NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

1259

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Glenrio Historic District

other names/site number N/A

2. Location

street & number Texas State Loop 504/New Mexico State Route 1578 ☐ not for publication

city or town Glenrio ☒ vicinity

state Texas and New Mexico code TX NM county Deaf Smith, TX Quay, NM code 117 037 zip code 88434

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 for 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. (See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 8-8-2006

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 of certifying official/Title — Date 27 November 2006

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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 the Keeper — Date of Action 1.17.07

Glenrio Historic District
Name of Property

Deaf Smith, Texas
Quay, New Mexico
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☒ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
12	0	buildings
		sites
4	4	structures
0	0	objects
16	4	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic and Architectural Resources of Route 66 through New Mexico; Route 66 in Texas MPS

Number of Contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC: single dwelling
DOMESTIC: secondary structure
DOMESTIC: hotel = motel
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant
TRANSPORTATION: road-related: roadbed

Current Functions
(Enter categories from instructions)

DOMESTIC: single dwelling
DOMESTIC: secondary structure
TRANSPORTATION: road-related: roadbed
AGRICULTURE/SUBSISTENCE: animal facility
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
MODERN MOVEMENT: Moderne
NO STYLE

Materials
(Enter categories from instructions)

foundation CONCRETE
walls CONCRETE
WOOD
roof ASPHALT
other CONCRETE

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

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.)

☒ **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 who's components lack individual distinction.

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

Criteria Considerations N/A
(Mark "x" in all boxes that apply.)

Property is:

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

☐ **B** removed from its original location.

☐ **C** moved from its original location.

☐ **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)

ARCHITECTURE
TRANSPORTATION

Period of Significance
ca. 1910 – 1956

Significant Dates
1926

Significant Person
(complete if Criterion B is marked)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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

9. Major Bibliographical References

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

Previous documentation on file (NPS): N/A

☐ 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 *National Park Service, Santa Fe, NM*
☐ Local Government
☐ University
☐ Other

Name of repository:

Glenrio Historic District
Name of Property

Deaf Smith, TX
Quay, New Mexico
County and State

10. Geographical Data

Acreage of Property 31.7 acres

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
A	13	678085	3894655	C	13	678765	3894555
B	13	678745	3894675	D	13	678150	3894405

☐ 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

name/title Philip Thomason
organization Thomason and Associates date November 7, 2005
street & number 1907 21st Ave. S. telephone 615-385-4960
city or town Nashville state TN zip code 37212

Additional Documentation
submit the following items with the completed form:

Continuation Sheets

Maps
See attached *Glenrio, N.Mex. — Tex.* USGS quadrangle map.

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 SHPO or FPO.)

name List of property owners maintained by the Texas Historical Commission and the New Mexico Historic Preservation Division.
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

DESCRIPTION

Glenrio straddles the New Mexico and Texas state lines along the historic roadbed of Route 66. The former Route 66 stopover is located at an altitude of 4,286 feet and is 73 miles west of Amarillo, Texas and 41 miles east of Tucumcari, New Mexico. The community is located in the northwest corner of Deaf Smith County, Texas and on the eastern edge of Quay County, New Mexico. Glenrio is situated in the High Plains or *Llano Estacado* region composed of undulating topography of open scrub desert vegetation. Interstate 40, completed through this area in 1975, realigned the highway 0.2 north of Glenrio. The interstate bypassed Glenrio entirely, resulting in a gradual closing of all businesses along Route 66. With the rapid loss of commerce most buildings were abandoned and several demolished. Today, only a handful of residents remain in Glenrio.

The Glenrio Historic District includes all of the remaining buildings, structures and roadbed historically associated with the early railroad town and the mid-20th century activity along U.S. 66. The district contains approximately 14.8 acres and within the boundary are twelve contributing buildings and four contributing structures. The district contains a ca. 1980 horse corral and three ca. 1980 metal agricultural buildings, which are non-contributing. One property is currently listed on the National Register of Historic Places — the section of Route 66 from the New Mexico state line to the west. This property was listed on the National Register in 1994 as part of the listing of Route 66 from Glenrio to San Jon.

Glenrio started as a railroad town on the Rock Island Railroad and sustained a population of a hundred in the 1910s. As its prosperity began to wane as a railroad community, the construction of U.S. 66 through town in the 1920s brought new businesses and a new commercial area evolved along the highway. Only one property, the Angel House, remains from the early 1900s and reflects Glenrio's original development as a railroad town. Constructed of stone in ca.1910, it housed during the 1930s and '40s employees working at businesses owned by John Wesley Ferguson family.

The remaining properties were built after ca. 1925 when U.S. 66 was routed through the community. Originally part of the Ozark Trails highway system, this roadbed was one of the first east/west highways built through the Panhandle area of Texas. In 1926, with the federal uniform numbering of highways, this alignment became U.S. 66. By the mid-1930s U.S. 66 had been improved as a continuous two-lane paved highway across Texas and New Mexico. Numerous businesses were built along the northern right-of-way in Glenrio, and by the 1960s, the community boasted two motels, three restaurants, and at least seven gas stations. Construction along the southern right-of-way was limited due to the Rock Island Line Railroad.

The buildings and structures built along Route 66 in Glenrio reflect both national trends in roadside architecture along with the use of local building materials. The oldest commercial buildings in the district are the State Line Bar and associated Motel and the Boyles Mobil Gas Station, constructed ca. 1925-30. These buildings are of frame and adobe construction with exterior walls of smooth stucco. The buildings were constructed in simple rectangular forms and lack decorative detailing. The State Line Bar was remodeled ca. 1960 with the addition of a concrete block veneer on the main façade. All three of these buildings were constructed for owner, John Wesley Ferguson.

In 1939, businessman Homer Ehresman purchased the State Line Bar and operated it for several years before selling the property to Joseph Brownlee. Ehresman then constructed the State Line Café and Gas Station and Texas Longhorn Motel in 1953-1955 on the property just east of the State Line Bar. Both buildings are made of concrete block and

reflect commercial roadside architecture of the period. The café and gas station were housed within a one-story building with a gable roof and large steel windows. A garage bay was incorporated into the west section of the building. The building lacks allusions to a particular style and is utilitarian in design. The Texas Longhorn Motel took on a "U" shape and is one-story with a gable roof. Like many motels of the 1950s it was built with wide eaves supported by wrought-iron posts to provide shelter to the walkway beneath. The building retains original wood doors and steel casement windows. J.W. Ferguson Jr. erected another gas station which still stands on the New Mexico side of Glenrio. Completed in 1946, this building is of concrete block, frame and adobe construction.

Joseph Brownlee, a Glenrio native, built another cluster of buildings in the 1950s. In addition to owning and operating the State Line Bar, Brownlee built a Texaco Gas Station and diner between 1950 and 1952. Both of these buildings were influenced by the Art Moderne style of the mid-20th century. In the Texaco gas station this influence is limited to the curved vertical panels on top of the drive-thru bay. The diner displays a more pronounced influence of this style with its curved concrete corner walls and curved metal canopy above the storefront. Both of these buildings are well preserved and possess much of their original integrity. Nearby is the Joseph Brownlee House, a ca. 1930 Bungalow moved to this location from Amarillo and remodeled in 1950.

At least four additional buildings are known to have existed in this area of Glenrio before 1970: two gas stations, a garage and a dance hall/bar. The Chevron Gas Station at Glenrio was moved to the I-40 interchange in 1975 but its foundations remain evident. The other three buildings were razed or burned and only their foundations are visible.

Today, Glenrio is a popular stop for travelers along Route 66. Now designated as State Loop 504, Route 66's four-lane divided highway extends over a mile from the interchange through Glenrio. The abandoned buildings provide a strong sense of time and place of a mid-20th century highway stopover. Only two of the buildings are occupied: the Joseph Brownlee House and the office section of the Texas Longhorn Motel. The remaining buildings are closed.

INDIVIDUAL PROPERTY DESCRIPTIONS

The following properties are described going east to west along Route 66 in Glenrio. The district is linear in form along the north-right-of-way of the highway.

TEXAS RESOURCES

Texas Route 66 Roadbed (State Loop 504)

The first road through Glenrio was a dirt track which was gradually improved in the 1920s as part of the Ozark Trails highway. In 1926, the alignment was federally designated as U.S. 66, with a two-lane paved road completed through Glenrio by the late 1920s. Due to extensive traffic and commercial activity in Glenrio in the 1950s, Route 66 was widened to four-lanes with a concrete median added on the New Mexico side (Photos 1-4). This asphalt-surfaced, four-lane highway remains extant and is approximately 125' in width. The roadbed is in good condition. (Contributing Structure)

Joseph (Joe) Brownlee House

This dwelling was originally built ca. 1930 in Amarillo, Texas and moved to this location by Joseph Brownlee in 1950 (Photo 6). The dwelling is a gable-front Bungalow with a crimpled metal gable roof, an exterior of aluminum siding and a poured concrete foundation. Following its relocation the house was remodeled with wrought-iron porch posts and the addition of a faux stone veneer on the main façade beneath the porch. The main façade has a gable-front porch with wrought-iron posts on original concrete piers. This façade has two entrances, which have original three-vertical light, paneled glass and wood doors. Windows are original one-over-one rectangular wood sash. At the roofline are purlins. On the projecting bay of the main façade is a large fixed window added in 1950. Attached on the northeast corner of the house is a frame and stucco wing and shed roof wing with a faux stone exterior added after the relocation in 1950. Attached to the east façade of the stuccoed wing is a corrugated metal garage. At the rear of the house is a corrugated metal shed roof wing

Two outbuildings are associated with the house: a contributing garage built in 1950. The garage is located approximately 40' to the southeast of the dwelling and is a one-story frame building (Photo 7). It has a concrete block foundation, gable roof of wood shingles and exterior of shiplap siding. The original glass and wood paneled garage door remains extant but is in poor condition. On the west façade of the garage is a ca. 1970, two-light aluminum window. On the east façade of the garage is a fenced-in dog compound. (One Contributing Building and One Contributing Structure)

Texaco Gas Station

Approximately 40' to the southwest of the Joseph Brownlee House is a gas station built in 1950 (Photo 8). This gas station is of concrete block construction and has a poured concrete foundation, flat roof and exterior of painted concrete block. The main (south) façade has a metal and wood drive-thru bay. This bay rests on a concrete pad and the canopy above displays curved corners. The soffit panel of the canopy is of aluminum and the roof is of wood and aluminum. The canopy is supported by two steel posts. The steel posts rest on an gas pump island made of poured concrete. The circular depressions for three gas pumps remain intact. Approximately 13' south of the island is another oval concrete island with the remnants of three gas pumps.

The building entered on its main façade with an original two-light and single panel steel and glass door. Flanking this entrance are two original eight-light steel and glass windows. These windows have two hopper panels in the top lights. The main façade reveals original sixteen-light glass and wood paneled overhead track garage door. On the east elevation is an original twelve-light steel and glass window, which opens onto the office area. This elevation has two entrances leading into the men and women's bathrooms. These doors are original two-light and steel panel design with frosted glass. A fixed three-light steel and glass window with a concrete sill is located between the two doors and provides light into the women's bathroom. On the north façade is a similar window, which illuminates the men's bathroom. The north elevation presents two windows. The central window is an original eight-light steel and glass design; the east bay window is original twelve-light steel and glass design. Both windows have poured concrete sills.

The interior of the station's office area is made of a poured concrete floor, drywall ceiling and walls of concrete block. An original paneled wood door connects the office section with the garage. Between the office section and garage bay is an original six-light fixed window. The interior of the garage bay has a concrete floor, stuccoed concrete walls and a

wood beam ceiling. The men's and women's bathrooms no longer contain toilets. The men's room retains an original sink but no fixtures remain in the women's bath. (One Contributing Building).

