

(Oct. 1990)
United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. NAME OF PROPERTY

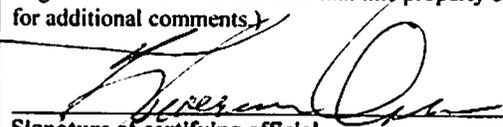
HISTORIC NAME: McLean Commercial Historic District
OTHER NAME/SITE NUMBER: NA

2. LOCATION

STREET & NUMBER: Roughly bounded by Railroad, Rowe, Second and Gray streets
CITY OR TOWN: McLean VICINITY: NA NOT FOR PUBLICATION: N/A
STATE: Texas CODE: TX COUNTY: Gray CODE: 179 ZIP CODE: 79057

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 forth in 36 CFR Part 60. In my opinion, the property (meets) (does not meet) the National Register criteria. I recommend that this property be considered significant (nationally) (statewide) (locally). (See continuation sheet for additional comments.)

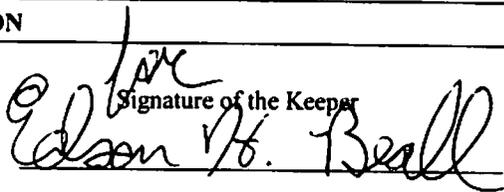

Signature of certifying official _____ Date 11-3-06
State Historic Preservation Officer, Texas Historical Commission
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:
 entered in the National Register
 See continuation sheet.
 determined eligible for the National Register
 See continuation sheet
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____


Signature of the Keeper _____ Date of Action 12-20-06

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Private; Public-local; Public-state

CATEGORY OF PROPERTY: District

NUMBER OF RESOURCES WITHIN PROPERTY

CONTRIBUTING	NONCONTRIBUTING	
40	4	BUILDINGS
0	0	SITES
2	0	STRUCTURES
1	0	OBJECTS
43	4	TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: *Route 66 in Texas MPS*

6. FUNCTION OR USE

HISTORIC FUNCTIONS: COMMERCE/TRADE: business, specialty store, financial institution,
TRANSPORTATION: vehicular
RECREATION AND CULTURE: theater
DOMESTIC: single dwelling, multiple dwelling, hotel
GOVERNMENT: city hall, post office

CURRENT FUNCTIONS: COMMERCE/TRADE: business, specialty store, financial institution,
TRANSPORTATION: vehicular
RECREATION AND CULTURE: theater
DOMESTIC: single dwelling, multiple dwelling, hotel

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS:
Commercial Style, Bungalow/Craftsman
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Tudor Revival
MODERN MOVEMENT: Art Deco
OTHER: 1-Part Commercial Block, 2-Part Commercial Block

MATERIALS: FOUNDATION CONCRETE
WALLS BRICK, CONCRETE, WOOD, STUCCO
ROOF ASPHALT, METAL
OTHER GLASS, METAL

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-18).

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- 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 WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Architecture, Commerce, Transportation

PERIOD OF SIGNIFICANCE: 1914-1956

SIGNIFICANT DATES: 1932

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: unknown

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-19 through 8-24).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-25).

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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: (*Devil's Rope Museum, McLean, Texas*)

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: Approx. 10 acres

UTM REFERENCES	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1.	14	354226	3900102
2.	14	354242	3899951
3.	14	354451	3899990
4.	14	354531	3900051
5.	14	354386	3900104

VERBAL BOUNDARY DESCRIPTION: (see continuation sheet 26)

BOUNDARY JUSTIFICATION: (see continuation sheet 26)

11. FORM PREPARED BY (with assistance from Gregory Smith, National Register Coordinator)

NAME/TITLE: Philip Thomason and Teresa Douglas

ORGANIZATION: Thomason and Associates

DATE: March 2006

STREET & NUMBER: 1907 21st Avenue S.

TELEPHONE: (615) 385-4960

CITY OR TOWN: Nashville

STATE: Tennessee

ZIP CODE: 37212

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see continuation sheet Figure-27 through Figure-29)

PHOTOGRAPHS (see continuation sheet Photo-30)

ADDITIONAL ITEMS

PROPERTY OWNER

NAME: On file with the Texas Historical Commission

STREET & NUMBER:

TELEPHONE:

CITY OR TOWN:

STATE:

ZIP CODE:

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McLean Commercial Historic District
McLean, Gray County, Texas

The McLean Commercial Historic District is located in the Texas Panhandle community of McLean (2005 pop. est 292). Located in the southeast corner of Gray County, McLean is 64 miles east of Amarillo off Interstate 40. McLean was formed along the tracks of the Rock Island Railroad during the early twentieth century as a center of cattle and agricultural production. The buildings within the historic district reflect two periods of construction. On North Main Street are predominately one-story brick commercial buildings constructed between 1914 and 1930. Along First and Railroad Streets are primarily one-story brick and concrete block buildings constructed between 1930 and 1954, most of which reflect automobile-oriented businesses such as gas stations, automobile dealerships and repair shops. Almost all of the buildings were originally constructed for commercial uses but the district also includes three dwellings. The district retains a high degree of integrity, with 40 of 44 buildings identified as contributing properties, along with brick streets and both alignments of Route 66 along Railroad and First streets.

By the early 1920s, McLean contained two blocks of brick commercial buildings containing a variety of businesses. The designation of U.S. Route 66 through the town on First Street in 1926 spurred additional growth and development, and by the 1940s the town supported a number of gas stations, automobile repair shops, motels, and restaurants. The increase in traffic through the town in the early 1950s resulted in the widening of Railroad Street and U.S. Route 66 was realigned into two west-bound lanes on First Street and two east-bound lanes on Railroad Street. Traffic on U.S. Route 66 ran through the community until 1984 when it was bypassed by the construction of Interstate 40, approximately one-half mile south of the district boundary.

The McLean Commercial Historic District encompasses all or parts of eight blocks in the downtown commercial district of McLean along sections of First, Commerce, North Main, Railroad, and Rowe Streets. From 1926 to 1952, U.S. Route 66 was a two-lane, east-west highway along the alignment of First Street. This alignment of U.S. Route 66 was changed in 1952 when Railroad Street was converted into two, east-bound lanes and First Street changed to two, west-bound lanes.

The buildings within the historic district reflect two periods of construction. On North Main Street are predominately one-story brick commercial buildings constructed between 1914 and 1930. Along First and Railroad Streets are primarily one-story brick and concrete block buildings constructed between 1930 and 1954, most of which reflect automobile oriented businesses such as gas stations, automobile dealerships and repair shops. Almost all of the buildings were originally constructed for commercial uses but the district also includes three dwellings.

Most commercial buildings along North Main Street reflect the building form known as 1-part commercial blocks. These are buildings designed with traditional storefronts including large display windows, transoms, and entrances with single-light glass and wood doors (Photos 1-3 and 10-11). Upper façade decoration was generally confined to brick patterns outlined with varying textures and colors, and several buildings have corbelled brick cornices. The oldest building in the district is the two-story, O'Dell (Hindman) Hotel which was built in 1914. This building is of brick construction and was remodeled in the early 1950s with an exterior of Perma-Stone (Photo 9). Also on North Main Street is the Avalon Theater built in 1936 (Photo 12). The Avalon Theater was designed in the Art Deco style and retains its original marquee and ticket booth.

Along First and Railroad Streets are eleven buildings constructed to serve as gas stations, automobile repair shops, and car dealerships. The gas stations are particularly noteworthy as displaying the changing designs and forms of this property type from the 1920s to the 1950s. The oldest of these is the curbside gas station with a chamfered corner bay built ca. 1925 at 120 E. First Street (Photo 13). This gas station has an original frame canopy and the building retains much of its original character. Curbside gas stations were the first buildings known as "filling stations" and evolved

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out of traditional downtown businesses supplying gasoline in front of their stores.¹ The second oldest gas station in McLean is the Phillips 66 Gas Station at 218 W. First Street built in 1929 (Photo 14). The Phillips Oil Company began operations in 1927 and the gas station in McLean is thought to be the oldest Phillips Gas Station existing in Texas.² The building was designed in a "House" plan to resemble an English Cottage, and this form was used by both Phillips 66 and the Pure Oil Company in the early 20th century.³ Most gas stations in McLean built in the 1930s to the early 1950s are forms known as "Oblong Box."⁴ Built of concrete block or brick with stuccoed exteriors, these gas stations were built with flat roofs, offices with large amounts of plate glass windows, and generally incorporated one or more garage bays. The gas stations at 215 and 302 W. First Street and 201 W. Railroad Street are reflective of this gas station building form (Photos 7, 18, and 20). Oblong Box forms were also built with projecting canopies and are present at Mantooth's Chevron Station at 119 E. First Street and 101 W. Railroad Street (Photos 4 and 19). The gas stations and other automobile oriented buildings constitute over one-fourth of the properties in the McLean Commercial Historic District.

The McLean Commercial Historic District contains forty-one buildings, of which thirty-seven or ninety percent are considered to be contributing to the character of the district. While many of the original storefronts have been altered with added doors and display windows, most buildings in the district retain their upper façade decoration and detailing. The non-contributing buildings include a ca. 1925 bank building at 201-205 North Main Street which was remodeled in 1975 with a mansard roof and an added brick façade. The only post-1955 building in the district is the ca. 1960 grocery store at 115 North Commerce Street. The district includes the historic roadbeds of U.S. Route 66 on First and Railroad Streets which are included as two contributing structures. Altogether, the downtown area of McLean retains a strong sense of time and place from the mid-20th century and its automobile heritage along U.S. Route 66.

INDIVIDUAL PROPERTY DESCRIPTIONS

Properties in the inventory are organized by street name and numerically by address. Entries list the address of the property, approximate construction date, and known historic names where applicable.

115 N. Commerce Street, ca. 1960 (NC)

One-story ca. 1960 commercial building. The building has a concrete foundation, barrel vault asphalt roof and an exterior of irregular course brick. In front of the building is a ca. 1960 steel sign pole.

113 E. First Street, ca. 1925 (Barr Auto Service and Supply) (C)

One-story brick and concrete block building constructed ca. 1925. For many years the building housed the Barr Auto Service and Supply Store operated by Lee Barr. The building has a shed roof of metal panels, and a poured concrete foundation. The main (S) façade has an exterior of stretcher bond wire brick while the west and north façades have exteriors of ashlar faced concrete block. The storefront was remodeled ca. 1980 and has an exterior of vertical metal panels. Above the storefront is a ca. 1980 metal canopy. The upper façade has a rectangular sign panel outlined in brick. At the roofline is a corbelled brick cornice. On the west façade is an entrance with original paired five-panel wood doors. At the rear is a ca. 1940 shed roof stucco wing.

¹ John A. Jakle and Keith Sculle, *The Gas Station in America*, (Baltimore: John Hopkins University Press, 1994), 135.

² Delbert Trew, Personal Interview, McLean, Texas, 1 February 2006.

