



**Title:** Edward Kemeys' guardian lions stand before the Art Institute of Chicago, Illinois

**Author/Creator:** Carol M. Highsmith

**Date:** [between 1980 and 2006]

**URL:** <http://www.loc.gov/pictures/item/2011636148/>

“Route 66 tends to evoke images of open, western landscapes like Monument Valley, but the road is also urban. Nowhere is it more so than in downtown Chicago, where the quintessential American corridor begins, or ends, depending on your perspective, at Grant Park...

Located in close proximity to Lake Michigan, Grant Park is one of the oldest parks in the city and had its beginnings in the 1830s, but the 1893 World Exposition was a catalyst for its historic significance. Chicago spent \$27 million hosting the landmark event. Running from May to October of 1893, the fair covered 633 acres and attracted numbers equal to nearly half of the United States population. The fair introduced several firsts, including Cracker Jacks, Aunt Jemima syrup, diet soda, and Pabst beer. It also introduced the idea of making Grant Park a major civic and cultural landmark...

Pairing Grant Park with Route 66, the major east-west automobile artery, was a natural choice. Before the advent of Route 66, the popular Pontiac Trail already connected Chicago to St. Louis. In 1918, Illinois began paving the road. By the time Route 66 came along, the entire Pontiac Trail had pavement. By 1927, when Louis Armstrong and the accompanying King Oliver's Creole Jazz Band ushered in the Jazz Age in Chicago, Route 66 signs were visible all along the Illinois route. Chicago sported numerous services to accommodate travelers, including its parkland gem, Grant Park. The National Park Service acknowledged Grant Park's significance in its 1993 National Register of Historic Places listing.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/grant\\_park\\_chicago.html](http://www.nps.gov/nr/travel/route66/grant_park_chicago.html)





**Title:** Abe Lincoln sits on a wagon, Route 66, Lincoln, Illinois

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010646306/>

“The Railsplitter Covered Wagon is the largest covered wagon in the world. It's creation is an inspirational story about determination, as it was made by Mr. David Bentley during his recovery from heart disease. It is recognized in the Guinness Book of World Records and was named #1 Roadside Attraction in America by Reader's Digest magazine.

For several years, the wagon had been located in the Divernon/Pawnee area, but developments prompted Mr. Bentley to contact the Abraham Lincoln Tourism Bureau about the wagon's purchase. Inspired by idea of having this wonderful tribute to Abe Lincoln located in the namesake community, Executive Director Geoff Ladd set out to make it happen. Mr. Bentley wanted the wagon to be located in a community that was rich in both Abe Lincoln and Route 66 heritage...

When fully assembled, the wagon weighs five tons and measures 40 feet long, 12 feet wide, and 24 feet tall. Abe Lincoln, seated in the front reading a book, weighs 350 pounds and measures 12 feet tall.

The Railsplitter Covered Wagon was recognized by the Guinness Book of World Records as the World's Largest Covered Wagon.”

-From <http://worldslargestcoveredwagon.com>







**Title:** Vintage Shell station built in 1926 on Route 66 in Mount Olive, Illinois

**Author/Creator:** Carol M. Highsmith

**Date:** [between 1980 and 2006]

**URL:** <http://www.loc.gov/pictures/item/2011633218/>

“The advent of the national road system in 1926 ushered in a golden age for mom-and-pop entrepreneurs. For Henry Soulsby of Mount Olive, it happened just in time. Mr. Soulsby followed his father, an Irish immigrant, into mining, but in the mid-1920s an injury forced him aboveground. Understanding that a national highway would soon pass through Mount Olive, he invested most of his life savings in two lots at the corner of 1st Street, now called Old Route 66. With the balance he built a gas station...

By the time Mr. Soulsby built his station in 1926, the leading oil companies had been hiring architects to design stations that would blend well with neighborhoods to minimize local opposition to the crudeness often associated with gas stations. Mr. Soulsby designed the building himself, taking into account these trends and blending well with the surrounding area.

Although the Great Depression soon began, the station thrived. America was broke, but it was still traveling. As Will Rogers would say, “We might be the first nation to drive to the poorhouse in an automobile”...

Route 66 was a great agent of progress and development, but its very success helped spell its doom. In the late 1950s, Interstate 55 began supplanting it in Illinois. In Mount Olive, the Soulsby Station ended up a mile away from the new thoroughfare. In 1991, the Soulsby Station stopped pumping gas but continued to check oil, sell soda pop, and greet the ever-growing legion of Route 66 tourists...

Today, the station looks essentially the same as it did during its post-World War II heyday. It was listed in the National Register of Historic Places in 2004.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/soulsby\\_service\\_station\\_mt\\_olive.html](http://www.nps.gov/nr/travel/route66/soulsby_service_station_mt_olive.html)



**Title:** Cars buried in the ground, Route 66 at Henry's Rabbit Ranch, Staunton, Illinois

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630495/>

“With its front yard on Route 66, Henry's Rabbit Ranch hops over countless other self-referential Mother Road attractions with its population of live bunnies. Owner and chief rabbit wrangler Rich Henry is outnumbered by a fuzzy populace that peaked at around 50 in 2003 (a love explosion) then gradually diminished to a more manageable 20 through careful neutering...

