United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name  Bridge No. 18 at Rock Creek

other names/site number  Rock Creek Bridge

2. Location

street & number  Old Highway 66 at Rock Creek  not for publication N/A
city or town  Sapulpa  vicinity  X
state  Oklahoma  code  OK  county  Creek  code  037
zip code  74066
USDI/NPS NRHP Registration Form
Bridge No. 18 at Rock Creek
Creek 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 ___ 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 ___ 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

Signature of certifying official

Date

Oklahoma Historical Society, SHPO
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]

Signature of Keeper

Date of Action
5. Classification

Ownership of Property (Check as many boxes as apply)

- [ ] private
- [x] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property (Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [x] structure
- [ ] object

Number of Resources within Property

<table>
<thead>
<tr>
<th>Contributing</th>
<th>Noncontributing</th>
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<tbody>
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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

<table>
<thead>
<tr>
<th>Historic Functions (Enter categories from instructions)</th>
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<tbody>
<tr>
<td>Cat: TRANSPORTATION</td>
<td>Sub: road-related (vehicular)</td>
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7. Description

<table>
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<tr>
<th>Architectural Classification (Enter categories from instructions)</th>
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<tr>
<td>Other: Parker Through Truss</td>
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<th>Materials (Enter categories from instructions)</th>
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<tbody>
<tr>
<td>foundation CONCRETE</td>
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<tr>
<td>roof N/A</td>
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<tr>
<td>walls N/A</td>
</tr>
<tr>
<td>other CONCRETE</td>
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<tr>
<td>STEEL</td>
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</tbody>
</table>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)
USDI/NPS NRHP Registration Form  
Bridge No. 18 at Rock Creek  
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Route 66 and Associated Historic Resources in Oklahoma

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.

XX  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

ENGINEERING

Period of Significance 1926-1944

1924
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  Concrete and Steel Construction Company,  
  contractor

________________________

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
  X State Historic Preservation Office
  __ Other State agency
  __ Federal agency
  __ Local government
  __ University
  __ Other

Name of repository:  _______________________________
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10. Geographical Data

Acreage of Property Less than one acre

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

Zone Easting Northing     Zone Easting Northing
1 14 758160 3986830 3
2 4
N/A See continuation sheet.

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 University of Oklahoma,
organization College of Architecture date May 31, 1992
street & number 830 Van Vleet Oval telephone 405/325-6221
city or town Norman state OK zip code 73019

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)
Property Owner

(COMPLETE THIS ITEM AT THE REQUEST OF THE SHPO OR FPO.)

Name  Creek County

Street & Number  222 East Dewey, Suite 203  Telephone  

City or Town  Sapulpa  State  OK  Zip Code  74066
The Bridge No. 18 at Rock Creek is a Parker Through Truss bridge. Built in 1924, it is located on the southwest side of Sapulpa. It is one-hundred and twenty feet long and eighteen feet wide. Originally built as part of the Ozark Trail, it became an official Route 66 bridge in 1926. The area surrounding the bridge is rural, with heavy vegetation on both sides of the road and either side of the bridge. The road and the bridge run parallel with the St. Louis and San Francisco railway tracks. Bridge No. 18 at Rock Creek possesses a high degree of structural integrity.

DESCRIPTION

Bridge No. 18 at Rock Creek, located near Sapulpa on Old Route 66, is a Parker Through Truss Bridge. Built in 1924, the plans are outlined in the "Plan and Profile of State Highway Federal Aid Project No. 158, Creek County." It is a steel truss bridge with a compound truss to achieve the long span; members of the truss are built-up in lattice sections. Each of the connections are pinned. One unusual feature is the brick decking.

Bridge No. 18 at Rock Creek has remained unaltered and is located on a section of the original Route 66. In 1952 this section was abandoned and a new alignment was constructed. It begins approximately one-quarter of a mile east of the bridge. A new concrete slab bridge was constructed over Rock Creek for the new alignment and Bridge No. 18 at Rock Creek was abandoned as a part of U.S. Route 66. The bridge retains a high degree of historical and structural integrity.
Bridge No. 18 at Rock Creek, constructed in 1924 southwest of Sapulpa, is significant as an excellent example of a Parker Through Truss bridge on Route 66 in Oklahoma. The Parker Through Truss is a Pratt Truss with a polygonal top chord. This type of bridge design was used extensively along Route 66 during the first quarter of the twentieth century for large bridges. The Pratt Truss was developed in 1844 and was used extensively until the beginning of World War II when bridge technology changed and new and better designs were developed. Contextually, Bridge No. 18 at Rock Creek 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 Steel Truss: Parker Through Truss.

One of the challenges of building highways was finding economical solutions for crossings which necessitated bridges. Early bridges were wooden; however, as the need to support heavier loads increased, the timber bridge was abandoned and used only in rural areas with low weight requirements. The Parker Through Truss and other bridge types that developed based on the Pratt Truss were built in every state as the national road system expanded. Early roads generally followed old trails where rivers and creeks were shallow. Some bridges, like the Bridgeport Bridge (once part of Route 66, but now demolished) at Bridgeport, Oklahoma, were quite long, but the location was chosen because of river depth. As technology advanced, the development of new bridge designs allowed for roadways to be realigned along the shortest route.

Bridge No. 18 at Rock Creek was built by the Concrete and Steel Construction Company, a New York company with an office in Joplin, Missouri. At the time of its construction in 1924, it served on the Ozark Trail, one of the marked roads before U.S. highways. It became a part of Route 66 in 1926 when that highway was dedicated. A later realignment by-passed it and it is now part of a county road.

Although a number of bridges were built on Route 66, Bridge No. 18 at Rock Creek is one of the few extant steel truss bridges.
BIBLIOGRAPHY

County Commissioners Report, November 16, 1921, p.125.


VERBAL BOUNDARY DESCRIPTION

From the northwest corner of the bridge, go 120 feet east, turn 90 degrees and go 18 feet south, turn 90 degrees and go 120 feet west, turn 90 degrees and go 18 feet north to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary includes only the nominated Parker Through Truss Bridge with its brick deck and does not include any approaches.
Bridge No. 18 at Rock Creek (Rock Creek Bridge)