³ John Margolies, *Pump and Circumstance, Glory Days of the Gas Station*, (New York: Bulfinch Press, 1993), 56.

⁴ Jakle and Sculle, 144.

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114 E. First Street, ca. 1925 (Consumer's Supply Company) (C)

One-story brick building constructed ca. 1925. In the 1940s and 1950s the building housed the Consumer's Supply Company. The building has a storefront added ca. 1970 with an aluminum and glass door, single-light sidelights and a three-light transom. Dividing the entrance and display windows are brick and stucco piers. The display windows were added ca. 1970 and are four-light aluminum and glass design. The upper façade has a stucco exterior and stepped parapet wall. The interior has a linoleum floor, plaster walls and acoustical tile ceiling.

115 E. First Street, ca. 1920 (C)

One-story brick building constructed ca. 1920. The building has a poured concrete foundation, a flat roof of asphalt and an exterior of stretcher bond wire brick. The storefront was altered ca. 1970 with a paneled wood door. The display windows have been covered with wood panels. In the upper façade are decorative inset brick panels, which create a rectangular design. At the corners are soldier and sailor brick courses. At the roofline is a parapet wall of stretcher bond brick. This building shares a shed roof canopy with 117 E. First Street.

116 E. First Street, ca. 1930 (B&B Café) (C)

One-story ca. 1930 concrete block building with a stucco exterior. During the 1940s and 1950s the building housed several restaurants including the B&B Café. The building has a storefront with an original Craftsman door of four vertical lights and single-panel design. Above the entrance is a rectangular transom enclosed with a wood panel. Flanking the entrance are original single-light glass and wood display windows, which rest on stuccoed bulkheads. Above the display windows are original six-light transoms. The upper façade has a stucco exterior. The interior has original concrete floors, plaster walls and a dropped acoustical tile ceiling.

117 E. First Street, ca. 1925 (C)

One-story brick commercial building built ca. 1925. The building has a poured concrete foundation, a flat roof of asphalt and an exterior of stretcher course wire brick. The storefront has an original single-light glass and wood door. Over the door, the transom has been enclosed with ca. 1980 wood panels. The storefront has three ca. 1980 display windows, which rest on vertical board panels. Above the storefront is a soldier course lintel. At the roofline is a parapet wall of soldier course brick. Extending across both the 115 and 117 storefronts is a ca. 1960 wood canopy with a wood shingle roof and supported by steel tie rods. The interior has remnants of a pressed metal ceiling, an added floor and wall surfaces.

119 E. First Street (Mantooth's Chevron Station), 1945 (C)

One-story, concrete block, brick and stucco gas station built in 1945. The gas station was built for Odell Mantooth and the building replaced an earlier gas station at this location. Mantooth operated a Chevron Gas Station here from 1945 to 1981. The building has a poured concrete foundation, a flat roof of rolled asphalt and stucco exterior. The building has an office at the southeast corner and two garage bays. The office has a ca. 1981 solid wood door flanked by ca. 1981 single-light display windows. Extending on the south façade is an original flat roof wood canopy. This canopy has an exterior and ceiling of ca. 1970 wood panels. The canopy rests on two steel posts. In front of the office is an oval concrete pump island with the foundations of two gas pumps. The east façade of the building has a ca. 1981 single-light display windows and two entrances into the bathrooms. These entrance bays have ca. 1981 solid wood doors. The garage wing has two original, twenty-light glass and wood overhead track doors. The interior of the office has an original concrete floor, plaster walls and wood ceiling. The remains of a stove flue are visible. The garage bays have original wood ceilings, brick and concrete block walls and concrete floors.

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118-120 E. First Street, ca. 1925 (Panhandle Service Station) (C)

One-story concrete block and stuccoed gas station built ca. 1925. The building was originally constructed as a gas station and in the 1940s and early 1950s it housed the Panhandle Service Station. The building has a poured concrete foundation, a flat roof of metal panels, and an exterior of concrete block and stucco. The building has a chamfered corner with an original gable roof canopy over a drive-thru bay. This canopy is supported by an original brick and stucco pier and large wood brackets. In the gable field of the canopy is an original stucco surface. The main entrance has a wood door added 2005. Flanking the doors are original four-light glass and wood display windows. The east bay window has been partially enclosed with stucco and displays a one-over-one wood sash window. The façade of the chamfered bay has an exterior surface of stucco. The east façade has an original garage bay, which has been enclosed with ca. 1990 wood panels. The north façade of the building has an entrance with a ca. 2005 wood door. This door has original two-light sidelights, a two-light transom, and above the entrance is a large rectangular transom. The west bay of the north façade has an original four-light display window and a rectangular transom. Above the entrance and window is a stuccoed concrete lintel. The interior has an original concrete floor, dropped acoustical tile ceiling and plaster walls. A small section of original pressed metal ceiling is visible at the north wall.

111 W. First Street, ca. 1925 (C)

One-story brick commercial building built ca. 1925. The building has a poured concrete foundation, a flat roof of asphalt, and an exterior of tan stretcher bond brick. The storefront has a ca. 1970 aluminum and glass door with aluminum and glass display windows resting on brick bulkheads. Above the storefront is a belt course of header bond brick. Above this belt course is another belt course of soldier bond brick. In the upper façade is a rectangular sign panel outlined in brick with a stucco surface. At the roofline is a flat wall of header bond brick.

113-115 W. First Street, ca. 1930 (C)

One-story ca. 1930 brick building with a stucco exterior. The building has a flat roof of asphalt, a concrete foundation, and an exterior of stucco. The building has two storefronts. The east (113) storefront has a ca. 1990 glass and wood door. Above the door is an original nine-light rectangular transom. The display window has been covered with wood panels. Above the display window is an original twenty-four light transom. The west (115) storefront has added wood panels over the display window and entrance. The transoms above the entrance and display window are original and match those on the 113 storefront. The upper façade has a stucco exterior and at the roofline is a stucco parapet wall. The interior has an original concrete floor, plaster walls and tile ceiling.

116 W. First Street, ca. 1925 (City Hall) (C)

This building was originally double its present size, but the 110-114 section was demolished following a fire. During the 1930s the building housed the McLean City Hall. The building was constructed ca. 1925 and has a flat roof, concrete foundation, and an exterior of stretcher bond textured brick. The building has a garage bay on the main façade with a ca. 1950 twenty-light overhead track glass and wood door. The pedestrian entrance on this façade has a ca. 1950 single-light and three-panel glass and wood door. Above the storefront is a soldier course lintel. In the upper façade are two window openings with ca. 1970 horizontal sash metal windows. Above the windows is a rectangular panel outlined in header course brick. Within this brickwork are diamond shaped concrete panels. At the roofline is a stepped parapet with header course brick. On the east façade of the building is a ca. 1970 wood staircase, which leads to a second story entrance. At the rear are two ca. 1970-80 frame additions with vinyl siding.

119 W. First Street, ca. 1930 (Texas Service Station) (C)

One-story gas station and garage built ca. 1930. For many years it was known as the Texas Service Station and operated by Emery Crockett. The building has a recessed drive-thru bay on the main façade divided by brick piers on concrete foundations. The building has a flat roof of asphalt, a concrete foundation and exterior of textured stretcher

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bond brick. The office has an original storefront with a single-light glass and wood door, two-light display windows and brick bulkheads. Above the door is a rectangular transom. The drive-thru bay has a concrete deck and ceiling of corrugated metal panels. The west bay next to the office has an original three-light Craftsman door, which leads to a restroom. The central bay of the building has a garage entrance with a ca. 1980 overhead metal track door. The east bay of the building has a storefront which was used for a period as a restaurant and tavern. This storefront has an original single-light glass and wood door with an original single-light transom. This storefront also retains original two-light display windows and brick bulkheads. The exterior walls of this recessed bay are of stucco. The interior of the building has original concrete floors, wood ceilings and plaster walls. The business here had three pumps and sold gas into the late 1990's. On the west façade are windows of structural glass blocks for the bathrooms. This façade has a garage bay with a ca. 1980 garage door. Windows on this façade are ca. 1970 two-over-two horizontal sash design.

120 W First Street, (Dysart Motor Co./Ellison Motor Co.), 1946 (C)

One-story concrete and stucco building built in 1946. The building originally housed the Dysart Motor Company which was an authorized Ford Dealership. It was later the home to the Ellison Motor Company. The building has a barrel vault roof of asphalt, a concrete foundation and an exterior of stucco. The storefront on the north façade has ca. 1990 single-light windows and metal panels resting on concrete bulkheads. The entrance has ca. 1970 aluminum and glass doors. In the upper façade is a stucco exterior. Signage remains visible and is "Ellison Motor Co." On the west façade facing Commerce Street are three garage bays. Two have ca. 1990 overhead metal track doors, while the north bay has an original fifty-six light glass and wood overhead track door. A pedestrian entrance on this façade has a ca. 1990 metal paneled door. This façade also has an original thirty-light steel and glass awning window. The window and doors on this façade have concrete lintels. At the rear (S) façade is an original fifty-six light glass and wood overhead track door and one-story wing with ca. 1970 metal garage doors. The interior has original plaster walls, wood truss ceiling and concrete floor.

207 W. First Street, ca. 1950 (C)

One-story ca. 1950 concrete block building originally built as a gas station. The building has a flat asphalt roof, concrete foundation and stucco exterior. The office wing at the southeast corner has a canted bay on the main façade. The office has two entrances with ca. 1960 aluminum and glass doors. Display windows are also aluminum and glass design. The display windows rest on original stuccoed concrete bulkheads. The transom panels above the display windows were enclosed with wood panels. The garage wing has two garage bays. The east bay has a ca. 1970 overhead metal track door while the west bay has an original forty-eight light glass and wood overhead track door. Two pedestrian entrances on this façade have been covered with wood panels. Above the entrances are original rectangular transoms. Display windows adjacent to the doors are original single-light glass and wood design and rest on concrete bulkheads. A third pedestrian entrance has a ca. 1960 aluminum and glass door with an original display window, transom and concrete bulkheads. Attached to the garage wing is an original wood and metal canopy supported by steel posts. This drive-thru bay has a concrete deck and the posts are embedded into a concrete pump island. This island has remnant of three gas pumps. The west façade of the building has four pairs of original six-over-six wood sash windows, which rest on concrete sills. The rear façade has four pairs of six-over-six wood sash windows and a garage bay with a ca. 1970 overhead track door. The east façade has two garage bays; the north bay has an original glass and wood sliding track door and the south bay has an original two-light glass and wood sliding track door. The interior of the office has a concrete floor, paneled walls and metal ceiling. The garage has a steel roof added ca. 1995, a concrete floor and plaster walls. The upper façade of the office wing has added dentil molding.

