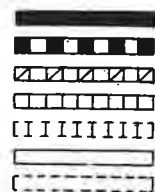
R. S. Sterling Chairman

Cone Johnson Member

W. R. Ely Member

Gibb Gilchrist Engineer

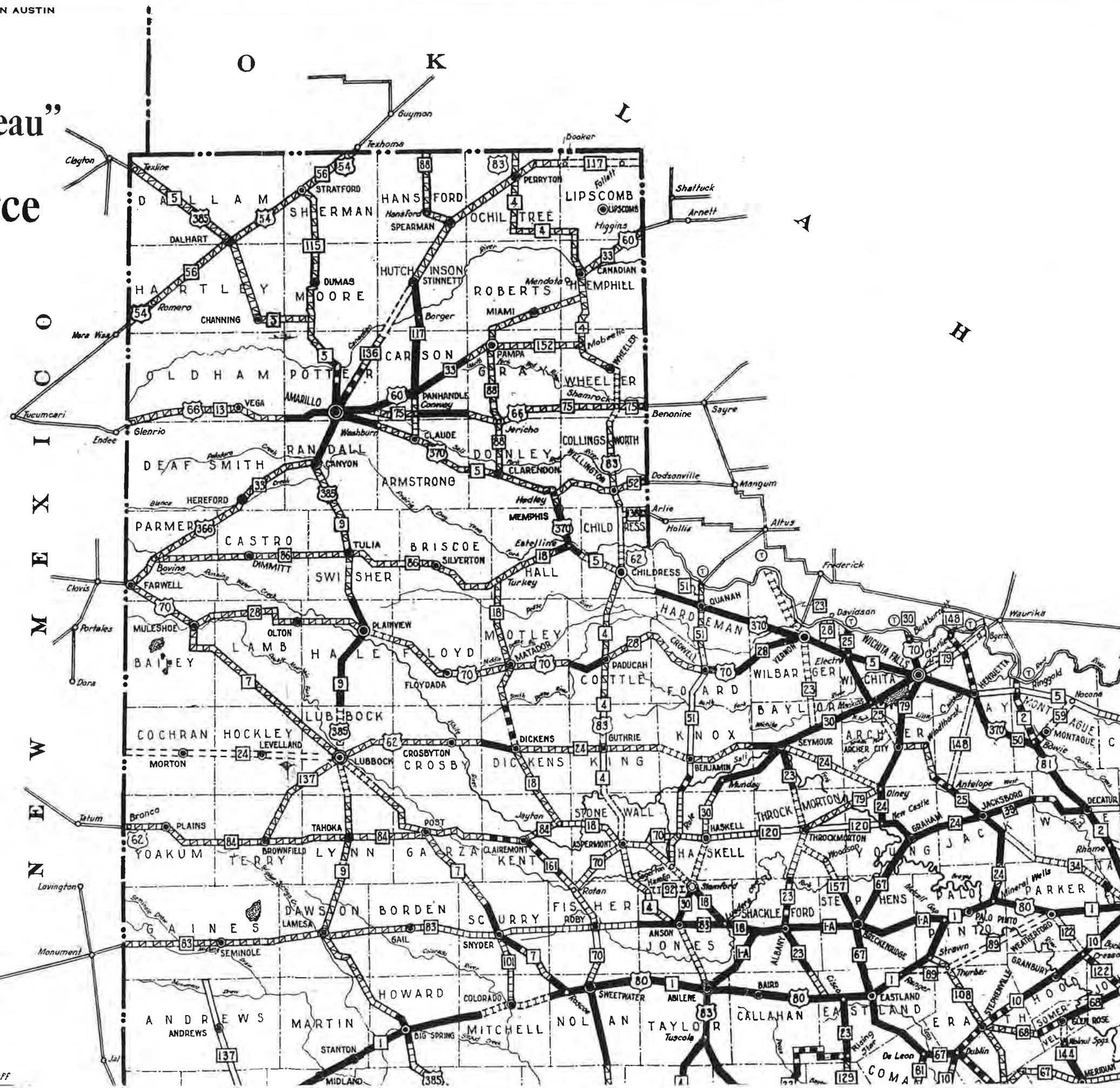
LEGEND

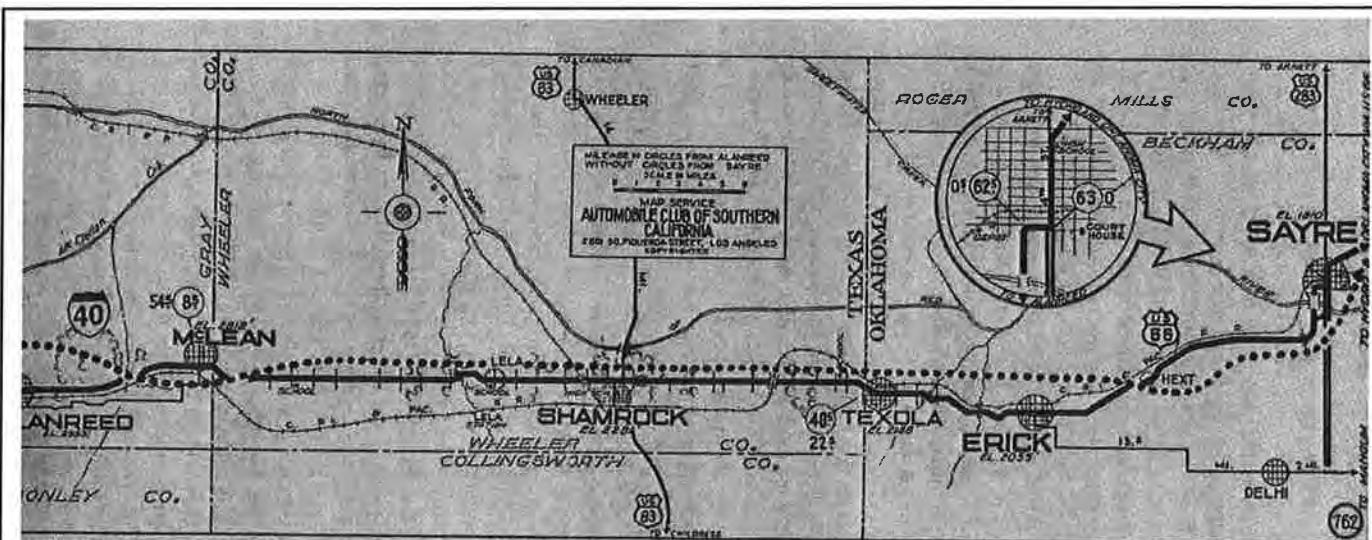
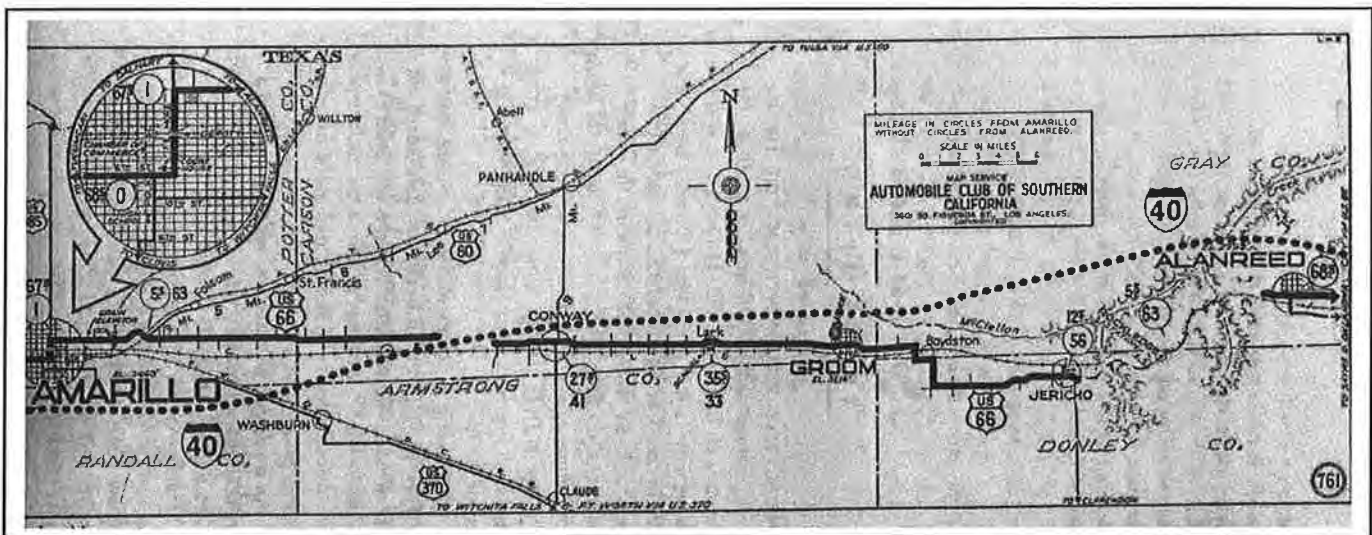
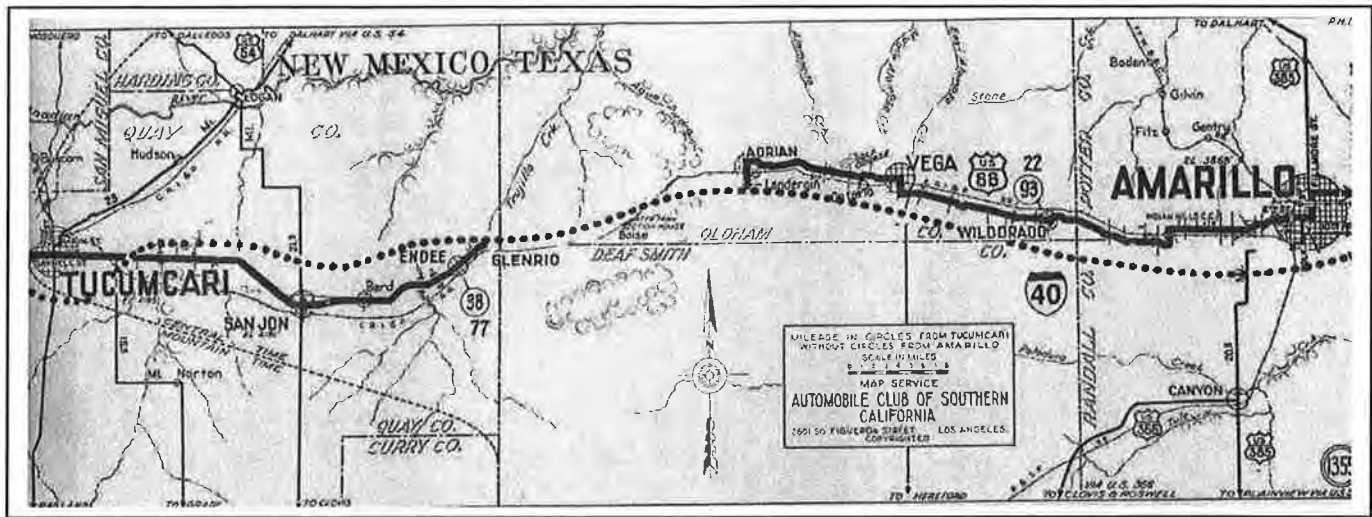


PAVED ROADS (Brick, Concrete and Asphalt).
 SURFACED ROADS (Gravel, Stone, Caliche, Sand-Clay etc.).
 GRADED EARTH (All Weather Roads).
 GRADED EARTH (Impassable Wet Weather).
 UNDER CONSTRUCTION (All Types).
 UNIMPROVED
 CONDITIONAL DESIGNATION
 STATE ROUTE MARKERS
 FEDERAL ROUTE MARKERS

