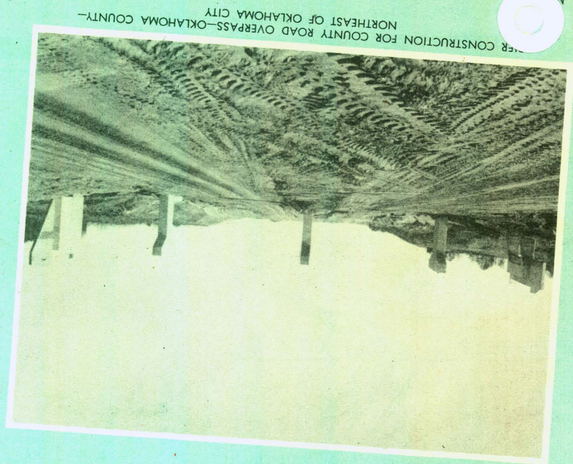
TURNPIKE GRADING—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY

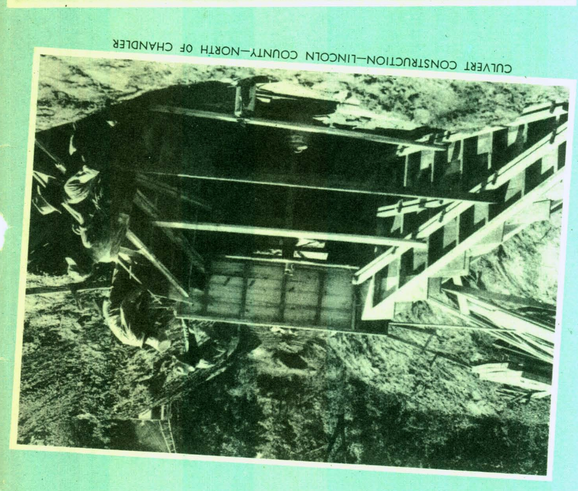


PIER CONSTRUCTION FOR COUNTY ROAD OVERPASS—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY

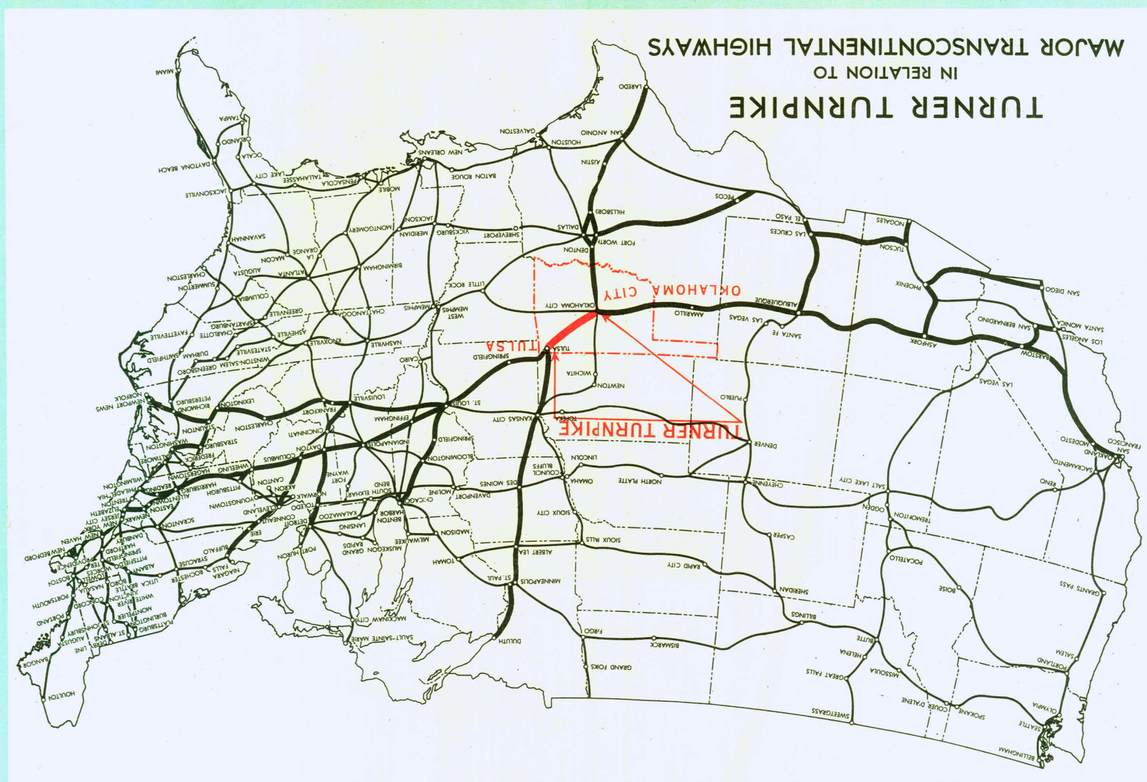
PIER CONSTRUCTION FOR COUNTY ROAD OVERPASS—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY