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McLean Commercial Historic District
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212 W. First Street, ca. 1935 (C)

Garage, ca. 1935 (C)

One-story frame duplex with detached garage built ca. 1935. The house has a gable roof of asphalt shingles, a concrete foundation and stucco exterior. The main (N) façade has a ca. 1970 shed roof canopy supported by wood posts. The two entrances on the main façade have original three vertical light Craftsman doors. On the west and east façades are secondary entrances with similar doors. Windows are original one-over-one wood sash. At the eaves are knee brace brackets and eave rafters. At the rear is an original frame and stucco two-bay garage with original hinged doors and a gable roof.

213 W. First Street, ca. 1925 (C)

One-story frame and stucco gable front Bungalow built ca. 1925. The house has a gable roof of asphalt shingles, a concrete foundation and stucco exterior. On the main (S) façade is a partial-width porch with tapered wood posts on concrete piers. The porch has a concrete railing and exposed rafters at the eaves. The east bay of the porch has been enclosed with wood panels. The main entrance has an original three-vertical light Craftsman door. Windows are original one-over-one rectangular wood sash. At the eaves are knee brace brackets.

218 W. First Street (Phillips 66 Gas Station), 1929 (C) Sign, (NC)

One-story brick gas station built in 1929 as the first Phillips Gas Station in Texas. The original operator of the gas station is not known but by the 1940s it was managed by W.L. Copeland. In 1959, the gas station was acquired by Charles Weaver who operated the station until it closed in 1977. The building was remodeled in 1991 to commemorate its heritage on U.S. Route 66. The building was constructed in the Tudor Revival style and has a gable roof of wood shingles, a concrete foundation, an exterior wall brick chimney and an exterior of stretcher bond brick. The entrance has a rounded arch and a 1991 solid wood door with painted lights. The original windows have been removed and replaced with wood panels with painted lights. The chimney on the main façade has an original metal "P" attached and a round stuccoed panel. At the rear is an entrance with a 1991 solid wood door. In front of the building are two early 20th century gas pumps and oil pump moved to this location. In front of the building is an historic Phillips 66 sign moved to this location in 1991. Because this sign was moved to this location it is included as non-contributing.

215 W. First Street, ca. 1950 (C)

One-story concrete and stucco gas station built ca. 1950. The building has a concrete foundation, a flat roof of asphalt and a stucco exterior. The office section at the SW corner has a ca. 1970 single-light steel and glass door. The display windows are original aluminum and glass design and rest on concrete bulkheads. The transoms above the display windows have been painted. The garage wing has two original twenty-four light paneled glass and wood overhead track doors. The west façade has three entrances, which have been enclosed with wood and stucco panels. One entrance led to the office and the others led to the bathrooms. The rear façade has original twenty-four light aluminum and glass windows and concrete sills. The office retains its original plaster walls, concrete floor and dropped ceiling. The garages have concrete floors, plaster walls and ceilings.

302 W. First Street (Guyton Motor Co.), 1950 (C)

One-story concrete and stucco gas station built in 1950. This building was constructed for Raymond Guyton who operated a well-known gas station and tow truck operation here until 1995. This building replaced an earlier Magnolia Service Station on the property. The building has a flat asphalt roof, concrete foundation, and stucco exterior. On the main (N) façade is an office section, which has an original single-light glass and wood door. The storefront retains three original wood, copper and glass display windows. The display windows rest on concrete bulkheads. Above the storefront is a wood canopy added ca. 1970. The garage wing has two garage bays. The east bay has an original thirty-light glass and wood overhead track door. The west bay has a ca. 1970 overhead metal door. On the west façade is a

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shed roof wing. The east, west and south façades have original one-over-one wood sash windows. On the rear façade is a garage bay with an original thirty-light glass and wood overhead track door. The interior of the office has an original concrete floor, plaster walls and dropped acoustical tile ceiling. Interior doors are original five-panel wood design. The garage interior has a concrete floor, plaster walls and a wood ceiling. On the main and rear façades is painted "Guyton Motor Co."

101-103 N. Main Street (Hindman Hotel), 1914 (C)

Two-story brick hotel building constructed in 1914. The building was constructed by Fred O'Dell in 1914 and originally known as the O-Dell Hotel. It was purchased in 1916 by the Hindman family and has since been known as the Hindman Hotel. The building is presently used for storage. The building has a flat asphalt roof, a concrete foundation and an exterior of ca. 1955 Perma-Stone over the brick façade. The main (E) façade has two entrance bays. The south bay has a recessed entrance with an original single-light glass and wood door and single-light sidelights. The sidelights rest on original frame bulkheads. The north bay entrance has an original single-light glass and wood door at the sidewalk level. The display windows on the storefront are intact but covered with wood panels. The display windows rest on bulkheads of Perma-Stone. Windows on the second story of the main façade have been covered with wood panels. The central bay of the upper façade has an entrance opening which has been enclosed with a wood panel. This entrance led to a balcony. Windows on the south façade are original one-over-one wood sash design. There are five entrances on the south façade that are original single-light, three-panel glass and wood design with rectangular transoms. At the rear is a two-story wing with a stucco exterior.

105 N. Main Street, ca. 1920 (C)

One-story brick commercial building constructed ca. 1920. The building has a flat roof of asphalt and a concrete foundation. The storefront is original and has a single-light glass and wood door, frame bulkheads and two-light glass and wood display windows. Over the entrance is a two-light transom and above the windows are four-light transoms. The upper façade is concealed beneath added metal panels.

106 N. Main Street, ca. 1940/1980 (NC)

One-story frame and stucco building built ca. 1940. The building was remodeled extensively ca. 1980 and has an exterior of stucco, metal panels and vinyl siding.

107 N. Main Street (Avalon Theater), 1936 (C)

Two-story brick theater building built in 1936. The theater ceased operating in the 1980s and it is presently vacant. The building has a concrete foundation, sloping roof of wood and asphalt and the main façade has a stucco exterior. The building has an original recessed first story and ticket booth. The ticket booth is of wood construction and has chamfered corners. The booth's original glass windows remain intact. The booth and main façade of the first floor has original marble wainscoting. Above the wainscoting on the walls is a stucco exterior and below the ceiling is a fascia board with original stenciling. The floor of the recessed first story is of concrete. The building has two entrances with original paired single-light glass and wood doors and the ceiling of the recessed first story is of plaster. The building has its original marquee of wood and metal construction. The marquee has a stepped roofline with vertical fluting. At the corners are round metal panels with angular chevrons. The second floor of the theater has two rectangular window openings with added wood panels. This upper façade has a stucco exterior with a large central panel of concrete with Art Deco angular chevrons painted red, white and blue. The interior of the Avalon has a plaster ceiling, plaster and stencil wainscoting in the theater section and stenciled plaster walls.

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108 N. Main Street, ca. 1930 (Brooks Dry Goods) (C)

One-story brick commercial building built ca. 1930. In the 1940s and early 1950s it housed the Brooks Dry Goods Company. The building has a flat asphalt roof, concrete foundation and exterior of stretcher bond brick. The building has a storefront with two entrances. The north entrance has an original single-light glass and wood door. The south entrance has a ca. 1970 glass and wood door. Above this door is an original transom of structural glass block. Both storefronts have original canted wood and glass display windows on brick bulkheads. Over the storefronts are wood lintels. The upper façade has stretcher bond brick with soldier and sailor coursing at the roofline. The interior of 108 N. Main Street has plaster walls, a floor of wood and concrete and a dropped ceiling.

110 N. Main Street, ca. 1925 (C)

One-story brick commercial building built ca. 1925. The building has a flat asphalt roof, concrete foundation and an exterior of multi-colored textured stretcher bond brick. The storefront is recessed and has an original single-light glass and wood door and two-light transom. The storefront has original copper and glass display windows resting on stuccoed brick bulkheads. Above the storefront is an original twelve-light transom. Across the storefront is a metal awning. The upper façade has stretcher bond brick and inset concrete panels. At the roofline is a stepped parapet with header bond brick. The interior has an original pressed metal ceiling above a dropped ceiling, a concrete floor and plaster walls.

112-118 N. Main Street, ca. 1920 (White Auto Store) (C)

One-story brick commercial building constructed ca. 1920. The building has housed numerous businesses including the White Auto Store which occupied the 112 storefront in the 1940s. The building has a concrete foundation, flat asphalt roof and an exterior of stretcher bond wire brick. The building was original built with four storefronts. The 112 storefront was remodeled ca. 1960 with an aluminum and glass display window. The storefront retains an original single-light glass and wood door and rectangular transom. The display windows rest on original brick bulkheads. Above the storefront is a transom bar and twelve-light transom. The interior has ca. 1970 floor, wall and ceiling finishes. Across the width of the storefront is a ca. 1970 wood awning supported by knee brace brackets. The 114 storefront is subdivided into two sections. The south section has a ca. 1980 glass and wood door and display windows. The north section has an original recessed entrance with a single-light glass and wood door, copper and glass display windows and brick bulkheads. Over the storefront is a ca. 1980 wood awning supported by tie rods. The interior has an original pressed metal ceiling, plaster walls and carpeted floor. The 116 storefront has a recessed entrance with a ca. 1970 paneled metal door. The storefront has ca. 1970 display windows on added brick bulkheads. Across the storefront is a ca. 1980 wood awning. The interior has plaster walls, concrete floor and original pressed metal ceiling. The entrance in the north bay (118) was enclosed ca. 1970 with brick and this section is now part of the museum. The upper façade of the building has an exterior of wire brick and a stepped parapet with header course brick.

113 N. Main Street, (McLean Hardware) ca. 1920/ca. 2000 (NC)

One-story brick commercial building constructed ca. 1920. The building was remodeled ca. 2000 into its present form with a stucco and brick façade, new doors and awning.

115 N. Main Street, ca. 1915 (Stubblefield Department Store) (C)

One-story brick commercial building constructed ca. 1915. During the 1940s and 1950s it housed the Stubblefield Department Store. The building has a flat roof of asphalt, a concrete foundation, and an exterior of stretcher bond brick. The storefront was remodeled ca. 1960 and has a glass and aluminum door, aluminum and glass display windows and bulkheads of Formica. Across the width of the storefront is a metal awning. The transom area above the storefront has been enclosed with wood panels. The upper façade has a recessed brick, rectangular panel. At the

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roofline is a corbelled brick cornice. Projecting from the upper façade is a large metal sign with "Route 66 Antiques" painted on the surface. The interior has a wood floor, plaster walls and pressed metal ceiling.

117-119 N. Main Street, ca. 1925 (McLean Food Store) (C)

One-story brick commercial building built ca. 1925. During the 1940s and 1950s the 119 storefront was occupied by the McLean Food Store. The building has a flat asphalt roof, concrete foundation and an exterior of multi-colored stretcher bond brick. The south (117) storefront has an original single-light glass and wood door and rectangular transom. Display windows are original and rest on concrete stuccoed bulkheads. The north (119) storefront was altered ca. 1970 and has aluminum and glass doors, display windows and brick bulkheads. The transom area above the storefront has been enclosed with stucco. Above both storefronts are metal awnings. The upper façade of the building has rectangular panels outlined in header course brick above both storefronts. At the roofline is a parapet wall of header course brick. Windows on the north façade of the building have been enclosed with brick. An entrance on this facade has a ca. 1970 steel and glass door. At the rear of the building is a stuccoed wing with an entrance on the north façade. At the corner is a sign for Brown Rexall Drugs. The interior of 117 has a wood floor, plaster walls and added tile ceiling. The interior of 119 has a carpeted floor, plaster walls and tile ceiling.