F FERRY
T TOLL BRIDGE

SCALE IN MILES
 0 10 20 30 40 50

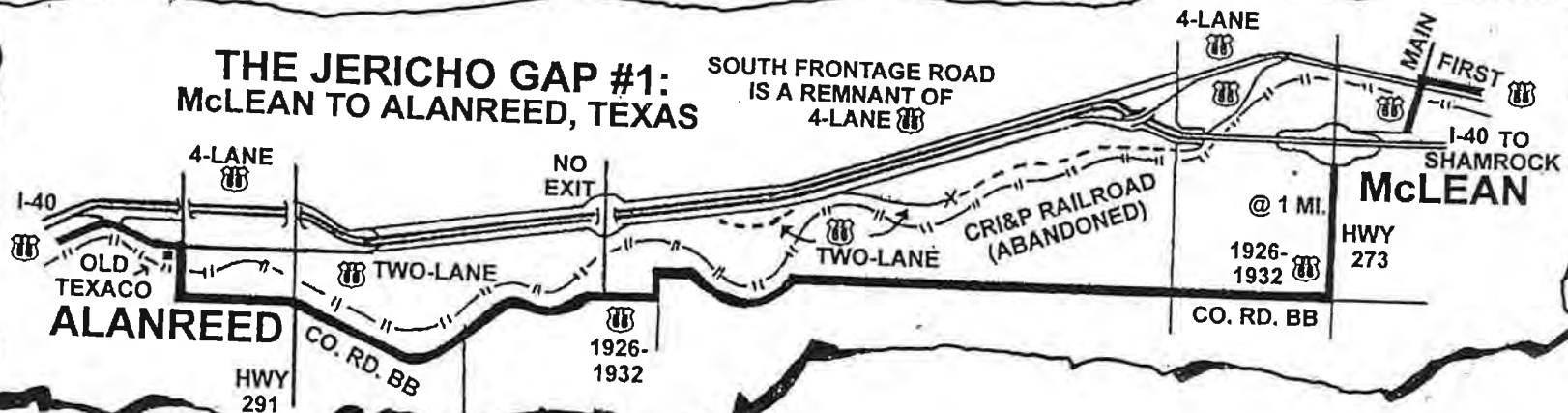




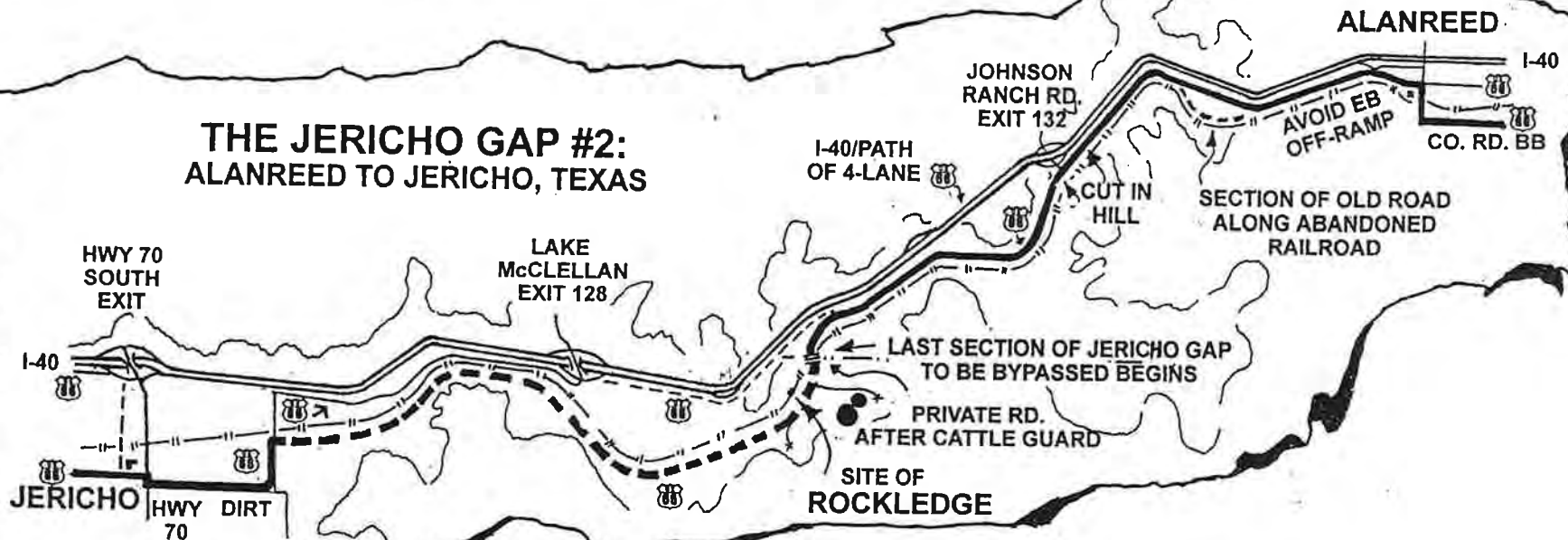
FROM
PRE-PRODUCTION
COPY -
"BONES OF THE
OLD ROAD" VIDEO



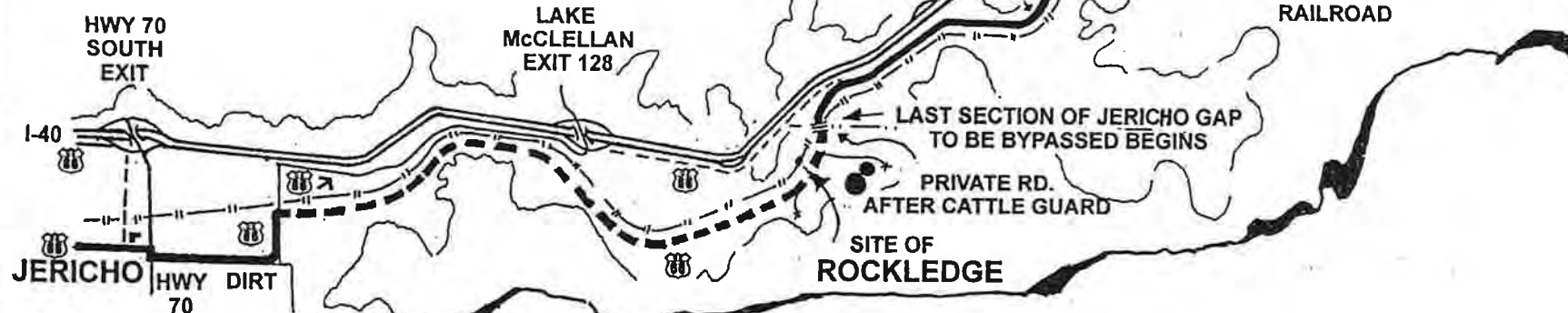
THE JERICHO GAP #1: McLEAN TO ALANREED, TEXAS



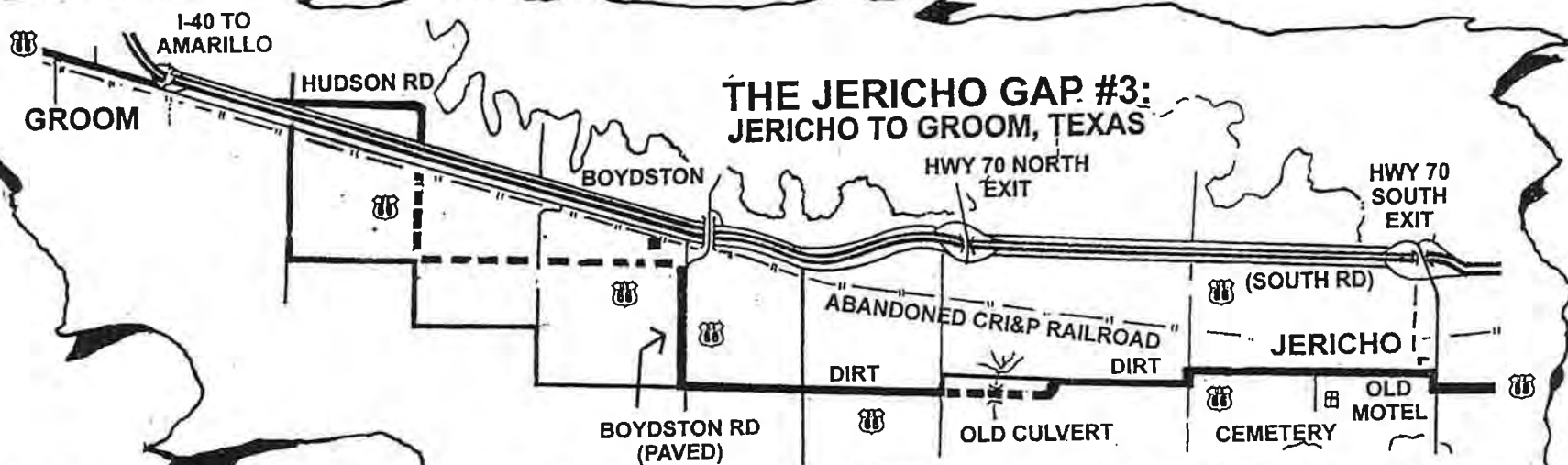
THE JERICHO GAP #2: ALANREED TO JERICHO, TEXAS



THE JERICHO GAP #2: ALANREED TO JERICHO, TEXAS



THE JERICHO GAP #3: JERICHO TO GROOM, TEXAS



© McElaharan 98

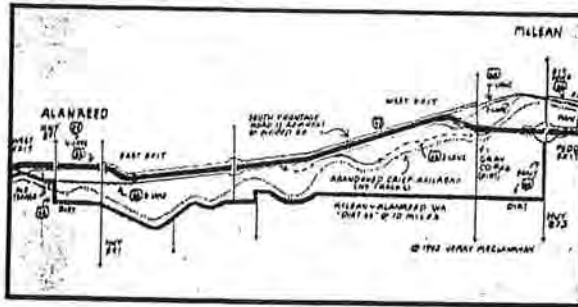
Jericho Gap Tour: McLEAN TO GROOM (WESTBOUND)

McLEAN TO ALANREED (TEN MILES)

BEGIN: Downtown McLean at the corner of Main and First St. (First St. is older 66 and the westbound lanes of divided 66.)

LEFT on Main St., cross Railroad St., cross old CRI&P right of way (abandoned) and continue South. RIGHT on I-40 service road to Hwy 273 (middle exit).

LEFT on Hwy 273, cross I-40 and continue South for one mile.



RIGHT on dirt road, continue west across Gray county road No. 26.

After about 2.5 miles (from the county road), old 66 curves around along the south of the old path of the railroad for about one mile, then:

LEFT, THEN NEXT RIGHT and continue West along the south side of the former RR (ignore crossroads)

RIGHT TURN about 9.5 miles West of McLean, then cross former RR and join two-lane paved 66 at the old Texaco in ALANREED.

ALANREED TO JERICO

BEGIN at corner of "Dirt 66" and two-lane 66 in ALANREED.

LEFT on pavement (WEST), past church and old motel

AVOID I-40 off-ramp and continue West on south frontage road.

PAVEMENT ENDS after one mile, continue West. A short distance after the pavement ends, the frontage road cuts into the side of a bank: Here old 66 is obliterated by I-40 for a bit, then a piece of old asphalt cuts back into the dirt road from the right (Parts of the route from Alanreed to the Donley County line share both Dirt 66 and the paved version.)

PAVEMENT RESUMES after one mile, from this point a likely alignment of older 66 follows the trackless path of the old RR back towards Alanreed.

Before the exit is reached, the frontage road enters a new cut which was dug to facilitate construction of the I-40 overpass. 66 followed the railroad higher up.

JOHNSON RANCH ROAD EXIT 3.5 miles from Alanreed. If you want to avoid a dead end stretch of 2.2 miles, re-enter I-40 Westbound here and proceed to the Lake McClellan exit. (Follows the four-lane 66 alignment.)

DEAD END SECTION:

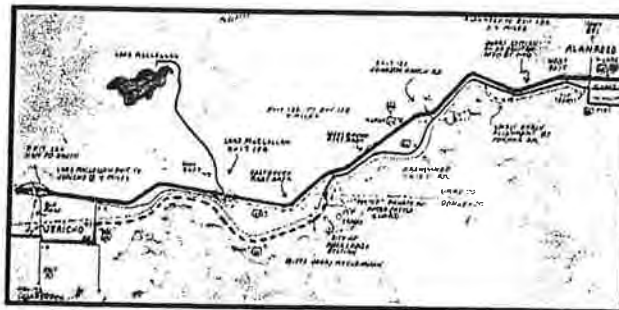
CONTINUE WEST from exit on paved frontage road. 0.2 miles -- pavement ends.

0.7 miles -- pavement resumes.

1.2 miles -- pavement ends. Paved two-lane 66 would have continued along the south side of I-40 from here, skirting the south side of the Rest Area and continuing along the original fence line to the next exit.

0.1 CATTLEGUARD and location of former RR-Xing

NOTE: The road beyond here is POSTED: NO TRESPASSING: The current dirt road ends past the site of the former Rockledge Station after 0.7 miles. "Dirt 66" continues along on the south side of the railroad to Jericho (We'll rejoin this route later.)



TURN AROUND at the cattleguard and head back to the I-40 exit. Join I-40 WESTBOUND (This is also the alignment of the divided 66 but heavily altered in grades and contour for I-40.)

LAKE MCCLELLAN EXIT: Cross over I-40 to the south frontage road and TURN RIGHT. This road appears to be a remnant of the two-lane 66. The old RR

and "Dirt 66" parallel closely on the left (south). At one point a locked gate leads to a private dirt road that follows older 66 back to the east: to the west the ruts of older 66 are still visible on the south of the old RR banks.

PAVED ROAD ENDS (paved 66 would have continued on into I-40)

LEFT TURN onto dirt road to rejoin "Dirt 66."

0.3 miles -- old RR crossing and old 66 joining on the south (path visible back east 66 made a sharp bend here). Watch for high vegetation down the center of this north-south section (in season).

0.4 miles -- follow curve at dirt road junction to RIGHT.

0.7 Junction Hwy 70 -- TURN RIGHT one tenth of a mile, then:

NEXT LEFT from Hwy 70 onto Westbound dirt road.

0.3 JERICO. Old store and early tourist court on right, old foundation on the left.

JERICO TO GROOM

WEST on "Dirt 66" from Jericho

0.7 miles -- side road on left (to cemetery).

0.9 -- CROSSROAD: LEFT, then NEXT RIGHT (West).

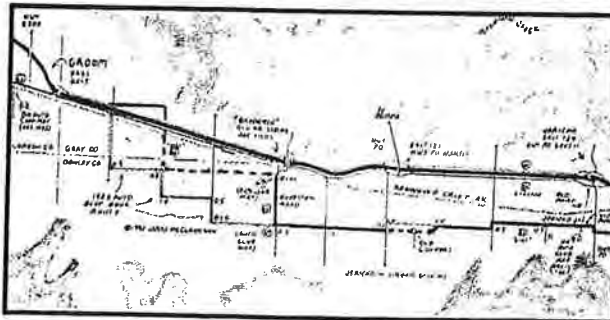
1.0 mile -- "Dirt 66" curved to the left (now a private driveway) FOLLOW NEWER DIRT ROAD straight west to rejoin 66 (old culvert visible on the left after 0.3 miles).

1.0 miles -- CROSSROAD: LEFT about 0.1 mile, then RIGHT on

old 66. CONTINUE WEST through next crossroad at 1.2 miles.

0.9 -- CROSSROAD: TURN RIGHT on Boydston Road.

Old 66 ran North here for about one mile and would have turned West before reaching the county line, then running parallel to the line for about two miles, turning north once past "Boydston" (now merely a name and a couple of old silos). Its path now broken by I-40, "Dirt 66" once connected with a dirt road on the north side of the freeway and then turned west towards Groom. Most of this is now on private property and obliterated, so to continue



on to Groom:

PROCEED NORTH on Boydston Road to the south I-40 frontage road (once paved 66) and turn left to Groom.

OR: Instead of turning right at Boydston Road (from the east/west dirt road), STRAIGHT AHEAD would follow the route indicated in the 1923 Automobile Blue Book Guide. I have not been able to determine if this route to Groom was in effect in 1926, or if the route south of the county line was the first official 66 in this section. This route does briefly touch the "Boydston" route after three miles of zig-zagging. Merely follow the route to the south frontage road just east of the East GROOM exit.

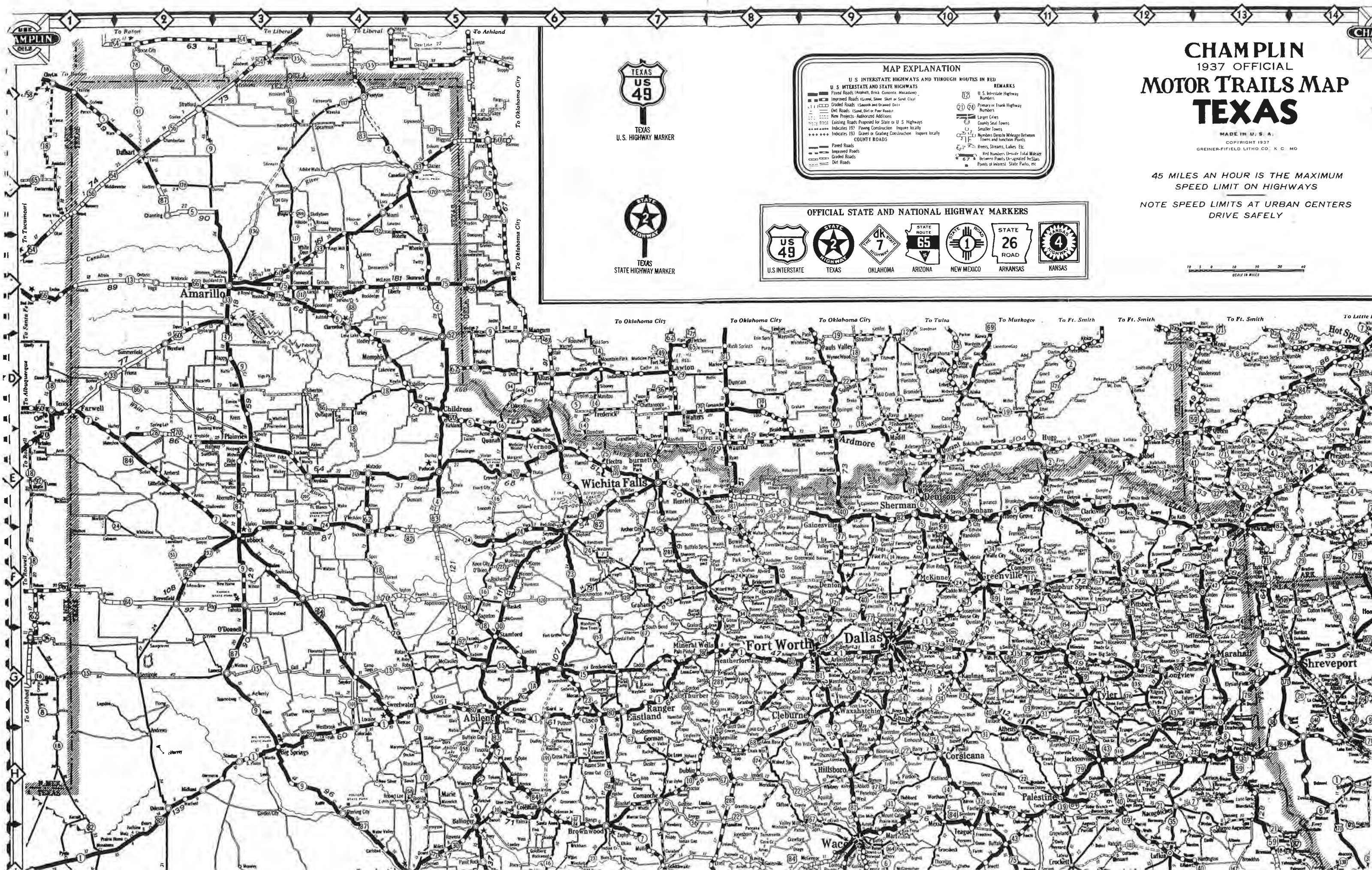
HERE IT IS!

ILLINOIS

Explore The Mother Road with the **FIRST Route 66 fold-out Map Series**. Individual state maps (Missouri and Kansas are combined) guide you with simple directions, and are generously illustrated with original Route 66 art by Jerry McClanahan. Text by Jim Ross includes information particular to each state, tips on recognizing and finding older alignments, and a brief history of the highway. Preorder before the May 1994 release date. \$3.95 per set, plus \$1.00 postage & handling.

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IF YOU HAVE MADE IT ALL THE WAY TO GROOM, **CONGRATULATIONS** FOR HAVING SURVIVED THE DREADED **Jericho Gap!!**



CHAMPLIN

1937 OFFICIAL

MOTOR TRAILS MAP

TEXAS

MADE IN U.S.A.
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45 MILES AN HOUR IS THE MAXIMUM
SPEED LIMIT ON HIGHWAYS

NOTE SPEED LIMITS AT URBAN CENTERS
DRIVE SAFELY



TEXAS
U.S. HIGHWAY MARKER



TEXAS
STATE HIGHWAY MARKER

MAP EXPLANATION

U.S. INTERSTATE AND STATE HIGHWAYS	REMARKS
— Paved Roads (Asphalt, Brick, Concrete, Macadam)	U.S. Interstate Highway Numbers
— Improved Roads (Gravel, Stone, Shell or Sand Clay)	Primary or Trunk Highway Numbers
— Graded Roads (Smooth and Graded Dirt)	County Seat Towns
— Dirt Roads (Sand, Dirt or Poor Roads)	Smaller Towns
— New Projects—Authorized Additions	Numbers Denote Mileage Between Towns and Junction Points
— Existing Roads Proposed for State or U.S. Highways	Rivers, Streams, Lakes, Etc.
— Indicates 1937 Paving Construction Inquire Locally	Wind Numbers—Denote Total Mileage Between Points, Ungraded by State
— Indicates 1937 Gravel or Grading Construction Inquire Locally	Points of Interest, State Parks, Etc.
COUNTY ROADS	
— Paved Roads	
— Improved Roads	
— Graded Roads	
— Dirt Roads	

OFFICIAL STATE AND NATIONAL HIGHWAY MARKERS

U.S. INTERSTATE	TEXAS	OKLAHOMA	ARIZONA	NEW MEXICO	ARKANSAS	KANSAS
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CHAMPLIN

1937 OFFICIAL MOTOR TRAILS MAP

UNITED STATES

MAP EXPLANATION
NOTE: MAIN THROUGH ROUTES ARE SHOWN IN RED

U. S. INTERSTATE AND STATE HIGHWAYS

- Paved Roads (Asphalt, Brick, Concrete, Macadam)
- Improved Roads (Gravel, Stone, Shell or Sand Clay)
- Graded Roads (Smooth and Dressed Earth)
- Dirt Roads (Sand, Earth and Poor Roads)

71 National Parks
60 National Monuments
(Numerals Refer to Alphabetical List)

REMARKS

- U. S. Interstate Highway Numbers
- Provincial Highway Numbers
- Population of Cities—1930 Census
 - 0 to 10,000
 - 10,000 to 50,000
 - 50,000 to 100,000
 - 100,000 Over
- State and Provincial Capitals

Time Zone Boundary



MADE IN U. S. A.
SCALE IN MILES
0 25 50 75 100 125 150 175 200



NATIONAL PARKS AND MONUMENTS

No. on Map	NAME	LOCATION	No. on Map	NAME	LOCATION
1	Abraham Lincoln	Kentucky	30	Badlands (prop.)	South Dakota
2	Acadia	Maine	31	Bandelier	New Mexico
3	Adirondack Park	New York	32	Big Hole Battlefield	Montana
4	Alcatraz	California	33	Black Canyon of the Gunnison	Colorado
5	Arches	Utah	34	California Monument	California
6	Aspen	Colorado	35	Canyon de Chelly	Arizona
7	Bandelier	New Mexico	36	Capitol Hill	Washington
8	Bandelier	New Mexico	37	Capitol Reef	Utah
9	Bandelier	New Mexico	38	Castle Pinckney	South Carolina
10	Bandelier	New Mexico	39	Castle Pinckney	South Carolina
11	Bandelier	New Mexico	40	Castle Pinckney	South Carolina
12	Bandelier	New Mexico	41	Castle Pinckney	South Carolina
13	Bandelier	New Mexico	42	Castle Pinckney	South Carolina
14	Bandelier	New Mexico	43	Castle Pinckney	South Carolina
15	Bandelier	New Mexico	44	Castle Pinckney	South Carolina
16	Bandelier	New Mexico	45	Castle Pinckney	South Carolina
17	Bandelier	New Mexico	46	Castle Pinckney	South Carolina
18	Bandelier	New Mexico	47	Castle Pinckney	South Carolina
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25	Bandelier	New Mexico	54	Castle Pinckney	South Carolina
26	Bandelier	New Mexico	55	Castle Pinckney	South Carolina
27	Bandelier	New Mexico	56	Castle Pinckney	South Carolina