Photographs by Charles H. M

TURNPIKE GRADING—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY



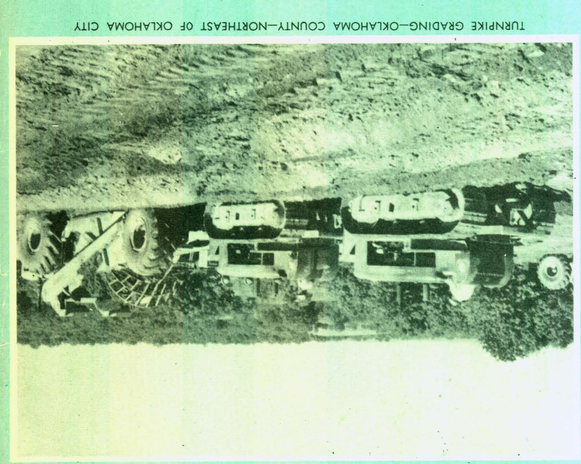
CULVERT CONSTRUCTION—LINCOLN COUNTY—NORTH OF CHANDLER



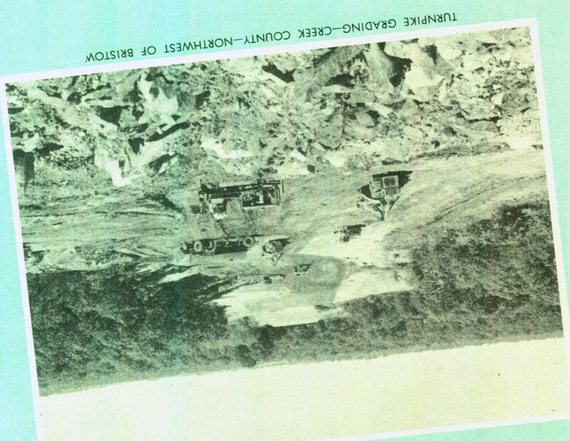
OVERPASS PIER CONSTRUCTION—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY

TURNPIKE GRADING—LINCOLN COUNTY—NORTH OF CHANDLER

TRIPLE BOX CULVERT—CREEK COUNTY—NORTHEAST OF SAPULPA



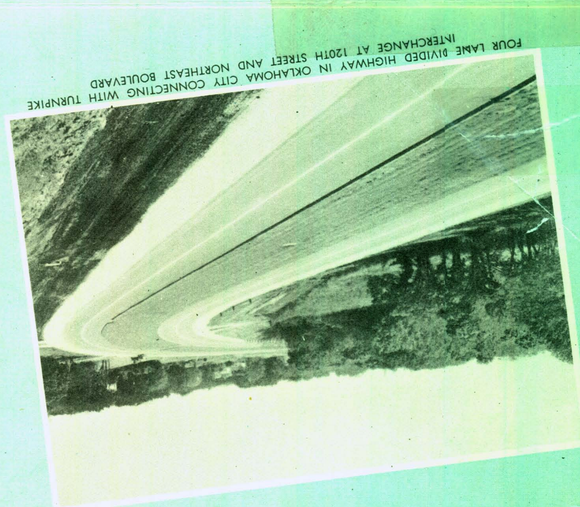
TURNPIKE GRADING—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY



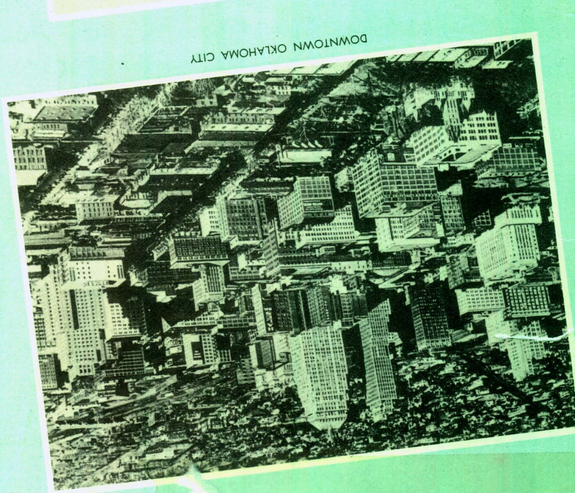
TURNPIKE GRADING—CREEK COUNTY—NORTHWEST OF BRISTOW

TURNPIKE GRADING—CREEK COUNTY—NORTHEAST OF SAPULPA

TURNPIKE GRADING—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY



FOUR LANE DIVIDED HIGHWAY IN OKLAHOMA CITY CONNECTING WITH TURNPIKE INTERCHANGE AT 120TH STREET AND NORTHEAST BOULEVARD



DOWNTOWN OKLAHOMA CITY

OKLAHOMA CITY - STATE CAPITAL

Oklahoma City, state capital, ranks at the top in transportation, industrial and commercial circles throughout the far flung Southwest. With a metropolitan district population of about 325,000, Oklahoma City is the distribution headquarters of many of the nation's largest manufacturers and suppliers.

Bulwarked with an unlimited water supply, electricity, natural gas, fuel oil and a progressive citizenship, the Capital City has flourished with startling development since being born in a tent colony during a dramatic Indian Territory land opening on exciting half century ago.

The city is surrounded by prolific oil fields, a rich agricultural belt and her manufacturing production line includes almost every commodity found in leading world markets.

TULSA - OIL CAPITAL OF WORLD

From an Indian village to a thriving metropolis within the scant space of a few years is the swift moving history of Tulsa, a metropolis known the world over, principally as the headquarters of the oil industry.

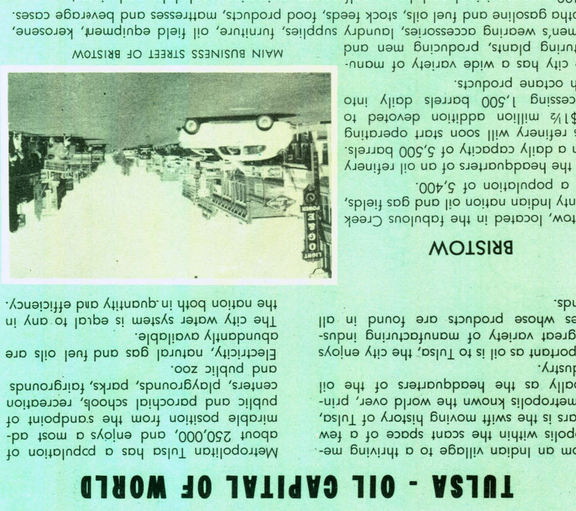
Important as oil is to Tulsa, the city enjoys a great variety of manufacturing industries whose products are found in all lands.

Metropolitan Tulsa has a population of about 250,000, and enjoys a most admirable position from the standpoint of public and parochial schools, recreation centers, playgrounds, parks, fairgrounds and public zoo.

Electricity, natural gas and fuel oils are abundantly available.

The city water system is equal to any in the nation both in quantity and efficiency.

DOWNTOWN TULSA



MAIN BUSINESS STREET OF BRISTOW

BRISTOW

Bristow, located in the fabulous Creek county Indian nation oil and gas fields, has a population of 5,400.