Brownlee Diner (Little Juarez Café)

Approximately 50' west of the Texaco Gas Station is an Art Moderne-style diner built in 1952 by Joseph Brownlee (Photos 9-10). This building rests on a poured concrete foundation and has a flat roof of corrugated metal and exterior walls of concrete block. The main entrance is an original two-light and single-panel steel and glass door. The door reveals a painted sign that says, "Please Call at Ole Correll 3rd Place East—That Way". This entrance is flanked by two original six-over-six steel and glass fixed windows that rest on concrete sills. At the corners of the main façade are concrete block extensions with curved shoulders. Adjacent to the entrance is a concrete block pier, which extends to join a curved sign panel at the roofline. This sign panel is aluminum and the painted letters "Diner" remain visible on the west and east facades. The east façade also displays a painted Mexican style sombrero and the words "Little Juarez." Extending above the windows and door on the south, west and east elevations is a corrugated metal awning with curved corners and remnants of small light fixtures. On the east elevation are a fixed two-light steel and glass window and an eight-light steel and glass window. This façade also has an original three-panel wood door. On the north elevation are two one-over-one wood sash windows. The west elevation reveals a window that has been enclosed with concrete block and another window covered with metal panels. The interior has a concrete floor and stuccoed concrete walls and drywall ceilings. The interior is divided into two rooms with a central arched opening flanked by two arched windows between the rooms. Approximately 25' to the southwest of the building is a steel sign erected in 1952 with three support posts and a plywood sign panel. No legible signage remains extant. (Contributing Building).

Horse Corral and Agricultural Buildings

West of the Brownlee Diner is a circular horse corral and three metal buildings erected ca. 1980. The agricultural buildings are used for hay storage and implement storage. (One Non-Contributing Structure and three Non-Contributing Structures).

Texas Longhorn Motel

Homer Ehresman built the Texas Longhorn Motel in 1955, which remained in operation until 1976 (Photos 11-12). The motel units are now vacant but the office is used as a residence. The motel is "U" shaped and consists of a detached office wing on the east and thirteen individual motel units which comprise the north and west wings. The motel has a poured concrete foundation, a gable roof of asphalt shingles and an exterior of concrete block. The office wing has a gable roof of corrugated metal. On the main (west) façade of this wing is a shed roof porch with original steel support posts. The main entrance into the office is a ca. 1960 glass and wood door. Adjacent to the door is a large picture window. Other windows are original one-over-one and two-over-two horizontal wood sash.

The motel is composed of two sections. The west wing is partially of stucco construction and contains original paired one-over-one wood sash windows and original five-panel wood doors. The interiors feature small kitchens and baths with three-panel doors and drywall ceilings and walls and carpeted wood floors. Windows on the west elevation are original one-over-one wood sash. The units on the north wing are of concrete block and have solid wood doors and original nine-light casement windows with fixed central lights and operable corner lights. The interior of these units

reveal concrete block walls, original baths, concrete floors and drywall ceilings. Across the width of the two motel wings is a shed roof porch supported by wrought-iron posts. Extending in front of the units is a concrete walkway. (One Contributing Building)

State Line Café and Gas Station

The State Line Café and Gas Station was constructed in 1953 by Homer Ehresman and built directly in front of the Texas Longhorn Motel facing Route 66 (Photos 13-14). The café is a one-story concrete block building with a gable roof of wood shingles and resting on a poured concrete foundation. On the main (south) façade are two pedestrian entrances with original two-light and single-panel glass and steel doors. Flanking the west bay entrance are two original twenty-light glass and steel fixed windows with poured concrete sills. The west bay of the building contains an original garage bay with a glass and wood paneled overhead track garage door. The interior of this bay retains an original hydraulic auto jack.

On the main façade the east bay entrance incorporates a ca. 1970 shed roof, stuccoed vestibule with two aluminum and glass doors. To the east of this entrance is a twenty-light steel and glass window. On the east elevation is an original one-story concrete block wing with a flat roof and fixed aluminum and glass windows. In front of the building are a concrete pad and two concrete island bays with foundations and pipes for gas pumps. On the main façade of the café is a gable wall dormer and in the gables is weatherboard siding. On the west elevation contains an entrance with an original two-light and single-panel glass and steel door. One window opening on this façade is covered with plywood. The other window opening is an original eight-light fixed steel window. The north elevation is entered through a central paneled wood door. Windows on this elevation are original two-light design and paired three-light design with two-light transoms. An aluminum and glass door opens to the one-wing story on the east elevation.

Directly in front of the building is a steel sign erected in 1955 which said "Motel - First Motel in Texas- Café" facing west and "Motel – Last Motel in Texas- Café" facing east. The sign is internally lit plastic design on two steel posts. (One Contributing Building).

NEW MEXICO RESOURCES

Water Tank and Windmill

Approximately 50' west of the Texas Longhorn Motel is a wood water tower and windmill built ca. 1945 (Photo 15). The windmill is supported by four wood posts and is missing its blades. The water tower rests on wood support posts and a rectangular foundation of hollow core tile. The tank is round with vertical board wrapped with steel bands and has a conical metal roof. (Two Contributing Structures)

State Line Bar Motel

To the northwest of the State Line Bar is an abandoned eight-unit adobe motel built ca. 1930 (Photo 16). The motel has a concrete foundation, an exterior of stucco over adobe and a gable roof of asphalt shingles. The main façade has nine entrances. The west entrance has a ca. 1960 door and leads to a storage area. The other motel room doors that are extant are original single-light and three-panel doors. The windows are largely missing their sash but appear to have been two-over-two wood sash units. Each unit contains a window opening on the north façade. There is no

fenestration on the east and west elevations. At the eaves consist of exposed rafters. A concrete sidewalk extends across the front of the building. The interior of the units reveal stuccoed adobe walls, drywall ceilings and concrete and linoleum floors. The interiors were subdivided ca. 1950 with bathrooms that contain toilets and sinks. (One Contributing Building)

State Line Bar/Texaco Gas Station/Glenrio, New Mexico Post Office

Just to the southwest of the State Line Motel is the State Line Bar built ca. 1935 by John Wesley Ferguson and remodeled ca. 1960 with a concrete block veneer on the main (south) façade (Photo 17). The building was originally frame construction with a drive-thru bay containing pumps for a Texaco gas station, also housed in the building. The west elevation once contained a small, frame wing containing a post office. A ca. 1950 photograph of the State Line Bar shows its original appearance (Figure 8-3). The building shows a poured concrete foundation, a flat roof of crimped metal and an exterior of concrete block and stucco. The main entrance is a ca. 1960 aluminum and glass door. Windows are ca. 1960 two-light glass and aluminum fixed design. Across the width of the building is a frame canopy. The west elevation has an original one-over-one wood sash window. Located along the west façade is a ca. 1940 frame wing built to house the Glenrio, New Mexico Post Office. This wing is sheathed in weatherboard siding; along the main (south) façade of this wing is a ca. 1960 wood door. The window on this façade is missing its sash. On the north elevation is a small window opening. This façade has two door openings with original three-vertical light glass and wood paneled doors with the glass missing. Between these two doors is a one-over-one wood sash window. On the east façade the two original window openings have been enclosed with stucco. The interior reveals ca. 1970 wall paneling, ceiling paneling and a carpeted floor. (One Contributing Building)

Broyles Mobil Gas Station

Just east of the state line is a gas station of adobe and stucco construction built ca. 1925 (Photos 18-19). John Wesley Ferguson constructed the building, which was later by Jim Broyles as a franchise of the Mobil Oil Company. It has a poured concrete foundation, a stucco exterior and a hipped roof of wood shingles. On the main (south) façade is a drive-thru bay with a wood canopy roof extension. This is supported by two original wood posts. Between the two posts is a concrete gas pump island with remnants of two pumps and a water pipe. The main entrance is an original single-light and three-panel glass and wood door with the glass now missing. Flanking the entrance are two one-over-one wood sash windows now missing their glass lights. On the east elevation are two window openings with the remnants of sash windows. On the north elevation is an entrance with the remnants of a glass and wood paneled door. On the west elevation are three window openings now missing their sash units. The interior of the gas station exhibits the remnants of plywood ceilings, stuccoed adobe walls and wood floors.

To the north of the gas station are two outbuildings, both of which were built as restrooms. Approximately 40' north of the gas station is a hipped roof building of adobe built ca. 1925 (Photo 20). It has a dirt floor, walls of adobe and stucco and a hipped roof of wood shingles. It was built as a restroom with an interior dividing wall of adobe. On the south façade is a window and entrance opening. The door remains extant and is of vertical board design. On the east elevation is an entrance opening, but the door at this location is missing. There is no fenestration on the north elevation. On the west elevation is an entrance with no door remaining. Foundations of privies remain extant on the interior of the building.

Approximately 60' northwest of the gas station is a ca. 1940 frame and stucco bathroom (Photo 21). This building has a poured concrete foundation, a flat wood roof and an exterior of stucco. The building is entered on the east elevation. The door is no longer extant. On the north elevation is an entrance and a window opening. Across the west elevation is an entrance opening. The interior is divided into two bathrooms and the wall sinks remain on each side. (Three Contributing Buildings)

Ferguson Gas Station

This building was constructed in 1946 by J.W. Ferguson Jr. who operated a Mobil gas station at this location (Photo 23). This is a rectangular building of concrete block construction on the main (south) façade and the rest of the building is of stuccoed wood construction. This building is presently vacant and is missing its doors and windows. The interior has a wood ceiling, concrete floors and drywall wall remnants. (One Contributing Building).

Angel House

This dwelling was constructed ca. 1910 and its original owner is unknown (Photo 24). During the 1930s and 1940s it was owned by the Angel family who provided domestic help for the John Wesley Ferguson family. The property was occupied until the 1970s and it is presently vacant and abandoned. It is a pyramidal square plan dwelling with stone walls covered in stucco. The building has a stone foundation, a hipped roof of wood shingles and an exterior of stucco. On the main (south) façade is an entrance which is now missing its door. Some window sash remains and are two-over-two wood design and the windows have wood lintels. The interior has a stone flue, a dirt floor and stuccoed walls and drywall ceiling. At the rear of the dwelling is an ell wing built ca. 1930 which has stuccoed wood walls. At the roofline is a brick flue. (One Contributing Building).

Integrity

Location: The road through Glenrio was designated as Route 66 in 1926 and remained a section of the U.S. 66 highway system until it was bypassed in 1975. The identification of this roadbed as Route 66 has remained consistent throughout the 20th century. The location of the existing buildings and structures at Glenrio has remained constant since their construction ca. 1910 to 1952. Almost all of the buildings within the district are oriented south towards the highway.

Design/Materials/Workmanship: The roadbed at Glenrio is illustrative of the types of paved surfaced highways which were built as part of Route 66. Originally two lanes, U.S. 66 through Glenrio was widened in the mid-1950s to accommodate the increased traffic through the town. On the New Mexico side of the state line this included the addition of a concrete median. This section of Route 66 through Glenrio has not been repaved or otherwise altered since 1975. Except for the loss of materials through deterioration, the primary buildings have not been significantly altered since Route 66 was bypassed 1975.They retain their original designs and materials reflective of their use and occupancy during the Route 66-era.

Feeling/Setting/Association: The roadbed of Route 66 through Glenrio is of sufficient length to preserve the feeling and setting of a continuous road. Over a mile in length through the community, this section of U.S. 66 and its associated buildings and structures convey a high degree of integrity from the mid-20th century.