NATIONAL MILITARY PARKS

No. on Map	NAME	LOCATION	No. on Map	NAME	LOCATION
1	Abraham Lincoln	Kentucky	30	Badlands (prop.)	South Dakota
2	Acadia	Maine	31	Bandelier	New Mexico
3	Adirondack Park	New York	32	Big Hole Battlefield	Montana
4	Alcatraz	California	33	Black Canyon of the Gunnison	Colorado
5	Arches	Utah	34	California Monument	California
6	Aspen	Colorado	35	Canyon de Chelly	Arizona
7	Bandelier	New Mexico	36	Capitol Hill	Washington
8	Bandelier	New Mexico	37	Capitol Reef	Utah
9	Bandelier	New Mexico	38	Castle Pinckney	South Carolina
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22	Bandelier	New Mexico	51	Castle Pinckney	South Carolina
23	Bandelier	New Mexico	52	Castle Pinckney	South Carolina
24	Bandelier	New Mexico	53	Castle Pinckney	South Carolina
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26	Bandelier	New Mexico	55	Castle Pinckney	South Carolina
27	Bandelier	New Mexico	56	Castle Pinckney	South Carolina

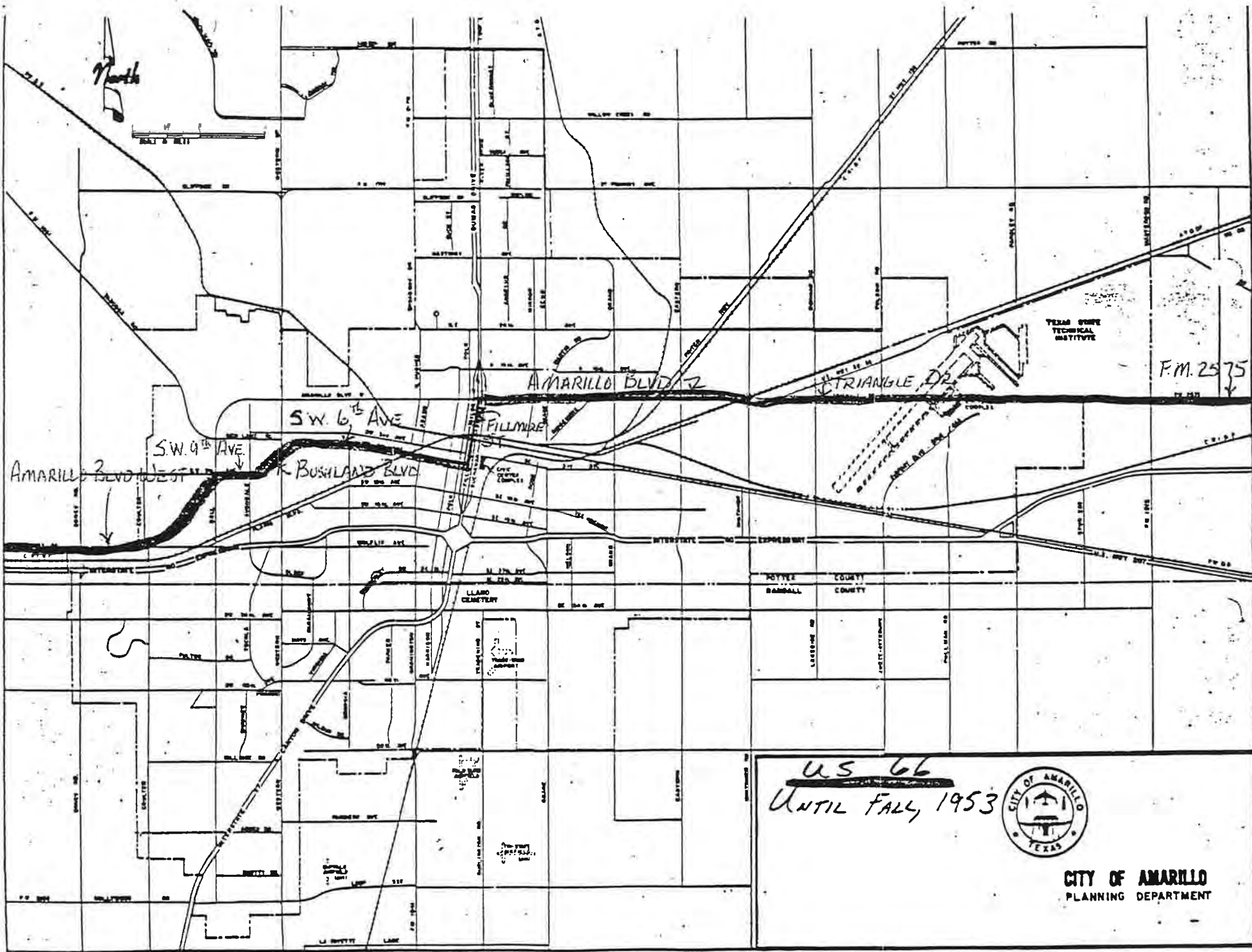
BATTLEFIELD SITES

No. on Map	NAME	LOCATION	No. on Map	NAME	LOCATION
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2	Acadia	Maine	31	Bandelier	New Mexico
3	Adirondack Park	New York	32	Big Hole Battlefield	Montana
4	Alcatraz	California	33	Black Canyon of the Gunnison	Colorado
5	Arches	Utah	34	California Monument	California
6	Aspen	Colorado	35	Canyon de Chelly	Arizona
7	Bandelier	New Mexico	36	Capitol Hill	Washington
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25	Bandelier	New Mexico	54	Castle Pinckney	South Carolina
26	Bandelier	New Mexico	55	Castle Pinckney	South Carolina
27	Bandelier	New Mexico	56	Castle Pinckney	South Carolina

NATIONAL MEMORIALS

No. on Map	NAME	LOCATION	No. on Map	NAME	LOCATION
1	Abraham Lincoln	Kentucky	30	Badlands (prop.)	South Dakota
2	Acadia	Maine	31	Bandelier	New Mexico
3	Adirondack Park	New York	32	Big Hole Battlefield	Montana
4	Alcatraz	California	33	Black Canyon of the Gunnison	Colorado
5	Arches	Utah	34	California Monument	California
6	Aspen	Colorado	35	Canyon de Chelly	Arizona
7	Bandelier	New Mexico	36	Capitol Hill	Washington
8	Bandelier	New Mexico	37	Capitol Reef	Utah
9	Bandelier	New Mexico	38	Castle Pinckney	South Carolina
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13	Bandelier	New Mexico	42	Castle Pinckney	South Carolina
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17	Bandelier	New Mexico	46	Castle Pinckney	South Carolina
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21	Bandelier	New Mexico	50	Castle Pinckney	South Carolina
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25	Bandelier	New Mexico	54	Castle Pinckney	South Carolina
26	Bandelier	New Mexico	55	Castle Pinckney	South Carolina
27	Bandelier	New Mexico	56	Castle Pinckney	South Carolina





North

Scale 0 to 1/2 mile

TEXAS STATE
TECHNICAL
INSTITUTE

F.M. 2575

SW 6th Ave

SW 9th Ave

Amarillo Blvd West

R Bushland Blvd

AMARILLO BLVD

TRIANGLE DR

FILLMORE ST

LAND CENTER

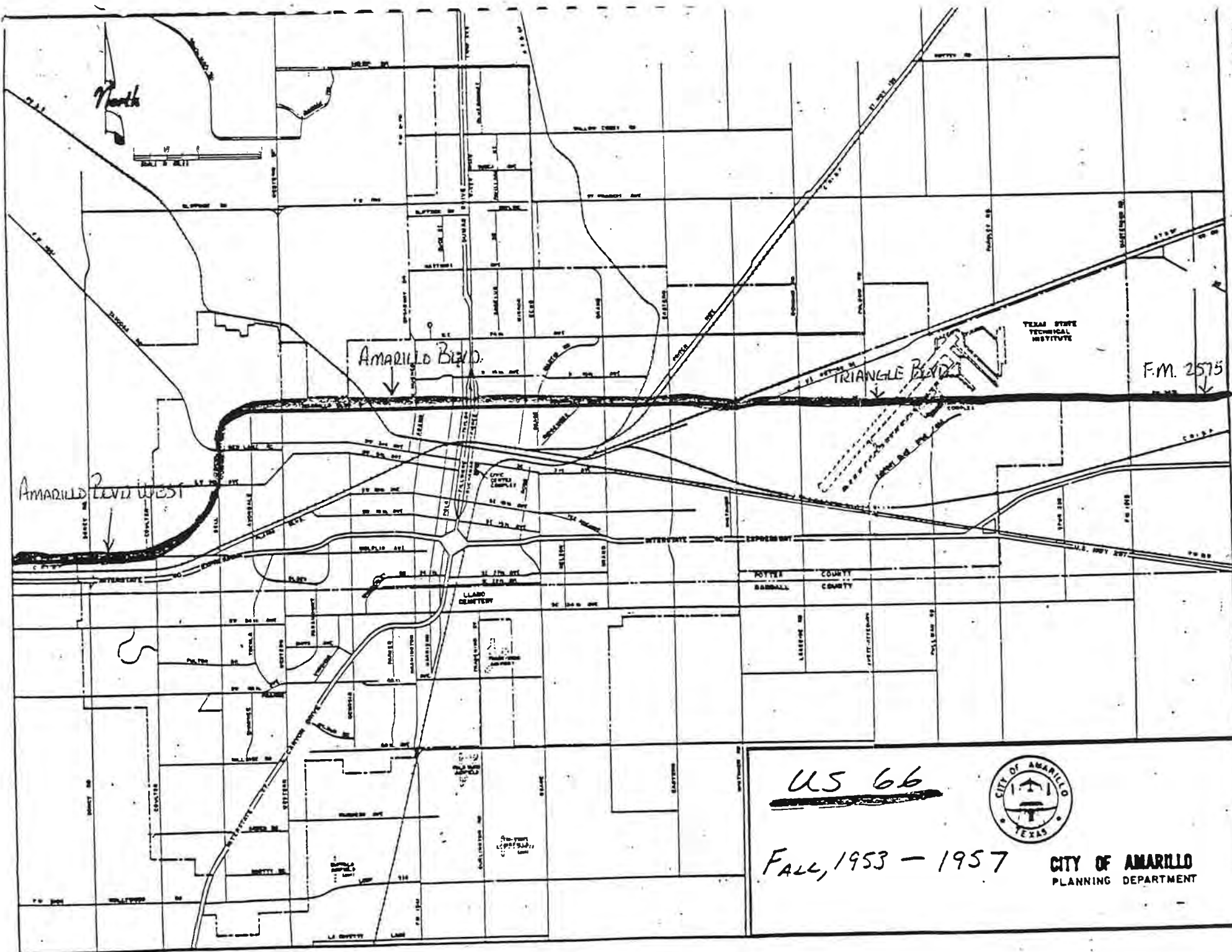
POTTER COUNTY

RANDALL COUNTY

US 66
UNTIL FALL, 1953



CITY OF AMARILLO
PLANNING DEPARTMENT

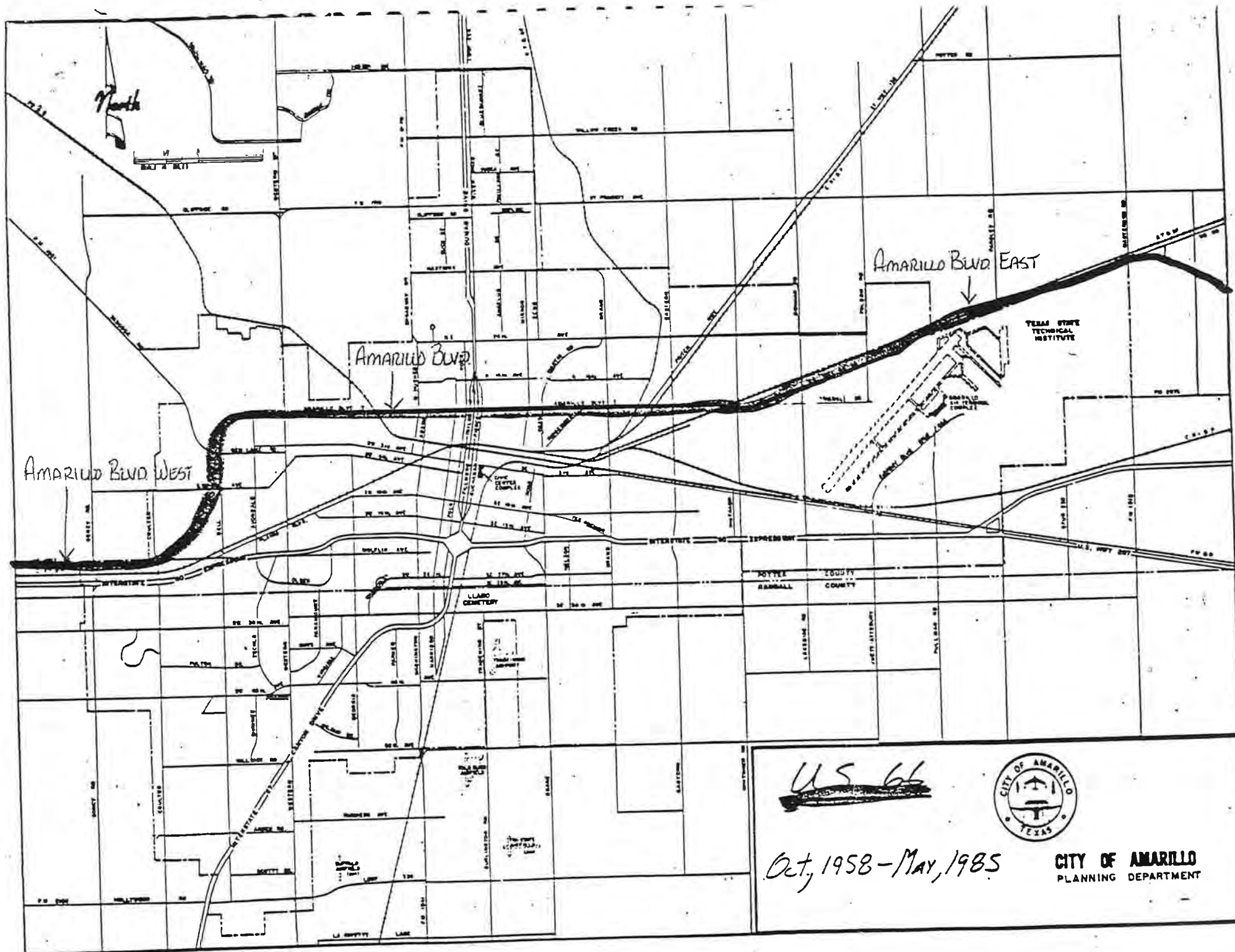


U.S. 66

Fall, 1953 - 1957



CITY OF AMARILLO
PLANNING DEPARTMENT



North



Amarillo Blvd

Amarillo Blvd West

Amarillo Blvd East

TEXAS STATE
TECHNICAL
INSTITUTE

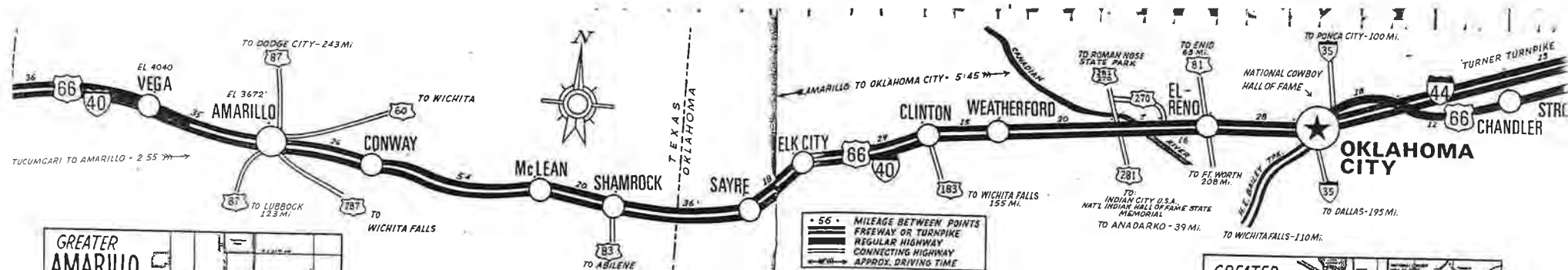
LLANO
CEMETERY

U.S. 66



Oct, 1958 - May, 1985

CITY OF AMARILLO
PLANNING DEPARTMENT



TEXAS

The Lone Star State

● Mountain time changes to Central time at GLEN RIO, situated in the grassy hollow of a small creek on the New Mexico-Texas border.

● **VEGA**—a typical Western cowtown with a grain elevator and cattle shipping pens. Right from Vega on a dirt road lies the queen of Texas Ghost Towns—**OLD TASCOSA**. Tascosa was in its heyday about 1870. It offered the cowboys and buffalo hunters respite from the rigors of their frontier life on the plains. Isolated from the restraints of civilization, its Boot Hill is well filled with evidence of those who died with their "boots on." Life in Tascosa gradually faded, and today there remains only the rock courthouse and a few crumbling structures.