Rich's air conditioned gift shop/office was filled with rabbits and rabbit smells on the hot day that we visited; he keeps them indoors during uncomfortable weather. Outside, Rich took us on a quick tour. The back ends of a half-dozen Volkswagen Rabbits jut from the ground, a tribute to Cadillac Ranch further west on Route 66. The cars are packed tight, Rich said, as if they're huddling like real rabbits.”

-From Roadside America, <http://www.roadsideamerica.com/story/17358>





**Title:** Chain of Rocks bridge, Route 66, St. Louis, Missouri

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630132/>

“Chain of Rocks Bridge is one of the more interesting bridges in America...For more than three decades, the bridge was a significant landmark for travelers driving Route 66...

Chain of Rocks Bridge cost just over \$2.5 million—twice its original estimate. Fortunately, the public got its money’s worth...A park-like setting around a pool and a large, ornate toll booth anchored the Missouri end. On the Illinois side, 400 elm trees lined the approach. The bridge brought travelers into St. Louis by way of the picturesque Chain of Rocks amusement park on the Missouri hills overlooking the river. On a clear day, crossing the Chain of Rocks Bridge was a real pleasure. That pleasure became an official part of the Route 66 experience in 1936, when the highway was rerouted over the bridge.

In 1967, the New Chain of Rocks Bridge carrying Interstate 270 opened just 2,000 feet upstream of the old bridge, which closed in 1968. The bridge deteriorated, and during the 1970s, Army demolition teams considered blowing it up just for practice. In 1975, demolition seemed eminent. Fortunately for the bridge, a bad market saved the day. The value of scrap steel plummeted, making demolition no longer profitable. At that point...the bridge was abandoned...

During the 1980s, greenways and pedestrian corridors became increasingly popular, and a group called Trailnet began cleanup and restoration of the bridge. Linked to more than 300 miles of trails on both sides of the river, the old Chain of Rocks Bridge reopened to the public as part of the Route 66 Bikeway in 1999.”

-National Parks Service,

[http://www.nps.gov/nr/travel/route66/chain\\_of\\_rocks\\_bridge\\_illinois\\_missouri.html](http://www.nps.gov/nr/travel/route66/chain_of_rocks_bridge_illinois_missouri.html)





**Title:** Route 66 Rocker, Fanning, Missouri

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630491/>

“Erected on April Fool's Day 2008 outside the US 66 Outpost and General Store. It stands on rockers that are each 31.5 feet long and weigh a ton apiece. It's built of black steel pipe and was lifted into place by two cranes.

The Chair was conceived by Outpost owner Dan Sanazaro as a way to entice customers to his store, which he had opened only two months earlier. It was designed by a local acquaintance with no formal engineering training, and built by the owner of a local welding company. Dan remembered a big rocking chair he had seen as a kid on a family road trip, and had heard of a 34-foot-tall rocker in Franklin, Indiana—Big John—that he knew he had to beat.

At over 42 feet tall, The World's Largest Rocking Chair not only eclipses Big John, it stands nine feet taller than the former World's Largest Chair, now the World's Largest Office Chair, in Anniston, Alabama.

The Rocking Chair has a platform seat, but it's only available for sitting photo ops one day a year, ‘Picture on Rocker Day,’ the first Saturday in August. The Outpost hires a hoist truck to lift people into the chair.

In order to be certified by Guinness as the World's Largest Rocking Chair, the chair had to rock, which it did when first built. But the massive, multi-ton chair was so terrifying in motion, and Dan was so worried that tourists might flip it over and kill themselves, that he has now securely welded the chair to its base.”

-From Roadside America, <http://www.roadsideamerica.com/story/17781>





**Title:** 66 Drive-In Theatre, Route 66, Carthage, Missouri

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630400/>

“Americans took to the road in unprecedented numbers with the lifting of wartime rationing and travel restrictions during the Mother Road’s golden age that began in 1945...Although technically an innovation of the 1930s, the drive-in theater really came of age during the postwar auto and travel boom of the late 40s and early 50s. Drive-in theaters offered millions of (pre-television) motel guests an opportunity for affordable evening entertainment without having to leave the car or wander too far from the road. The number of drive-in theaters nationwide surged from a mere 52 in 1941 to 4,500 by 1956.

The 66 Drive-In in Carthage was part of that postwar wave and today is one of a very few historically intact drive-in theaters still operating along old Route 66...Almost all of the 66 Drive-In’s original structural elements still exist and are in operation. The 66-foot high, steel framed screen house continues its original dual role. Its front serves as a support for the movie screen, while its outward sloping back is a huge billboard announcing its original 1949 message: 66 DRIVE-IN THEATRE CARTHAGE, MO...The low, stucco concession stand/projection booth in the center of the theater area and the tiny five by nine foot, waved glass block ticket booth at the southeast entrance still retain their original Art Deco and Streamline Moderne styling...At the theater entrance, alongside old Route 66, stands the original steel and neon sign...