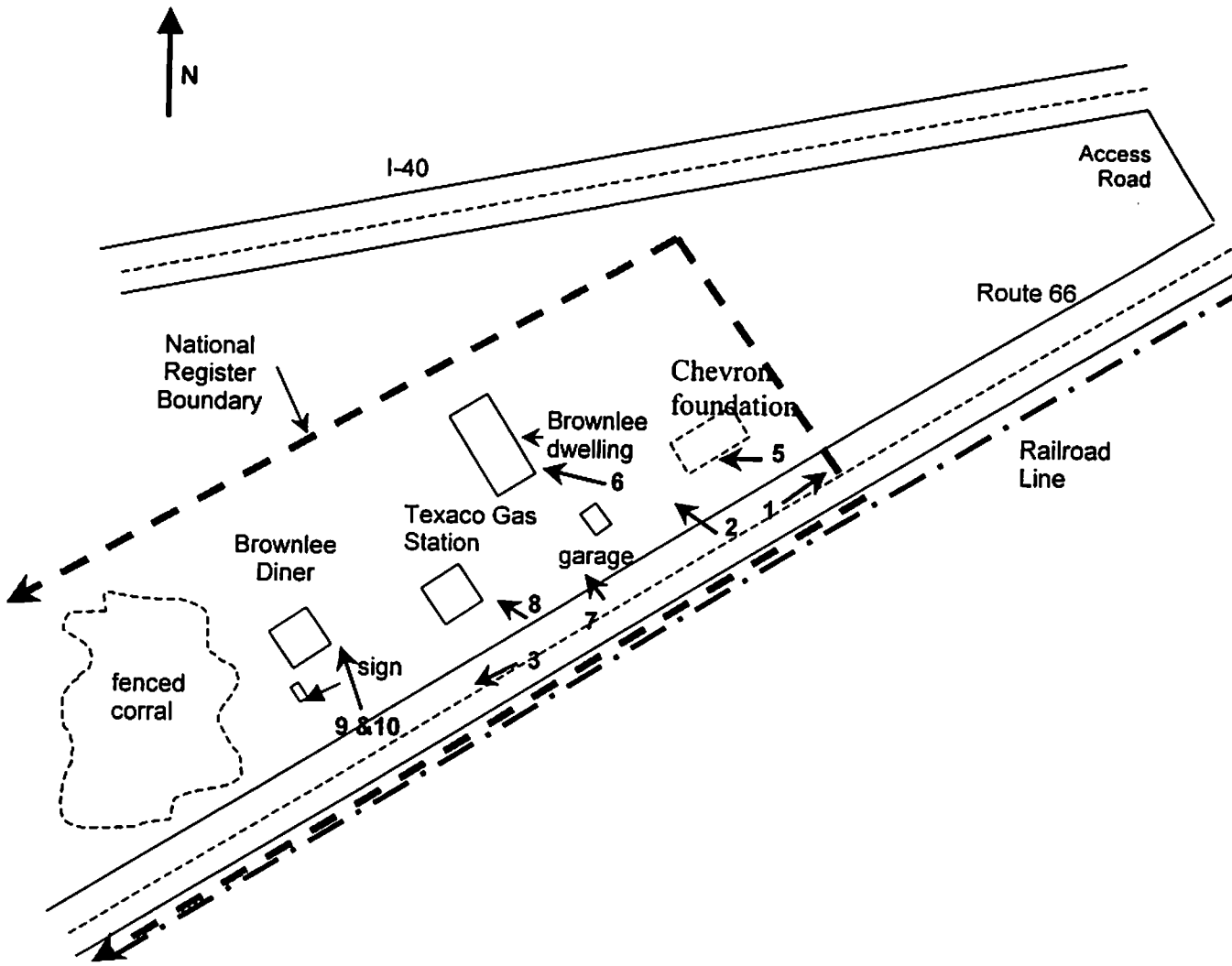
The buildings within the Glenrio Historic District are an intact collection of commercial architecture and residences associated with Route 66. The buildings span the historical development of Route 66 from the ca. 1925 Boyles Mobil Gas Station to the 1952 Brownlee Diner. Included in the district are buildings which served as gas stations, motels, garages, restaurants, and a bar and the residences of people who owned or worked in these businesses. Collectively these buildings provided essential services along Route 66 and reflect much of their original sense of time and place. Driving through Glenrio provides a strong sense of what travel must have been like on Route 66 during the period of significance. There are no major intrusions within the district boundary.

Table of Contributing and Non-Contributing Resources

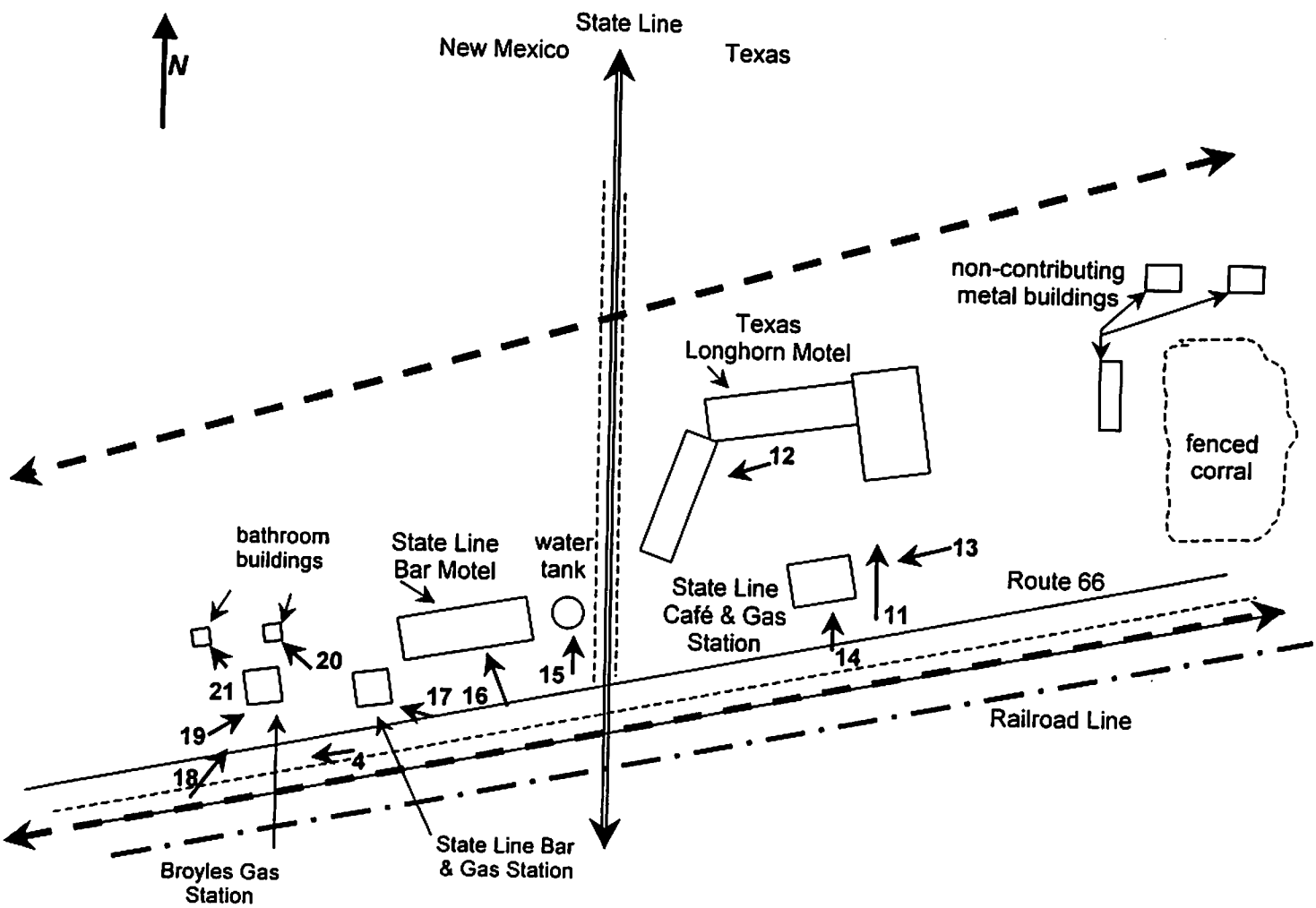
	Texas Resources	Date	Category	Status
1	Route 66 Roadbed (Texas State Loop 504)		structure	C
2	Joseph (Joe) Brownlee House	c.1930	building	C
3	Garage	1950	structure	C
4	Texaco Gas Station	1950	building	C
5	Brownlee Diner (Little Juarez Café)	1952	building	C
6	Horse Corral	c.1980	structure	NC
7	Metal shed 1	c.1980	structure	NC
8	Metal shed 2	c.1980	structure	NC
9	Metal shed 3	c.1980	structure	NC
10	Texas Longhorn Motel	1955	building	C
11	State Line Café and Gas Station	1953	building	C

	New Mexico Resources	Date	Category	Status
12	Route 66 Roadbed (NM State Route 1578)		structure	LISTED
13	Water Tank	c.1945	structure	C
14	Windmill	c.1945	structure	C
15	State Line Motel	c.1930	building	C
16	State Line Bar/Texaco Gas Station/Post Office	c.1935	building	C
17	Broyles Mobil Gas Station	c.1925	building	C
18	Bathroom (east)	c.1925	building	C
19	Bathroom (west)	c.1940	building	C
20	Ferguson Gas Station	1946	building	C
21	Angel House	c.1910	building	C

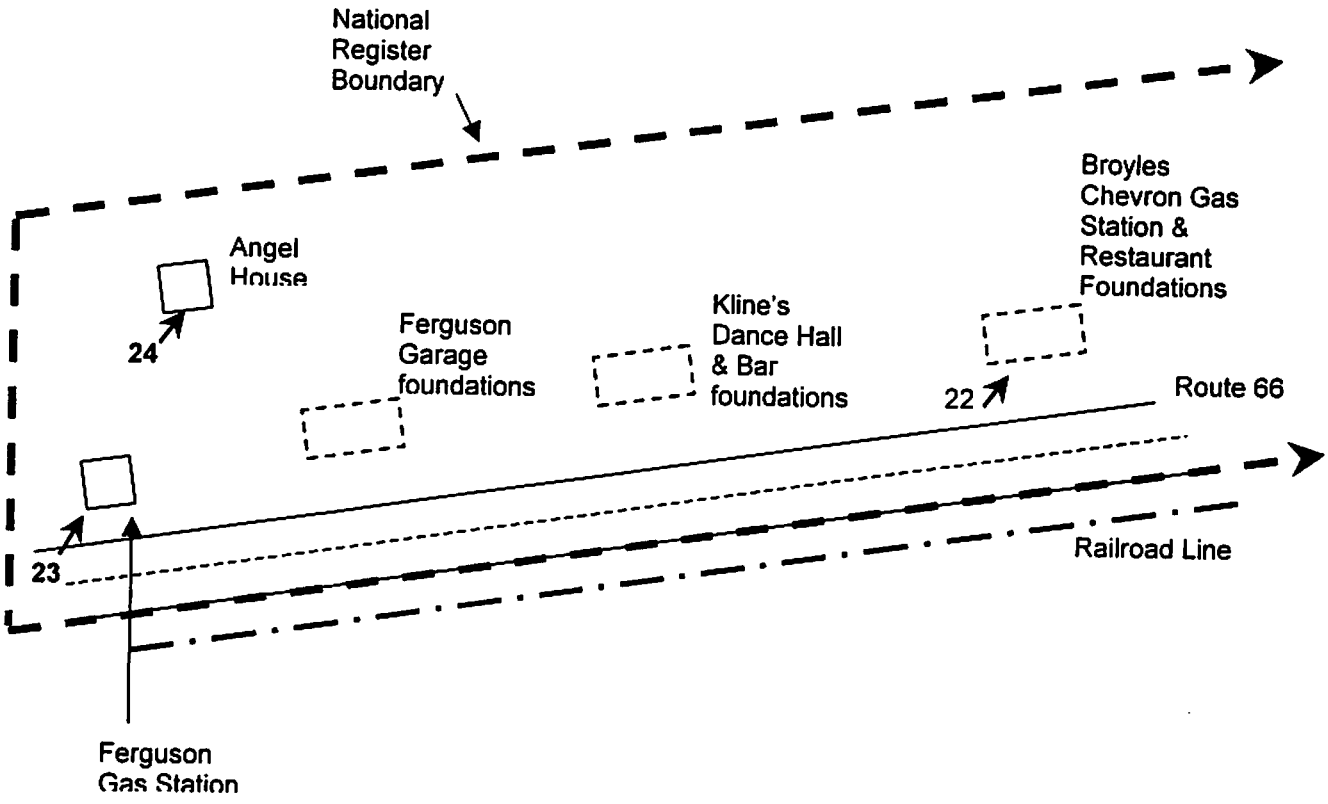
Site Plan and Photo Log for the Glenrio Historic District.