This area through which U. S. 66 winds is called the **TEXAS PANHANDLE**, a region of endless prairies or gently rolling hills. The State of Texas once thought so little of the Panhandle's future worth that it exchanged 10 Panhandle counties to pay for building the state capitol at Austin. The early roads of the Panhandle were marked by furrows, plowed into the prairie soil. So scarce was timber that the lone giant cottonwood tree standing in a pasture north of Amarillo was known to every range rider in the Panhandle.

● **AMARILLO**, the largest city in the Panhandle, grew from a collection of hide huts on a bare prairie to a modern city in 50 years. Capital of the oil and gas industry of this region, its pipelines extend from adjacent fields as far as the East Coast. One of the largest helium plants in the world is located nearby. Visitors will be interested in the huge cattle auction ring where auctions are held each Monday and Wednesday.

Mother-In-Law Day originated in Amarillo. It is an annual event including parades and prizes for the Youngest, the Oldest, and the "Mostest" Mother-in-Law.

Twenty-nine miles south of Amarillo is the **PALO DURO CANYON STATE PARK**. Many of the canyon's most beautiful views are seen by horseback. There are 50 miles of bridle paths and hiking trails are plentiful. The park contains about 16,000 acres, and four geologic ages are represented in the strata exposed by erosion.

● **SHAMROCK** is in the eastern part of the Panhandle gas field, one of the largest known gas reservoirs in the world. Shamrock also has several gasoline extraction plants.

OKLAHOMA

The Sooner State

● **TEXOLA**, on the Texas-Oklahoma border, combines syllables from the two state names to form its own. On the west edge of town, a historical marker calls attention to the fact that this region—The Land of Greer—was in land claims of 14 different governments from 1629 down to the present.

● Highway 66 continues through a rolling and hilly region with deep red soil. **ELK CITY** is noted for its Sandstone Creek Project, the nation's first and largest attempt at scientific upstream flood control. The project has received nationwide acclaim as the most effective way, not only to halt flooding, but also to conserve irreplaceable soil.

Discovery of the Elk City Pool in 1947 has brought considerable growth to the city. Nearly 27,000,000 barrels of oil were produced during the field's first six years.

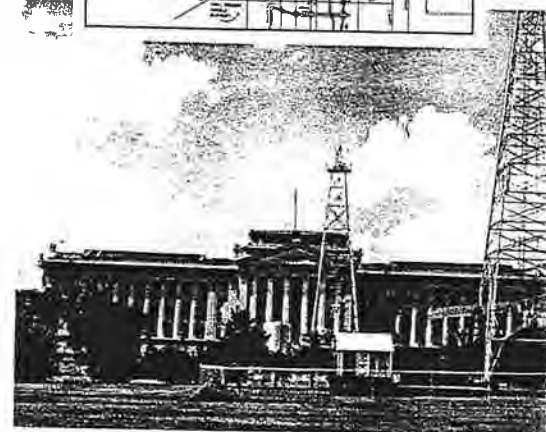
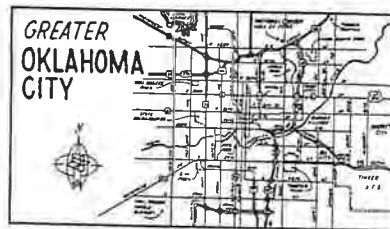
● Built on a bend of the Washita River, **CLINTON** is a shipping center for the surrounding cotton, wheat and cattle industry. Here, also, is the Western Oklahoma Tuberculosis Sanatorium and Clinton-Sherman Air Force Base, where intercontinental bomber units of the Strategic Air Command are based.

The Lake Clinton Dam and Waterworks is a 335-acre body of clear water noted for its fine game fishing. Clinton maintains a landscaped park around the lake and a campground below the dam.

● **WEATHERFORD**, situated in the center of a fertile farming area, was founded in 1893. At the northern edge of town is the Southwestern State College. The Clinton Indian Hospital, an institution opened by the Federal Government in 1933 to care for the sick among the Indian population, is nearby. And just beyond is Mohonk Lodge, where a practical and successful experiment in preserving the distinctive Indian arts and crafts of the Cheyennes and Arapahoes is being carried on.

About 25 miles north of the junction of U. S. 66 and State 8 is **Roman Nose State Park**, named for Chief Roman Nose of the Cheyenne Indians. Boeher Lake is well stocked with bass, crappie, trout, redear bluegill and catfish. Facilities include a swimming pool, golf course, horseback riding, trailer park and a new ultra modern air-conditioned lodge.

Just 39 miles south of the junction of U. S. Highways 66 and 281 at Anadarko, you are suddenly in the Indian Capital of the World. Here you can visit the National



OKLAHOMA STATE CAPITOL — OKLAHOMA CITY



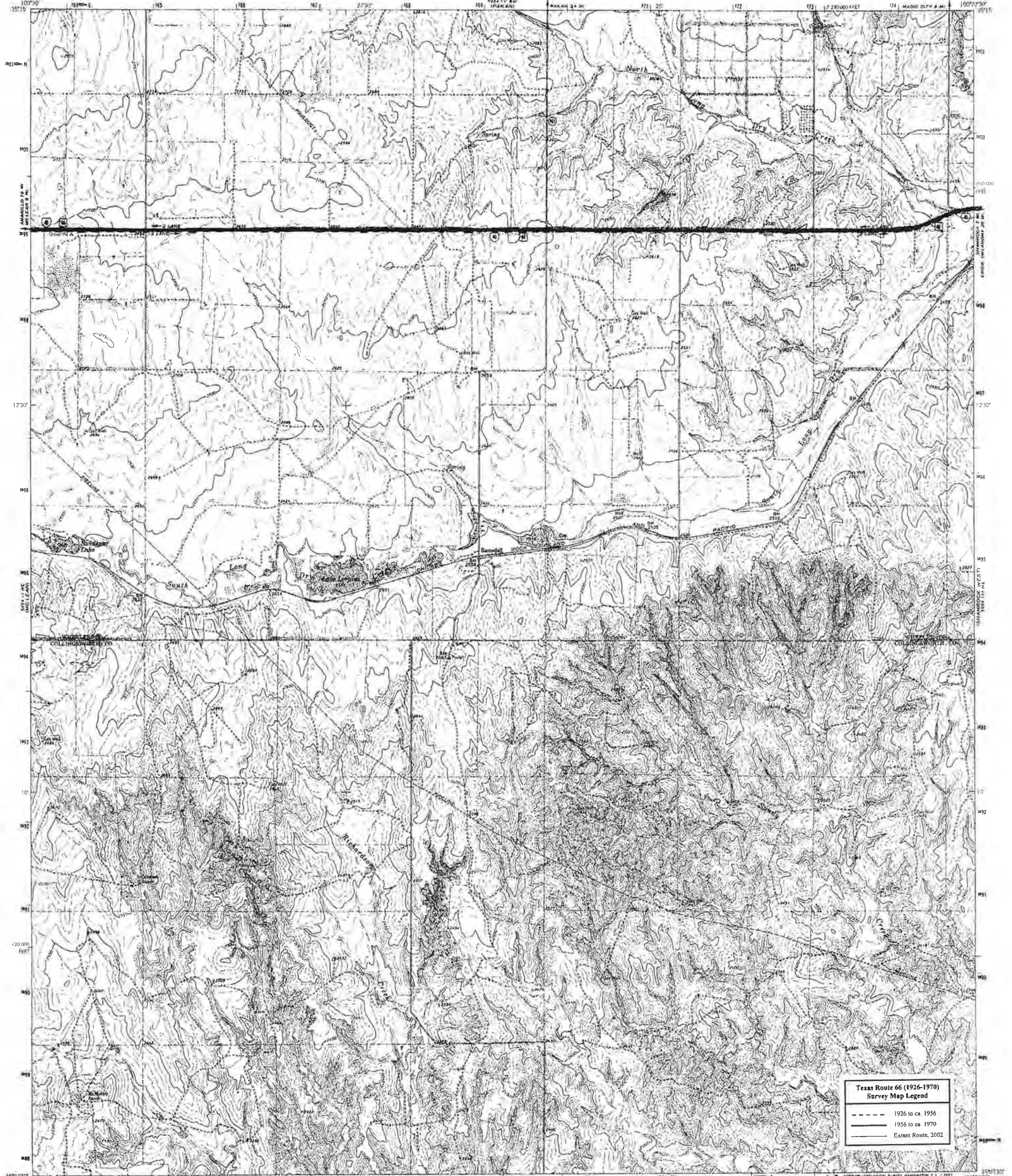
PARK AVENUE — OKLAHOMA CITY

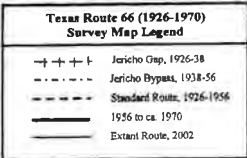


PALO DURO CANYON — NEAR AMARILLO, TEXAS



COWBOYS IN TEXAS





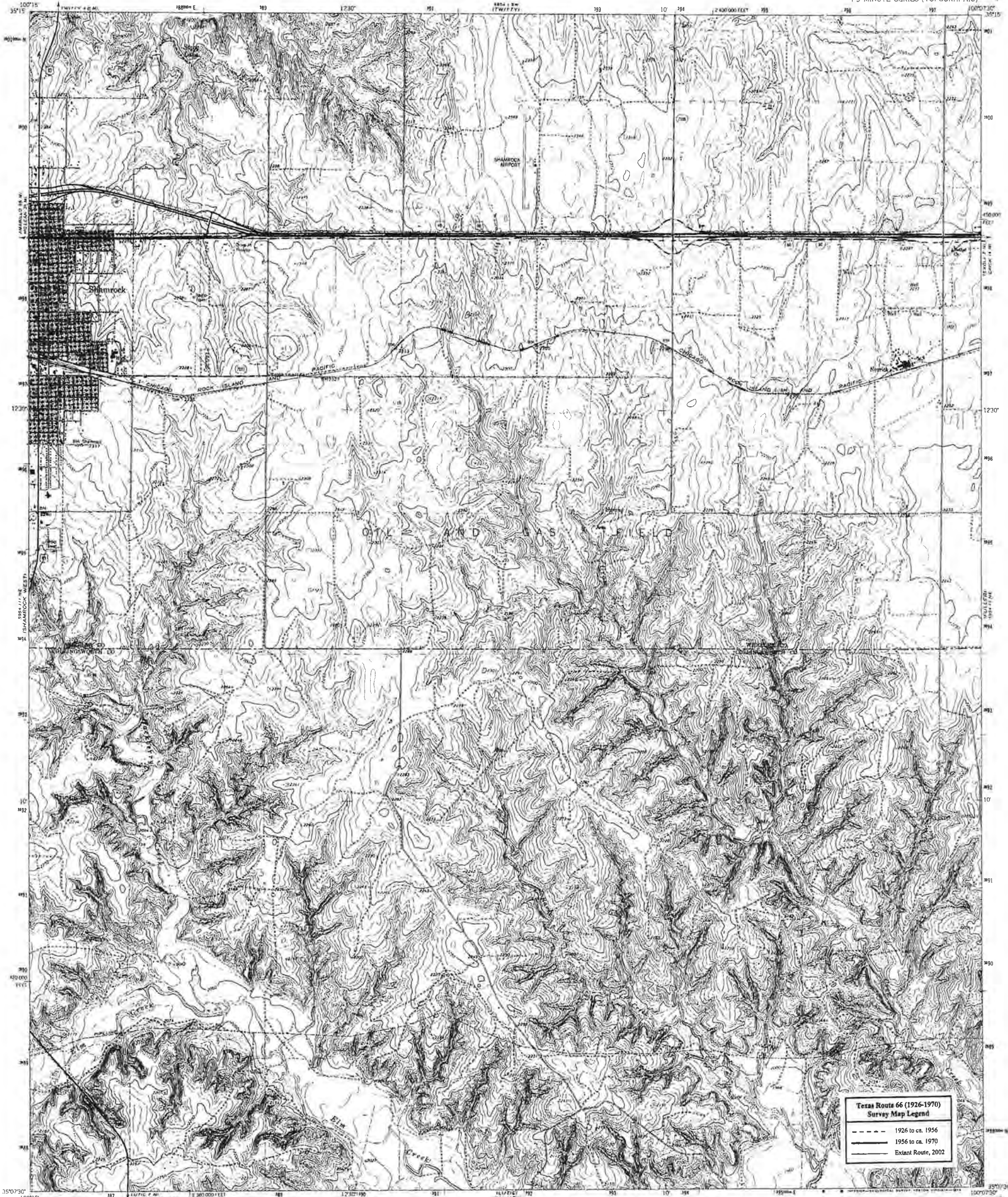
UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

QUADRANGLE LOCATION

MC LEAN, TEX

3500-214

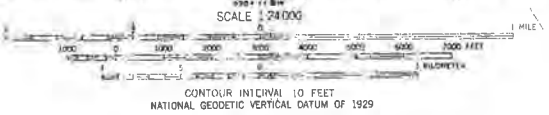
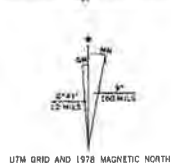
1963
PHOTOREVISED 1978
AMS 5854 II NE-SERIES VTS: Murray Map 5



Texas Route 66 (1926-1970)
Survey Map Legend

--- 1926 to ca. 1956
--- 1956 to ca. 1970
--- Extant Route, 2002

Mapped, edited, and published by the Geological Survey
Control by USGS and USCGS
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1963
Polyconic projection 1927 North American datum
10' 000 foot grid based on Texas coordinate system north zone
1000 meter Universal Transverse Mercator grid ticks,
shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines
Revisions shown in purple compiled from aerial photographs
taken 1976 and other source data. This information not
field checked. Map edited 1978



ROAD CLASSIFICATION

Primary highway, all weather hard surface
Secondary highway, all weather hard surface
Light-duty road, all weather improved surface
Unimproved road, fair or dry weather
Interstate Route
U.S. Route
State Route

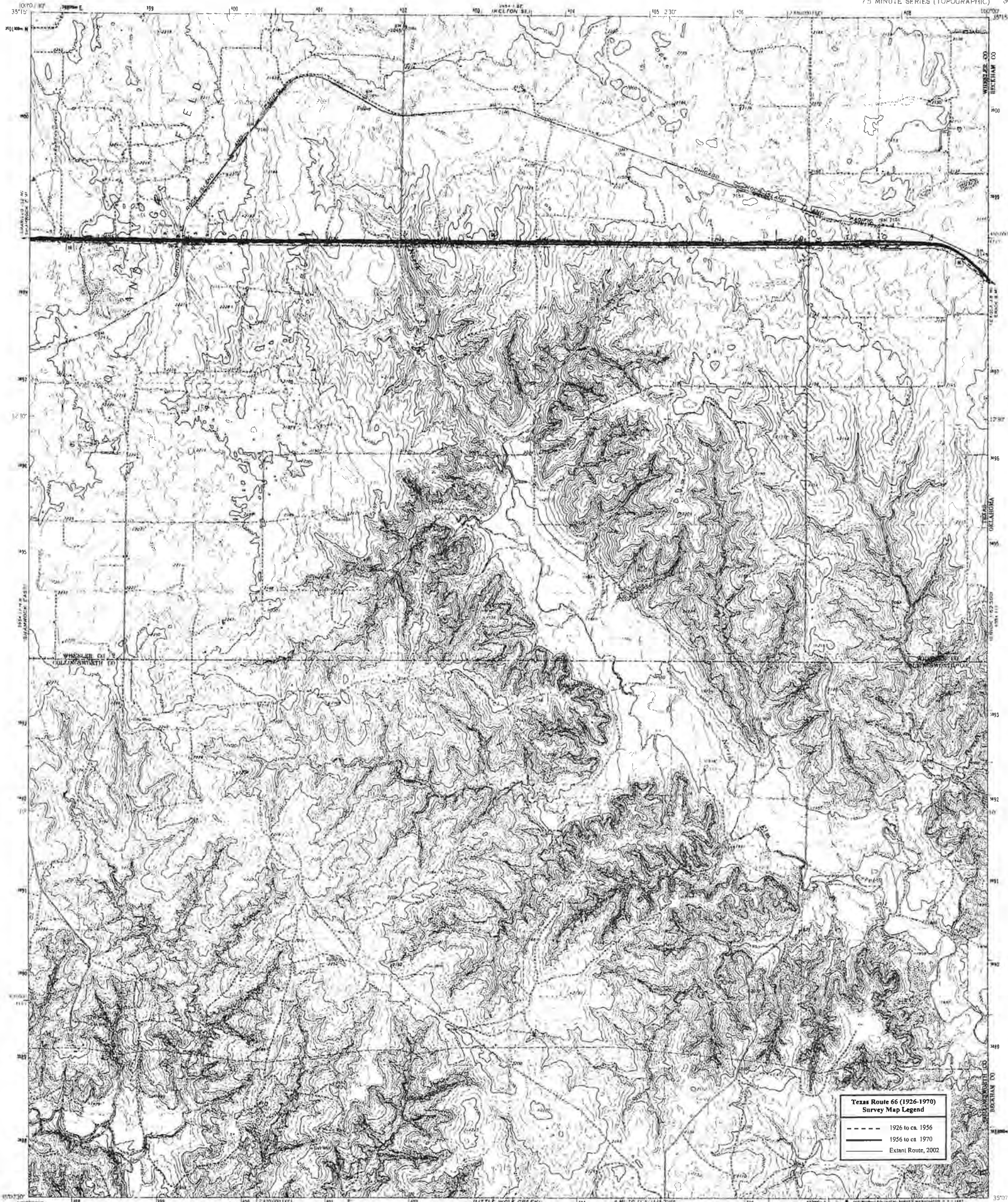


THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3500-113

SHAMROCK EAST, TEX
N3507 5-W10007 5/7.5
1963
PHOTOREVISED 1978
AMC 5004 II NW SERIES 2004

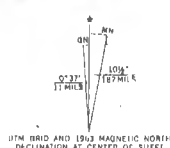
Shamrock Map 8



**Texas Route 66 (1926-1970)
Survey Map Legend**

- 1926 to ca. 1956
- 1956 to ca. 1970
- Existing Route, 2002

Mapped, edited, and published by the Geological Survey
Control by USGS, USGACS and US Boundary Commission
Topography by photogrammetric methods from aerial
photographs taken 1962; field checked 1963
Projection: 1927 North American datum
10 000 foot grid based on Texas coordinate system; north zone
1000 meter Universal Transverse Mercator grid ticks
zone 14 shown in blue
Fine red dashed lines indicate selected fence lines



SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

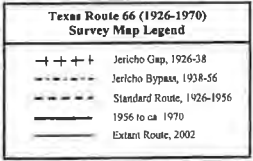


ROAD CLASSIFICATION

- Heavy duty ———
- Light duty ———
- Unimproved dirt ———
- U.S. Route ———

FULLER TEX
N3607 5-W10000/7 4
1963
AMS 0854 11 N5, SERIES V262 Survey Map 1

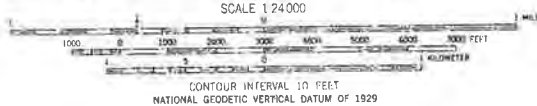
3500-1147



37 meters east as shown by dashed corner ticks

Map photoinspected 1976

No major culture or drainage changes observed






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3500-213

ROAD CLASSIFICATION

Heavy duty		Light duty	
Medium duty		Unimproved dirt	

 Interstate Route  U.S. Route  State Route

ALAN REED, TEX

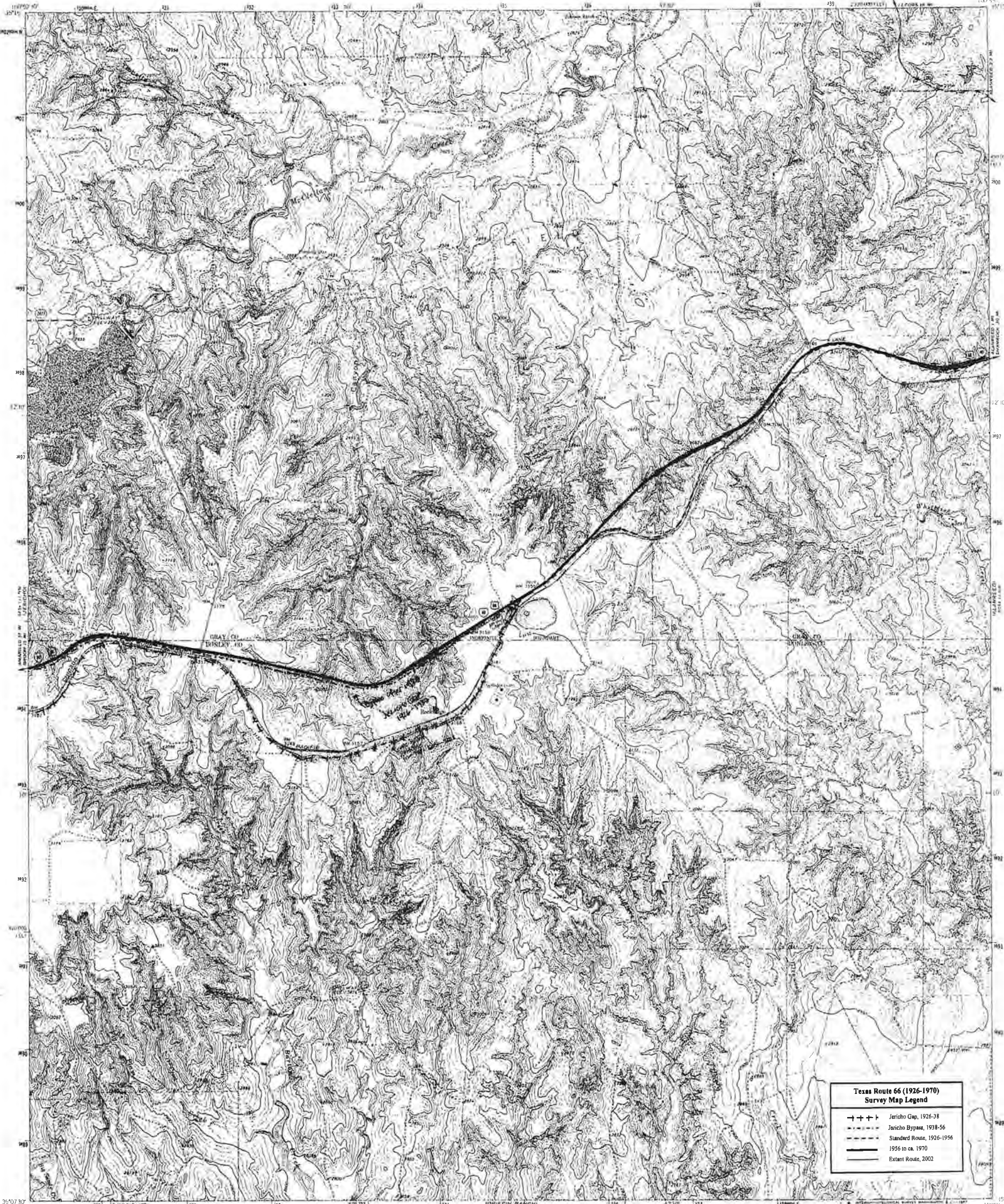
35100-B6-TF-024

1963

PHOTOINSPECTED 1976
DMA 3024 II NF-SERIES V80

Survey Map 6

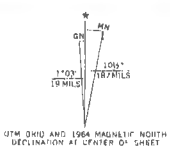




**Texas Route 66 (1926-1970)
Survey Map Legend**

- + + + → Jaricho Gap, 1926-38
- + + + → Jaricho Bypass, 1938-56
- Standard Route, 1926-1956
- 1956 to ca. 1970
- Extant Route, 2002

Mapped, edited, and published by the Geological Survey
Control by USGS and USCGS
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1964.
Polyconic projection. 1927 North American datum.
10 000 foot grid based on Texas coordinate system, north zone.
1000 meter Universal Transverse Mercator grid ticks
zone 14 shown in blue.
Pink red dashed lines indicate selected fence lines.



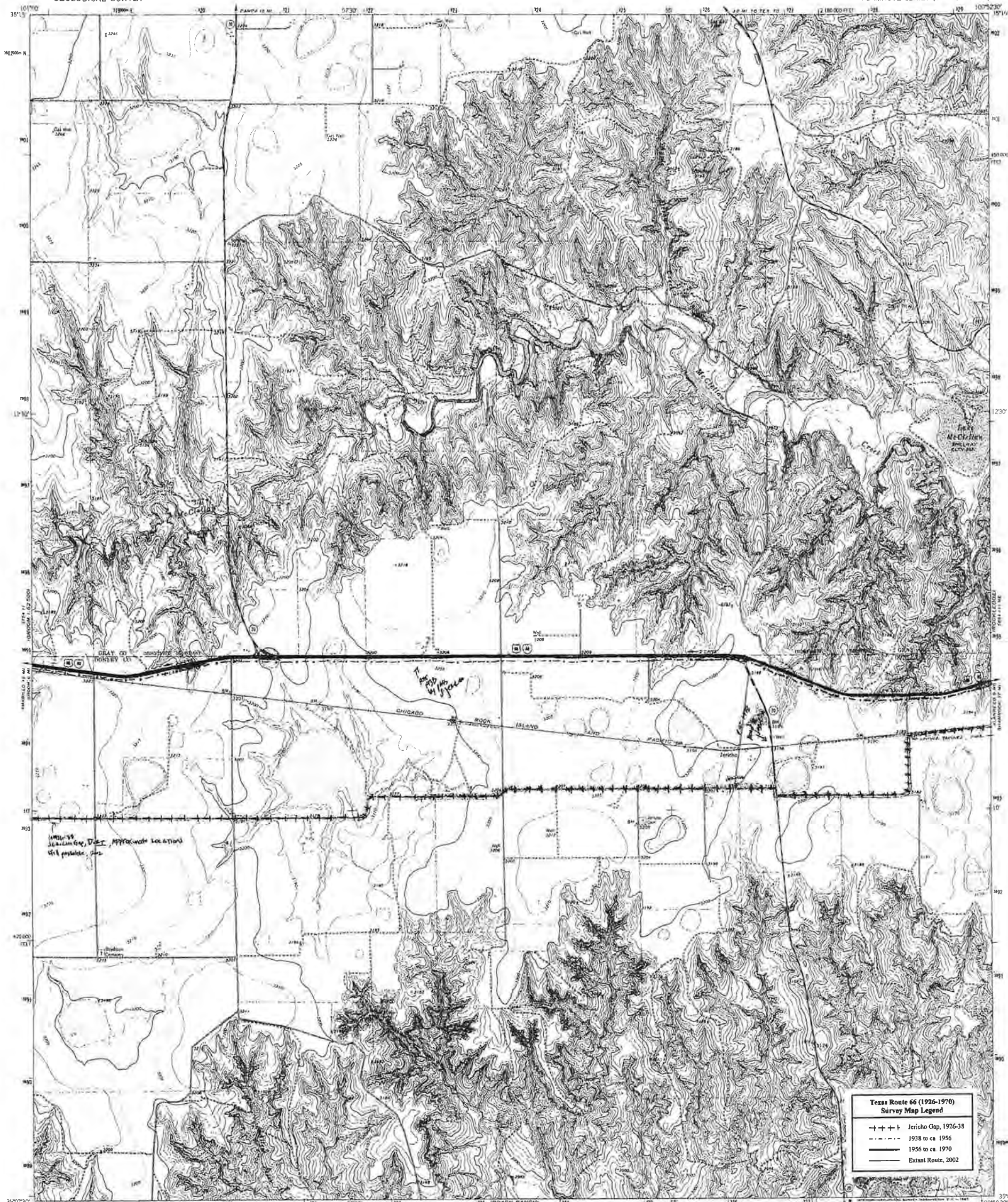
SCALE 1:24 000
CONTOUR INTERVAL 10 FEET
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
A SOURCE DESCRIBING TOPOGRAPHIC MAPS AND EVIDENCE IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

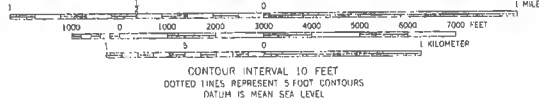
- Heavy duty
- Medium duty
- Light duty
- Unimproved dirt
- Interstate Route
- U.S. Route
- State Route

QUADRANGLE LOCATION

ROCKLEDGE, TEX
N3507.5 W10015.1
1964



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1962. Field checked 1964.
Polyconic projection. 1927 North American datum.
10,000-foot grid based on Texas coordinate system. North zone.
1000-meter Universal Transverse Mercator grid ticks.
zone 14 shown in blue.
Fine red dashed lines indicate selected fence lines.



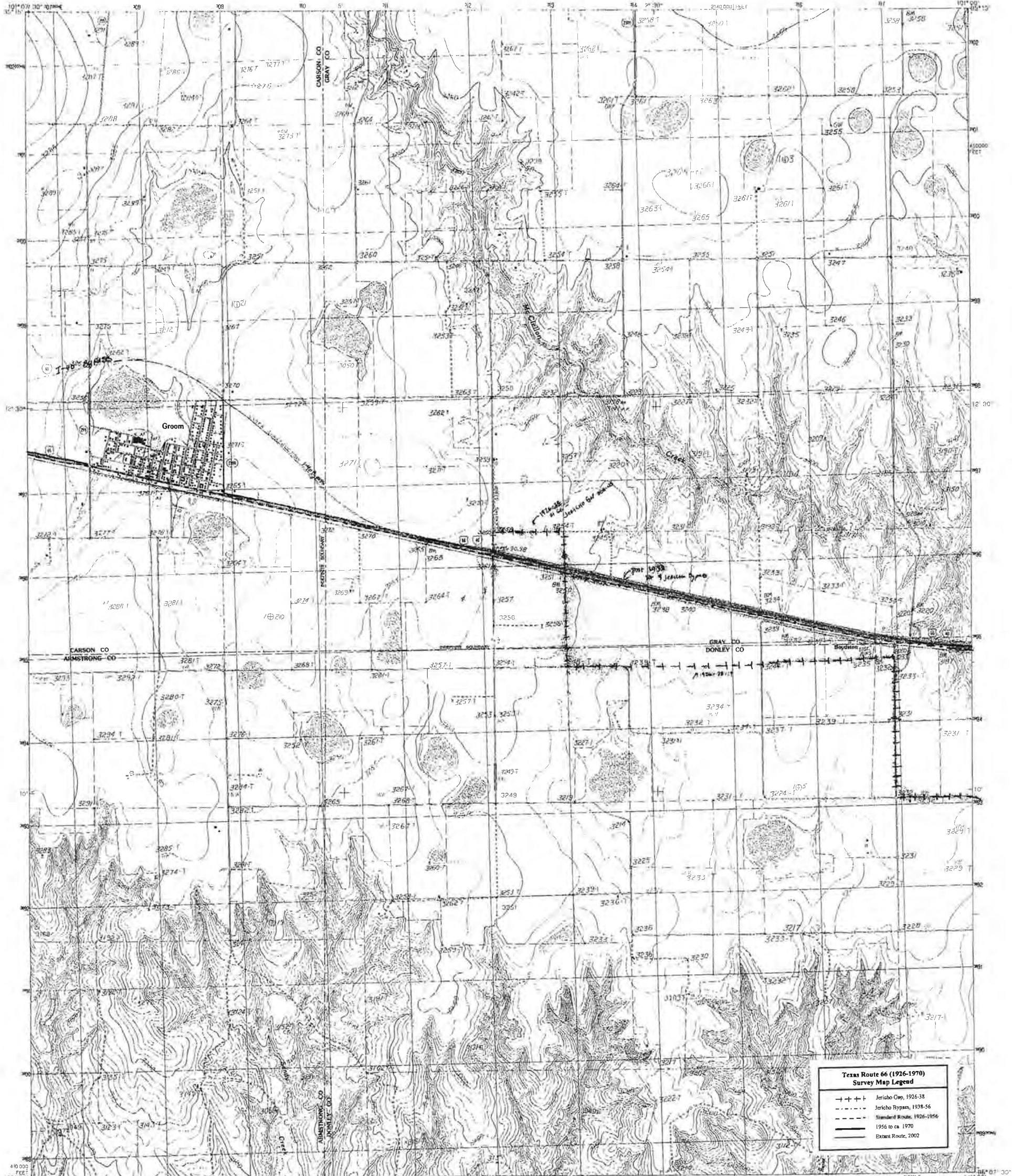
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DENVER, COLORADO 80226, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy duty - Light duty
Medium duty - Unimproved dirt
Interstate Route U.S. Route State Route

JERICHO, TEX
N3507 5-W10052 5/7 5
1964
AMG 5854 111 NW-SERIES V482
Survey Map 8

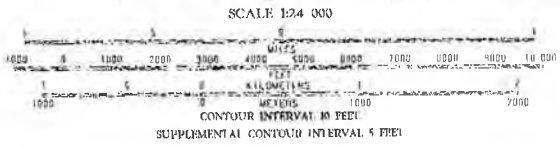
3500-223



**Texas Route 66 (1926-1970)
Survey Map Legend**

- Jericho Gap, 1926-38
- Jericho Bypass, 1938-56
- Standard Route, 1926-1956
- 1956 to ca. 1970
- Extent Route, 2002

PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check.



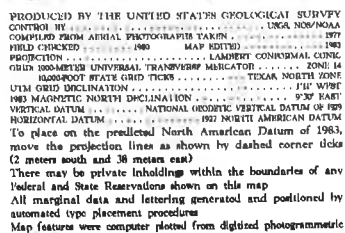
ROAD LEGEND

- Improved Road
- Unimproved Road
- Trail
- Interstate Route
- U.S. Route
- State Route

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OR RESTON, VIRGINIA 22091

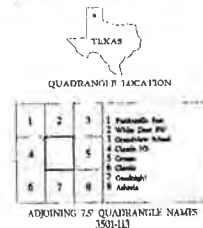
GROOM, TEXAS
PROVISIONAL EDITION 1983

3301-B1-1F324 Survey Map 9



PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check. 2

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225
OR RESTON, VIRGINIA 22092



**Texas Route 66 (1926-1970)
Survey Map Legend**

---	1926 to ca. 1956
—	1956 to ca. 1970
—	Extant Route, 2002

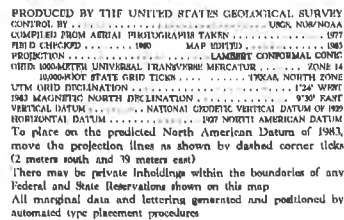
ROAD LEGEND

Improved Road
Unimproved Road
Trail
○ Interstate Route □ U.S. Route ○ State Route

LARK, TEXAS
PROVISIONAL EDITION 1983

35101-B2-77-024

Survey Map 10



PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check.