120 N. Main Street, ca. 1930 (McLean Auto Supply) (C)

One-story brick commercial building built ca. 1930. The building originally contained storefronts facing both N. Main Street and E. First Street. At 112 E. First Street the building contained the McLean Auto Supply Store for many years. The building has a flat asphalt roof, concrete foundation and an exterior of multi-colored wire brick. The storefront on Main Street has a ca. 1970 aluminum and glass door, original copper, glass and wood display windows and original brick bulkheads. Above the storefront and extending onto the First Street façade is a ca. 1980 wood awning supported by knee brace brackets and tie rods. The First Street façade has three original display windows resting on brick bulkheads. This façade has a pedestrian entrance with ca. 1990 steel double doors. The east two bays on this façade have garage openings. The east garage bay has a ca. 1990 overhead track metal door. The west garage bay has been enclosed with wood panels. The interior has been remodeled with added carpet, wall paneling and partitions. One area retains its original pressed metal ceiling; most has been concealed above a new dropped ceiling.

201-205 N. Main Street, ca. 1925 (American National Bank) (NC)

One- and two-story brick building extensively remodeled ca. 1975. The building originally housed the American National Bank. The ca. 1975 remodeling includes the addition of stone veneer and stucco, a mansard roof of clay tile and aluminum and glass windows and doors. The building now houses the Bank of Commerce.

207-209 N. Main Street, ca. 1920 (C)

One-story brick commercial building constructed ca. 1920. The building has a flat asphalt roof, concrete foundation, and exterior of multi-colored stretcher bond brick. The building has two storefronts. The south (207) storefront has a ca. 1970 aluminum and glass door and aluminum and glass display windows. The display windows rest on Formica and aluminum bulkheads. The north (209) storefront has ca. 1970 aluminum and glass door and the display windows have been covered with metal panels. Beneath the display windows are original brick bulkheads. In front of this storefront is a ca. 1980 handicapped access ramp with a metal rail. The transoms above both storefronts are concealed beneath a ca. 1980 wood canopy supported by metal tie rods. Above both transom areas are soldier course lintels. The upper façade has rectangular panels above each storefront outlined in header course brick. At the roofline is a stepped parapet with header course brick.

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211-213 N. Main Street, ca. 1920 (C)

At this location is a one-story brick commercial building constructed ca. 1920 with two storefronts. The north (213) storefront has ca. 1970 aluminum and glass door and three aluminum and glass display windows. The display windows rest on a bulkhead of ca. 1970 brick. The transom has aluminum and glass painted panels. Across the storefront is a ca. 1980 metal awning supported by metal tie rods. The south (211) storefront has a ca. 1970 aluminum and glass door, aluminum and glass display windows and brick bulkheads. Above the storefront is an aluminum and glass five-panel transom with painted lights. This storefront has a ca. 1990, metal canopy supported by tie rods. The upper façades above both storefronts have soldier course lintels over the transoms. Both upper facades have rectangular brick panels outlined in header course brick. Within the panels are soldier and sailor brick course. At the roofline is a stepped parapet with header course brick. The building has a flat asphalt roof, concrete foundation, and an exterior of tan and orange stretcher bond brick. The interior of 211 has added floor, wall and ceiling surfaces. The 213 interior has original plaster walls, a concrete floor and dropped tile ceiling.

212 N. Main, 1935 (C)

One-story brick and clay tile building. Single central door with transom in symmetrical storefront. Transoms over plate glass display windows covered. The wood frame shed-type canopy is suspended with tie rods, and is covered with wood shingles.

215 N. Main Street, ca. 1925 (C)

One-story brick building constructed ca. 1925. The building has a concrete foundation, a flat roof of asphalt and an exterior of tan textured stretcher bond brick. The storefront has a ca. 1990 aluminum and glass door with sidelights. Above the entrance is a rectangular transom covered with a wood panel. The display windows were added ca. 1990 and are fixed three-light design with added wood panels above. The storefront retains original brick bulkheads. At the roofline is a stepped parapet with header course brick. The interior has added carpet, wall paneling and an acoustical tile ceiling.

217 N. Main Street, ca. 1935 (Post Office) (C)

One-story brick commercial building constructed ca. 1935. The building housed the McLean Post Office during the 1940s and 1950s. The building has a flat roof of asphalt, a concrete foundation, and an exterior of tan textured stretcher bond brick. The storefront was remodeled ca. 1980 and has two entrance bays. The south bay has a ca. 2000 metal door and the north bay has plywood panels over the opening. The display window is aluminum and glass design and rests on original brick bulkheads. Above the south bay entrance is a transom enclosed with a wood panel. Above the storefront is a soldier course brick lintel. At the roofline is a header course parapet wall. The interior has a carpeted floor, plaster walls and plaster ceiling.

218 N. Main Street, ca. 1925 (C)

One-story brick building with nonhistoric metal-framed glass storefront topped by original transoms. The stepped parapet is rough-faced brown brick with cross-shaped decorative dark brick elements where the awning's tie rods connect, and dark brick laid in a soldier course in the row just under the brick coping.

219 N. Main Street, ca. 1920 (C)

One-story brick building constructed ca. 1920. The building has a flat roof of asphalt, a poured concrete foundation, and an exterior of six-course common bond brick. The main façade has a storefront with brick bulkheads and three original display windows. The display windows have been covered with plywood panels. The main entrance is missing its door and the opening has a plywood panel. Above the door opening is an original single-light rectangular transom. Above the storefront is a transom covered with plywood panels. The upper façade features irregular courses of

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common bond brick. At the roofline is a parapet wall of header bond brick. The north façade of the building has two entrances with added metal and wood panels. One window bay has been covered with wood panels while another has original paired four-over-four wood sash windows. The interior has the remnants of a pressed metal ceiling, concrete floor and plaster walls.

220 N. Main Street, ca. 1925 (C)

Two-story brown brick Masonic building with modern red brick storefront. The transoms and upper windows have been bricked in. This building – the tallest on the block – features a flat awning, plain brick parapet, dedication cornerstone, and Masonic logos in an inset cast plaque above the second-floor windows. Currently used as McLean City Hall.

119 E. Railroad Street, ca. 1955 (Consumer's Supply Company) (C)

One-story concrete block gas station built ca. 1955. The gas station was constructed for owners Ted Glass and Arthur Dwyer who moved their business to this location from Main Street after Railroad Street was designated as the east-bound lanes of U.S. Route 66. Known as the Consumer's Supply Company, this business sold gas and automobile products. The rear wing housed a small grocery store for travelers. The building has a poured concrete foundation, a gable roof of crimped metal panels and an exterior of concrete block. The main (S) façade of the building has an office at the SE corner of the building and a lateral wing with two garage bays. The main entrance has a ca. 1970 paneled wood door. Flanking the entrance are original thirty-light aluminum and glass windows. The windows are fixed-light design except for the four-light jalousie panels at the corners. The windows have concrete sills. The two garage bays have original twenty-light glass and wood overhead track doors. Attached on the west façade is an original one-story concrete block lateral wing. This wing has a ca. 1970 solid wood pedestrian door and an original thirty-six light glass and wood overhead track garage door. Windows in this wing are original thirty-light aluminum and glass design. In the front of the building is a concrete pad and a concrete pump island with three gas pumps. The east façade of the building has a twenty-light aluminum and glass window with corner panels of three-light jalousie design. Also on this façade are two entrances to bathrooms, which have been enclosed with wood panels.

Attached on the rear façade is an original one-story concrete block wing which contained a grocery store. This wing has a storefront facing east and the entrance has an original two-light glass and wood door. The storefront windows have been enclosed with wood panels. Across the storefront is an original shed roof canopy supported by steel posts. The north façade of this wing has a twelve-light glass and wood garage door.

101 W. Railroad Street, ca. 1952 (C) Sign (C)

One-story concrete block gas station built ca. 1952. The building has a concrete foundation, flat asphalt roof and an exterior of painted concrete block. The office section has an original two-light steel and glass door. The display windows are original aluminum and glass design and rest on concrete block bulkheads. The garage section has two original twenty-light glass and wood overhead track doors. On the west façade are two bathroom entrances enclosed with stucco. At the north and east façades are three original eight-light steel and glass awning windows. In front of the building is a ca. 1965 metal canopy, which rests on two steel posts. The original pump island beneath the canopy has been removed but the foundation is visible. In addition, in front of the building is a steel hoist and pulley for automotive and truck service. At the SW corner of the property is an original steel signpost.

201 W. Railroad Street, 1952 (Crockett Service Station) (C) Signs (NC and C)

One-story concrete block gas station built in 1952. The gas station was constructed for Emery Crockett who also operated the Texas Gas Station on W. First Street. The building has a flat asphalt roof, concrete foundation, and stucco exterior. The office section has an original single-light glass and wood door. Above the door is an original transom.

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The display windows were rebuilt ca. 1960 with wood and glass windows resting on concrete bulkheads. The garage section has two original fifteen-light glass and wood overhead track doors. The east façade has two bathroom entrances with original panel and wood doors. The bathrooms have tiled and plaster walls. The north façade has an original one-over-one wood sash window. The west façade has two original one-over-one wood sash windows. In front of the building is an original oval shaped concrete pump island. The office interior has a concrete floor, drywall ceiling and added paneling on the walls. The garage interior has a concrete floor, walls of corrugated metal and a wood ceiling. In front of the building is a ca. 1970 Texaco sign and a ca. 1940 steel sign pole.

203 W. Railroad Street, ca. 1940 (C)

One-story frame dwelling built ca. 1940 in the Pyramid Square plan. The house has a hipped roof of crimped metal, a concrete foundation and stucco exterior. On the main (S) façade is a full-width shed roof porch with ca. 1960 wrought iron posts. The main entrance has a ca. 1980 solid wood door. Windows are original one-over-one wood sash design. At the eaves are exposed rafters. On the east façade is an entrance with a ca. 1980 solid wood door.

Brick Streets and Route 66 alignments (C)

The system of brick streets and both alignments of Route 66 within the district (on First and Railroad Streets) are included in this nomination as a single contributing structure.

219 N. Rowe, c.1930 (C)

The former Southwestern Public Service Co. ice factory and power plant is a 1-story brick and clay tile building.

Water Tower, c.1925 (C)

The elevated steel plate elevated water storage tank features a full hemispherical bottom and a conical cap. Probably manufactured by the Chicago Iron and Bridge Company.