The theater ran from 1949 to 1985. After a period of decline following the decommissioning of Route 66 and a nationwide fall in drive-in theater attendance, the 66 Drive-In was renovated and reopened on April 18, 1998. The theater was listed in the National Register of Historic Places in 2003.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/66\\_drive\\_in\\_carthage.html](http://www.nps.gov/nr/travel/route66/66_drive_in_carthage.html)





**Title:** [Brush Creek Rainbow Bridge]

**Author/Creator:** Michael Overton

**Date:** 2006

**URL:** [http://upload.wikimedia.org/wikipedia/commons/a/a2/Rainbow\\_Curve\\_Bridge\\_2006-07-03.jpg](http://upload.wikimedia.org/wikipedia/commons/a/a2/Rainbow_Curve_Bridge_2006-07-03.jpg)

“The Brush Creek Bridge, also known as the Rainbow Bridge, was part of a project in the early 1920s to connect the mining communities of Galena, Riverton, and Baxter Springs with a concrete road. The unique and graceful Rainbow Arch design was the brainchild of James Barney Marsh, a bridge designer from Iowa, who patented the concrete and steel truss design in 1912. Marsh spent the next two decades erecting approximately 70 of his Rainbow Arch bridges throughout the Midwest, most of them in Kansas, where approximately 35 still remain.

The bridge consists of a pair of arches disposed between two abutments, with concrete banister railings aligned parallel with the bridge deck. The original patents called for slideable wear plates, molded into the concrete where the bridge deck came into contact with the beams and abutments. This is important, as one of the main benefits of this design was to allow for the expansion and contraction of the reinforced concrete bridge under varying conditions of temperature and moisture. Built in 1923, the 130-foot bridge carried Route 66 motorists over Brush Creek until it was bypassed by the interstate in the 1960s.

The Brush Creek Bridge was listed in the National Register of Historic Places in 1983. In 1992, upon seeing two other Marsh Arch bridges on the short stretch of Route 66 through Kansas dismantled, the Kansas Historic Route 66 Association worked successfully to save the Brush Creek Bridge... Although local traffic has been rerouted around the bridge, it is still possible to walk or drive across the bridge. If you're lucky, you may discover it in use as a venue for a community picnic or wedding—and you'll likely be invited to join in.”

-National Parks Service,

[http://www.nps.gov/nr/travel/route66/brush\\_creek\\_bridge\\_cherokee\\_county.html](http://www.nps.gov/nr/travel/route66/brush_creek_bridge_cherokee_county.html)





**Title:** Big Blue Whale, Route 66, Catoosa, Oklahoma

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630004/>

“Hugh Davis had a job as a director of a Tulsa zoo, and he and his wife Zelta ran an alligator farm just off of Route 66. In the early 1970s Hugh surprised Zelta on their anniversary by unveiling an 80-foot-long sperm whale that he had built out of pipe and concrete in a little pond on their property. He originally built it for the use of just the Davis kids, with a diving platform on its tail and a slide coming out of its head.

By the mid-1970s, however, the happy whale with the toothy smile had become the centerpiece of Hugh and Zelta's new attraction, Nature's Acres, which also featured Animal Reptile Kingdom (A.R.K. -- housed in a replica of Noah's Ark) and a Trading Post run by Hugh's Indian brother-in-law. The spring-fed pond had been enlarged by Hugh into a commercial swimming hole, and the Blue Whale became a Route 66 icon.

Hugh and Zelta eventually got old, and they closed the attraction in 1988. The pond got scummy. The Ark was abandoned and, although still standing, is now beyond repair. That fate could have befallen the Blue Whale as well, which for a decade fell into disrepair. But it was too visible and too beloved, and every few years Whale boosters now converge on Catoosa to patch its concrete and give it a fresh coat of paint.

A cluster of picnic benches sit on the shore near the whale's mouth.”

-From Roadside America, <http://www.roadsideamerica.com/story/14307>





**Title:** Pops Restaurant and Gift shop, Route 66, Arcadia, Oklahoma

**Author/Creator:** Carol M. Highsmith

**Date:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630481/>

“It's the effervescent essence of Route 66: colorful, free-wheeling, fun. POPS answers the call of the road: our unquenchable thirst for adventure.

This sculptural take on a soda bottle and straw soars 66 ft. into the sky. Like a rocketship from another realm, it's THE must-see Route 66 landmark, standing next to the space station with which it arrived.

Each night as the sun sets on Arcadia, LED lights transform it into a dazzling light show of Times Square-quality luminosity. An infinite array of colors and patterns salute the world's greatest variety of soda pop inside.

It's futuristic vision rising from the pastoral Arcadian valley itself, with its native Oklahoma red rock base and steel trusses like giant tree branches.