Site Plan and Photo Log for the Glenrio Historic District.



Site Plan and Photo Key for the Glenrio Historic District.



STATEMENT OF SIGNIFICANCE

The Glenrio Historic District is significant under National Register criteria A and C. Under criterion A, Glenrio is significant within the context of Transportation as illustrative of communities which evolved along Route 66 in the 20th century to provide services such as motels, gas stations, and restaurants. With the rise of automobile travel in America, U.S. 66 became one of the major east/west thoroughfares across the country. Communities along this highway such as Glenrio became important stops for travelers and provided opportunities for commercial development. The district is significant under Criterion C within the context of architecture for its notable collection of roadside commercial architecture of the mid-20th century. The district contains 17 buildings and structures which contribute to its significance. Two motels, three gas stations, two restaurants and other buildings remain in the district and are illustrative of the types of businesses which evolved to serve Route 66 travelers. While most of these are common building forms of the period, the Brownlee Diner reflects the Art Moderne style with its curved corners and streamlined design. Route 66 was one of the nation's premier east-west highways well into the mid-20th century and the resources within the district reflect the automobile culture of the period. The Glenrio Historic District is representative of the clusters of businesses which flourished along Route 66 until the construction of the interstate in the late 1960s and early 1970s.

Glenrio experienced two waves of development and commercial activity during its history. It was first platted and developed as a railroad town along the right-of-way of the Chicago, Rock Island, and Pacific Railroad in the early 1900s. The community flourished for a brief period but then gradually declined in population by the 1920s. With the designation of U.S. 66 through Glenrio in 1926, a new commercial strip of businesses evolved along the highway and today comprise the properties within the Glenrio Historic District. Only three properties remain from the community's railroad era and the present appearance of Glenrio largely reflects its association with Route 66.

The community began as a line camp along the Chicago, Rock Island and Pacific Railroad, commonly known as the Rock Island line. Construction of the Amarillo-Tucumcari mileage — 113 miles in length — was begun in 1903 and completed May 9, 1910, establishing a through route from Memphis to Tucumcari, where a connection continued to the Pacific Coast. To railroad officials the site held possibilities to be a shipping point for area farms and ranches. The railroad created the Rock Island Townsite and Investment Company and appointed Colonel Wells E. Moses of Denver to promote settlement of the community.[1] Moses came to the site in 1907 and first named the community Rock Island in honor of the railroad. Moses platted the town of Rock Island, located entirely on the New Mexico side of the state line. This plan included eight streets running north and south and seven streets running east and west. A public square occupied the center of the community. (Figure 8-1).

On September 10, 1908, J.W. Kilpatrick built the Hotel Kirkpatrick within the new community of Rock Island.[2] This was followed by several stores, a restaurant, and a post office with Austin Moses, brother of W.E. Moses, appointed postmaster. The railroad built a depot in 1910, the same year it decided to rename the community Glenrio. A new town hall was built and a reception was held in the building on May 9, 1910.[3] A newspaper, the *Rock Island Tribune* (later the *Glenrio Tribune-Progress*), began publishing in 1910. During this year over a dozen families settled in the

[1] Mary Lynn Moncus, *Quay County, New Mexico, 1903-2003, A Pictorial History*, (Donning Company, Publishers: Virginia Beach, Virginia, 2003, 45.
[2] J. Stanley, *The Glenrio, New Mexico Story*, (Private Printing: Nazareth, Texas, 1973), 6.
[3] Ibid, 7.

community. In December of 1910, the newspaper stated that "The Glenrio section is settling fast. The town already has a depot, shipping pens, and an artesian well is now sinking. The town company has its local office, storehouse and other improvements complete."[4] The year 1912 saw the completion of a Methodist Church of concrete block and numerous new businesses and dwellings. Glenrio's population increased to the point where a school was needed, resulting in a frame school building constructed in 1915. Three years later this school recorded twenty-five pupils.

Commercial activity increased slowly in the community as it struggled to compete with other small towns in Texas and New Mexico for prominence. Large cattle pens were erected at Glenrio by the owners of the Landergin Ranch, located south of the town. The two-story frame, Hotel Glenrio was built in 1916 by Henry J. Streu and managed by Mrs. M.J. Bigoness.[5] By 1917, Glenrio consisted of a hotel, a mercantile store, post office, machine shop, barbershop, bakery and restaurant. The town contained around one hundred residents and a new electric plant opened in December of 1919. A literary society and commercial club were formed in these years to promote business and learning in the community.

In addition to its development as a railroad community, Glenrio also benefited when the Ozark Trails Association started to promote a new road between Oklahoma City and Las Vegas (Romeroville), New Mexico. The Ozark Trails Association, organized at Monte Ne, Arkansas, on July 10, 1913, had as its goal to mark and promote a system of improved highways. By 1917, the Glenrio Hotel recorded numerous guests traveling by automobile along the Ozark Trails.[6] Following existing wagon roads and sections lines, the early named highway crossed and re-crossed the Rock Island Railroad many times across the Texas Panhandle. Green and white Ozark Trails markers were set along the route and through Glenrio by the summer of 1919.
During the 1920s, a number of Glenrio businesses south of the railroad either closed or moved north to be closer to the increased activity along the highway. In 1925, most of the Ozark Trails in Texas, New Mexico and Oklahoma was designated U.S. 60 between Chicago and Los Angeles, and a year later, due to pressure from Kentucky, renumbered U.S. 66.

By the early 1930s, several gas stations, a restaurant and at least one motel had clustered along the northern right-of-way of Route 66. On the south side sat a welcome station on the Texas side of Glenrio to assist those driving east into Texas from New Mexico. In 1940, Glenrio was described as containing eighty residents and a small collection of dwellings and commercial buildings. Jack D. Rittenhouse's guide to U.S. 66 published in 1946 lists the population at 84 residents and a community that provided a store, gas, and that all of the business establishments are "west of the state line."[7]

One of the first businessmen who purchased land and opened businesses along U.S. 66 was John Wesley Ferguson. Ferguson came to Glenrio to serve as the railroad station master in 1924. He purchased numerous lots on the north side of U.S. 66 in New Mexico and built a Mobiloil gas station ca. 1925. Ferguson later constructed the State Line Bar and State Line Motel around 1930.[8] In addition to these businesses, Ferguson also built a dance hall and bar on the New Mexico side which he leased to a man named Kline (now razed). Ferguson's son, J.W. Ferguson, an automobile

[4] Ibid, 9.
[5] Ibid, 15.
[6] Moncus, *Quay County, New Mexico, 1903-2003, A Pictorial History*, 49.
[7] Jack D. Rittenhouse, *A Guide Book to Highway 66*, (Private Printing, Los Angeles, 1946), 69.
[8] John Paul Ferguson, Modesto, California, Telephone Interview 28 June 2005.

mechanic, built a gas station and garage in 1946. The Ferguson family operated or leased these businesses over the next several decades.

Another businessman, Homer Ehresman, purchased lots on the Texas side of Glenrio from John Wesley Ferguson in 1939. Between 1953 and 1955, Ehresman built the Texas Longhorn Motel and the State Line Café and Gas Station.[9] The motel, built in a "U" shaped plan, featured air conditioning, modern bathrooms and spacious rooms. The café in front of the motel contained a small restaurant, an office for the service station, and a garage. Homer Ehresman, his wife Margaret, and his son Allen operated these businesses until 1976.

A third businessman, Joseph (Joe) Brownlee, moved to Glenrio in 1950 and purchased land to the east of the Ehresman property. Brownlee moved a frame Bungalow-style dwelling from Amarillo to Glenrio in 1950 and resided there with his family. In front of the house Brownlee built two businesses: a Texaco gas station in 1950 and a café in 1952. Both buildings were constructed of concrete block and reveal the influence of the Art Moderne style.

The buildings constructed at Glenrio reflect utilitarian building forms and designs common for small business owners along U.S. 66. These buildings were completed by contractors in the region hired by the Ferguson, Ehresman and Brownlee families. No architects are known to have been employed to design any of the buildings.[10] The buildings utilized materials common to the region such as adobe, stucco and concrete block. Few of the buildings display decorative detailing or any allusions to historical styles of the period.

The height of commercial activity along U.S. 66 in Glenrio occurred between 1945 and 1975. Former resident John Paul Ferguson worked during the summers for his father and Joe Brownlee at their gas stations in the 1950s. He recalls constant traffic during the daytime with cars often lined up five or six in a row waiting to get gas.[11] Roxie Brownlee, wife of Joe Brownlee also remembers those years at Glenrio as "extremely busy and it was all we could do to keep up" as the family ran the gas station, bar, and diner.[12] The extended Brownlee family lived in the State Line Bar Motel during these years. The Brownlee family eventually closed their diner in the early 1960s and Mrs. Brownlee then operated a curio shop in the building for a number of years.[13]

Contrasting with the bustling activity along the highway was the decline of the original settlement of Glenrio south of the railroad. By the 1940s, most of the original buildings south of the railroad tracks had been razed or moved. The Glenrio School was closed by this time, and former resident John Paul Ferguson recalled having to go by bus to