Tables of properties in the district

Address	Date	Status	Misc.
115 N. Commerce	c.1960	NC	
113 E. First	c.1925	C	Barr Auto Service and Supply
114 E. First	c.1925	C	Consumer's Supply Company
115 E. First	c.1920	C	
116 E. First	c.1930	C	B&B Café
117 E. First	c.1925	C	
119 E. First	1945	C	Mantooth's Chevron Station
118-120 E. First	c.1925	C	Panhandle Service Station
111 W. First	c.1925	C	
116 W. First	c.1925	C	City Hall
119 W. First	c.1930	C	Texas Service Station
120 W. First	1946	C	Dysart Motor Co./Ellison Motor Co.
207 W. First	c.1950	C	
212 W. First	c.1935	C	
212a W. First	c.1935	C	garage
213 W. First	c.1925	C	

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Address	Date	Status	Misc.
215 W. First	c.1950	C	
218 W. First	1929	C	Phillips 66 Gas Station
312 W. First	1950	C	Guyton Motor Co.
113-115 W. First	c.1925	C	
105 N. Main	c.1920	C	
106 N. Main	c.1940, 1980	NC	
107 N. Main	1936	C	
108 N. Main	c.1930	C	Brooks Dry Goods
110 N. Main	c.1925	C	
113 N. Main	c.1920, c.2000	NC	McLean Hardware
115 N. Main	c.1915	C	Stubblefield Department Store
120 N. Main	c.1930	C	McLean Auto Supply
201 N. Main	c.1925	NC	American National Bank
215 N. Main	c.1925	C	
217 N. Main	c.1935	C	Post Office
219 N. Main	c.1920	C	219 N. Main Street, ca. 1920 (C)
101-103 N. Main	1914	C	Hindman Hotel
112-118 N. Main	c.1920	C	White Auto Store
117-119 N. Main	c.1925	C	McLean Food Store
207-209 N. Main	c.1920	C	
211-213 N. Main	c.1920	C	
212 N. Main	c.1920	C	Clay tile and brick 1-part commercial block; painted
218 N. Main	c.1920	C	Brick 1-part commercial block
220 N. Main	c. 1920	C	2-part commercial block; Masonic Hall, now City Hall
119 E. Railroad	c.1955	C	Consumer's Supply Company
101 W. Railroad	c.1952	C	
101 W. Railroad	c.1952	C	Sign (contributing object)
201 W. Railroad	1952	C	Crockett Service Station
203 W. Railroad	c.1940, 1980	C	
219 N. Rowe	c.1925	C	Ice house and power plant
	c.1920	C	Route 66 roadbed and brick streets – counted as 1 structure
100 blk E Second	c.1925	C	Water tower (structure)

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STATEMENT OF SIGNIFICANCE

The McLean Commercial Historic District is located in the Panhandle town of McLean, Texas (2005 pop. est 292). The district is primarily commercial in character and is located in the town's historic business area along what was formerly U.S. Route 66. The McLean Commercial Historic District is nominated to the National Register under Criterion A in the area of Commerce as the historic commercial area that served a regional population as well as interstate travelers along Route 66, with a wide variety of grocery stores, hardware stores, gas stations, and automobile repair shops. The district is also eligible under Criterion C in the area of Architecture as an intact collection of early to mid-20th century commercial buildings, typical of those found throughout the midwest United States. The district contains forty-four buildings, of which forty (91%) are identified as contributing to the significance of the district. These buildings reflect vernacular commercial building forms, as well as several examples of gas station designs of the mid-20th century, as discussed in the MPS document *Route 66 in Texas*. The district also contains the Avalon Theater which is a notable example of the Art Deco style of the 1930s. Of all the small towns along U.S. Route 66 in Texas, the McLean Commercial Historic District contains the largest and most notable collection of buildings associated with this highway.

The town of McLean, Texas emerged along the line of the newly completed Rock Island Railroad in the Texas Panhandle during the early twentieth century. In 1901, the site was little more than a cattle loading spot along the tracks where the railroad company had dug a water well and constructed a switch and section house. In November of 1902, local rancher Alfred Rowe donated 640 acres of his land near the switching station for the development of a town. The town was named McLean in honor of Texas legislator and Railroad Commissioner W.P. McLean, and it soon developed as a center of agricultural production, with watermelons, swine, and cattle being the principle products.⁵

Over the next few years, McLean grew into a substantial railroad town and by 1909 it contained two banks, two stables, two wagon yards, a lumber yard, post office, grocery stores, a furniture store, and a drug store. Residents obtained their water supply from a well in the middle of Main Street and the large windmill which pumped the water was a community landmark for many years. The first building constructed on the townsite was a hotel constructed by J.R. and Mary Hindman. The Hindmans came to Gray County in 1902 and J.R. worked for the railroad while Mary cooked for local ranch hands. They purchased property along the railroad tracks in McLean for \$400 and in 1904 began to operate a hotel there. A few years later they erected a two-story hotel on the site. In 1914, Fred O'Dell built a second hotel in McLean at 101-103 N. Main Street. Known as the O'Dell Hotel, the two-story, brick structure contained sixteen bedrooms and two bathrooms and featured upholstered chairs in the lobby and oak tables in the dining room. In 1916, the Hindmans purchased O'Dell's hotel and renamed it the Hindman Hotel. The establishment became well-known throughout the region for its hospitality and good food. The Hindmans later added an additional fourteen rooms at the rear of the hotel, which remains on North Main Street as the oldest building in the McLean Commercial Historic District.⁶

When McLean incorporated in 1909 it was the first incorporated community in Gray County and the largest town as well with a population of 663. The number of McLean residents had risen to 741 by 1920, but by this time the county

⁵ *Gray County Heritage* (Dallas: Taylor Publishing, 1985), 66; "McLean, Texas – Where Time Stands Still," *Legends of America*, www.legendsofamerica.com/TX-McLEAn.html.

⁶ *Gray County Heritage* (Dallas: Taylor Publishing, 1985), 321-322, 67.

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seat of Pampa to the north had surpassed McLean in population.⁷ During the 1920s, the oil industry emerged as a new business source in the region, and McLean profited by becoming a major shipping point for gas and oil in addition to livestock and agricultural products. The oil boom stimulated new construction in the town and most of the downtown area's frame commercial buildings were replaced by new one-story brick buildings during this decade.

In 1926, U.S. Route 66 was selected to follow the alignment of State Highway 75 through the Texas Panhandle. This highway was along the general alignment of what was once the Postal Highway that extended through New Mexico and Texas to Oklahoma City. U.S. Route 66 followed this alignment in an east-west direction through the Panhandle passing through a series of small towns such as Shamrock, Alanreed, Conway, Vega, and Glenrio in addition to McLean.⁸ Centrally located Amarillo, approximately sixty-four miles west of McLean, was the only city through which U.S. Highway 66 was aligned in Texas.

One of the last portions of the state to be settled, the Texas Panhandle was a sparsely populated and arid region in the 1920s. Roads in this section of Texas were little more than dirt paths in the early twentieth century. The main east-west route was very crooked and had sharp turns that followed section lines. As agriculture boomed and the oil industry emerged during the 1920s, the demand for improved roadways increased substantially. The oil industry generated substantial growth in Amarillo, which became a commercial and corporate center of the region, and led to significant highway development in the panhandle.⁹ An overview of the region written in 1940 for the Works Projects Administration, describes the area as follows:

US 66 slices through the center of the Texas Panhandle, east to west, crossing the High Plains through a region once occupied by great herds of buffalo and bands of Kiowas and Comanches. . . . Today this level expanse is rich, producing oil, gas, wheat, small grain crops, and fine Herefords. At intervals the countryside is covered with a pall of smoke from factories and refineries. . . . The population of the region is predominantly native-born white. Since settlement is comparatively new, any 25-year resident is considered an old-timer.¹⁰

U.S. Route 66 was the primary road in the highway development through the Texas Panhandle in the early twentieth century. Its alignment through Texas included First Street in McLean. As it did in several small towns throughout the country, the road helped to boost McLean's economy by bringing thousands of travelers to the town. Many businesses sprang up along the route to take advantage of the passing motorists including gas stations, motels, and cafés. This prosperity led to a doubling of the town's population during the 1920s and by 1930 McLean contained 1,521 residents.

⁷ Ibid., 66; Eloise Lane, "McLean Was Once the Largest Town in Gray County," *Pampa(Texas) News* 3 September 1990; *McLean News*, Historical Edition, 14 June 1979.

⁸ Michael Cassity, "Route 66 Corridor National Historic Context Study." (Route 66 Corridor Preservation Program, National Trails System Office – Intermountain Region, National Park Service, Santa Fe, New Mexico, December 15, 2004), 76-78.

⁹ "Kiwansians Told How '66' Paving Helps," *Amarillo Daily News*, 13 July 1928; "Texas Historic Route 66,"

<http://www.captiveimage.us/Route66/>

¹⁰ "Route 66: Across 1930s Texas," from *Texas: A Guide to the Lone Star State*, compiled and written by the Federal Writers' Project of the Works Projects Administration for the State of Texas, 1940. Available online at http://members.aol.com/hsauertieg/rt66/wpa_tx.htm.

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Travel-related Businesses and Buildings in the District

McLean was mapped in 1932 by the Sanborn Insurance Company and the downtown area along Main Street shows an almost solid row of brick commercial buildings (Figures 1 and 2). The alignment of U.S. Route 66 followed First Street and the 1932 map shows a number of gas stations, repair shops, garages, and tourist courts along this street. To the east of Rowe Street were two tourist courts which are no longer extant (Figure 3). The 1932 map shows eight gas stations located directly on First Street while a ninth is at the northeast corner of Main and Railroad Streets. Three of these gas stations remain standing; the Phillips 66 Gas Station at 218 W. First Street, the Texas Service Station at 119 W. First Street and the Panhandle Service Station at 118-120 E. First Street. The gas stations shown at 302 W. First Street and 119 E. First Street were later replaced with new gas stations. During the 1930s and 1940s, U.S. Route 66 continued to generate a number of businesses in downtown McLean. The alignment through McLean was paved in 1933 and all of U.S. Route 66 was paved through the panhandle during this decade.

The substantial traffic through McLean during the mid-20th century resulted in the eventual construction of nineteen gas stations along First and Railroad Streets and these gas stations reflect the evolution of this property type. From the 1920s to the 1950s, gasoline stations evolved from small curbside filling stations to elaborate service stations that offered a wide range of supplies, services, and repairs. The first filling stations were often an additional service offered at a grocery, hardware, or other store and consisted simply of one or two gasoline pumps situated along the curb. Safety concerns led to the development of off-street, drive-in gasoline stations. The first of these were simple utilitarian sheds of metal, clapboard or tarpaper which sat off the road and were accessed via a dirt or gravel driveway. In addition to gasoline they typically sold oils, greases and other equipment. By the 1930s, gas stations had evolved into service stations with many situated on large corner lots in neighborhoods.