The huge canopy cantilevers, unsupported, 100 feet to shelter vehicles and their occupants from sun, rain and snow. So big, it creates an “outdoor room,” it's an unexpected sensation we bet you've never experienced—with wildflowers and trees all around you.

Ultramodern fuel pumps and other cutting-edge amenities distinguish POPS from any other gas station on earth.

At the pumps, get an eyeful of windows artfully lined with POPS' rainbow of sodas. Glass shelves showcase thousands of bottles, floor-to-ceiling. And make darn sure you won't leave without coming in for a visit.”

-From <http://www.route66.com>





**Title:** Round Barn on U.S. 66, Arcadia, Oklahoma

**Author/Creator:** Carol M. Highsmith

**Date:** [between 1980 and 2006]

**URL:** <http://www.loc.gov/pictures/item/2011633429/>

“Sitting atop a low terrace overlooking the Deep Fork River, the Round Barn in Arcadia has been a center of community activity and curiosity for over a century. William Harrison “Big Bill” Odor arrived in Oklahoma County in 1892, and shortly after, in 1898, oxen cleared the ground for construction of his barn. He built a barn 60 feet in diameter and 43 feet high with a local red Permian rock foundation. Local burr oak timbers were soaked in water until soft and then banded into the mold to create the rafters. Mr. Odor apparently designed the barn himself, though no one knows how he chose the round design.

After its construction was completed in 1898, the barn housed hay, grain, and livestock, but almost from the start, it served as a community center...From time to time for the next 25 years, barn dances drew crowds and musicians to Arcadia from a wide area. Mr. Odor compared the barn’s acoustics with those of the Mormon Tabernacle in Salt Lake City, and it became a popular rallying point while Arcadia flourished.

With the U.S. Highway 66 alignment through Arcadia in 1928, travelers along the Mother Road were only a stone’s throw from the architectural curiosity. The barn quickly became a Route 66 landmark.”

-National Park Service, [http://www.nps.gov/nr/travel/route66/arcadia\\_round\\_barn.html](http://www.nps.gov/nr/travel/route66/arcadia_round_barn.html)





**Title:** Braum's Milk on Route 66, Oklahoma City, Oklahoma

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010646309/>

“Milk Bottle Grocery in Oklahoma City is the type of historic Route 66 establishment that you can miss only if your eyes are closed. Constructed in 1930, the tiny, 350-square foot triangular commercial building of red brick is located on a speck of real estate smack in the right-of-way of a busy urban thoroughfare...

Built of sheet metal around 1948, the eye catching milk bottle was, and still is, a funky advertising gimmick for the dairy industry. The building's tight spatial restrictions--hemmed in on all sides by roadway--no doubt determined the milk bottle's rooftop locale. With only inches to spare beyond its walls, the only place left to go was up...

Yet, the milk bottle never directly connected to the business of its place. It has always been rented separately. Over the years, lettering and logos on this classic icon have been painted and repainted to accommodate a long line of milk related promotions. For those too young to remember what a real milk bottle actually looks like, this rendition is remarkably true to form, from its long, tapered neck up to its rimmed mouth and its clever, metal crenellated version of the traditional, folded paper bottle cap.

Aside from the big bottle, what is most memorable about the Milk Bottle Grocery is the primacy of its location for doing business in the automobile age. Over the decades, this modest but well-situated building has continued to draw a wide range of commercial ventures, including a cleaners, a realty office, the Classen Fruit Market, a barbecue 'shak,' and the Triangle Grocery. Today, the building houses a Vietnamese sandwich shop. The Milk Bottle Grocery was listed in the National Register of Historic Places in 1998.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/milk\\_bottle\\_grocery\\_oklahoma\\_city.html](http://www.nps.gov/nr/travel/route66/milk_bottle_grocery_oklahoma_city.html)





**Title:** The quirky "Greasy Spoon" restaurant inside the Route 66 Museum in the Texas Panhandle

**Author/Creator:** Carol M. Highsmith

**Date:** [between 1980 and 2006]

**URL:** <http://www.loc.gov/pictures/item/2011633494/>

“Only 178 miles of the 2,000-mile-long Mother Road is in Texas. Nevertheless, ‘the first Route 66 museum ever’ is in the Texas panhandle, according to Delbert Trew, its curator. It opened in 1991, which gives some sense of when the Route 66 nostalgia movement really began.

The museum stands between the east- and west-bound lanes of the old highway, and holds a modest collection of artifacts. Because it was the first Route 66 museum, Delbert noted with pride that everything in it is authentic; there are no replicas. Most of the collection was donated by former Texas Route 66 businesses, while the rest was ‘rescued’ by Delbert on his own initiative. ‘I know it's authentic because I stole it myself,’ he cracked.