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225
OR RISTON, VIRGINIA 22092






QUADRANGLE LOCATION

1	2	3	Stevensville Road
4		5	Parkside West
			Parkside East
			Windsor
			Classic NB
			Teleview
6	7	8	Classic SW
			Circle

A) JOINTING 7.5' QUADRANGLE: NAMES
3501-123

ROAD LEGEND

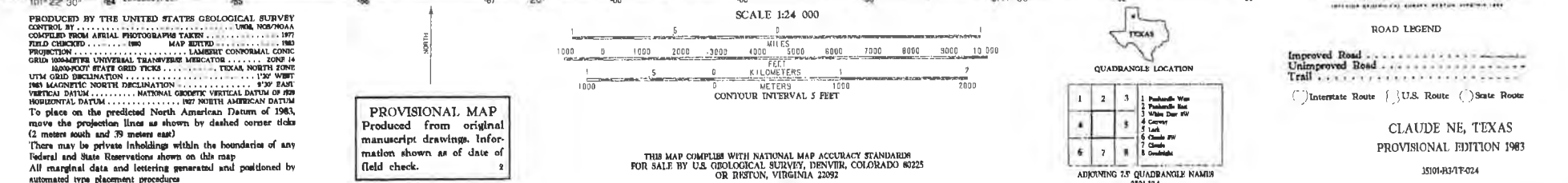
Improved Road . .	1.00
Unimproved Road .	0.50
Trail	0.25

 Interstate Route  U.S. Route  State Route

CONWAY, TEXAS
PROVISIONAL EDITION 1983

35101-B4-TT-024

Survey Map 11



PROVISIONAL MAP
Produced from original
manuscript drawings. Infor-
mation shown as of date of
field check. 2

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225
OR RESTON, VIRGINIA 22092

Texas Route 66 (1926-1970) Survey Map Legend	
-----	1926 to ca. 1956
=====	1956 to ca. 1970
—————	Extant Route, 2002

ROAD LEGEND

Improved Road
Unimproved Road
Trail

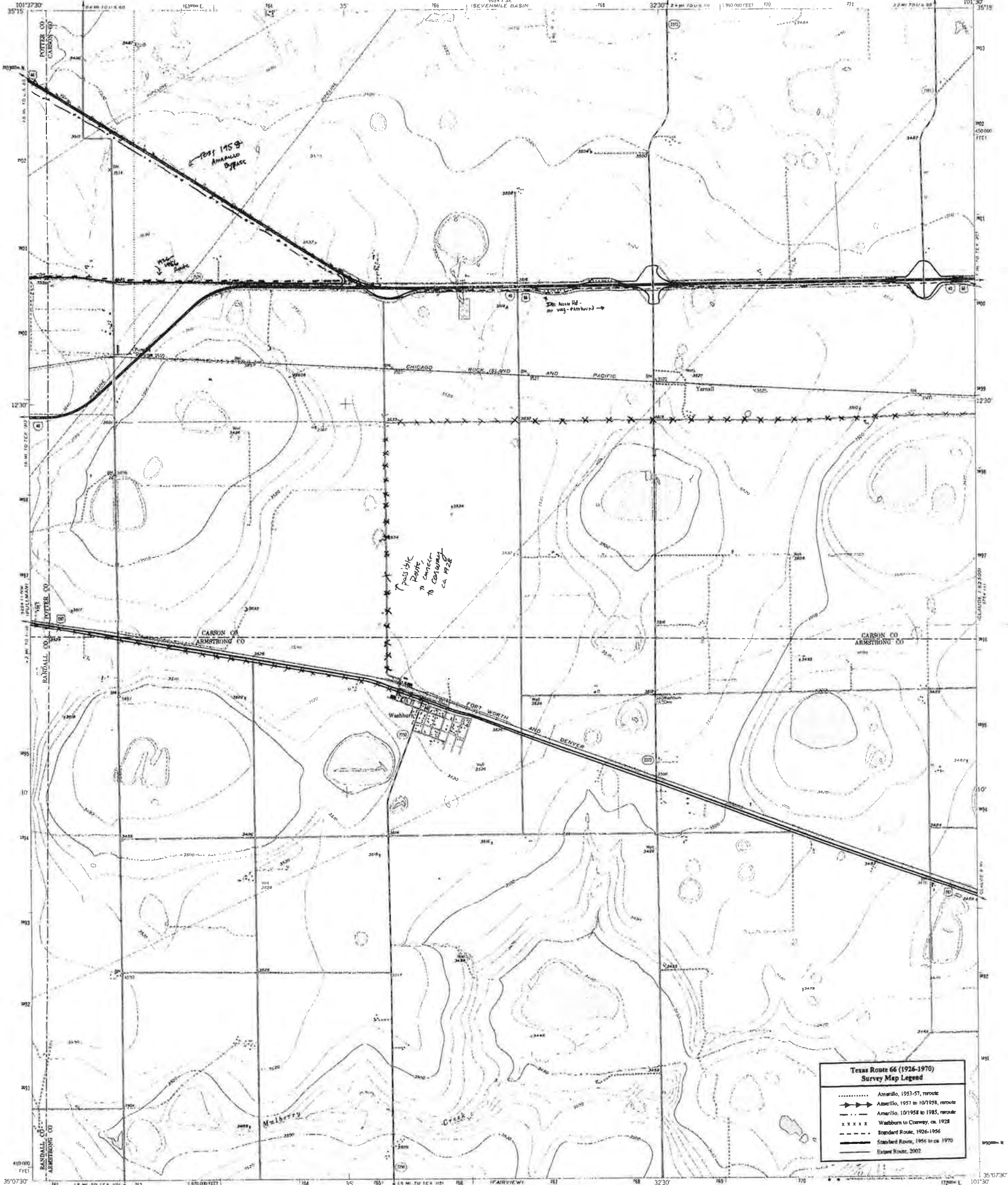
() Interstate Route { } U.S. Route () State Route

CLAUDE NE, TEXAS
PROVISIONAL EDITION 1983

15101-B3-7F-024

Survey Map 12

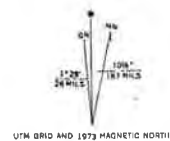
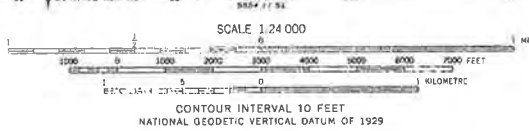
Survey Map 12



Texas Route 66 (1926-1970) Survey Map Legend	
.....	Amarillo, 1953-57, reroute
→→→→→	Amarillo, 1957 to 10/1958, reroute
.....	Amarillo, 10/1958 to 1965, reroute
x x x x x	Washburn to Conway, ca. 1928
-----	Standard Route, 1926-1956
=====	Standard Route, 1956 to ca. 1970
=====	Extend Route, 2002

ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
○ Interstate Route	□ U.S. Route
	○ State Route

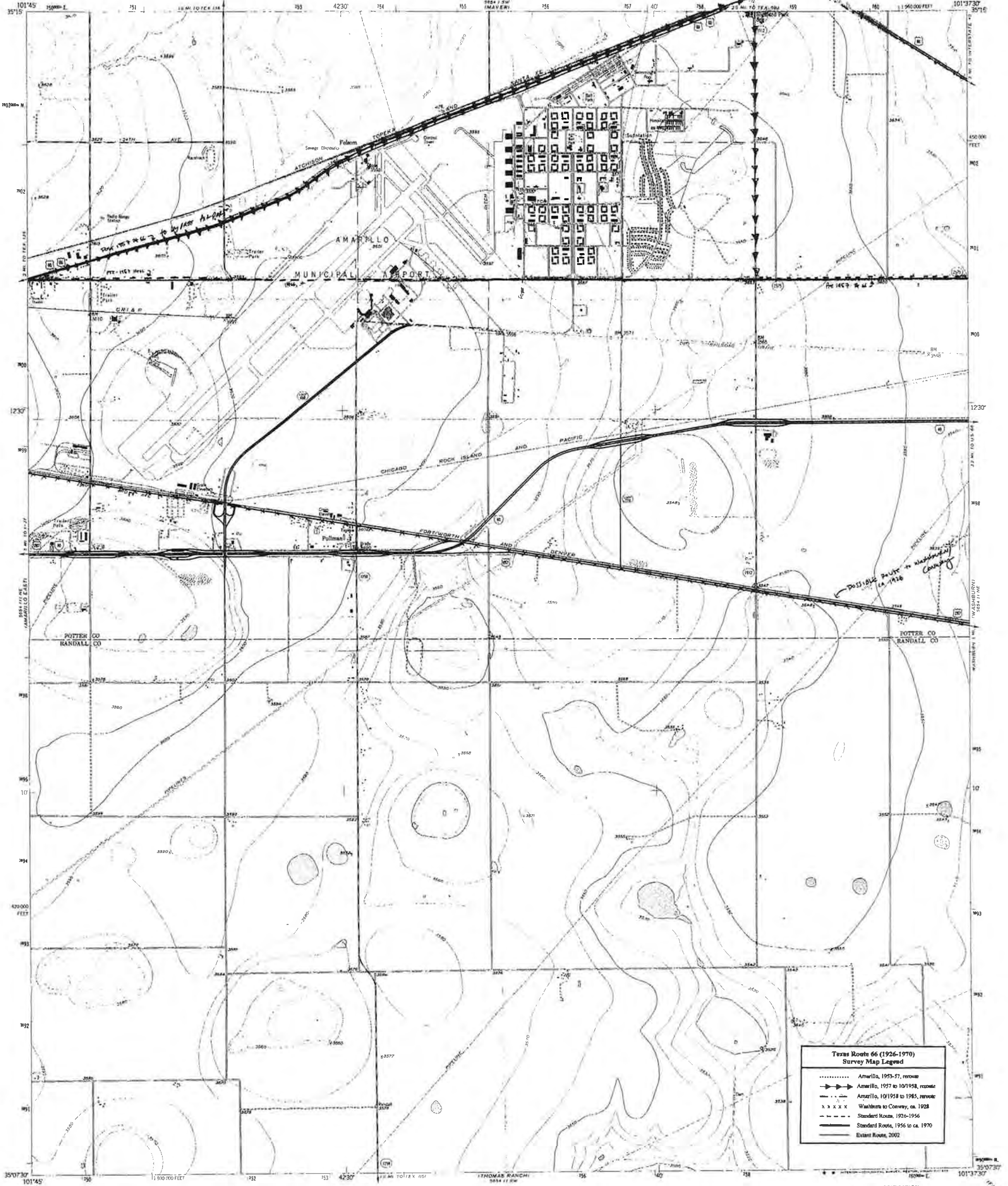


Maped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Culture and drainage in part compiled from aerial photographs
taken 1953. Topography by planetable surveys 1956
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system, north zone
1000 metre Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Revisions shown in purple compiled from aerial photographs
taken 1967 and 1973. This information not field checked

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

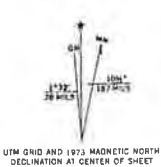
WASHBURN, TEX.
N3507 5-W10130/7.5

1956
DISTRIBUTED 1967 AND 1973



Texas Route 66 (1926-1970) Survey Map Legend	
.....	Amarillo, 1953-57, reroute
→→→→→	Amarillo, 1957 to 10/1958, reroute
.....	Amarillo, 10/1958 to 1965, reroute
x x x x x	Washington to Conway, ca. 1928
-----	Standard Route, 1926-1956
-----	Standard Route, 1956 to ca. 1970
-----	Extent Route, 2002

Maped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Culture and drainage in part compiled from aerial photographs
taken 1953. Topography by plane-table surveys 1956
Polyconic projection. 1927 North American datum
10,000 foot grid based on Texas coordinate system,
north zone. 1000-metre Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Revisions shown in purple compiled from aerial photographs taken
1967 and 1973. This information not field checked.



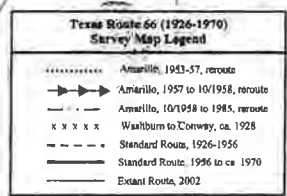
SCALE 1:24,000
1 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 0 1 2 3 4 5 6 7 8 9 10 KILOMETRE
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

PULLMAN, TEX
N3507 5-W10137 5/7 5
1956
PHOTOREVISED 1967 AND 1973
AMS 5654 (11 NW-SERIES V892)

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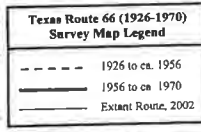
ROAD CLASSIFICATION

Primary highway hard surface	_____	Light-duty road, hard or improved surface	_____
Secondary highway, hard surface	_____	Unimproved road	_____

☐ Interstate Route ☐ U S Route ☐ State Route

MILLER BLUEPRINT CO.
P.O. BOX 2098 78768 501 W. 5TH 78701
AUSTIN, TEXAS PH. 512-476-8793
1-800-258-3489 FAX 512-474-7099

1956
PHOTOREVISED 1967 AND 1973
AMS 5654 III NE-SERIES VMMZ






UTM GRID AND 1984 MAGNETIC NORTH
DECLINATION AT CENTER OF MAP
DIAGRAM IS APPROXIMATE

QUADRANGLE LOCATION

ROAD CLASSIFICATION

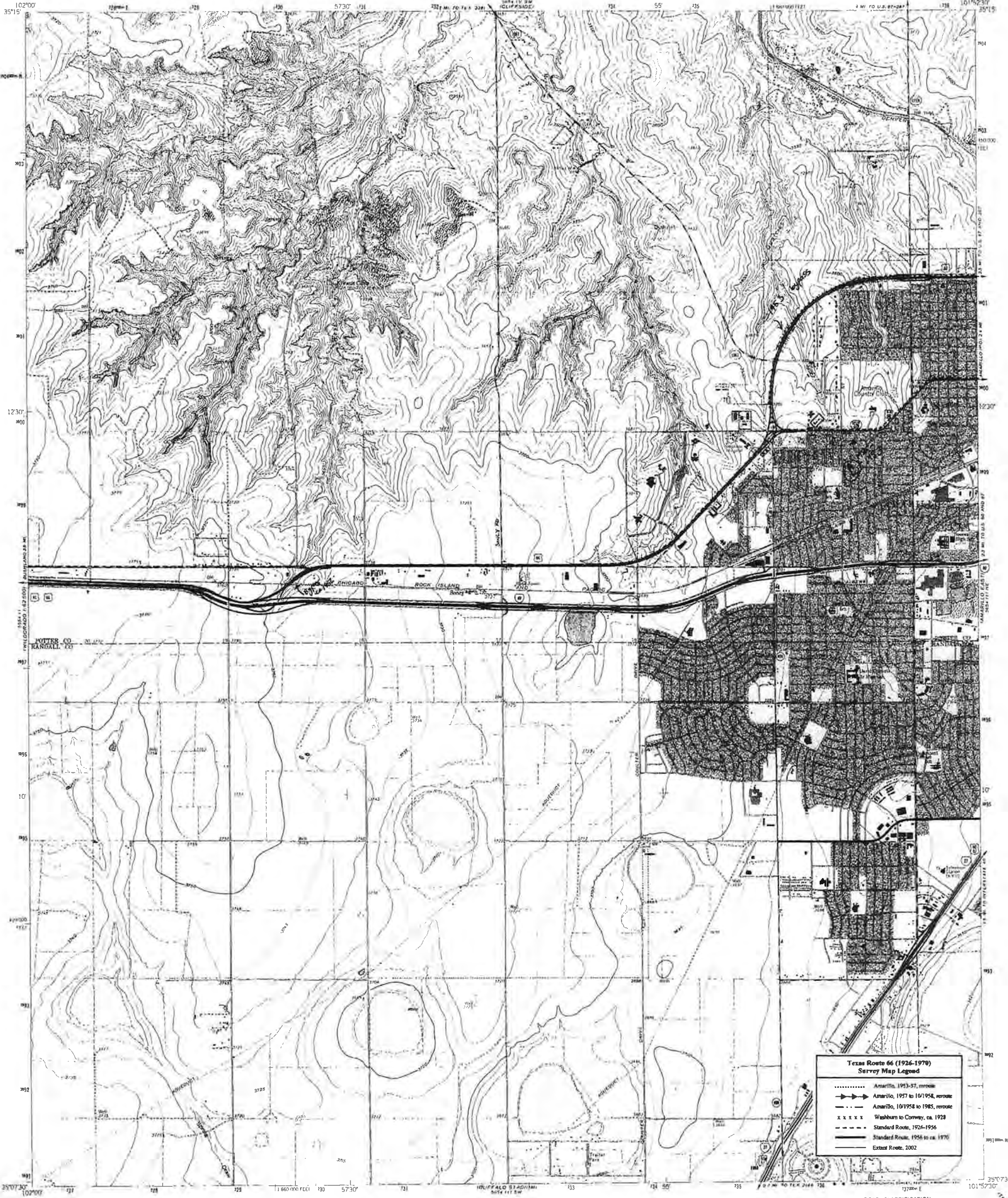
Primary highway hard surface	_____	Light duty road, hard or improved surface
Secondary highway hard surface	_____	Unimproved road

 Interstate Route  U S Route  State Route

BUSHLAND, TEX
HWA WILSONADO 18 QUADRANT
35102-81-TF-024
1984
DMA 2554 U NE 2554 V 2554 W

DMA 5554 II NE-SERIES V8B

Survey Map 17



Texas Route 66 (1926-1970)
Survey Map Legend

- Amarillo, 1953-57, reroute
- Amarillo, 1957 to 10/1958, reroute
- Amarillo, 10/1958 to 1965, reroute
- x x x x x Washburn to Conway, ca. 1928
- Standard Route, 1926-1956
- Standard Route, 1956 to ca. 1970
- Extant Route, 2002

ROAD CLASSIFICATION

Primary highway
hard surface Light-duty road, hard or improved surface

Secondary highway,
hard surface Unimproved road

○ Interstate Route □ U S Route ○ State Route

SCALE 1:24,000

CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5 FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1973 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