Automobile use in the United States rose rapidly in the 1920s and 1930s and the number of gas stations multiplied in turn. In his book, *Pump and Circumstance, Glory Days of the Gas Station*, author John Margolies states "The overbuilding of gas stations in the 1920s was exceeded only by the building boom of the 1930s. There were 143,000 retail outlets for gas in 1929, 170,000 by 1933, and this number ballooned to a staggering 231,000 in 1940."¹¹ Gasoline consumption shot up as well. In 1909, gasoline consumption accounted for 25% of the petroleum market. A short ten years later, it was 85%.¹²

The initial wave of roadside gas stations were privately owned and operated. The rapidly expanding industry along with increasing development and improvements to roads presented individual entrepreneurs with an opportunity to begin their own business, often with little initial investment. Like motels, restaurants, and other roadside businesses, gas stations were often family run enterprises. As such, their styles and designs varied and reflected the individual tastes and personalities of the owners. But perhaps due to the nature of their product, gas stations quickly made the transition to corporate chains well before their counterparts. The trend for petroleum companies to own and operate their own stations began in the 1930s. These companies had a competitive advantage over the independent owners, and an increasing amount of the privately owned gas stations were forced out of business.¹³

The large companies employed successful marketing plans, which included standard architectural designs for their stations. In order to draw business, oil companies often fashioned their stations as small cottages or houses. These typically had a high pitched gable roof and contained an office area, storage room, and public restrooms. The "House"

¹¹ Margolies, *Pump and Circumstance: Glory Days of the Gas Station*, 58.

¹² Jakle and Sculle, *The Gas Station in America*, 50.

¹³ Cassity, "Route 66 Corridor National Historic Context Study," 171-173.

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style gas stations reflected common designs such as English Cottages, Colonial, or Tudor influences. As the industry progressed, canopies were added to the front of the building to provide a protective roof over the pumps. Service bays were often added for washing and repairing vehicles. Flat roofs became more common as gas stations began to drop the house image and took on the form of an "Oblong Box." During the 1940s and 1950s porcelain enamel exteriors dominated gasoline station styles, which displayed a more streamlined modern design.¹⁴

The first corporate gas station to appear in McLean was the Phillips 66 station at 218 W. First Street. The building's Tudor Revival (also called "English Cottage") design complete with shutters and exterior brick chimney reflected the common trend of gas stations built to reflect cottages or homes. Built in 1929, this particular station was the first Phillips 66 gas station established in Texas. The station operated in McLean for several decades with the last proprietor being Charles Weaver, who owned the station from 1959 until it closed in 1977. Although no longer in use, the station remains intact and has been interpreted for travelers along U.S. Route 66.

A total of twenty-two auto-related businesses were in operation in McLean in 1948 with the vast majority being gas stations. In addition to the three previously mentioned businesses, the city directory for that year lists: Barr Auto Service and Supply, Dysart Motor Company, Graham's Conoco Service Station, Gulf Service Station, Kelly Walter Service Station, McLean Auto Supply, Midway Motors, Modern Cabins & Service Station, Panhandle Service Station, Patterson Magnolia Service Station, PK Wholesale Oil Co., Shelly Service Station, 66 Service Station, Texaco Gasoline, Texas Service Station, Warren Petroleum Co., White Auto Store, Williams Service Station, and Windom Service Station & Courts.¹⁵ All but five of these twenty-two businesses were located on First Street (U.S. Route 66) or Main Street.

McLean's gas stations reflect the typical evolution of the industry during the early twentieth century. Early stations, such as the D'Spain Service Station located at 212 N. Main Street from 1926 to 1935 had pumps at the street and a garage in the rear (no longer extant). Many stations were individually owned and operated, but several became affiliated with a corporate oil company such as Phillips, Texaco, Gulf, or Chevron. However, most remained family operated businesses, such as the station at 201 W. Railroad Street, which was operated by Emery and Marye Crockett. Over time, stations began to offer more products and services, as a 1950 ad for the local Chevron gas station demonstrates. It asserts the station is a "Complete One-Stop Service For Your Car" and notes that in addition to gas, tires, and batteries, services such as washing and lubrication are available, and the station serves as an agent for Lee Way and Motor Way Freight Lines.¹⁶ The Guyton Motor Company, which opened in 1950 and operated until the mid-1990s, offered a twenty-four hour wrecker and mechanic service. The style of gas stations also began to change as drive-thru bays, canopies, and garage wings became more common.

Additional gas stations and other auto-related businesses in McLean included Consumer's Supply Company at 114 E. First Street. Here proprietors Ted Glass and Arthur Dwyer sold tires, kerosene, and other related products. In the mid-1950s, Glass and Dwyer had a new building constructed at the corner of Railroad and Rowe Streets (119 E. Railroad Street) to house their business. In addition to the auto supply store, a small grocery operated in the back of the building. Also during the 1940s, Odell Mantooth operated a gas station at the corner of Rowe and First Streets (119 E. First St.). In 1945, he sold the station to Plains Lubricating Company of Amarillo and leased the station as Mantooth's

¹⁴ Jakle and Sculle, *The Gas Station in America*, 133-152.

¹⁵ *McLean City Directory*, (The Southwestern States Telephone Company, 1948.)

¹⁶ *McLean City Directory*, (The Southwestern States Telephone Company, 1950).

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Chevron Station. Mantooth continued to operate the gas station until his death in 1981. For his thirty-six years of service at the station from 1945 to 1981, he received an honorary recognition from the Standard Oil Company.

Numerous other types of businesses also flourished in McLean during the heyday of U.S. Route 66, some of which like the gas stations catered to the tourists who traveled the busy highway. These included motels and tourist courts as well as cafés and restaurants. During the 1930s and 1940s, overnight accommodations were available at the Modern Courts at 305 E. First Street, the Modern Cabins at 209 E. First Street, and the Windom Courts on W. First Street at the edge of town. Lodging was also available at the Hindman Hotel on Main Street. All of these tourist cabins were later razed. Several motel buildings on the eastern and western edges of town remain extant although only one, the Cactus Motel, remains in operation.

Other Commercial Properties in the District

Most other commercial buildings in the district can be characterized as 1-part commercial blocks, terminology devised by Richard Longstreth in *The Buildings of Main Street* (1987). As commercial buildings often do not always exhibit the characteristics of high styles, Longstreth's typology is based on facade organization. Architectural detailing may be either prominent or totally lacking; high-style examples are identified by both style and facade composition. One-part commercial blocks can be free-standing or part of a row. The one-part commercial block usually consists of one or two windows and a central doorway. False parapet fronts or brick coping often enhance the upper wall. The common vernacular storefront type typically features a large, plate glass display window on either side of a deeply recessed entryway. Transoms above the display windows provide additional light into the interior.

Most businesses along Main Street provided typical small town services such as barber shops, clothing stores, insurance companies, and hardware stores. One of the most notable buildings constructed in the downtown area during these years was the Avalon Theater at 107 N. Main Street. This two-story, brick building was constructed in 1936 in the Art Deco style with a recessed entrance and ticket booth. Mr. and Mrs. Edgar Adams owned and operated the Avalon, which opened its doors on March 26, 1936 with the movie "Follow the Fleet" starring Fred Astaire and Ginger Rogers. The *McLean News* covered the opening and found the building's modern design and decorative detail impressive: "The foyer of the building is decorated in marble and the modernistic front gives a beautiful touch to that part of Main Street."¹⁷ In 1940, the Adams family also leased the Lone Star Theatre which opened at 110 W. First Street in July of 1936 (razed).

These varied businesses provided McLean with a thriving economy for many years and made it a favorite stopping point for U.S. Route 66 travelers. To alleviate the traffic congestion through town, the Texas Highway Department rebuilt U.S. Route 66 into a four-lane highway through McLean in 1951. This construction included turning First Street into a two-lane westbound lane and turning Railroad Street into a two-lane eastbound lane. As a result of this new alignment, several new gas stations were built on the north side of Railroad Street from 1952 to 1955, three of which remain extant in the district at 101 and 201 W. Railroad Street and 101 E. Railroad Street.

Around this time McLean had some fifty to sixty retail establishments in its downtown business district. McLean's population remained around 1,500 throughout the 1930s and 1940s, but began to taper off during the following decades. In 1950 it had dropped to 1,439 and was down to 1,330 in 1960.¹⁸ McLean retained a steady economy that relied largely on tourist traffic but this livelihood was threatened with the construction of Interstate 40 through the

¹⁷ *McLean News* 26 March 1936, page 1.

¹⁸ *The Daily Spokesman, 50th Anniversary of Gray County*, 1952; *McLean News*, 14 June, 1979.

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Texas Panhandle in the late 1970s. The path of the interstate bypassed many of the small towns that had come to depend on the business of U.S. Route 66 motorists. McLean was the last town along U.S. Route 66 in Texas to be bypassed by the new highway, which was completed through the area in July of 1984.¹⁹ Businesses in McLean suffered and its population dwindled. Although some businesses managed to remain open, many stores, restaurants, and gas stations closed as a result of the decrease in traffic through the town.

McLean currently has a population of just under 800 residents and its downtown area appears much as it did during the busy years of U.S. Route 66. The notable exception is the loss of buildings at the northeast corner of Main and First Streets which were lost to both fire and demolition. This corner is now occupied by a small park. With this exception, the downtown area of McLean retains much of its mid-twentieth century appearance. The town's collection of early-twentieth century commercial buildings along with eleven gas stations in the immediate downtown area provides a strong sense of time and place of the community's transportation heritage on U.S. Route 66. The Hindman Hotel, the Avalon Theater, and many of the gas stations are currently vacant but there is renewed interest in restoration efforts by property owners.

¹⁹ *Pampa News* 29 July 1984, page 2; "McLean, Texas – Where Time Stands Still on Route 66", Legends of America, www.legendsofamerica.com/TX-McLean.html.

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VERBAL BOUNDARY DESCRIPTION

The boundary for the McLean Commercial Historic District is illustrated on the accompanying Gray County Tax Map. The boundary includes all of blocks 25, 36, 37, lots 1-15 of block 24, lots 1-10 and 16-20 of block 38, lots 6-14 of block 23, and lots 1-4 of block 39 on the original township plat of McLean, Texas. This boundary encompasses commercial properties along Main Street, First Street, Second Street, Railroad Street, Commerce Street, and Rowe Street.

VERBAL BOUNDARY JUSTIFICATION

The boundary for the McLean Commercial Historic District is drawn to include the largest number of contiguous pre-1956 properties remaining in the downtown area of McLean. While there are several additional pre-1956 gas stations in adjacent blocks to the east and west, these buildings are separated by numerous post-1956 buildings or altered buildings. South of Railroad Street are a large number of vacant lots and modern commercial buildings. North of the district boundary are post-1956 public buildings and residences.

