

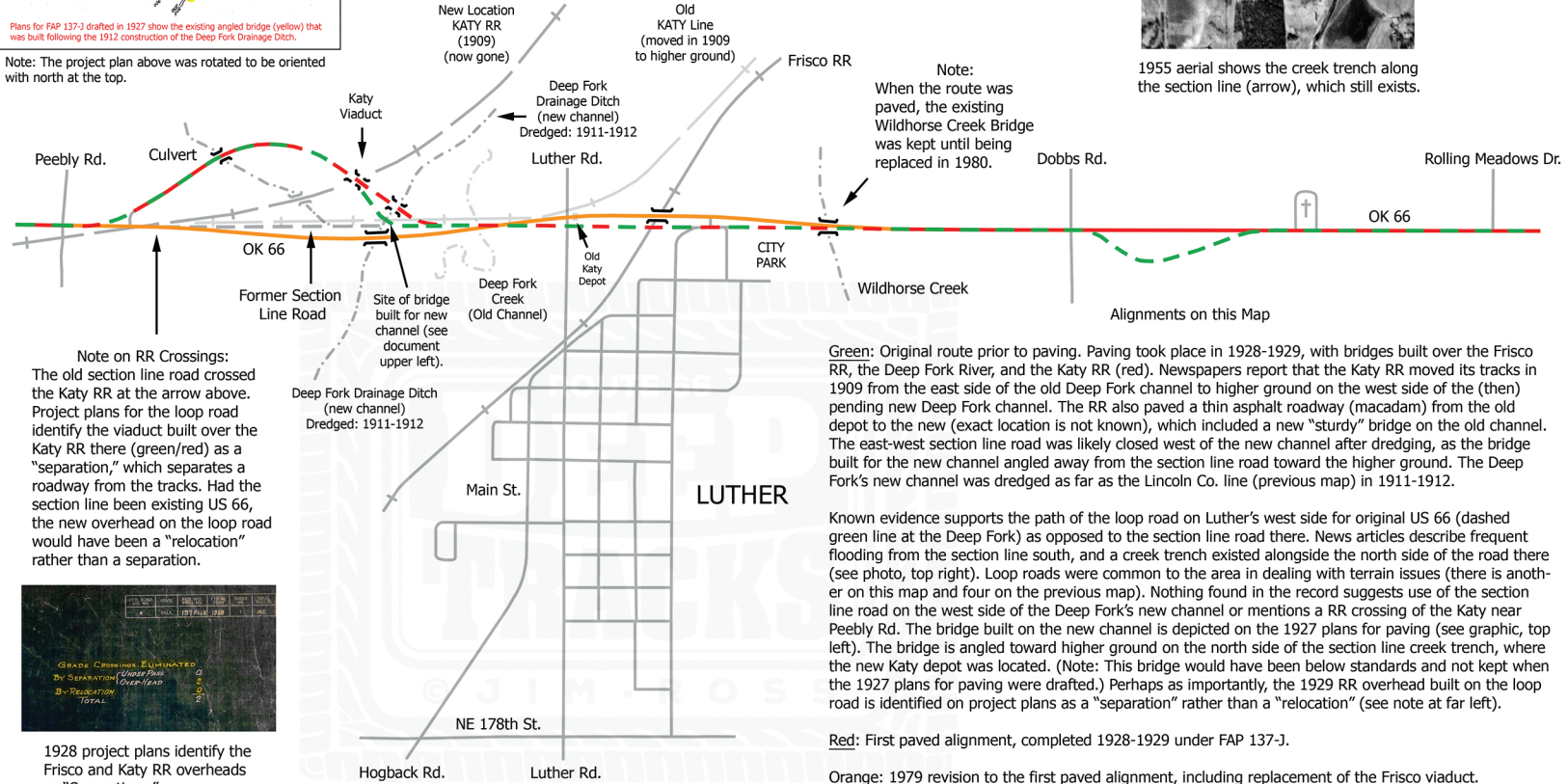
Plans for FAP 137-J drafted in 1927 show the existing angled bridge (yellow) that was built following the 1912 construction of the Deep Fork Drainage Ditch.