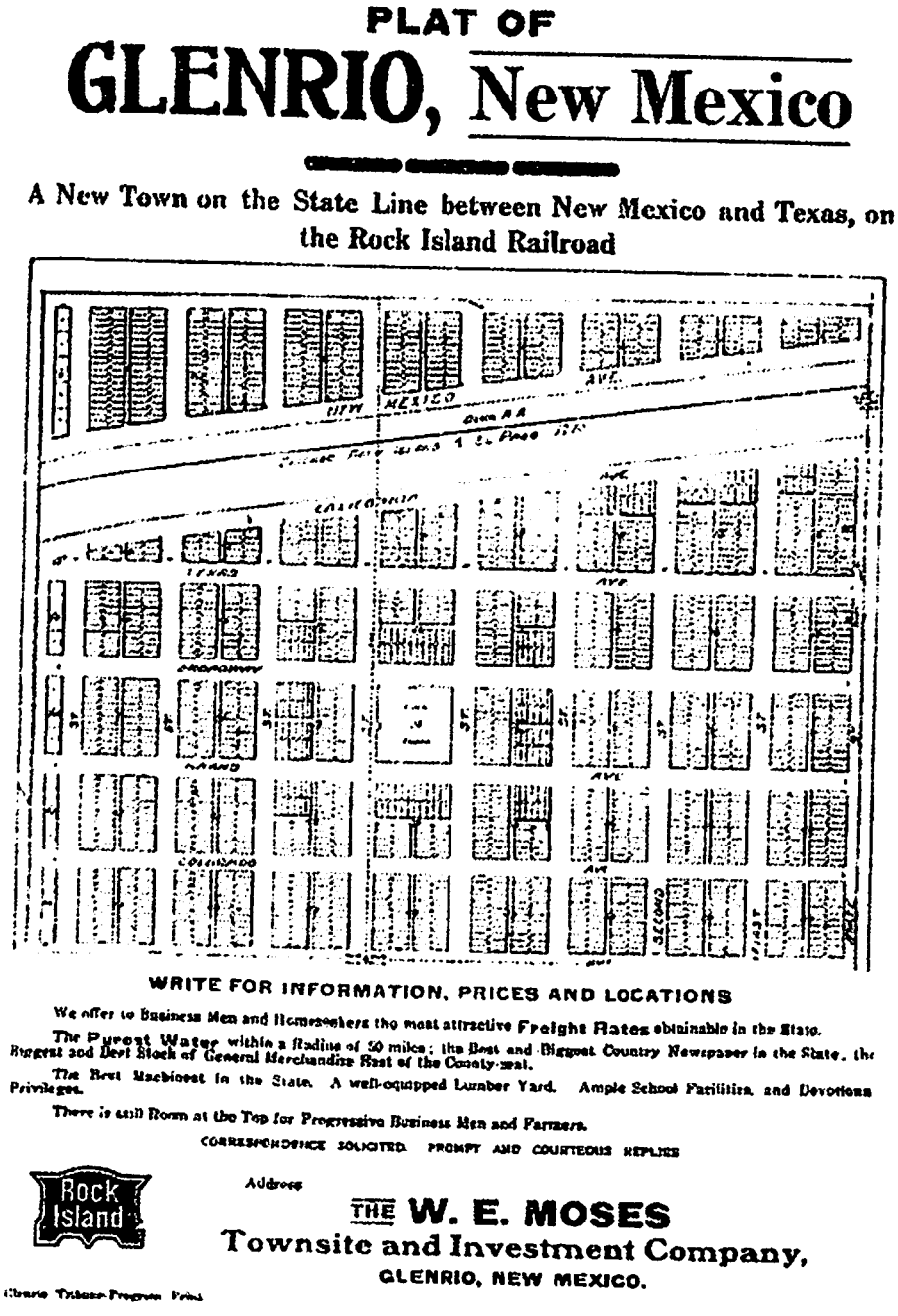
[9] Allen Ehresman, Lubbock, Texas, Telephone Interview, 20 July 2005.
[10] Roxie Brownlee and Ferguson, Telephone Interviews, Amarillo, Texas and Modesto, California, 1 July 2005 and 28 June 2005.
[11] Ferguson, Telephone Interview, 28 June, 2005.
[12] Brownlee, Telephone Interview, Amarillo, Texas, 1 July 2005.
[13] Brownlee, Telephone Interview, Amarillo, Texas, 1 July 2005.

school in Adrian, Texas.[14] When she moved to Glenrio in 1945, Mrs. Roxie Brownlee remembers that the Glenrio Hotel was not longer extant and only a few dwellings remained at the old townsite location.[15] The decline in rail passenger traffic after World War II led to the closing of the Rock Island Railroad station in 1955. The line was later abandoned and the rails removed in the 1960s.

The construction of Interstate 40 through Texas and New Mexico led to the demise of all of the businesses at Glenrio. The interstate north of Glenrio opened in 1975 and after that day "the traffic all but dried up."[16] Within the next two years all of the businesses owned by the Ehresman, Ferguson, and Brownlee families closed. Homer Ehresman and his son Allen moved to Endee, New Mexico where they opened a new motel at the I-40 interchange. The Ferguson Gas Station was abandoned as well as the Angel House nearby. Roxanne Travis, daughter of Joe and Roxie Brownlee, continues to reside at the Brownlee home. She and her nephew Greg Gudgell own most of the town. Despite its near abandoned appearance, Glenrio is a popular stop with Route 66 aficionados.

[14] Ferguson, Telephone Interview, 28 June, 2005.
[15] Brownlee, Telephone Interview, Amarillo, Texas, 1 July 2005.
[16] Ibid.

Figure 1: Plat of Glenrio, 1907



PLAT OF

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(Texas Tribune-Program Print)

Figure 2: View of Glenrio, ca. 1915 (Quay County, New Mexico, 1903-2003)

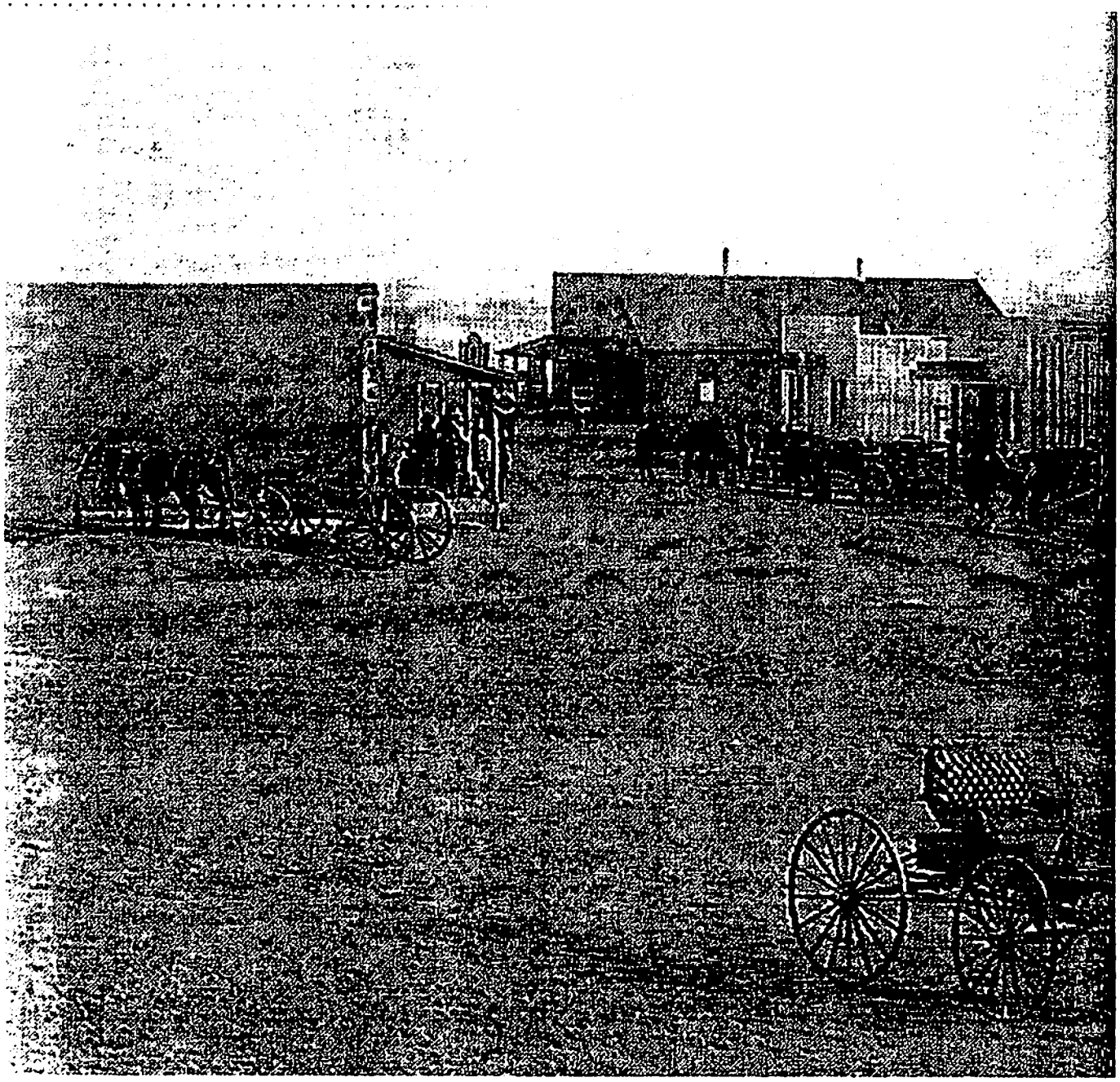

Figure 3: State Line Bar and Gas Station, ca. 1950 (Courtesy of Joe Sonderman Collection).

Figure 4: Postcard of the Texas Longhorn Motel and State Line Café, ca. 1965. (Courtesy of Joe Sonderman Collection).

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VERBAL BOUNDARY DESCRIPTION

The boundary includes the roadbed of Route 66 and properties along the north side of the right-of-way. The district is bounded on the south by the south ROW of former US Highway 66. From the intersection of the south ROW and the state line, the boundary extends east 1200 feet, then north 640 feet along a wire fence, then west 2160 feet (crossing the state line), then south 640 feet to the south ROW, then 960 feet east along the south ROW to the point of beginning at the state line.

The Glenrio Historic District includes parts of Section 30, Township 7 North, Range 1 East in Deaf Smith County, Texas and parts of Section 17, Township 11 North and Range 37 East in Quay County, New Mexico. Within the plat of Glenrio in Quay County, New Mexico the boundary includes all of Blocks 1 and 2 and Parcels 1-8 in Block 3.