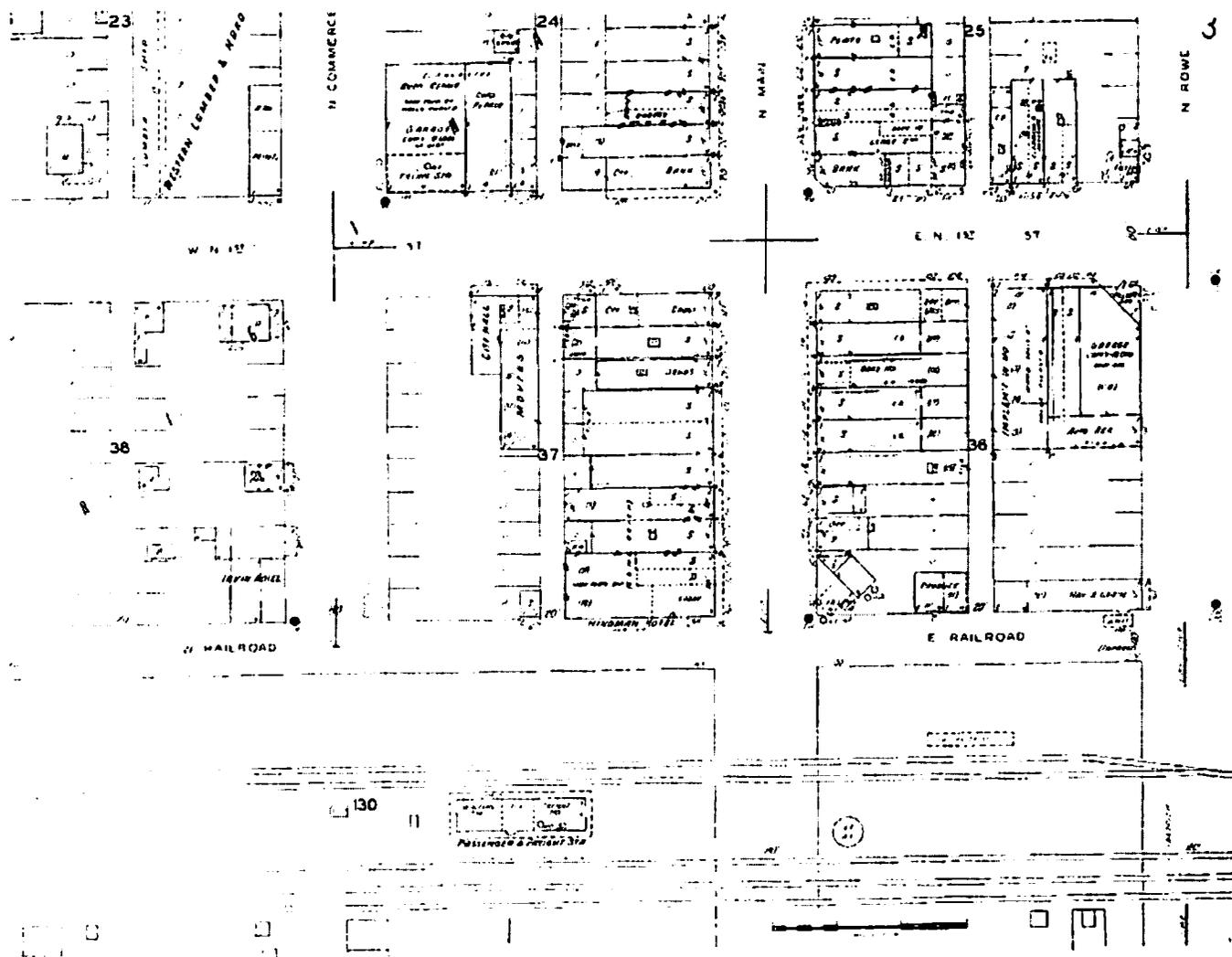
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Figure 1: The McLean Sanborn Insurance Map of 1932 shows a solid row of brick buildings along Main Street between First and Railroad Streets. The gas station and garages at 119 W. First Street and 120 E. First Street are already in operation. The gas station at the northwest corner of Main and Rowe Streets was replaced ca. 1940 by Mantooth's Chevron Station. The gas station at the northeast corner of Main and Railroad Streets is no longer extant.



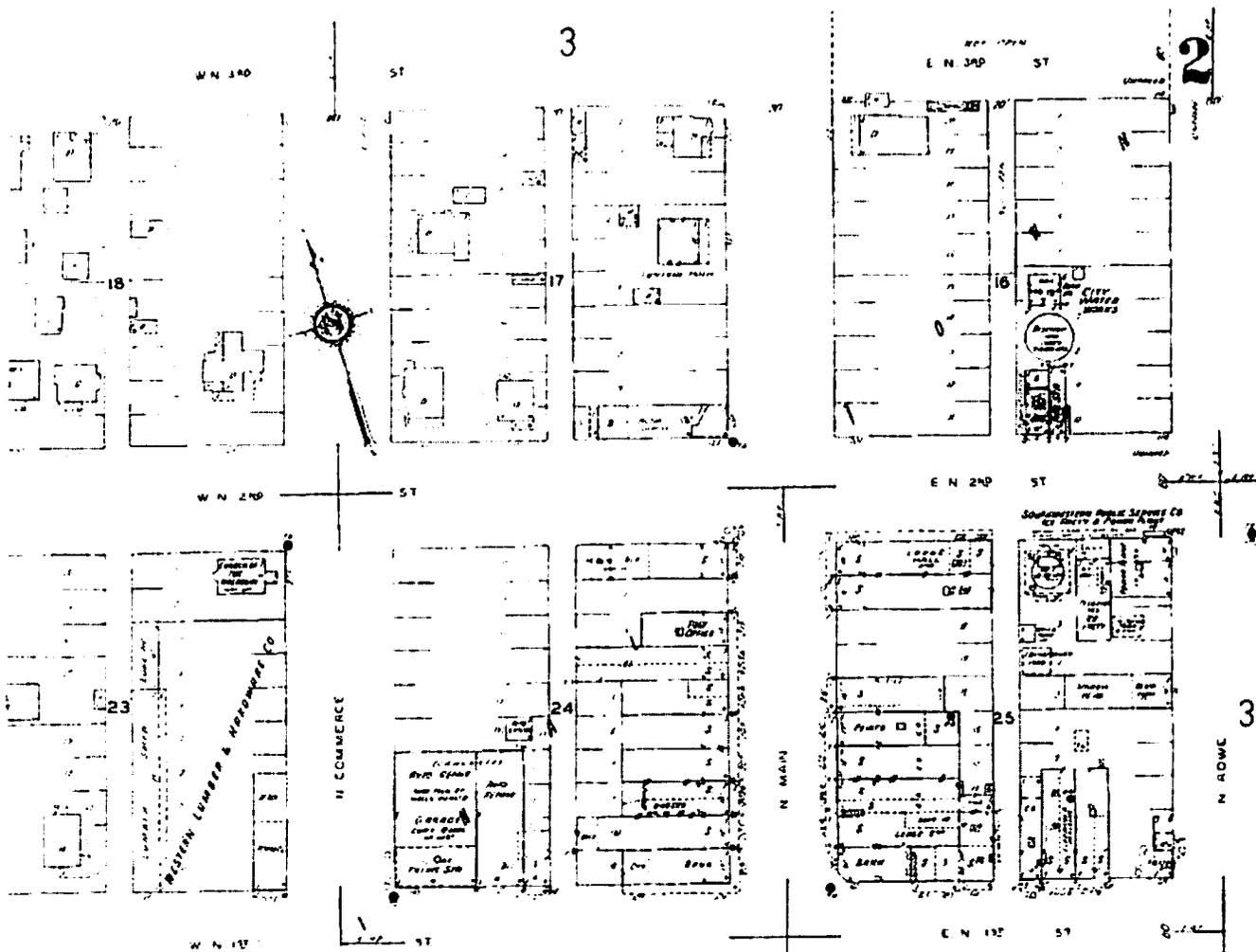
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Figure 2: A near solid row of brick buildings is shown on N. Main Street between First and Second Streets on the 1932 Sanborn Insurance Map.



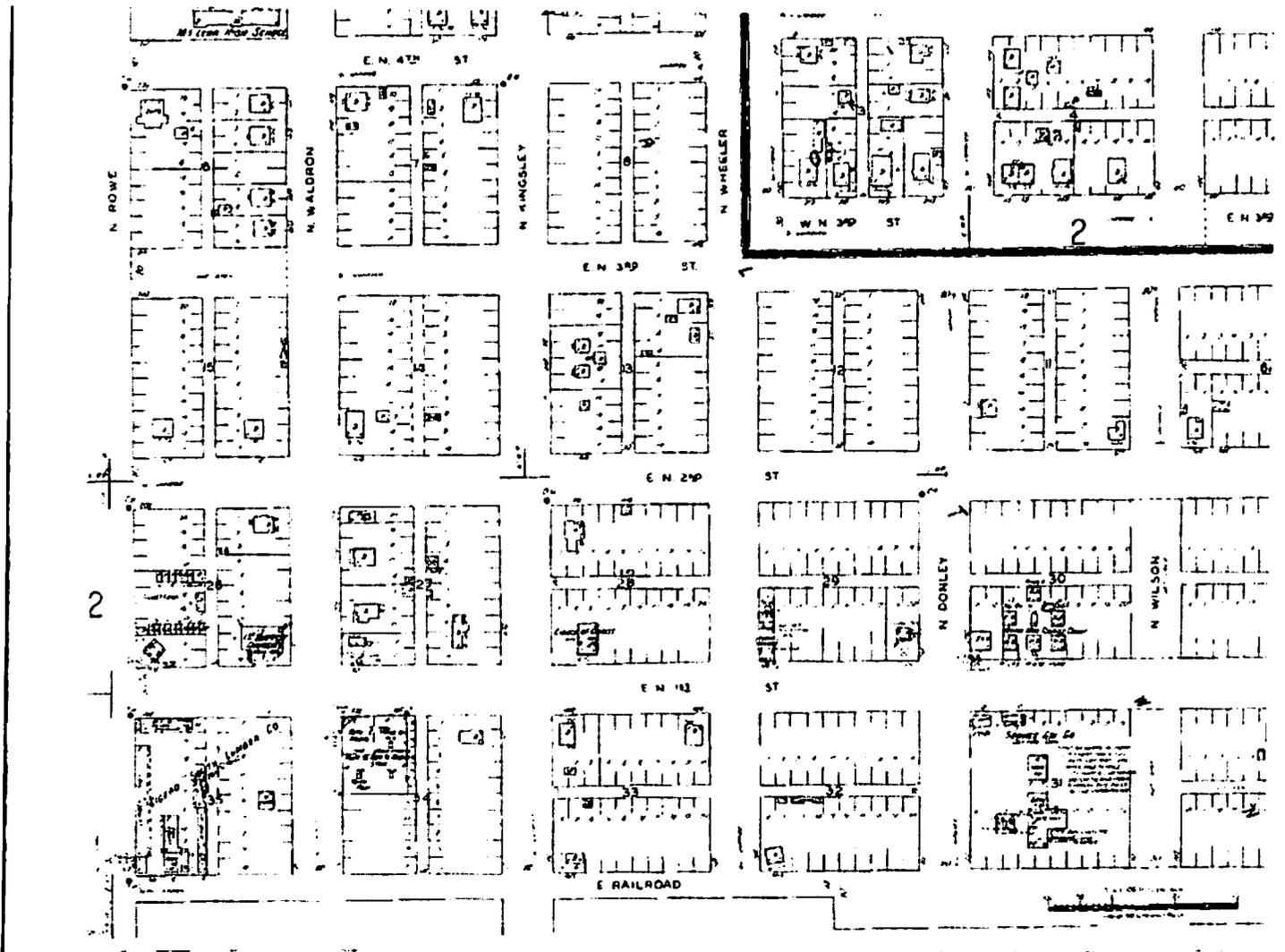
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Figure 3: East of Rowe Street on E. First Street (U.S. Route 66) are two tourist courts and several gas stations which are no longer extant. (Courtesy Texas Historical Commission).