The expected old road signs and souvenirs and faded photos are present, but the museum also displays the original, life-size steer that stood outside Amarillo's Big Texan Steak Ranch (which now owns a much larger steer). A recreated Route 66 cafe encourages visitors to pose for snapshots with a dummy waitress and soft-sewn dummy cook. Our favorite exhibit was the huge, yellow cobra that once stood outside the Regal Reptile Ranch in nearby Alanreed. ‘You paid a quarter and could see rattlesnakes and coons and possums,’ Delbert recalled. ‘The lady that ran it, if you gave her an extra quarter, she'd feed the rattlesnakes baby chickens.’

The museum gift shop sells nugget-sized ‘chunks of the Mother Road’ for a couple of bucks. Its packaging reassures purchasers that, despite their souvenir, in Texas, ‘90 percent of the old road is still in use.’”

-From Roadside America, <http://www.roadsideamerica.com/story/26664>





**Title:** Rattlesnakes sign, Route 66, near McLean, Texas

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630154/>

“Known as ‘Story’ when the Chicago, Rock Island and Gulf Railway established the site as a station, Lela acquired its current name around 1903 when postmaster Bedford F. Bowers rechristened the town in honor of his sister-in-law.

During its early years, little Lela struggled to build a reputation for itself. But by 1906, the tiny hamlet had been supplanted by Shamrock as a trade center.

Curiously, the Lela area also marks the last stand of roadside reptile exhibitor E. Mike Allred. The surly carnival man—who at one time operated snake attractions along Route 66 near Elk City and Erick, Oklahoma—moved to Texas to establish the Regal Reptile Ranch at Alanreed. He partnered in this scaly enterprise with his sister, Addie. But when business relations grew rough, E. Mike moved his share of snakes toward Lela and set up shop in the old service station that had once been graced by Conald Cunningham's Neon Steer.

Today, E. Mike's towering RATTLESNAKES: EXIT NOW sign survives as a local landmark. E. Mike's old building has been moved to McLean and now serves as part of the Red River Steakhouse. E. Mike himself can best be honored through a visit to the Devil's Rope Museum of McLean, Texas—where some of his sister's pickled snakes remain on display.”

-From Mock Turtle Press: <http://www.mockturtlepress.com/texas/drive66east.html>





**Title:** Ant Farm Cadillac car art, Route 66, Amarillo, Texas

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630805/>

Cadillac Ranch is a public art installation and sculpture in Amarillo, Texas, U.S. It was created in 1974 by Chip Lord, Hudson Marquez and Doug Michels, who were a part of the art group Ant Farm, and it consists of what were (when originally installed during 1974) either older running used or junk Cadillac automobiles, representing a number of evolutions of the car line (most notably the birth and death of the defining feature of early Cadillacs; the tail fin) from 1949 to 1963, half-buried nose-first in the ground, at an angle corresponding to that of the Great Pyramid of Giza in Egypt.

-Library of Congress





**Title:** Tee Pee Curios Shop, Route 66 in Tucumcari, New Mexico

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630057/>

“The best part of Route 66 is driving among uniquely american icons of the 20th century. There are few chain stores, few major brands, few intrusions of 21st century living. There are however lots of one-off family-owned stores. Those which have survived the assault from the Interstate Highway system continue doing what they've always done, albeit under challenging conditions. However, out of their struggles comes character and great stories.

One of the best examples of what you'll find is TeePee Curios... When Pixar executives were traveling Route 66...they visited with many businesses and personalities along the way. The idea was to gain experience and develop the story for *Cars*. Businesses such as the Blue Swallow Motel, TeePee Curios, and the WigWam Motel...were woven into the fabric of the movie...

Another way TeePee Curios has had an impact was when it was selected as part of the New Mexico Route 66 Neon Sign Restoration Project. It was one of nine sites with classic neon signs along Route 66 chosen for its cultural significance to be restored. The result was their sign returned to its blazing neon glory.”

-From Waymarking, [http://www.waymarking.com/waymarks/WM1AF0\\_TeePee\\_Curios](http://www.waymarking.com/waymarks/WM1AF0_TeePee_Curios)





**Title:** Blue Swallow Motel, Route 66, Tucumcari, New Mexico

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630927/>

“Carpenter W.A. Huggins began construction on the Blue Swallow Motel prior to the outbreak of World War II, and Ted Jones, a prominent eastern New Mexico rancher, opened the motel in 1942. Facing Route 66, the Blue Swallow offers access to motorists from both the highway and a side street. The motel has an L-shaped plan and consists of 14 units with a discreet office and manager’s residence. Garage units, some with wood overhead doors, are located between the sleeping units. With its pink stucco walls decorated with shell designs and a stepped parapet, the façade reflects a modest use of the Southwest Vernacular style of architecture.

When Mr. Jones and his wife died in the 1950s, Lillian Redman and her husband bought the motel and successfully operated it. From the start, the Redmans put their customers first. When guests didn’t have enough money for a room, the Redmans accepted personal belongings in trade or provided the room for free. Ms. Redman and the Blue Swallow became icons of Route 66 folklore...