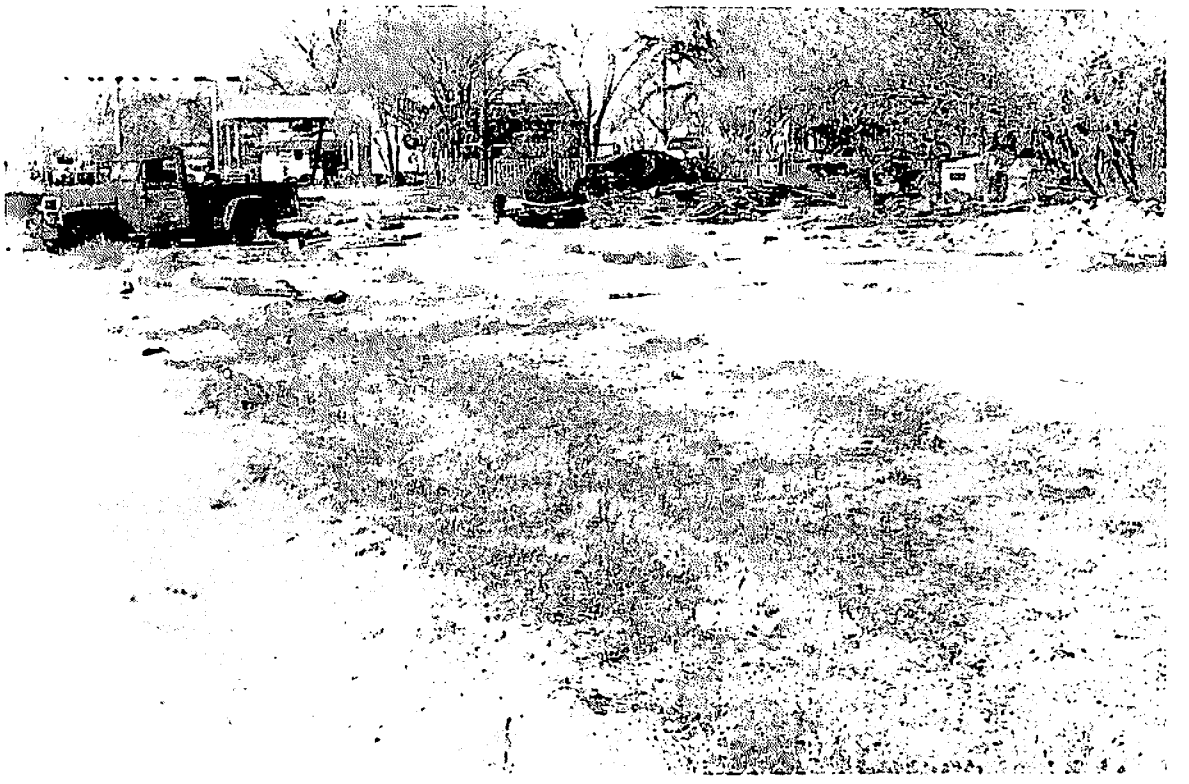
VERBAL BOUNDARY JUSTIFICATION

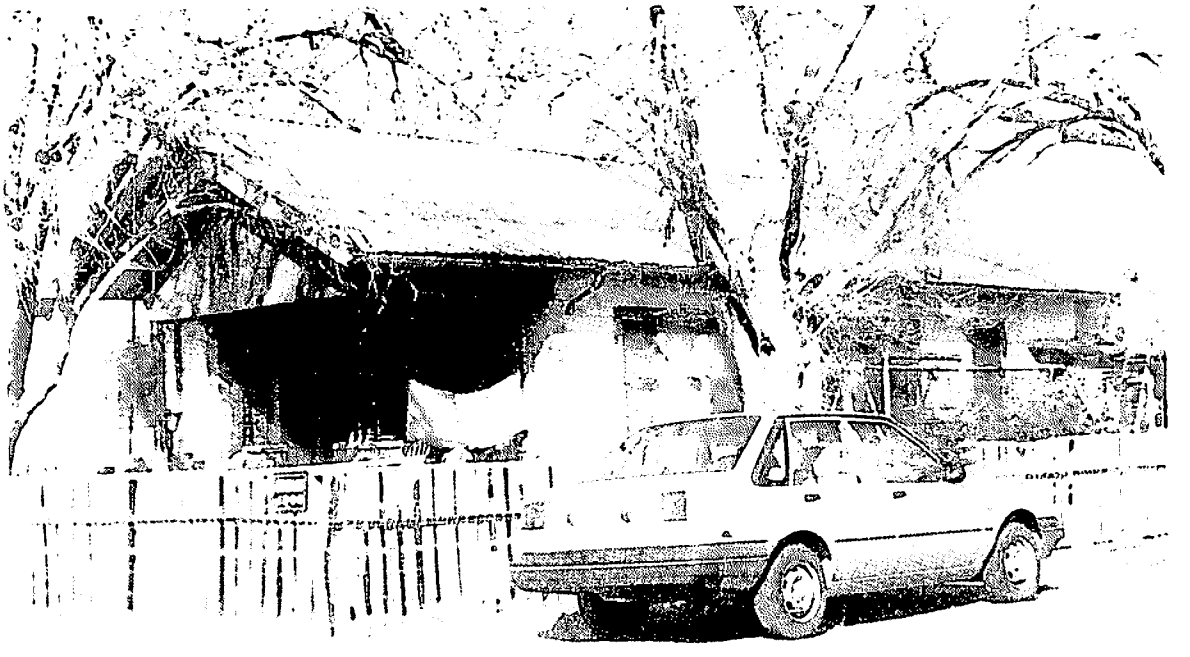
The boundary for the Glenrio Historic District includes all buildings and structures in the community which are associated with the roadbed of Route 66, as well as extant properties that predate the highway. All of the properties are oriented towards the original roadbed of Route 66 and there are no other contiguous properties to the east, west, or north. No other properties are historically associated with the community's prominence during the Route 66-era.

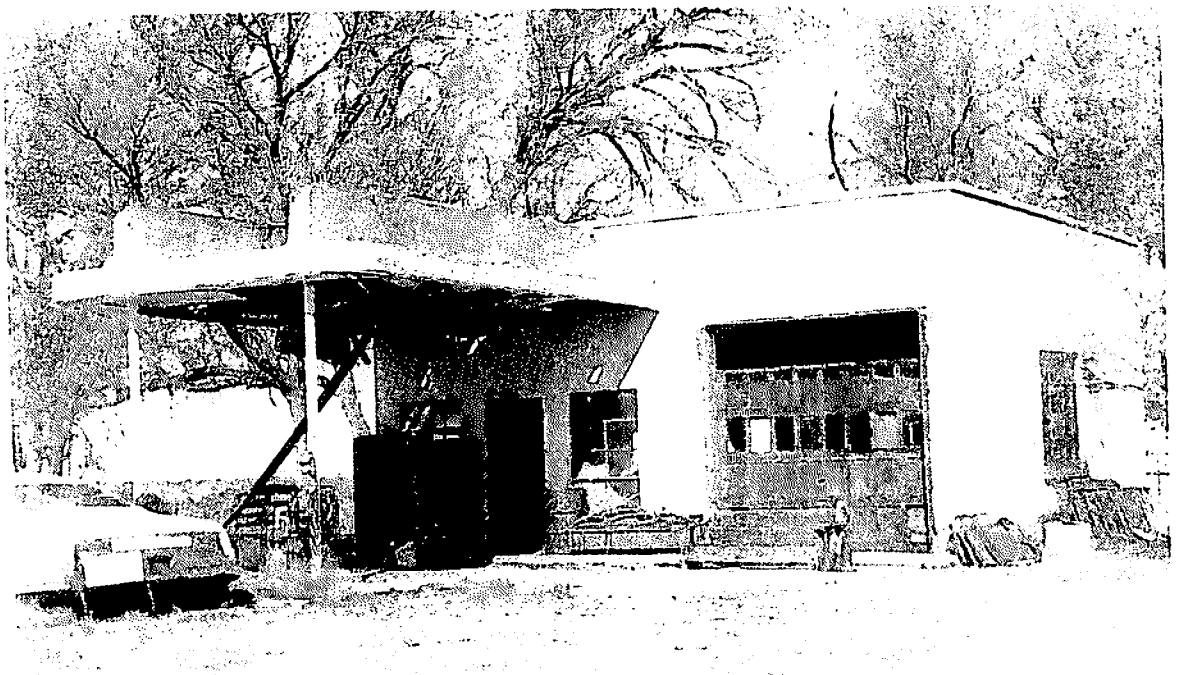
PHOTOGRAPHS

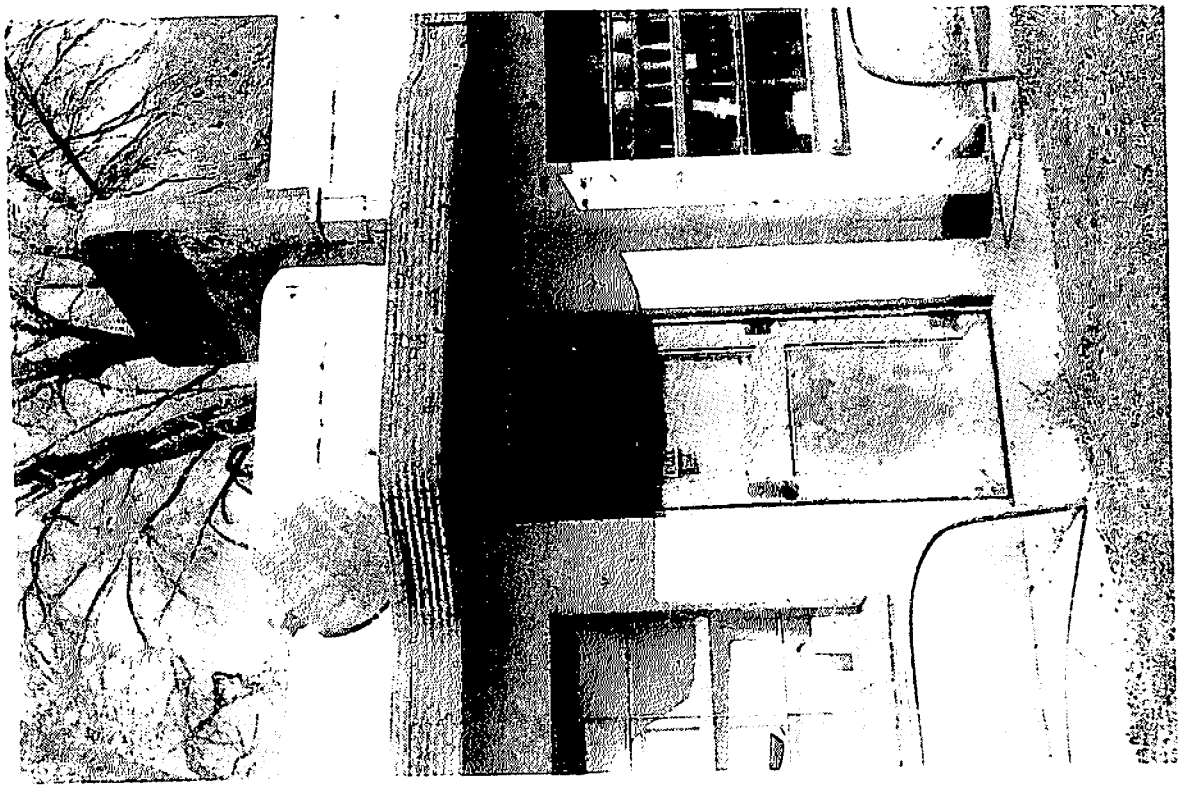
Glenrio Historic District
Deaf Smith County, Texas and Quay County, New Mexico
Photographer: Thomason and Associates
February 2005
Location of Negatives: New Mexico Historic Preservation Division

