

6. Function or Use

Historic Functions (enter categories from instructions)
TRANSPORTATION/Road-related (vehicular)

Current Functions (enter categories from instructions)
Abandoned/not in use

[Interstate Highway]

7. Description

Architectural Classification
(enter categories from instructions)
N/A

Materials enter categories from instructions)

foundation _____

walls _____

roof _____

other Earth fill, bituminous surfacing

Describe present and historic physical appearance.

This abandoned .35 mile (.50 km) long section of Route 66 lies unused today. It retains its cross-section template and bituminous surfacing. Aside from some deterioration of the road surface and intrusive vegetation, this section retains its historic appearance.

This section of road that in 1926 would become Route 66 was built in about 1921. Although pre-1930s alignments of Route 66 were generally not paved, this section appears to have a bituminous surface, formed by spraying hot oil on pebbles or cinders. The roadway is in excellent condition, particularly compared with the portion of this road that continues west, which is discernable but largely obliterated.

The 1931 realignment of Route 66 several feet south left this section abandoned.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions) Period of Significance Significant Dates

Transportation ca. 1921-1931

Cultural Affiliation
N/A

Significant Person
N/A Architect/Affiliation
N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

This property is significant for its association with Historic US Route 66 in Arizona and the theme of transportation in America between ca. 1920 and 1944.

This ca. 1921 alignment was part of Route 66 described by the magazine Arizona Highways in 1931 as " . . . narrow, crooked, poorly surfaced road which is particularly dangerous in dry weather due to ravelling and innumerable potholes." A sharp curve just west of the nominated property was the site of many accidents, earning the dreaded title of "dead man's curve" in the local newspaper. The 1931 realignment was straighter and wider, necessitating a shift of the roadbed at Parks (then called Maine). It had passed between the small cluster of businesses there (located just east of the nominated property). After 1931, Route 66 ran a few feet to the south, and the focus of the small community shifted in that direction.

This short section of road is an excellent example of the earliest alignment of Route 66. It is the best preserved section of the ca. 1921 roadway in the Parks area, and aids in our understanding of the various alignments of Route 66 and their relationship to the small community of Parks. Although at .35 mile this is a short segment of road, it nevertheless presents an unbroken view of the roadway to the horizon. The cross-section template and pavement from the historic period remain in good condition. It retains integrity of design, workmanship, location, feeling, association, and setting.

9. Major Bibliographical References

Arizona Highways July, 1931

Williams News Aug. 10, 1928

"As Built" Plans dated 1/24/32. Federal Aid Project 89-E (Ash Fork-Flagstaff highway). On file at ADOT Engineering Records Division, Phoenix.

See continuation sheet.

Previous documentation on file (NPS):

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

Primary location of additional data:

- State hist. preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Kaibab National Forest

10. Geographical Data

Acreage of property 6 acres

UTM References

A 1|2| 4|1|3|1|0|0| 3|9|0|2|1|0|0|
 Zone Easting Northing

C | | | | | | | |
 Zone Easting Northing

B 1|2| 4|1|3|5|7|0| 3|9|0|2|1|0|0|
 Zone Easting Northing

D | | | | | | | |
 Zone Easting Northing

See continuation sheet

Verbal Boundary Description

This .35 mile (.50 km) long section of Abandoned Route 66 is defined on the west by an intrusive side road and an obliterated road section, and on the east by private property. The original ROW (66 feet to each side of the centerline) defines the width. See UTM references and attached map.

See continuation sheet

Boundary Justification

The boundary includes the property type "Abandoned Route 66" defined in the multiple property form. All improvements associated with this property are contained within the ROW.

See continuation sheet

11. Form Prepared By

name/title Teri A. Cleeland, Archeologist

organization Kaibab National Forest date August 2, 1988

street & number 800 S. Sixth St. telephone (602) 635-2681

city or town Williams state AZ zip code 86046

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

PHOTOGRAPHS Page 1

THE FOLLOWING INFORMATION IS THE SAME FOR ALL PHOTOGRAPHS ACCOMPANYING THIS
NOMINATION:

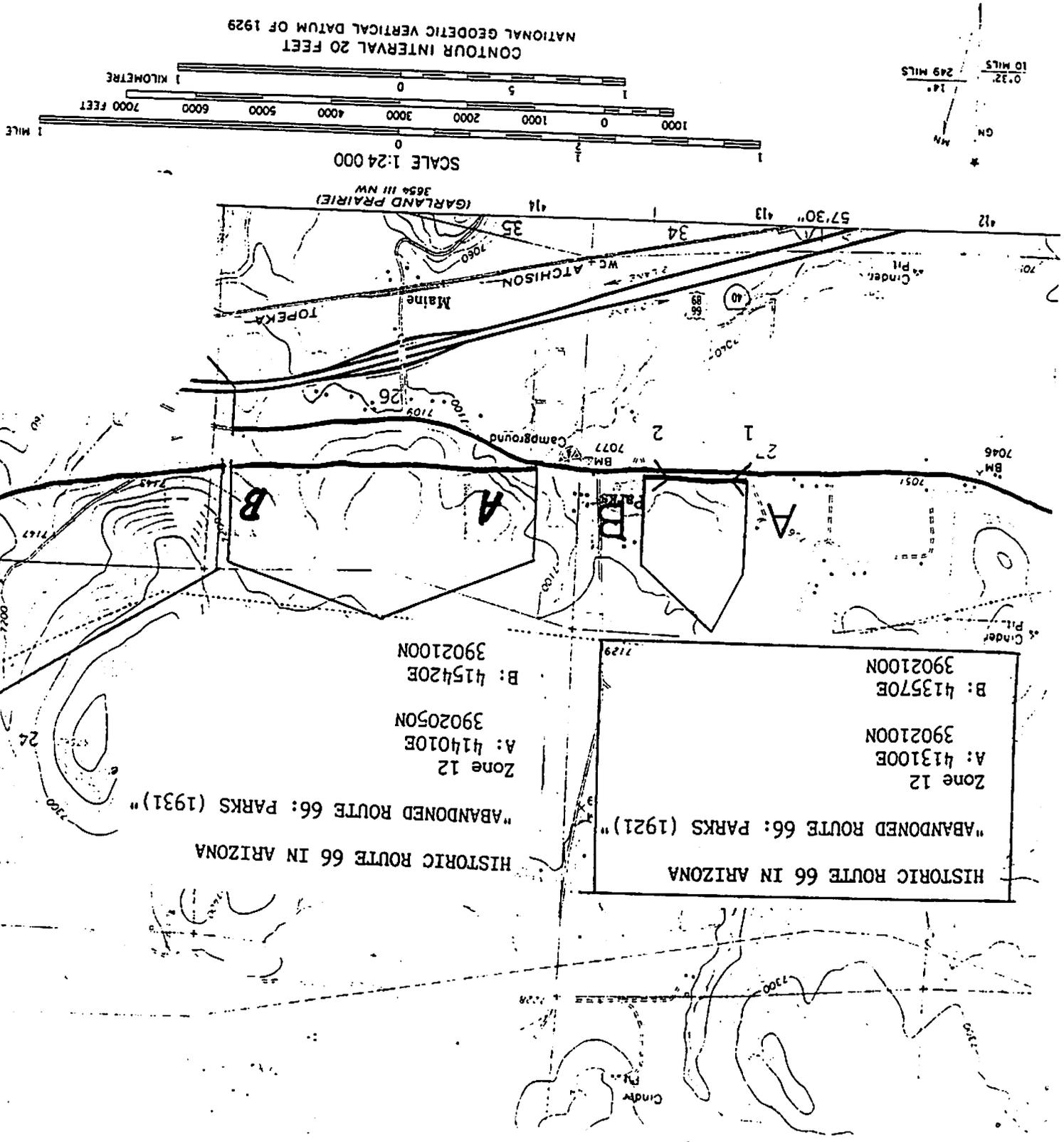
- 1). Abandoned Route 66: Parks (1921)
- 2). Vicinity of Parks, Arizona
- 3). Teri A. Cleeland
- 4). June, 1988
- 5). Kaibab National Forest, Williams, Arizona

INFORMATION FOR INDIVIDUAL PHOTOGRAPHS:

- 6). Facing east, of roadway
- 7). #1

- 6). Facing west, of roadway
- 7). #2

Abandoned Route 66: Parks (1921). Photo points numbered. Note adjacent nonadjacent properties.



HISTORIC ROUTE 66 IN ARIZONA
 "ABANDONED ROUTE 66: PARKS (1921)"
 Zone 12
 A: 41310E
 3902100N
 B: 413570E
 3902100N

HISTORIC ROUTE 66 IN ARIZONA
 "ABANDONED ROUTE 66: PARKS (1931)"
 Zone 12
 A: 414010E
 3902050N
 B: 415420E
 3902100N