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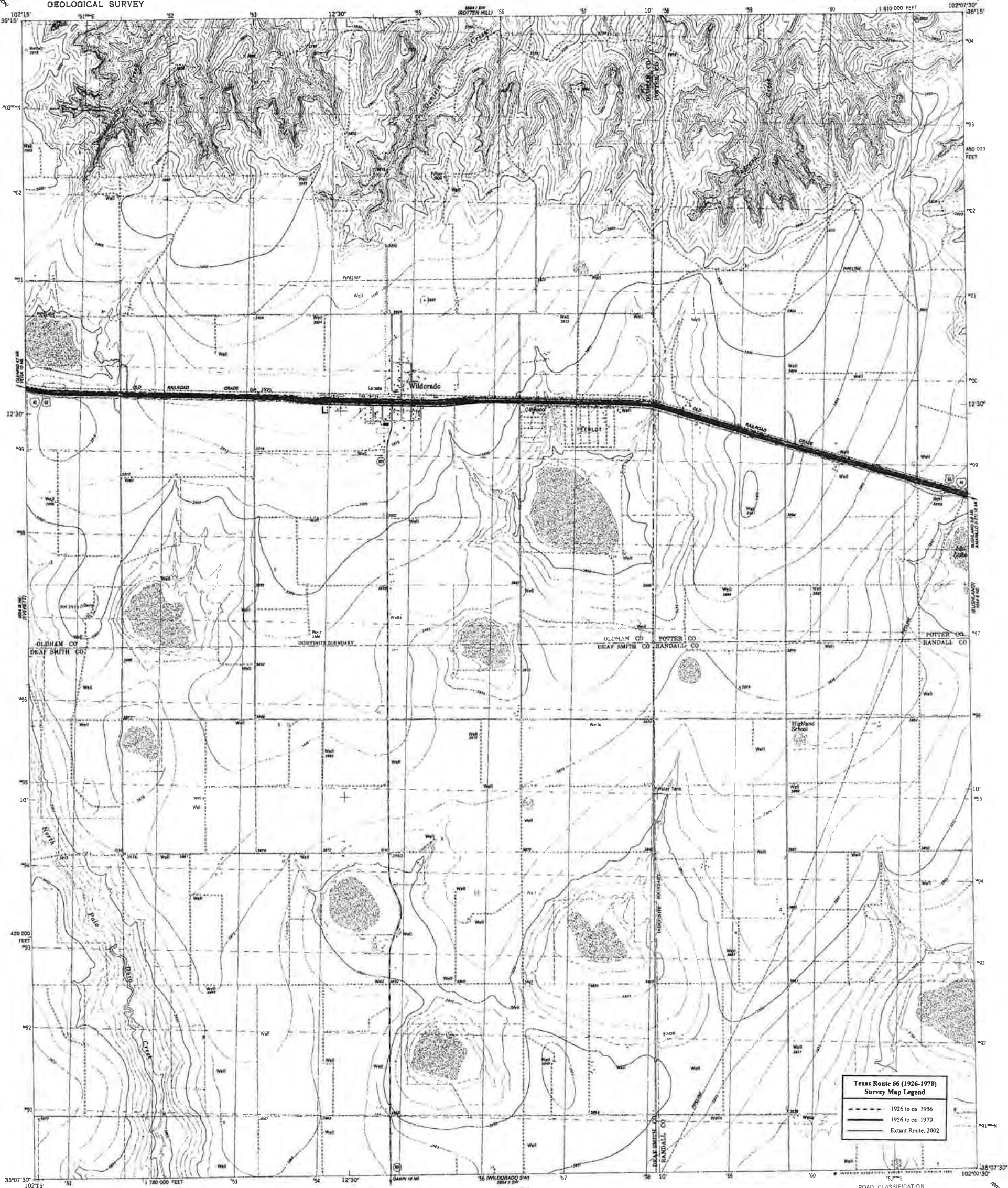


AMARILLO WEST, TEX.
N35075-W101525/75
1960
PHOTOREVISED 1967 AND 1973
AMS 0654 III NW-SERIES V489

Survey Map 16

Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial
photographs taken 1953 Field check 1960
Polyconic projection 1927 North American datum
10 000 foot grid based on Texas coordinate system
north zone
1000-metre Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Fine red dashed lines indicate selected fence lines
Red tint indicates area in which only landmark buildings are shown
Revisions shown in purple compiled from aerial photographs taken
1967 and 1973. This information not field checked
Purple tint indicates extension of urban areas

3501-223



**Texas Route 66 (1926-1970)
Survey Map Legend**

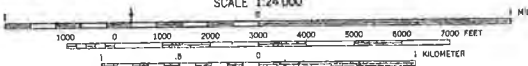
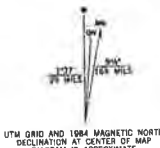
1926 to ca. 1956	1956 to ca. 1970	Extant Route, 2002
------------------	------------------	--------------------

ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Unimproved road
Light duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

WILDORADO, TEX.
NW 4 WILDORADO 15' QUADRANGLE
35102-82-TF-024
1984
DMA 5584 II NW-SERIES V882

Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1959. Field checked 1962. Revised from aerial photographs taken 1977. Field checked 1980. Map edited 1984.
Projection and 10,000-foot grid ticks: Texas coordinate system, north zone (Lambert conformal conic) 1000-meter Universal Transverse Mercator grid, zone 13 1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 2 meters south and 41 meters east as shown by dashed corner ticks
Fine red dashed lines indicate selected fence lines

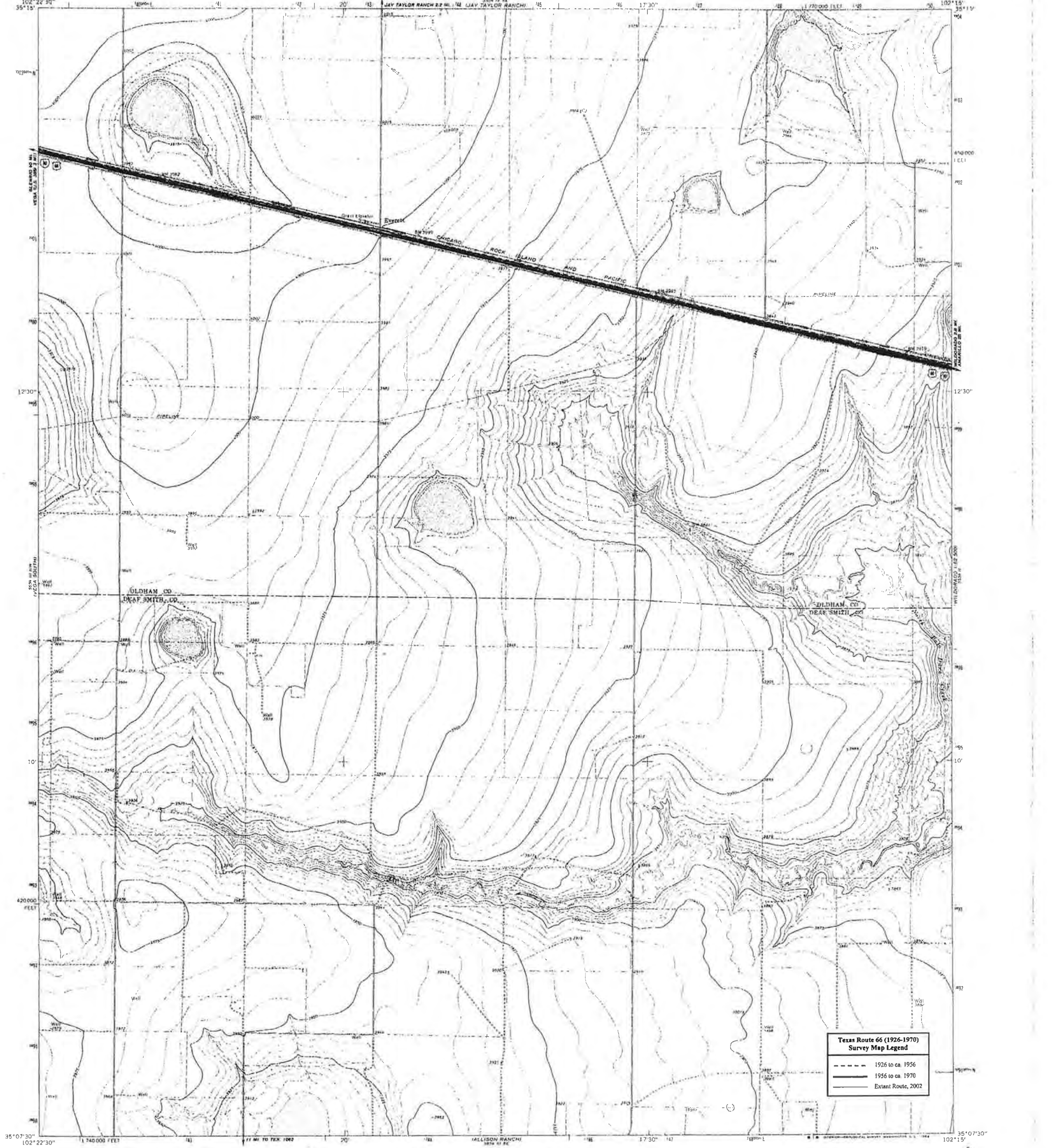


CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5 FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929



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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3502-113



Maped, edited, and published by the Geological Survey
Control by USGS and USCAGS
Topography by photogrammetric methods from aerial
photographs taken 1965 Field checked 1965
Polyconic projection 1927 North American datum
10,000 foot grid based on Texas coordinate system,
north zone
1000 meter Universal Transverse Mercator grid ticks,
zone 13 shown in blue
Fine red dashed lines indicate selected fence lines

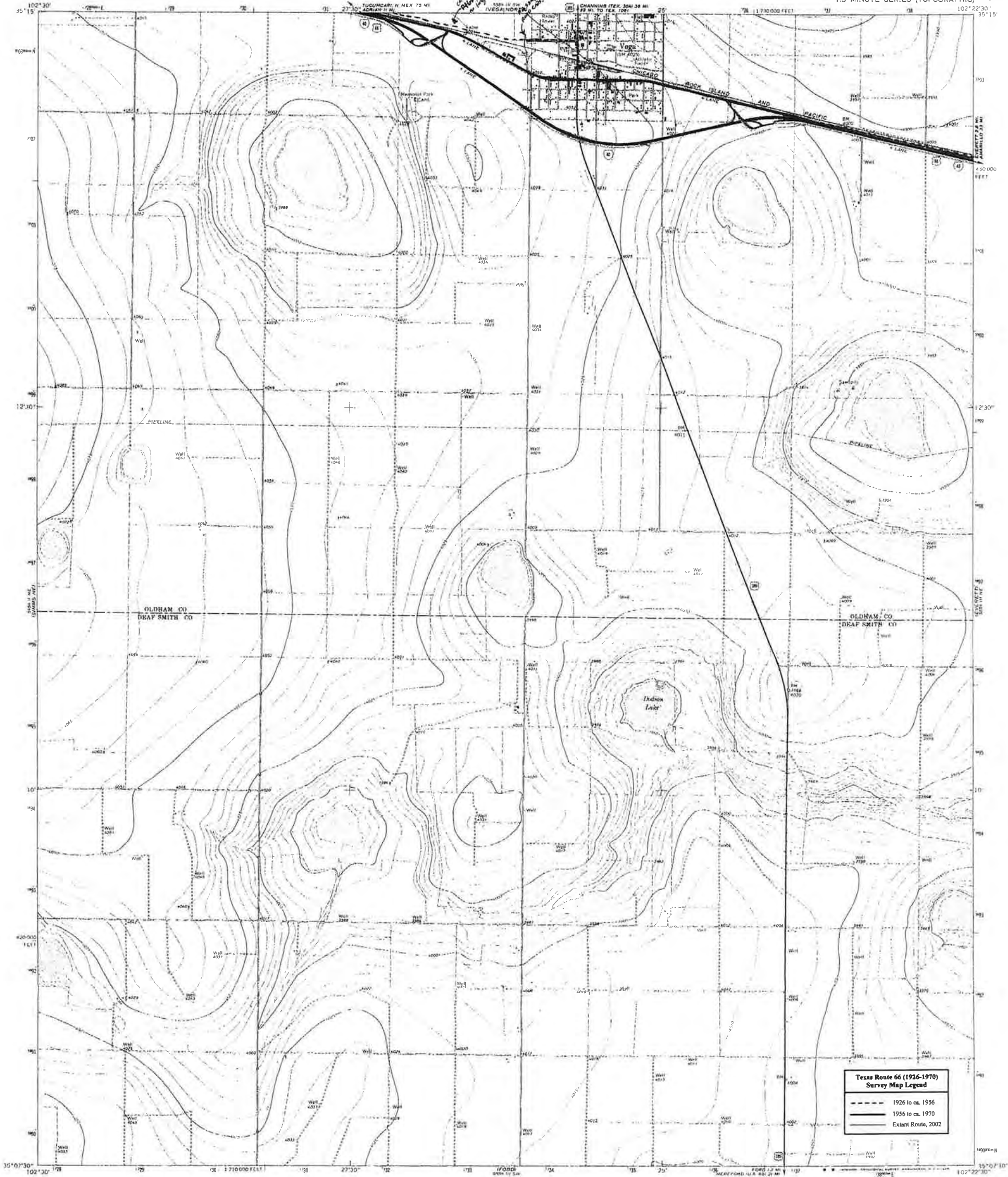
1:24,000
SCALE 1:24,000
CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL

MAP PHOTOINSPECTED
1979
No major culture or drainage
changes observed

ROAD CLASSIFICATION
Heavy duty ——— Light duty - - - - -
Unimproved dirt road
Interstate Route { } U.S. Route

EVERETT, TEX.
N35075-W10215/7.5
1965
AMS 4554 III NE SERIES V082 Survey Map 19

3502-124



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Planimetry by photogrammetric methods from aerial
photographs taken 1955. Topography by planimetric surveys 1966
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system
north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 13 shown in blue
Fine red dashed lines indicate selected fence lines

UTM GRID AND 1966 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24,000
CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL



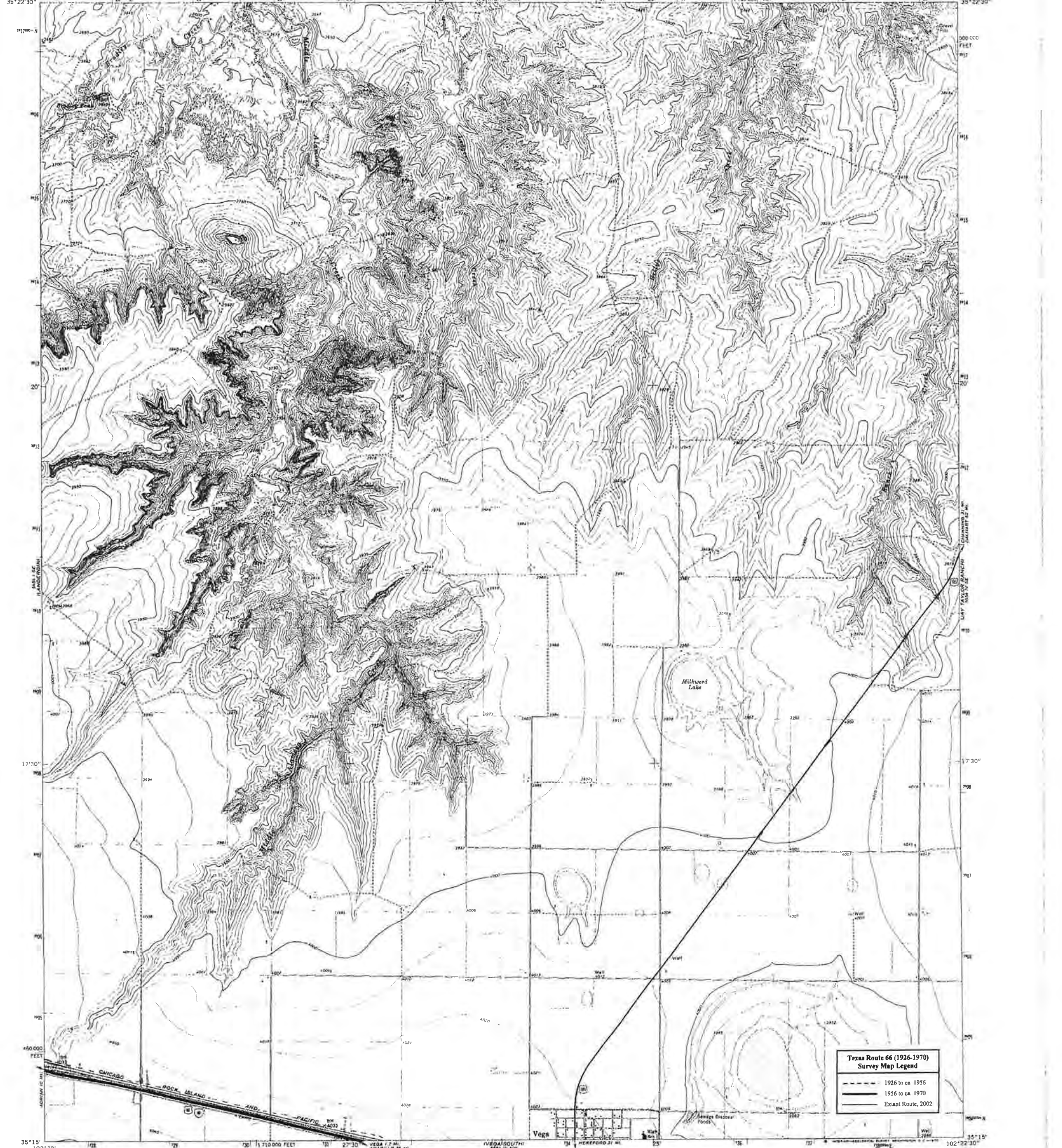
ROAD CLASSIFICATION
Heavy duty ——— Light duty ———
Unimproved dirt ———
Interstate Route ——— U.S. Route ———

VEGA SOUTH, TEX.
N3507 5--W102225/7 5
1966

AMS 5554 III NW--SERIES V889

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FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
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3502 123



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1966.
Polyconic projection. 1927 North American datum.
10,000 foot grid based on Texas coordinate system,
north zone.
1000 meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue.
Fine red dashed lines indicate selected fence lines.