It is the headquarters of an oil refinery with a daily capacity of 5,500 barrels. This refinery will soon start operating a $1½ million addition devoted to processing 1,500 barrels daily into high octane products.

The city has a wide variety of manufacturing plants, producing men and women's wearing accessories, laundry supplies, furniture, oil field equipment, kerosene, naphta gasoline and fuel oils, stock feeds, food products, mattresses and beverage cases.

A 400-acre municipal park has a golf course, swimming pool, lake and airport.

Bristow is seven miles northeast of Depew where 48 billion cubic feet of natural gas are stored underground in depleted gas and oil wells making the largest underground natural gas storage in the world.

MAIN BUSINESS STREET OF CHANDLER

CHANDLER

Chandler, population 2,700, county seat of Lincoln county, is the largest pecan shipping center in America. It has the only known state owned pecan orchard experimental station in the world.

In recognition of the immensity of the Chandler industry, the state legislature designated the city as the Pecan Capital of the world.

One of the largest honey distributing plants in the nation headquarters at Chandler.

The city owns a 200 acre park in which are located a $50,000 swimming pool, golf course, illuminated baseball park, rodeo plant, county fair grounds and a national guard armory.

A thriving oil producing industry speaketh out of the city.

Chandler has natural gas, fuel oil and electricity in abundance and municipal water system.

MAIN BUSINESS STREET OF SAPULPA

SAPULPA

Sapulpa, population 13,000 is the county seat of Creek county, which county was named for the Creek Indians whose tribal lands together with those owned by other tribes have produced one of the country's richest oil fields.

It is within 12 miles of the Heyburn flood control lake. This lake covers 1,000 acres, has 40 miles of shoreline, and is a recreational show place.

Sapulpa has a national reputation in manufacturing circles, producing oil field and allied equipment, sand pump, aluminum products, children's clothes, gas burning units, chicken brooders, feed, flour, men's wearing accessories, brick and tile, butane and propane gas units, glass bottles, ceramics and glassware.

The city provides such recreational facilities as a public park, swimming and wading pools and golf courses.

MAIN BUSINESS STREET OF STROUD

STROUD

Stroud, population approximately 2,500, is the home of one of the largest petroleum refinery plants of its kind in the world.

This industry, using oil produced from its own nearby fields, manufactures an almost countless variety of products used by auto and truck manufacturers.

Water and electric plants are owned by the city.

Stroud has no bonded public debt.

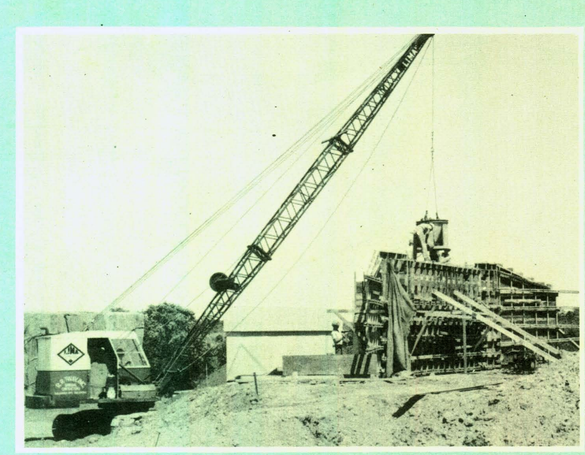
Unlimited natural gas and fuel oil resources exist. Recreational facilities include a golf course, a city park with a swimming pool, picnic and play grounds and an illuminated baseball field. Another city park has tennis courts, play ground and wading pool.

Latest industrial addition to the city is a brick and tile manufacturing plant.