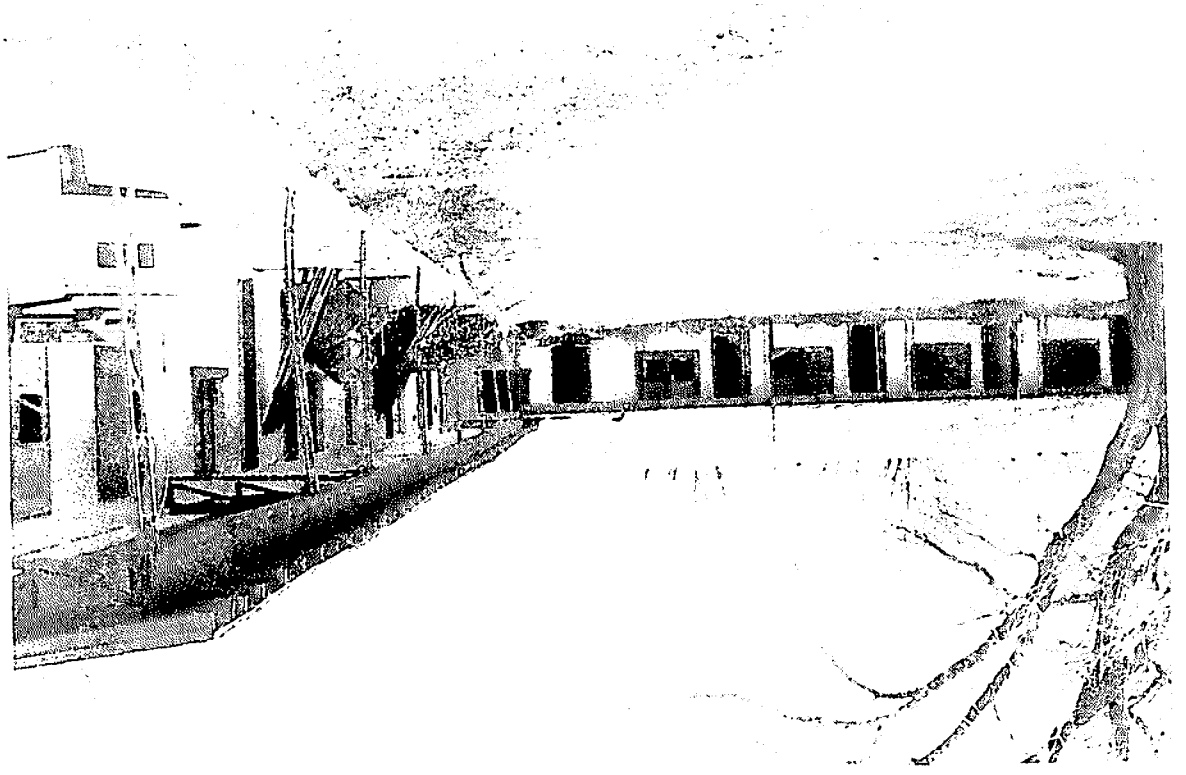
Photo No. 1 of 24:	Route 66 roadbed, view to the east in Texas, camera facing east.
Photo No. 2 of 24:	Route 66 roadbed and streetscape of Glenrio Historic District, view to the northwest in Texas, camera facing northwest.
Photo No. 3 of 24:	Route 66 roadbed, view to the west in Texas, camera facing west.
Photo No. 4 of 24:	Route 66 roadbed, view to the west in New Mexico, camera facing west. This section is NR-listed.
Photo No. 5 of 24:	Chevron Gas Station Site, camera facing northwest.
Photo No. 6 of 24:	Joseph (Joe) Brownlee House, camera facing northwest.
Photo No. 7 of 24:	Joseph (Joe) Brownlee House and garage, camera facing north.
Photo No. 8 of 24:	Texaco Gas Station, camera facing northwest.
Photo No. 9 of 24:	Brownlee Diner, camera facing northeast.
Photo No. 10 of 24:	Brownlee Diner, detail of main façade, camera facing north.
Photo No. 11 of 24:	Texas Longhorn Motel, office and east wing, camera facing north.
Photo No. 12 of 24:	Texas Longhorn Motel, north and west wing, camera facing west.
Photo No. 13 of 24:	State Line Café and Gas Station, camera facing northwest.
Photo No. 14 of 24:	State Line Café and Gas Station, camera facing north.
Photo No. 15 of 24:	Water Tank and Windmill, camera facing northeast.
Photo No. 16 of 24:	State Line Bar Motel, camera facing north.
Photo No. 17 of 24:	State Line Bar/Texaco Gas Station, camera facing northwest.
Photo No. 18 of 24:	Broyles Mobil Gas Station and State Line Bar/Texaco Gas Station, camera facing northeast.
Photo No. 19 of 24:	Broyles Mobil Gas Station, camera facing northeast.
Photo No. 20 of 24:	Broyles Mobil Gas Station, ca. 1925 Restroom, camera facing northwest.
Photo No. 21 of 24:	Broyles Mobil Gas Station, ca. 1940 Restroom, camera facing northwest.
Photo No. 22 of 24:	Broyles Chevron Gas Station Foundations, camera facing northeast.
Photo No. 23 of 24:	Ferguson Gas Station, camera facing northeast.
Photo No. 24 of 24:	Angel House, camera facing northeast.