UTM GRID AND 1966 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24,000
11000 0 1000 2000 3000 4000 5000 6000 7000 FEET
3500 0 1000 2000 3000 4000 5000 6000 7000 METERS
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

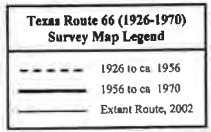
ROAD CLASSIFICATION
Heavy duty ——— Light duty ———
Unimproved dirt ———
Interstate Route ——— U.S. Route ———

VEGA NORTH, TEX.
N3515—W10222.5/7.5
1966

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8502-132 Map 11

AUG 1970



UTM GRID AND 1985 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



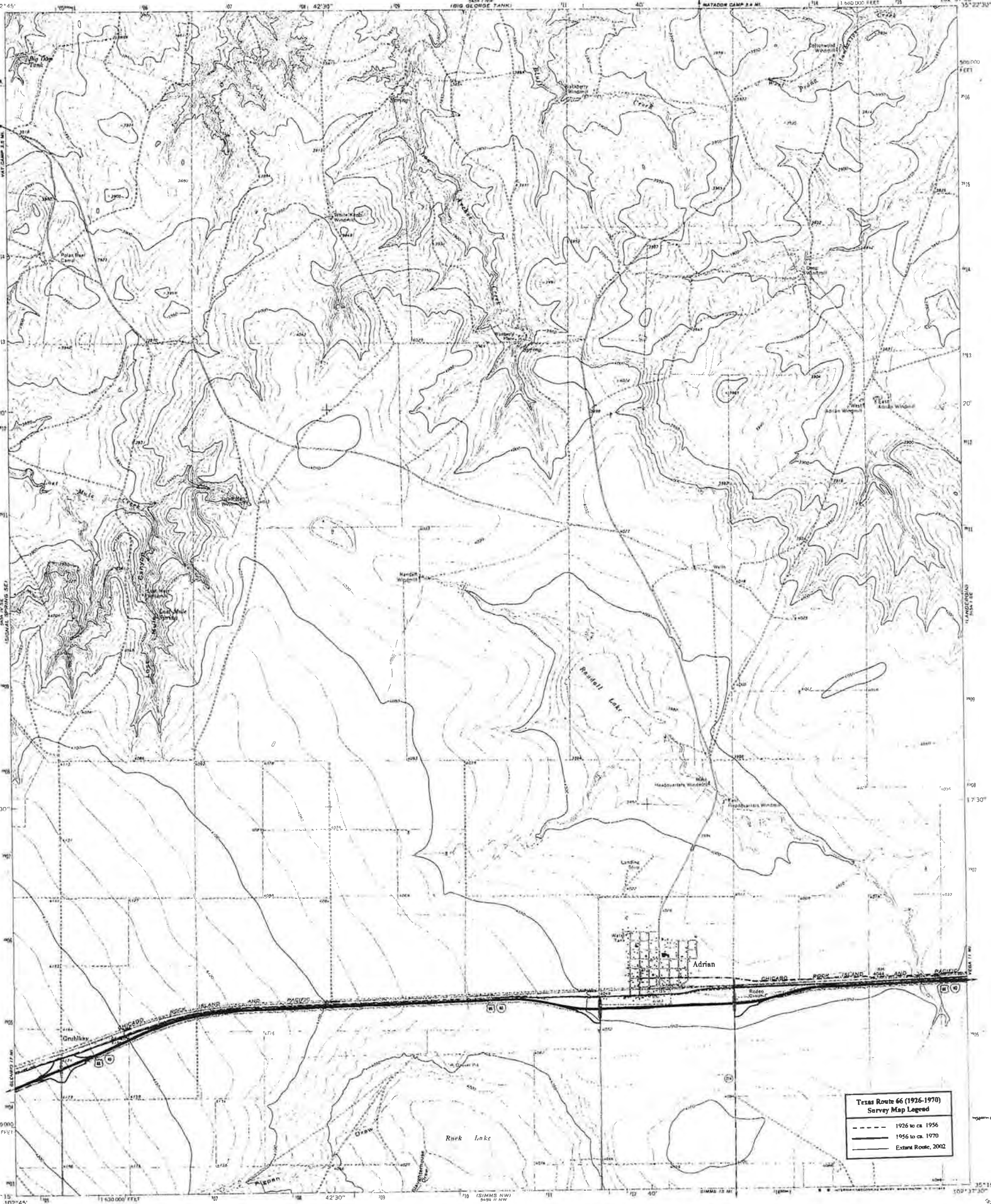
TEXAS

QUADRANGLE LOCATION

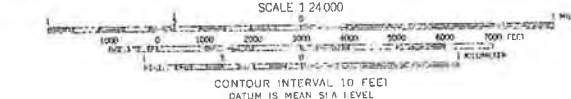
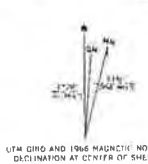
LANDERGIN, TEX.
N3515—W10230/75

Survey Map 22





Mapped, edited and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965 Field checked 1966
Polyconic projection 1927 North American datum
10,000 foot grid based on Texas coordinate system,
north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue
Five red dashed lines indicate selected fence lines



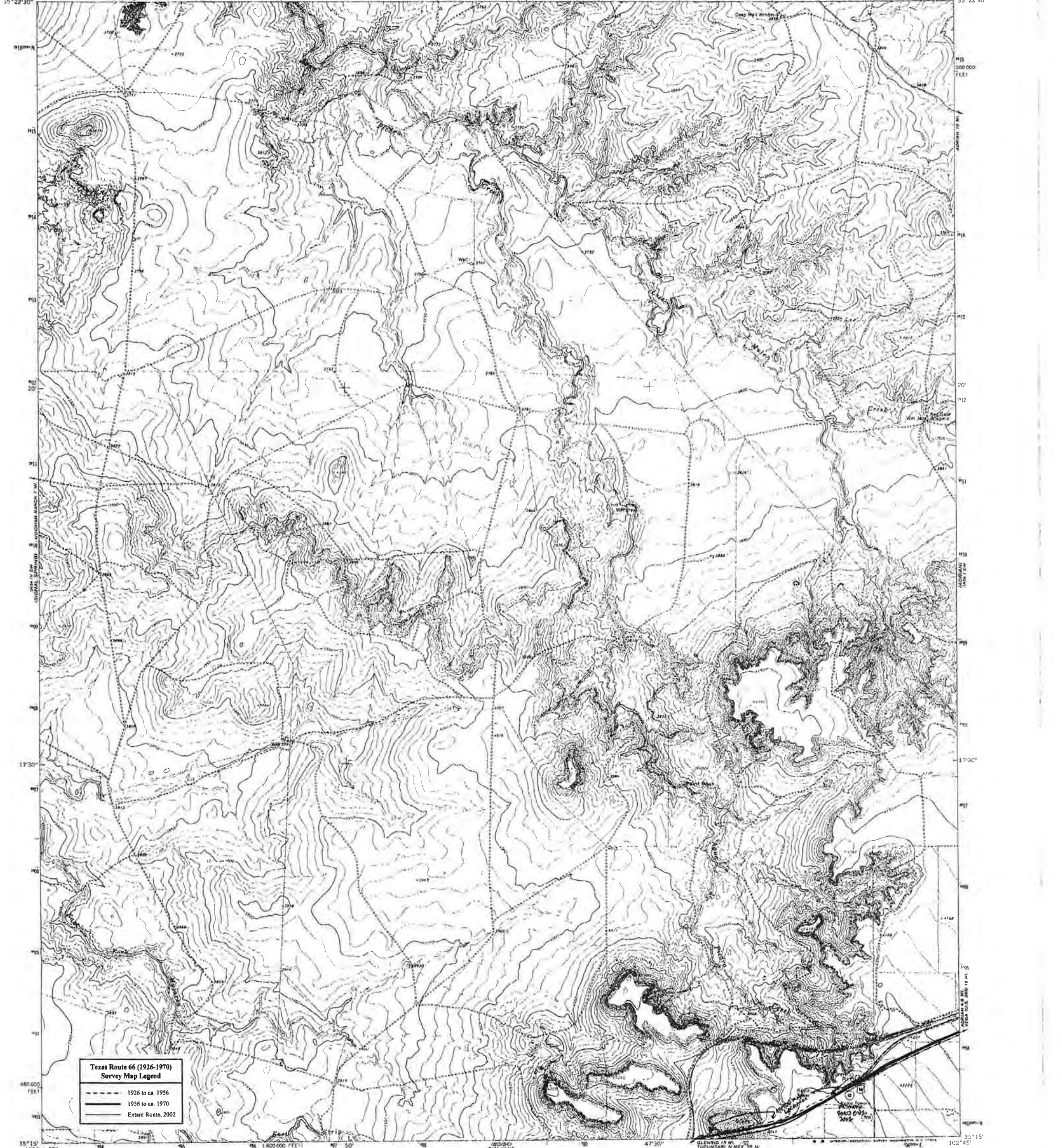
ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
() Interstate Route () U.S. Route () State Route

ADRIAN, TEX.
N3515-W10217 5/7 5
1966

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

6500-049

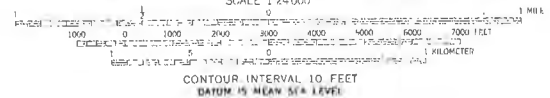
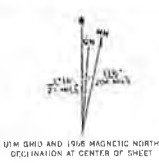
AMS 3444 1 NW - SPUR 22 V492



Texas Route 66 (1926-1970)
Survey Map Legend

- 1926 to ca. 1956
- 1956 to ca. 1970
- Extant Route, 2002

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1966
Polyconic projection 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue
Fine red dashed lines indicate selected fence lines



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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

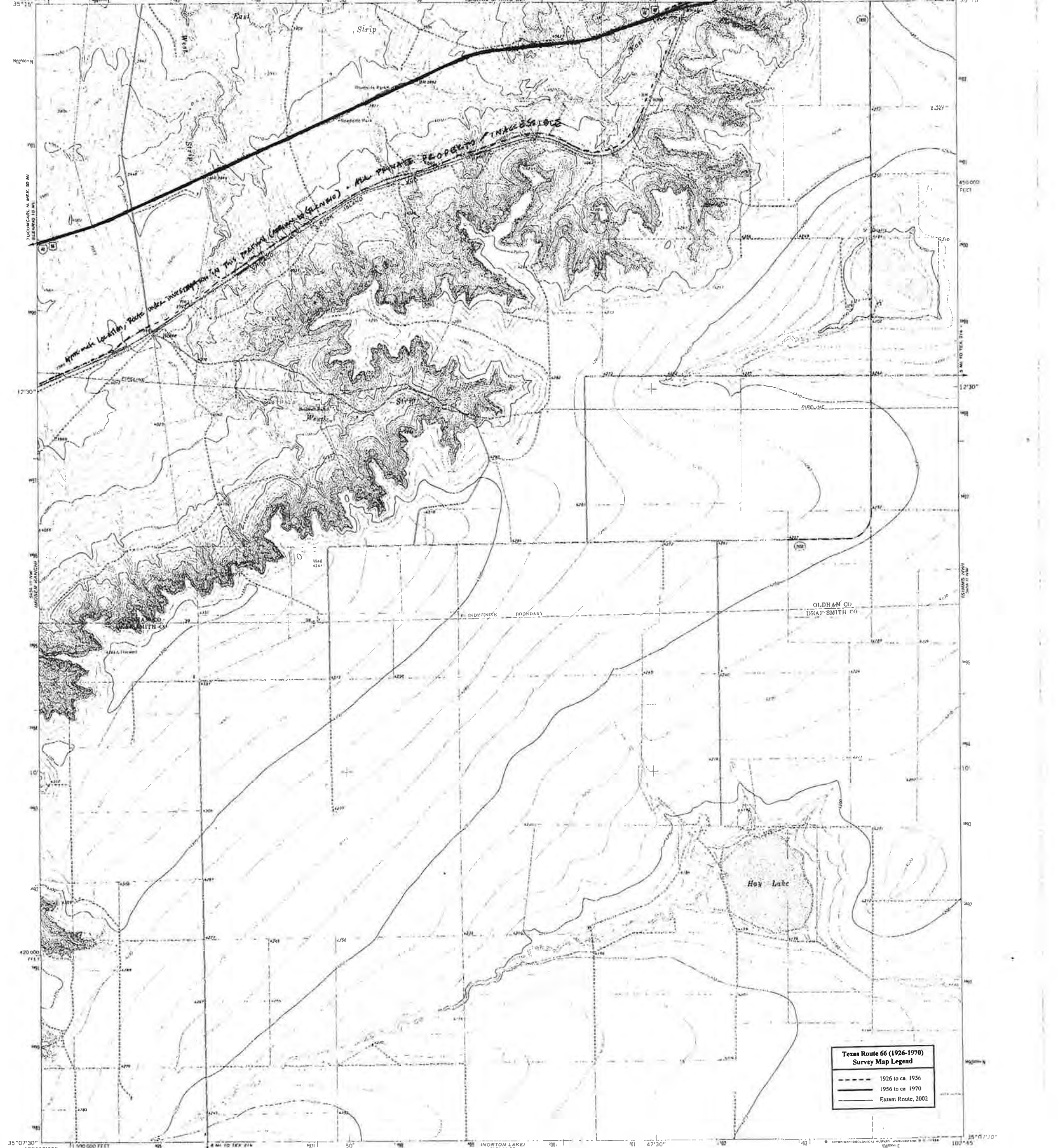


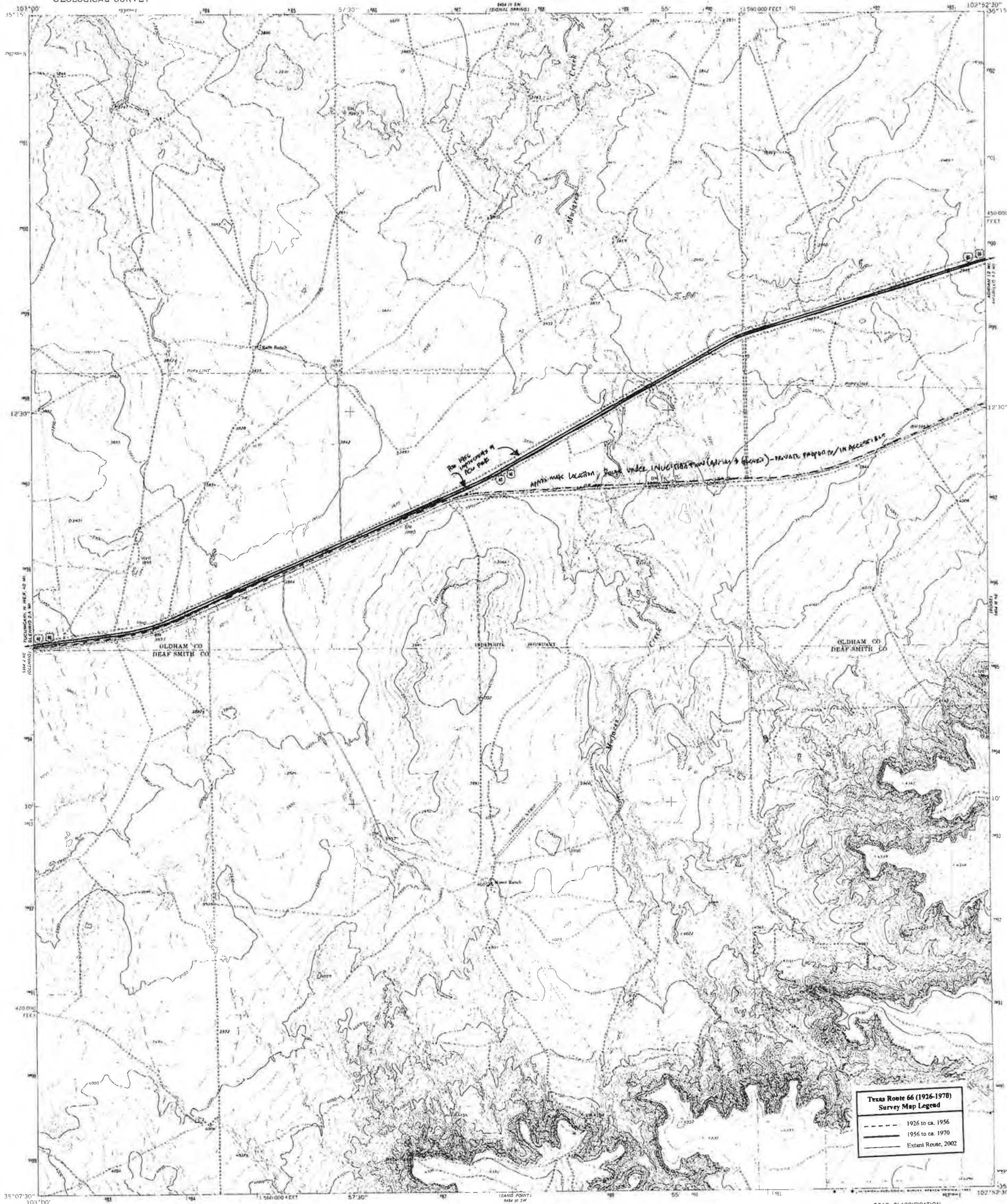
ROAD CLASSIFICATION

Heavy duty	Light duty
Medium duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

SIGNAL SPRING, TEX.
N3516--W10245/7.5
1966
AMS 5454 IV RE--SERIES V882

3502-231

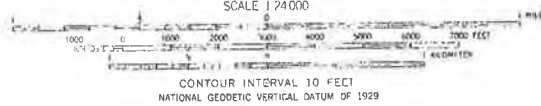




Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1966.
Polyconic projection. 10,000-foot grid ticks based on
Texas coordinate system, north zone.
1000-meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue. 1927 North American Datum.
To place on the predicted North American Datum 1983
move the projection lines 2 meters south and 43 meters
west as shown by dashed corner ticks.

Fine red dashed lines indicate selected fence lines.
Revisions shown in purple and woodland compiled from
aerial photographs taken 1973 and other sources.
This information not field checked. Map edited 1981.



QUADRANGLE LOCATION

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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

35/02-223

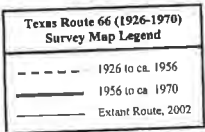
Texas Route 66 (1926-1970) Survey Map Legend	
-----	1926 to ca. 1956
-----	1956 to ca. 1970
-----	Existant Route, 2002

ROAD CLASSIFICATION	
Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather
○ Interstate Route	□ U. S. Route
	○ State Route

MOSER RANCH, TEX.
N3507 5—W10252 5/7 5

1956
PHOTOREVIEWED 1981
DMA 5454 (1) NW-BERRIES 5883

Survey Map 25



UTM GRID AND 1982 MAGNETIC NORTH



ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather

☐ Interstate Route ☐ U S Route ☐ State Route

1968
PHOTOREVISED 1982
DMA 5354 II NF-SERIES V801

Survey Map 27