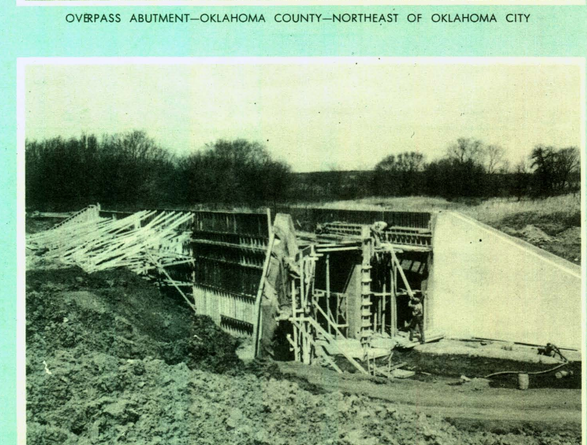
FOUR LANE DIVIDED HIGHWAY ON QUANNAH AVENUE, WEST TULSA, CONNECTING WITH TURNPIKE AT TULSA INTERCHANGE

FINISHED GRADE AT CULVERT—CREEK COUNTY—NORTH OF SAPULPA

TURNPIKE GRADING—LINCOLN COUNTY—NORTH OF CHANDLER



OVERPASS ABUTMENT—OKLAHOMA COUNTY—NORTHEAST OF OKLAHOMA CITY



DOUBLE BOX CULVERT CONSTRUCTION—CREEK COUNTY—NORTH OF SAPULPA

TURNPIKE GRADING—CREEK COUNTY—NORTHEAST OF SAPULPA

OKLAHOMA TURNPIKE AUTHORITY

STATE ARMORY BUILDING, OKLAHOMA CITY 5, OKLAHOMA

The Oklahoma Turnpike Authority was established by the 1947 Legislature to build the 4-lane 88-mile Turner Turnpike connecting Oklahoma City and Tulsa, the two largest cities in the state. By Resolution of the legislature the highway was designated as the Turner Turnpike in honor of Governor Roy J. Turner, who was governor at that time.

Estimated cost of the project, scheduled for completion by the end of 1952, is $31,000,000. It is financed by 3.43 interest bearing bonds, the last of which expire in 40 years at which time the highway becomes a free road and a part of the Oklahoma state highway system.

The highway reduces the present travel distance between Oklahoma City and Tulsa 13.5 miles and will decrease an automobile driver's time 58 minutes and a commercial vehicle driver's time 50 minutes at respective speeds of 50 and 45 miles per hour.

39.7 miles of the Turnpike are in Creek county, 30.6 miles in Lincoln county, 16.4 miles in Oklahoma county and 1.3 miles in Tulsa county.

Transcontinental highways connecting St. Louis, Chicago, Washington, New York, Pittsburg, Philadelphia and the Great Lakes industrial area will feed into the Turnpike.

The two 24-foot reflectorized driving lanes will have 10-foot stabilized paved shoulders and will be separated by a landscaped 15-foot center mall.

Crowned roadbed width will be 87 feet, minimum right-of-way 200 feet wide, maximum grade 3 percent.

The fenced-in turnpike will have no sharp curves, no cross traffic, no turning movements, no traffic signal delays and no pedestrian interference.

Terminal connections at Oklahoma City and Tulsa will carry traffic into two multi-million dollar 4-lane free way projects, including a $1,135,000 bridge on the Arkansas river at Tulsa.

Other entrances and exits will be at Chandler, Stroud, Bristow and Sapulpa.

TURNPIKE GRADING—CREEK COUNTY—NORTHEAST OF SAPULPA

OKLAHOMA TURNPIKE

STROUD INTERCHANGE

WILL BE OPEN TO TRAFFIC EARLY IN 1953

GOVERNOR JOHNSTON MURRAY

OKLAHOMA TURNPIKE AUTHORITY

STATE ARMORY BUILDING

OKLAHOMA CITY, OKLA.

GOV. JOHNSTON MURRAY, Member Ex-Officio
J. WILEY RICHARDSON, Chairman
R. P. MATTHEWS, Vice-chairman
GLEN R. KEY, Secretary-treasurer
JOE JARBOE, Member
H. E. BAILEY, General Manager
W. D. HOBACK Chief Engineer
LEON SHIPP, General Counsel
DeLEUW, CATHER & CO., Consulting Engineers

STATE ARMORY BUILDING, OKLAHOMA CITY 5, OKLAHOMA