Note: The project plan above was rotated to be oriented with north at the top.

Between Chandler (east) and Arcadia (west)

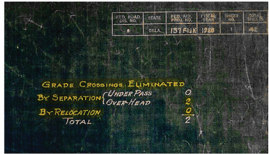


1955 aerial shows the creek trench along the section line (arrow), which still exists.



Note:
When the route was paved, the existing Wildhorse Creek Bridge was kept until being replaced in 1980.

Note on RR Crossings:
The old section line road crossed the Katy RR at the arrow above. Project plans for the loop road identify the viaduct built over the Katy RR there (green/red) as a "separation," which separates a roadway from the tracks. Had the section line been existing US 66, the new overhead on the loop road would have been a "relocation" rather than a separation.



1928 project plans identify the Frisco and Katy RR overheads as "Separations."

Green: Original route prior to paving. Paving took place in 1928-1929, with bridges built over the Frisco RR, the Deep Fork River, and the Katy RR (red). Newspapers report that the Katy RR moved its tracks in 1909 from the east side of the old Deep Fork channel to higher ground on the west side of the (then) pending new Deep Fork channel. The RR also paved a thin asphalt roadway (macadam) from the old depot to the new (exact location is not known), which included a new "sturdy" bridge on the old channel. The east-west section line road was likely closed west of the new channel after dredging, as the bridge built for the new channel angled away from the section line road toward the higher ground. The Deep Fork's new channel was dredged as far as the Lincoln Co. line (previous map) in 1911-1912.

Known evidence supports the path of the loop road on Luther's west side for original US 66 (dashed green line at the Deep Fork) as opposed to the section line road there. News articles describe frequent flooding from the section line south, and a creek trench existed alongside the north side of the road there (see photo, top right). Loop roads were common to the area in dealing with terrain issues (there is another on this map and four on the previous map). Nothing found in the record suggests use of the section line road on the west side of the Deep Fork's new channel or mentions a RR crossing of the Katy near Peebly Rd. The bridge built on the new channel is depicted on the 1927 plans for paving (see graphic, top left). The bridge is angled toward higher ground on the north side of the section line creek trench, where the new Katy depot was located. (Note: This bridge would have been below standards and not kept when the 1927 plans for paving were drafted.) Perhaps as importantly, the 1929 RR overhead built on the loop road is identified on project plans as a "separation" rather than a "relocation" (see note at far left).

Red: First paved alignment, completed 1928-1929 under FAP 137-J.

Orange: 1979 revision to the first paved alignment, including replacement of the Frisco viaduct.

The newspaper clips at right reveal the end points of the new Deep Fork channel in Oklahoma Co. and that it was begun in February 1911 and reached the Lincoln Co. line to the east of Luther in September 1912.

The property affected or reclaimed by the drain... Deep Fork district begins along Deep Fork creek just southwest of Arcadia and extends north and northwest through Luther township to the Lincoln county line. It is planned to drain more than 100,000 acres of farming land.

Work Night and Day... The work was pushed as rapidly as possible, alternating crews keeping the big dredge dipping away, night and day... trestles, dining room and sleeping quarters were built on another bridge which floated a short distance in the rear of the dredging outfit. The county line was reached in September, 1912—only a little over a year and a half after the beginning of the work. During the season of 1912 there were some heavy falls of rain. Above the head of the new

1907 USGS Topo Map
This map shows a grade crossing of the Frisco at Luther, a bridge on the old river channel (confirming the section line as a road), and a crossing of the Katy RR. The diagonal segment of Katy tracks were moved about a half mile west in 1909 (this did not affect their crossing of the section line road). Dredging of the new Deep Fork channel just east of the relocated RR began circa 1910.