At the end of the 1960s, Interstate 40, a better and faster highway, took the place of the old Route 66. The development of this new highway drastically changed the traffic circulation of Route 66 affecting many of the businesses along the way, including the Blue Swallow Motel...

After owning the Blue Swallow for almost 50 years, Ms. Redman sold the motel in the late 1990s. Listed in the National Register of Historic Places in 1993, the motel continues to operate as a popular overnight destination. The motel received a Cost-Share Grant from the National Park Service Route 66 Corridor Preservation Program in 2007 for restoration of the neon sign, neon swallows, and office windows.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/blue\\_swallow\\_motel\\_tucumcari.html](http://www.nps.gov/nr/travel/route66/blue_swallow_motel_tucumcari.html)



Kodak 400TMY



**Title:** Detail of Luna Lodge neon sign, View EAST. - Luna Lodge, 9119 Central Avenue Northeast, Albuquerque, Bernalillo County, NM

**Author/Creator:** Martin Stupich

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/nm0300.photos.218014p/>

“As traffic grew along Route 66 after World War II, so did the need for roadside businesses, including gas stations, restaurants, and motels. Evolving from the primitive campgrounds of the 1920s and the motor cabins of the 1930s, motels offered greater comforts such as private bathrooms, daily linen service, and eventually television, phones, and swimming pools. At the peak of Route 66 in 1955, 98 motels lined the Mother Road in Albuquerque. Today, fewer than 40 pre-1955 motels remain. Among these is the Luna Lodge. Built in 1949, the motel was one of the easternmost motels along Albuquerque’s commercial strip.

Luna Lodge consists of two one-story buildings and a third building with a two-story portion. The buildings have flat roofs, white stucco walls, and concrete foundations. Details reflect a modest use of the Southwest Vernacular style including a parapet, flared stucco hoods over the doors, and slightly articulated stucco sills. Classic features of the Pueblo Spanish Revival style are also featured, such as projecting wooden vigas (roof beams), blunted and rounded corners, irregular stuccoing, exposed lintels, and a stepped back roofline...

In 2006, the motel was documented for the Historic American Engineering Record by University of New Mexico, Historic Preservation and Regionalism students. The resulting drawings and photographs are archived at the Library of Congress in Washington, DC. In 2013, the Luna Lodge was rehabilitated by NewLife Homes. The \$4.8 million project converted the hotel into 30 apartments for low-income individuals, many of whom have disabilities.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/luna\\_lodge\\_albuquerque.html](http://www.nps.gov/nr/travel/route66/luna_lodge_albuquerque.html)





**Title:** Historic American Buildings Survey John P. O'Neill, Photographer March 7, 1937 VIEW LOOKING NORTHEAST - Houses (near Mission), Mesita, Cibola County, NM

**Author/Creator:** John P. O'Neill

**Date:** 1937

**URL:** <http://www.loc.gov/pictures/item/nm0070.photos.114221p/>

“The Pueblo of Laguna, the largest of the Keresan pueblos, is 45 miles west of Albuquerque on Route 66...

The historical record indicates that ancestors of the pueblo's current residents have been in residence since at least 1300, and that people have inhabited the area since at least 3000 BCE. Pueblo tradition says that Pueblo people have always been there. Their Spanish name, Laguna, translates to lagoon and derives from a lake, now dry, once located in the pueblo. The local language is called Keresan, and the name of the people in that language is Kawaik. Prior to Spanish incursions in the region in the 1500s, Kawaik residents lived in a border region between Ancestral Pueblo people to the north and Mogollon people to the south. When Spanish people arrived there, they found a self-governing, agricultural society.

The pueblo we see today was established after the Pueblo Revolt in 1699 by a group of Kawaik people and other refugees from Cienguilla, Santo Domingo, Cochiti, and Zia Pueblos. It expanded rapidly, growing to the north, east, and west. The pueblo's main village is built into the soft, light-yellow sandstone slope on the west side of the San Jose River. Buildings are of stone and adobe, and the St. Joseph Church, which dates from 1701, dominates the skyline. Agriculture continued to be a way of life, and pueblo visitors often remarked on the quality of their crops...

Today, the Pueblo of Laguna remains an active place. Uranium became an important economic engine in the community after its c.1950 discovery on pueblo land. Tourism and the craft industry it supports, as well as a tribal casino along Interstate 40, are additional sources of revenue. The St. Joseph Church is a popular tourist destination, and local crafts are available from pueblo vendors in the village.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/pueblo\\_laguna.html](http://www.nps.gov/nr/travel/route66/pueblo_laguna.html)





**Title:** Wigwam Motel, Route 66, Holbrook, Arizona

**Author/Creator:** Carol M. Highsmith

**Date:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630005/>

“In the arid Arizona desert, the Wigwam Village Motel in Holbrook still provides Route 66 aficionados the opportunity to ‘Sleep in a Wigwam!’

