United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name | Horse Creek Bridge

other names/site number | N/A

2. Location

street & number | Intersection of Route 66 & Horse Creek

city or town | Afton

state | Oklahoma

county | Ottawa

zip code | 74331
USDI/NPS NRHP Registration Form
Horse Creek Bridge
Ottawa County, Oklahoma

Route 66 and Associated Historic Resources in Oklahoma

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property XX meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (N/A See continuation sheet for additional comments.)

[Signature]

December 19, 1994

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

[Signature]

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

___ entered in the National Register See continuation sheet.

___ determined eligible for the National Register See continuation sheet.

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain):

[Signature of Keeper]

Date

of Action
5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
___ public-local
X public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
X structure
___ object

Number of Resources within Property

<table>
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<tr>
<th>Contributing</th>
<th>Noncontributing</th>
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</thead>
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<tr>
<td>0</td>
<td>0 buildings</td>
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<td>0 objects</td>
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</table>

Number of contributing resources previously listed in the National Register __0__

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  __Route 66 and Associated Historic Resources in Oklahoma__
6. Function or Use

Historic Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: road-related (vehicular)

Current Functions (Enter categories from instructions)
Cat: TRANSPORTATION Sub: road-related (vehicular)

7. Description

Architectural Classification (Enter categories from instructions)
Other: Steel Girder

Materials (Enter categories from instructions)
foundation CONCRETE
roof N/A
walls N/A
other CONCRETE
METAL:Steel

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)
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8. Statement of Significance

Applicable National Register Criteria (Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

XX  A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B  Property is associated with the lives of persons significant in our past.

C  Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D  Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A  owned by a religious institution or used for religious purposes.

B  removed from its original location.

C  a birthplace or a grave.

D  a cemetery.

E  a reconstructed building, object, or structure.

F  a commemorative property.

G  less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION


Period of Significance  1936-1944


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8. Statement of Significance (Continued)

Significant Dates ___N/A___

Significant Person (Complete if Criterion B is marked above)
___N/A___

Cultural Affiliation ___N/A___

Architect/Builder ___Pharaoh and Company, builder___

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository: __________________________
USDI/NPS NRHP Registration Form
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Ottawa County, Oklahoma
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10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

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<thead>
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<th>Easting</th>
<th>Northing</th>
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<td>15</td>
<td>325220</td>
</tr>
<tr>
<td>2</td>
<td>___</td>
<td>4062840</td>
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</table>

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Maryjo Meacham, Director, Design/Research Center; Brenda Peck, Historian
name/title Lisa Bradley & Susan Roth, Graduate Assistants: Oklahoma SHPO, ed.
organization College of Architecture
street & number 830 Van Vleet Oval
city or town Norman
state OK
zip code 73019
date May 31, 1992
telephone 405/325-2293

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)
USDI/NPS NRHP Registration Form
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Ottawa County, Oklahoma
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__________________________________________
Property Owner

(Complete this item at the request of the SHPO or FPO.)

name ________________________________
State of Oklahoma, Oklahoma Department of Transportation

street & number __________________________
200 N.E. 21st

telephone _____________________________

city or town ____________________________
Oklahoma City

state OK zip code 73105
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7   Page 9

Horse Creek Bridge
name of property
Ottawa County, Oklahoma
county and State

Materials
other ASPHALT

SUMMARY

Horse Creek Bridge, on the northeastern edge of Afton, Oklahoma, was constructed in 1936 as part of Route 66. Spanning Horse Creek, the one hundred and forty foot steel girder bridge has reinforced concrete guard rails. A reinforced concrete walkway runs the length of each side of the bridge.

DESCRIPTION

Horse Creek Bridge spans a creek bed in a wooden area on the northeastern edge of Afton, Oklahoma. The bridge was built in 1936 by the contracting firm of Pharaoh and Company. The two-lane Horse Creek Bridge is a steel girder bridge, constructed of steel and reinforced concrete. Pebble-sized aggregate was used in the concrete mixture for the bridge and the stones are visible where the asphalt has worn through on the concrete decking. The bridge is composed of three spans, each measuring forty, sixty, and forty feet, respectively, for a total span of one-hundred and forty feet. A series of three steel I-beam girders support the concrete deck of the bridge. The girders are supported by an underpinning of two steel piers encased in concrete.

The bridge is twenty-four feet wide. A four-foot-wide reinforced concrete pedestrian walkway lines each side of the bridge. Each walkway is bordered with guard rails, which run the length of the bridge. Pedestrian walkways were common features during the 1930s and 1940s and were generally three to four feet in width. Bridges in rural areas generally had narrower walkways than city bridges.

Horse Creek Bridge is in good condition and remains unaltered with the exception of the asphalt overlay on the concrete decking. This alteration has not impaired the bridge's historic integrity. It is located on its original site on Route 66 and continues to maintain a high degree of its historical and engineering character.
Horse Creek Bridge, on Route 66 northeast of Afton, Oklahoma, is historically significant as a reflection of the need to accommodate pedestrians during a period in which automobiles were becoming increasingly dominant on the roadways. The evolution of automobiles as the primary means of transportation made it necessary for engineers to take pedestrian safety into consideration. Consequently, a dual walkway was incorporated into the design of this bridge. Horse Creek Bridge is significant because it is virtually the only remaining bridge in use on Route 66 in Oklahoma to utilize these dual pedestrian walkways. Contextually, it relates to "Transportation on Route 66 in Oklahoma (1926–1944)." As a property type, it relates to Road Bridges on Route 66 and the subtype of Steel Girder Bridges.

TRANSPORTATION SIGNIFICANCE

Horse Creek Bridge is significant because it reflects a time when pedestrians utilized roadways as much as automobiles. The dual walkway was incorporated because engineers anticipated that pedestrian traffic would need protection from the increasing, fast-moving automobile traffic. The automobile was a growing force along Route 66, and the dual walkway was a way to protect both the driver and the pedestrian.

During the 1930s, many sections of Route 66 were realigned and paved, including most of the roadbed between Afton and Miami, Oklahoma. In 1936, Horse Creek Bridge located just outside Afton, was built by the contractor Pharaoh and Company. At the time of the bridge's construction, the town of Afton was growing and anticipated expanding northeast beyond the bridge. Such an expansion necessitated the inclusion of pedestrian walkways on either side of the Horse Creek Bridge so that the pedestrian population could have access and be shielded when crossing the bridge.

According to the Oklahoma Department of Transportation, Horse Creek Bridge appears to be one of the few remaining bridges that utilized dual pedestrian walkways. Horse Creek Bridge continues to serve as a reminder of a time when the automobile and pedestrian were once equals, or near equals, along Route 66 in Oklahoma. This bridge shows the close association of the roadway to the automobile and the pedestrian.
Horse Creek Bridge

name of property
Ottawa County, Oklahoma
county and State

BIBLIOGRAPHY


Oklahoma Department of Transportation. Bridge Division. Bridge Construction Records project file no. WPH 8 sec. "D-BR."


VERBAL BOUNDARY DESCRIPTION

Beginning at the southwest corner of the bridge, go 145' 9" east, turn and go 53' northwest to the northeast corner of the bridge, turn and go 145' 9" west to the northwest corner of the bridge, turn and go southeast 53' to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary includes the property that historically has been associated with the structure, including the walkways and guardrails.
Horse Creek Bridge