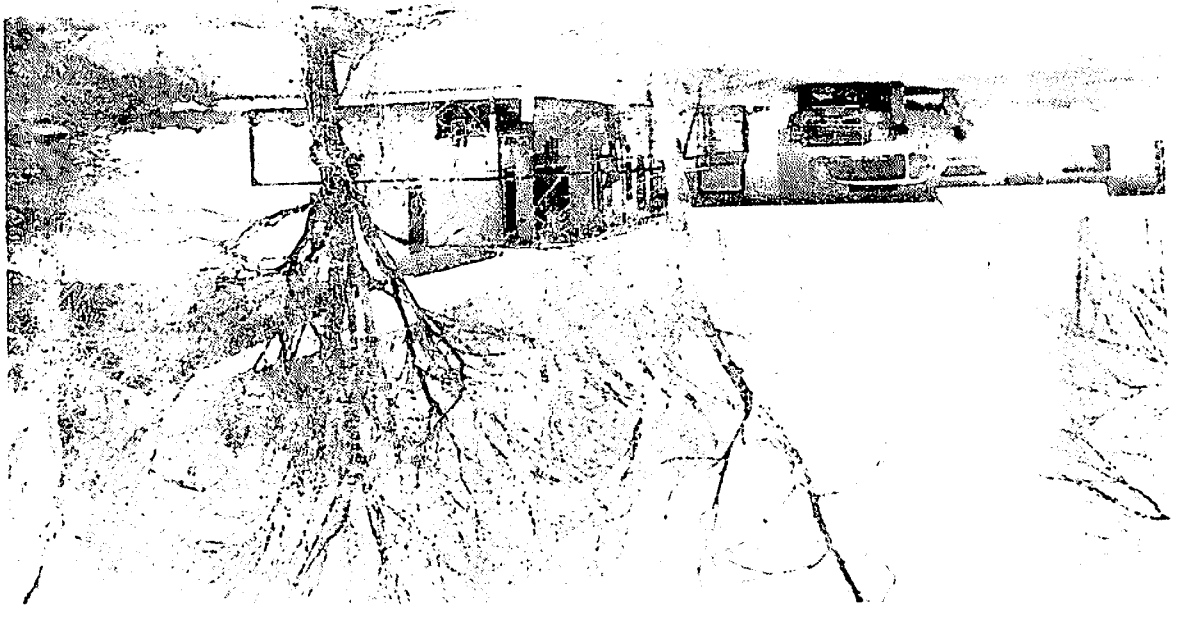


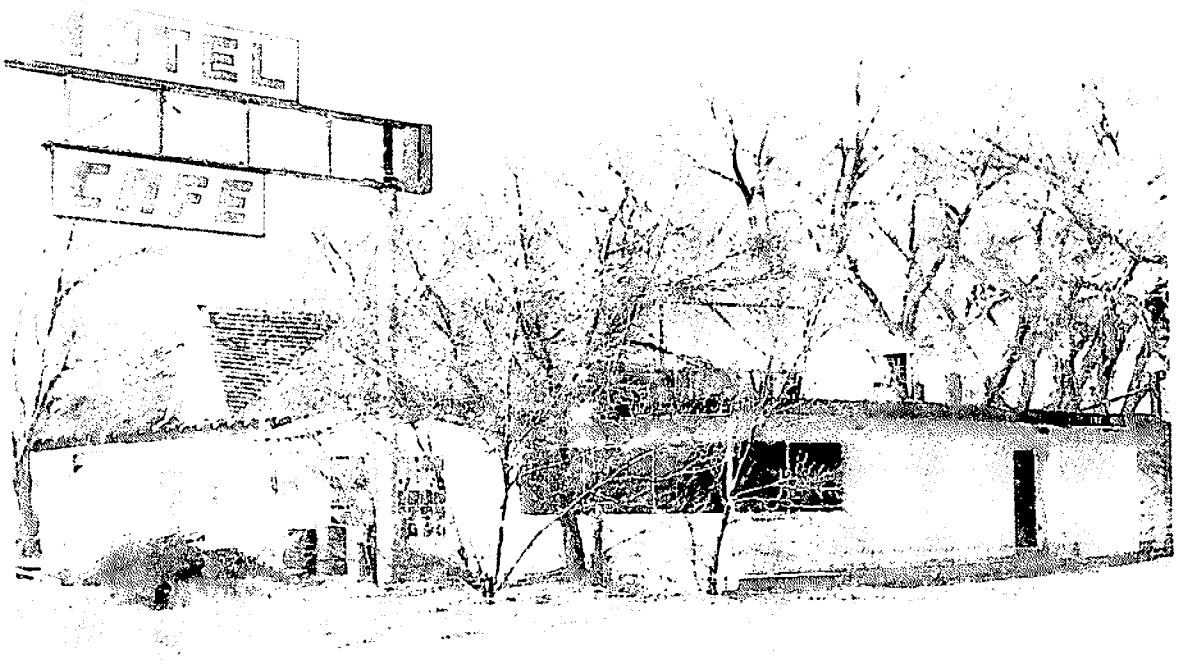
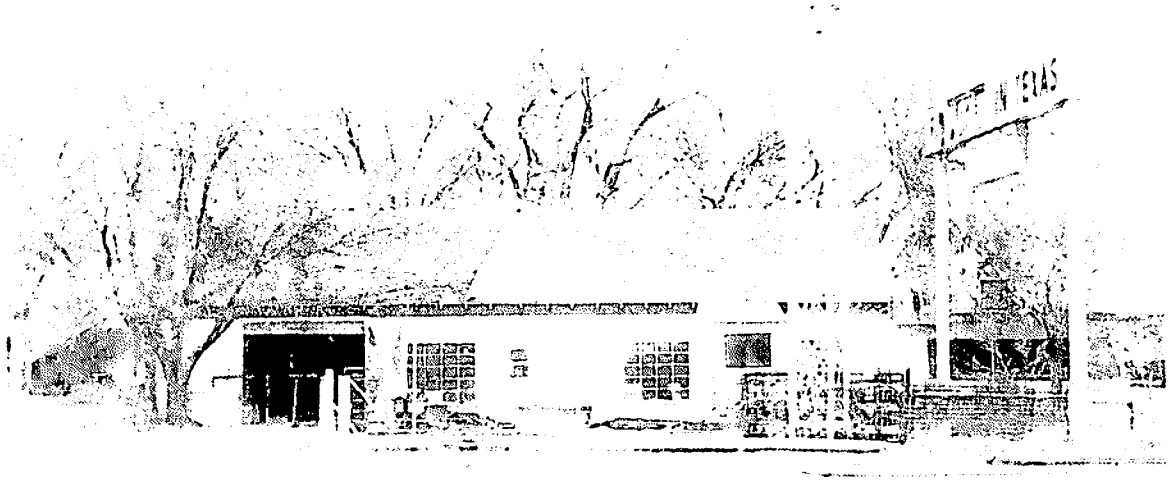
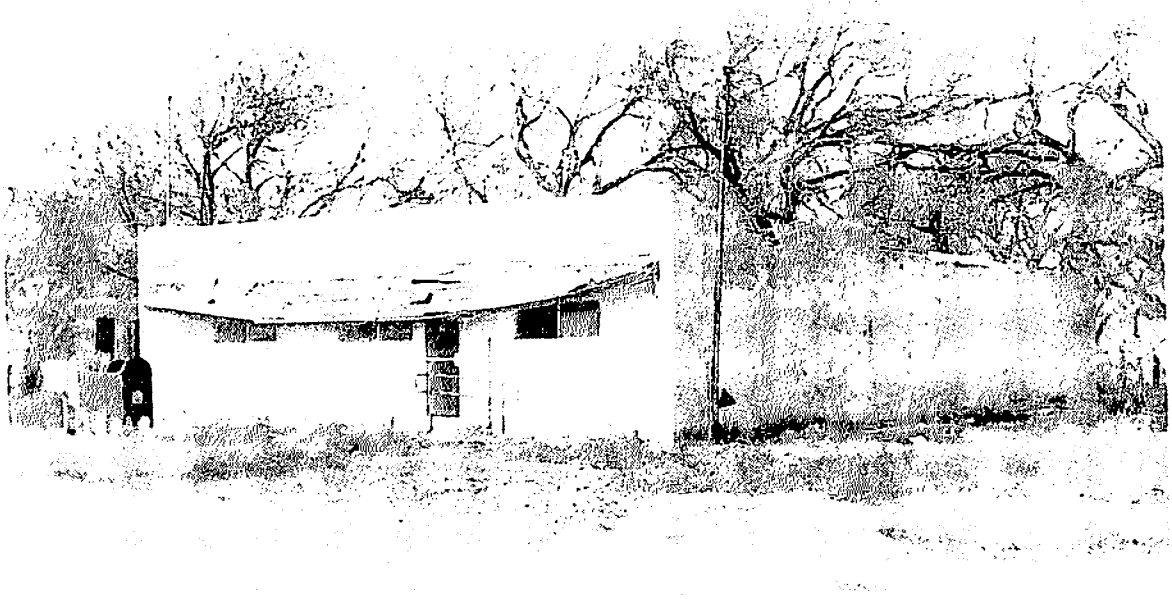
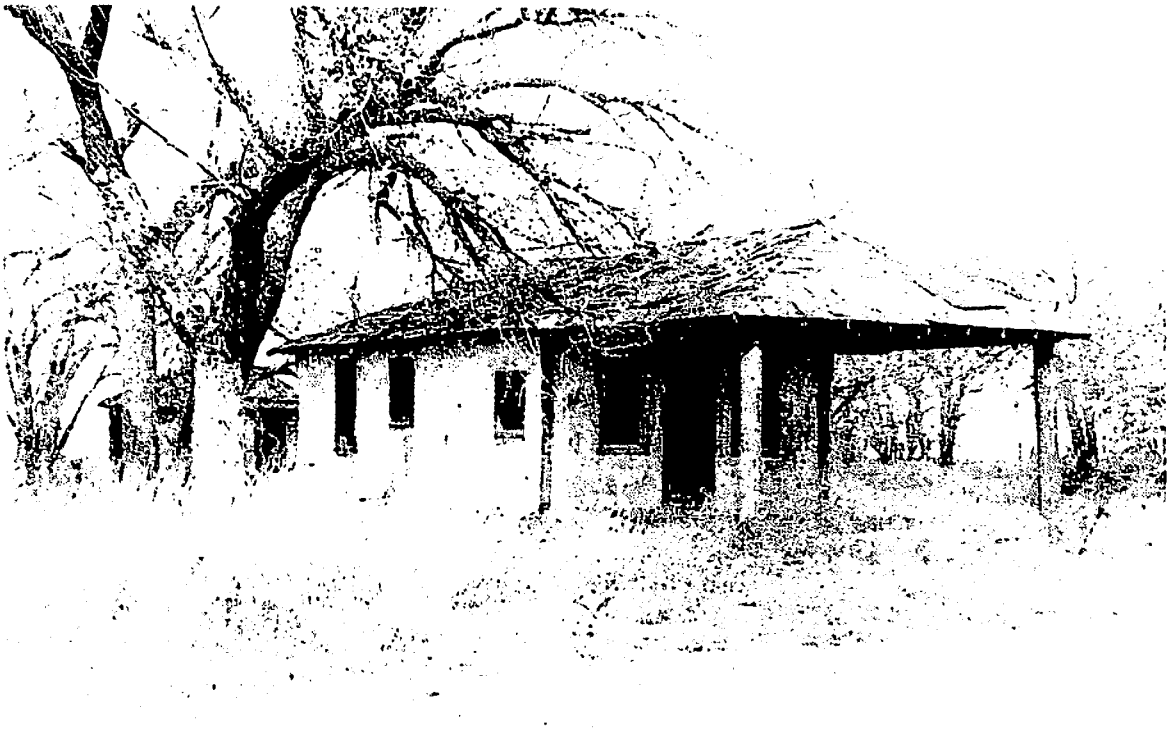
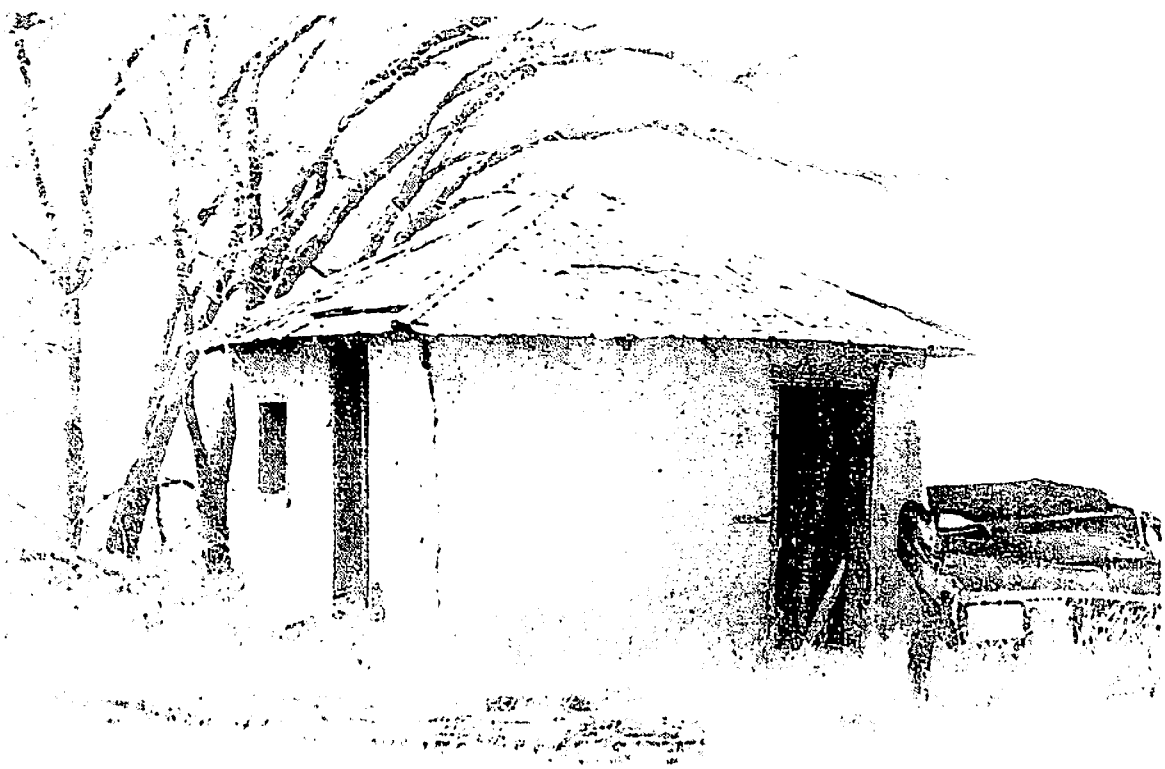
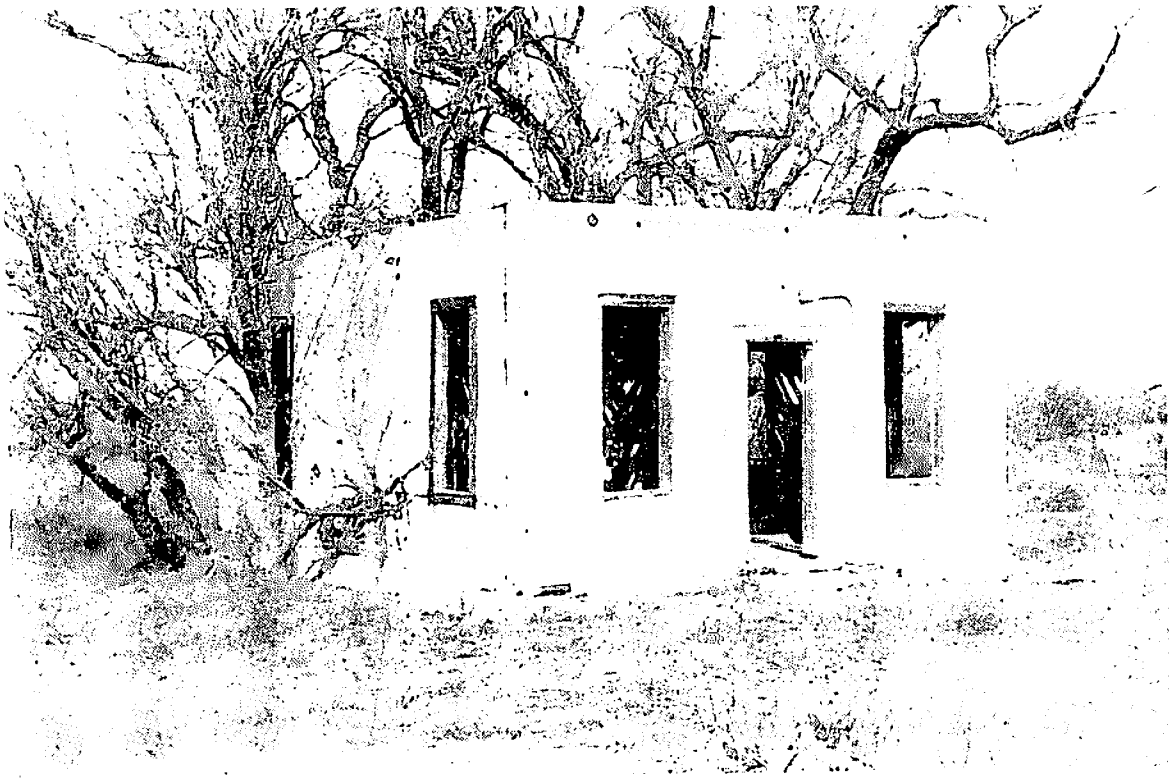
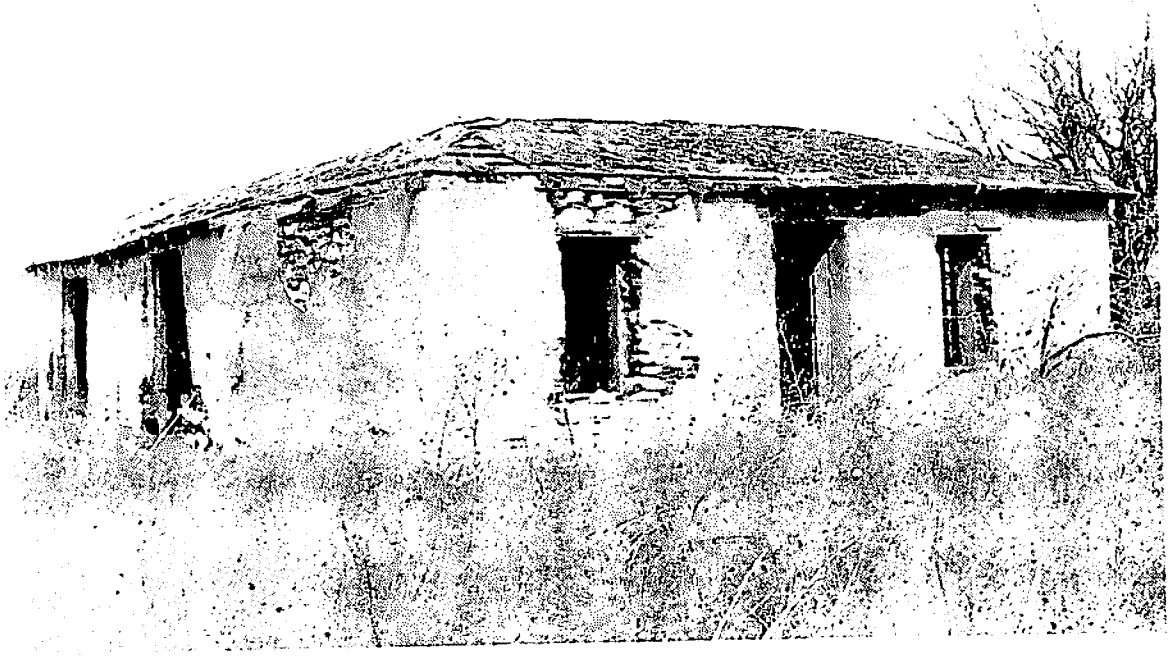








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