While passing through Cave City, Kentucky in 1938, Chester E. Lewis was impressed by the distinctive design of the original Wigwam Village constructed in 1937 by architect Frank Redford. An astute observer may notice that the Wigwam Village is not composed of wigwams but of teepees. Mr. Redford, who patented the wigwam village design in 1936, disliked the word ‘teepee’ and used ‘wigwam’ instead.

Mr. Lewis purchased copies of the plans and the right to use the Wigwam Village name. The purchase included a royalty agreement in which Mr. Lewis would install coin operated radios, and every dime inserted for 30 minutes of play would be sent to Mr. Redford as payment. Seven Wigwam Villages were constructed between 1936 and the 1950s. Finished in 1950, Mr. Lewis’ village was the sixth, thus its designation as Wigwam Village #6.

Fifteen concrete and steel freestanding teepees are arranged in a semi-circle around the main office. The motel office and its surrounding small buildings represent the quarters of the chief and his family. Each teepee is 21 feet wide at the base and 28 feet high. The teepees are painted white with a red zigzag above the doorway. Rooms feature the original hand-made hickory furniture, and each is equipped with a sink, toilet, and shower. Vintage automobiles are permanently parked throughout the property, including a Studebaker that belonged to Mr. Lewis. In front of the main office were gas pumps that are no longer in place...Of the seven original Wigwam Village Motels, two other Wigwam Village Motels survive: #2 in Cave City, Kentucky and #7 in Rialto/San Bernardino, California.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/wigwam\\_village\\_hotel6\\_holbrook.html](http://www.nps.gov/nr/travel/route66/wigwam_village_hotel6_holbrook.html)







**Title:** Rusty Bolt Store, Seligman, Arizona

**Author/Creator:** Carol M. Highsmith

**Year:** 2009

**URL:** <http://www.loc.gov/pictures/item/2010630175/>

“Seligman Commercial Historic District is the commercial heart of the small community of Seligman, Arizona and the commercial center of Northern Yavapai County. First a railroad center, Seligman’s commercial core grew when Route 66 came through in 1926. The district is an important reminder of how transportation systems influenced the development of communities in the American West. The district contains a significant collection of railroad and auto related commercial architecture. Seligman offers today’s travelers a real understanding of what kinds of commercial establishments were available to motorists travelling the Mother Road...

The Arizona Highway Department reported that more than 500,000 out of state cars travelled Route 66 in 1937, but Seligman experienced its real heyday after World War II, when returning veterans and other motorists hit the road and made the Southwest a popular tourist destination. Seligman’s businesses lured travelers along Route 66 with their exuberant slogans, signs, neon lights, and other gimmicks, until Interstate 40 opened in 1978, bypassing Seligman and signaling the end of the heyday of the Mother Road...

After the 1933 rerouting of Route 66, commercial buildings in the district became more ostentatious and exuberant manifestations of the roadside architectural style. The Deluxe Inn, Snow Cap Drive-In, Supai Motel, Nomad Motel, Canyon Shadows Motel, Aztec Motel, and Copper Cart Restaurant exemplify this change.”

-National Parks Service, [http://www.nps.gov/nr/travel/route66/seligman\\_historic\\_district\\_az.html](http://www.nps.gov/nr/travel/route66/seligman_historic_district_az.html)



**Title:** Siesta Motel, Kingman, Arizona

**Author/Creator:** Carol M. Highsmith

**Year:** 2006

**URL:** <http://www.loc.gov/pictures/item/2010630178/>

“Kingman, Arizona is situated in the scenic Hualapai Valley between the Cerbat and Hualapai mountain ranges. Founded in 1882 as an Atlantic and Pacific Railroad town, the city was named for railroad surveyor Lewis Kingman. Christened as the Mohave County seat in 1887, it grew into an important supply and shipping center for miners and ranchers in western Arizona...

Early businesses marketed goods and services to both local and visiting populations and thrived during Kingman’s first decades...By the 1910s, roads and automobiles competed with the railroad for importance in Kingman...

Route 66’s original 1926 course followed the National Old Trails Road through Kingman. The new federal highway boosted the town’s economy, as did other important federal activities that took place through the 1930s and 1940s. This included construction of the nearby Hoover Dam from 1931 to 1936...Military installations proliferated during World War II, and an airfield was established a few miles east of town bringing with it an influx of new residents and business...

An era ended for Kingman when construction of Interstate 40 was completed, drawing through-traffic away from Route 66 and the downtown area. After a period of decline, the district is slowly experiencing revitalization. Acknowledging its historic significance, the National Park Service included the Kingman Commercial Historic District in the National Register of Historic Places in 1986.”

-National Parks Service,

[http://www.nps.gov/nr/travel/route66/kingman\\_commercial\\_historic\\_district.html](http://www.nps.gov/nr/travel/route66/kingman_commercial_historic_district.html)





**Title:** Route 66 mural by Dan Loudon located in Needles, California

**Author/Creator:** Carol M. Highsmith

**Date:** 2012

**URL:** <http://www.loc.gov/pictures/item/2013630410/>

“Along old U.S. Route 66, the once-kitschy Overland Motel is crumbling, vacant lots pock downtown and, as if this remote desert outpost weren't suffering enough, the last car dealership folded up and left behind a blanket of empty asphalt.

Not a pretty picture for travelers who might pull off the highway for a burger or to spend the night.

Then, about five months ago, a man with a sun-stained face and paint-crusted fingernails drifted in, and the tiny old railroad town of Needles started looking a little brighter.

The first mural popped up on a bare cinder-block wall at the Wagon Wheel Restaurant: A giant Santa Fe locomotive chugging by a roadside sign for the ‘Route 66 Original Diner.’

Another appeared at the Valero gas station, with two space aliens that look like ET driving down Route 66 in a 1950s Buick. Elvis and Marilyn took over the side wall of the Econo Smog with their two-tone Ford Fairlane convertible parked at the Colorado River. Marilyn sported aviators and the King, white leathers.

All pay homage to U.S. Route 66, the Mother Road, which ran from Chicago to Los Angeles and right through the heart of Needles before it was retired from the federal highway system in 1985. Other larger-than-life odes appeared seemingly overnight at the Needles Point Pharmacy and Liquor Store, Deco Food Service, the local Chevron station, the Miranda Car Wash and the local Best Western — more than a dozen murals in just a few months, and more are in the works.”

-From *The Los Angeles Times*, <http://articles.latimes.com/2011/aug/30/local/la-me-needles-murals-20110830>



HAER No. CA-58-6



**Title:** 6. VIEW OF BRIDGE, LOOKING WEST FROM THE ARROYO SECO. THE PARKER-MAYBERRY BRIDGE IS IN THE LEFT FOREGROUND, AND THE PIONEER BRIDGE CAN BE SEEN IN THE DISTANCE. - Colorado Street Bridge, Spanning Arroyo Seco at Colorado Boulevard, Pasadena, Los Angeles County, CA

**Author/Creator:** Tavo Olmos

**Date:** 1988

**URL:** <http://www.loc.gov/pictures/item/ca1502.photos.012616p/>

“With its majestic arches rising 150 feet above the deeply cut Arroyo Seco, the Colorado Street Bridge was proclaimed the highest concrete bridge in the world upon completion in 1913. The bridge impressed travelers from the day it opened...

The bridge connected Pasadena to Los Angeles, poising it to grow. Traffic on the new bridge was heavy. Only two lanes wide, the bridge was considered inadequate as early as the 1930s. The bridge remained part of Route 66 until the 1940 completion of the Arroyo Seco Parkway. By then, the Colorado Street Bridge had a sinister reputation as “suicide bridge.” The first person jumped from the bridge in 1919. A number of other deaths by suicide followed, especially during the Great Depression. Over the years, estimations put the number of people, who took their lives leaping into the Arroyo, at more than 100.

The historic bridge was listed in the National Register of Historic Places in 1981, but by that time, it was in disrepair...After the Loma Prieta earthquake in 1989, the bridge closed as a precautionary measure. Eventually Federal, State, and local funds provided 27 million dollars in renovation costs. The bridge reopened in 1993, complete with all of its original ornate detail and a suicide prevention rail.

After admiring the bridge’s engineering, find a local and ask about some hauntings. A number of spirits are said to wander the bridge as well as the Arroyo below.”

-National Parks Service,

[http://www.cr.nps.gov/nr/travel/route66/colorado\\_street\\_bridge\\_pasadena.html](http://www.cr.nps.gov/nr/travel/route66/colorado_street_bridge_pasadena.html)



**Title:** Aerial view of Santa Monica Pier, Santa Monica, California

**Author/Creator:** Carol M. Highsmith

**Date:** 2012

**URL:** <http://www.loc.gov/pictures/item/2013632670/>

“Old Route 66 had its western terminus at the edge of the Pacific Ocean in Santa Monica, on a palm-lined bluff a few blocks north of the city’s landmark pier. The pier holds a small amusement park and a lovely old Looff carousel (as seen in the movie *The Sting*). A beachfront walkway heads south of the pier to Venice Beach, heart of bohemian L.A., but near where Santa Monica Boulevard dead-ends at Ocean Boulevard, a brass plaque marks the official end of Route 66, the ‘Main Street of America,’ also remembered as the ‘Will Rogers Highway,’ one of many names the old road earned in its half century of existence. The plaque remembers Rogers as a ‘Humorist, World Traveler, Good Neighbor’—not bad for an Okie from the middle of nowhere.

Two blocks east of the ocean, stretch your legs at Santa Monica Place and the adjacent Third Street Promenade, an indoor/outdoor shopping area and icon of contemporary Southern California (sub)urban culture. The surrounding streets are among the liveliest in Southern California; people actually walk, enjoying street performers, trendy cafés, bookshops, and movie theaters.”

-From Road Trip USA, [http://www.roadtripusa.com/routes/route66/california/r66\\_santamonica.html](http://www.roadtripusa.com/routes/route66/california/r66_santamonica.html)