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PHOTOGRAPHS

Photo by: Thomason and Associates

Date: February 1, 2006

Location of Negatives: National Park Service, Santa Fe, New Mexico

Photo 1 of 21: Streetscape of the west side of the 100 block of N. Main Street, view to the northwest.

Photo 2 of 21: Streetscape of the east side of the 100 block of N. Main Street, view to the northeast.

Photo 3 of 21: Streetscape of the west side of the 200 block of N. Main Street, view to the southwest.

Photo 4 of 21: Streetscape of the north side of the 100 block of E. First Street, view to the northwest.

Photo 5 of 21: Streetscape of the south side of the 100 block of N. Main Street showing the westbound lanes of historic U.S. Route 66, view to the southeast.

Photo 6 of 21: Streetscape of the north side of the 100 block of W. First Street, view to the northwest.

Photo 7 of 21: Streetscape of south side of the 200 block of W. First Street, view to the southeast.

Photo 8 of 21: Streetscape of the north side of the 100 and 200 blocks of W. Railroad Street showing the eastbound lanes of historic U.S. Route 66, view to the east.

Photo 9 of 21: Hindman Hotel at 101-103 N. Main Street, view to the northwest.

Photo 10 of 21: 112-118 N. Main Street, view to the northeast.

Photo 11 of 21: 117-119 N. Main Street, view to the northwest.

Photo 12 of 21: Avalon Theater at 107 N. Main Street, view to the northwest.

Photo 13 of 21: 120 E. First Street, view to the west.

Photo 14 of 21: Phillips 66 Service Station at 218 W. First Street, view to the south.

Photo 15 of 21: 119 W. First Street, view to the northeast.

Photo 16 of 21: 119 E. First Street, view to the northwest.

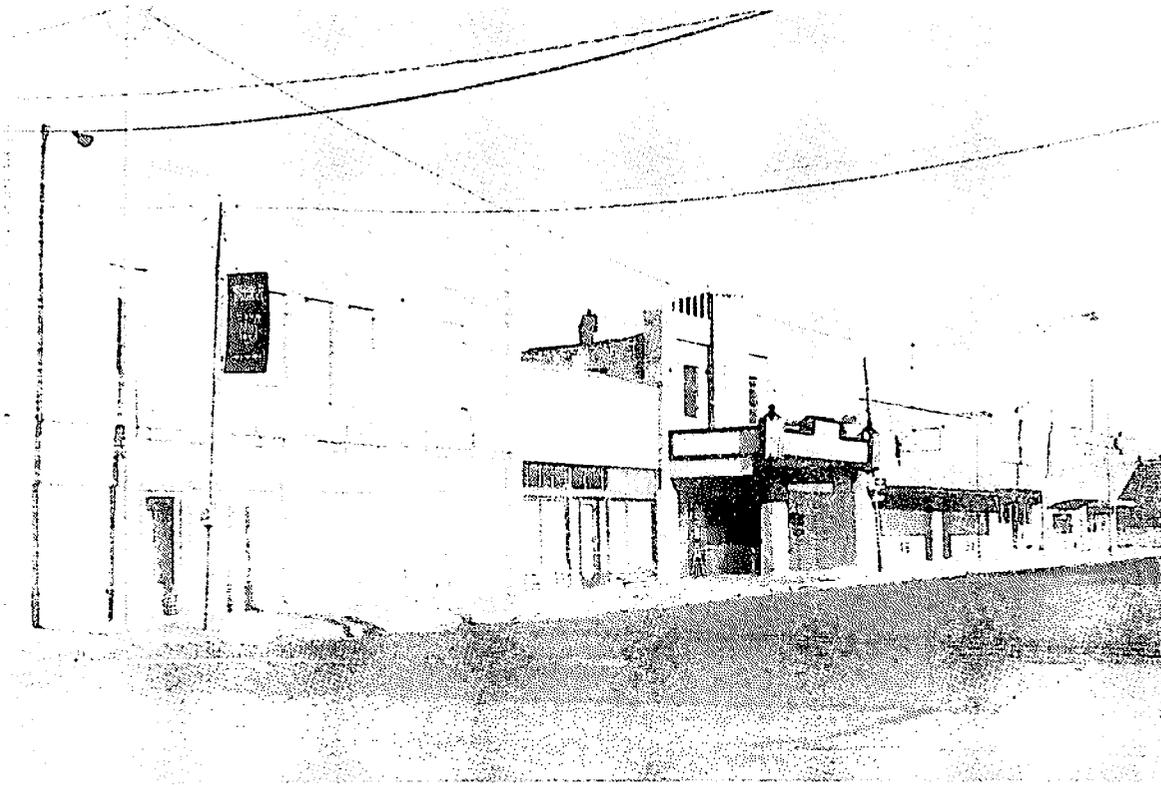
Photo 17 of 21: 207 W. First Street, view to the northwest.

Photo 18 of 21: 215 W. First Street, view to the north.

Photo 19 of 21: 101 W. Railroad Street, view to the northwest.

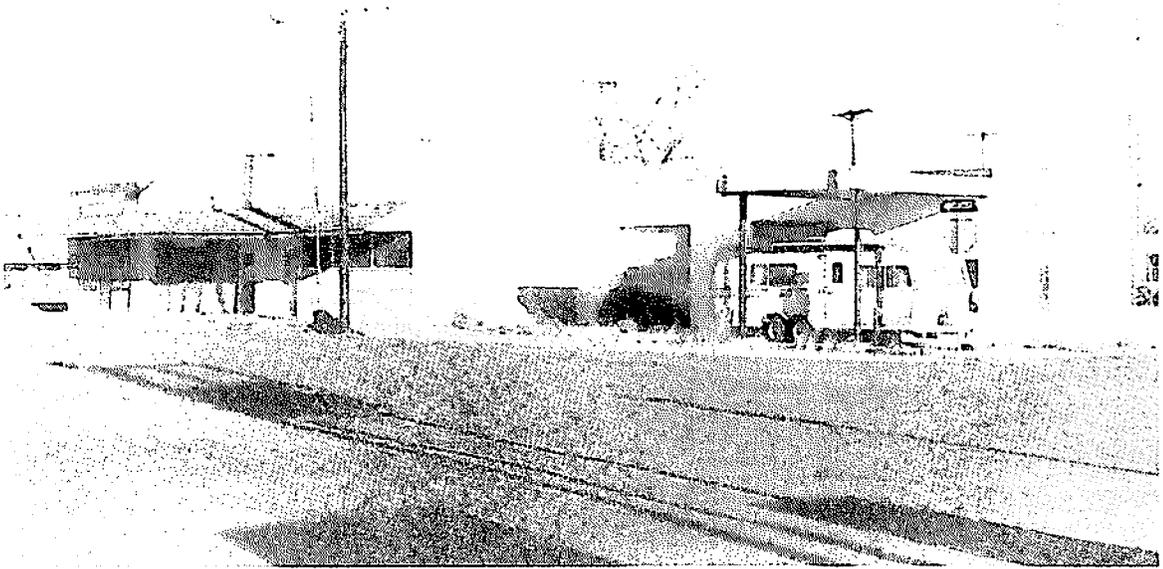
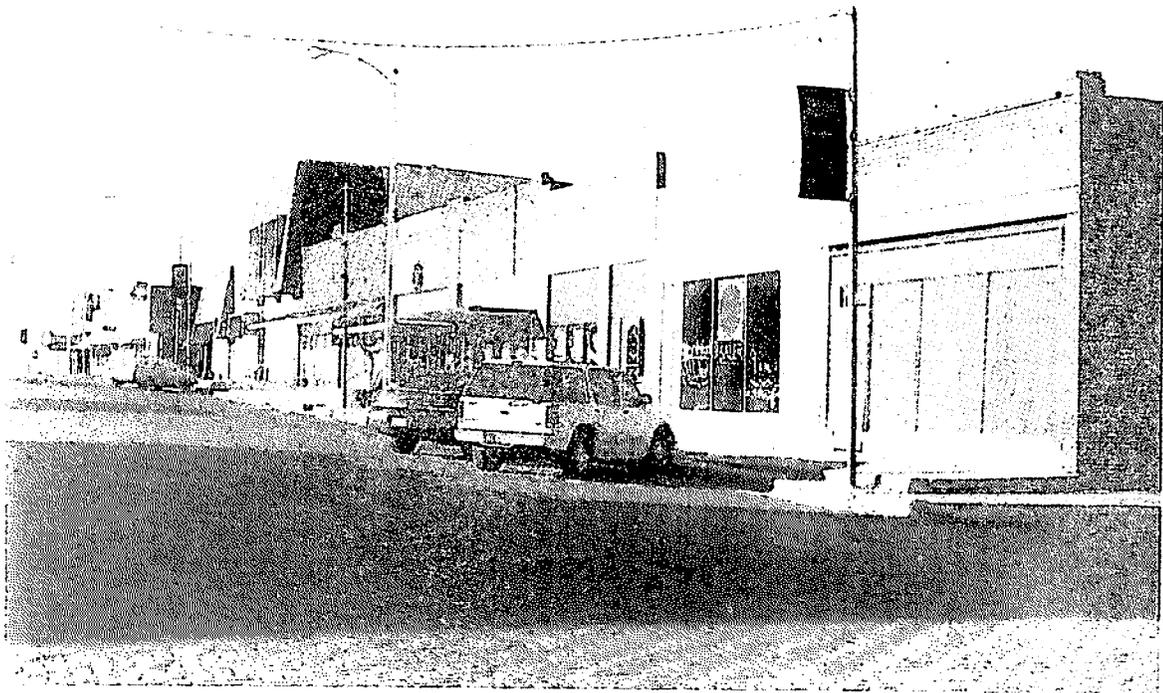
Photo 20 of 21: 201 W. Railroad Street, view to the northwest.

Photo 21 of 21: 119 E. Railroad Street, view to the northwest.



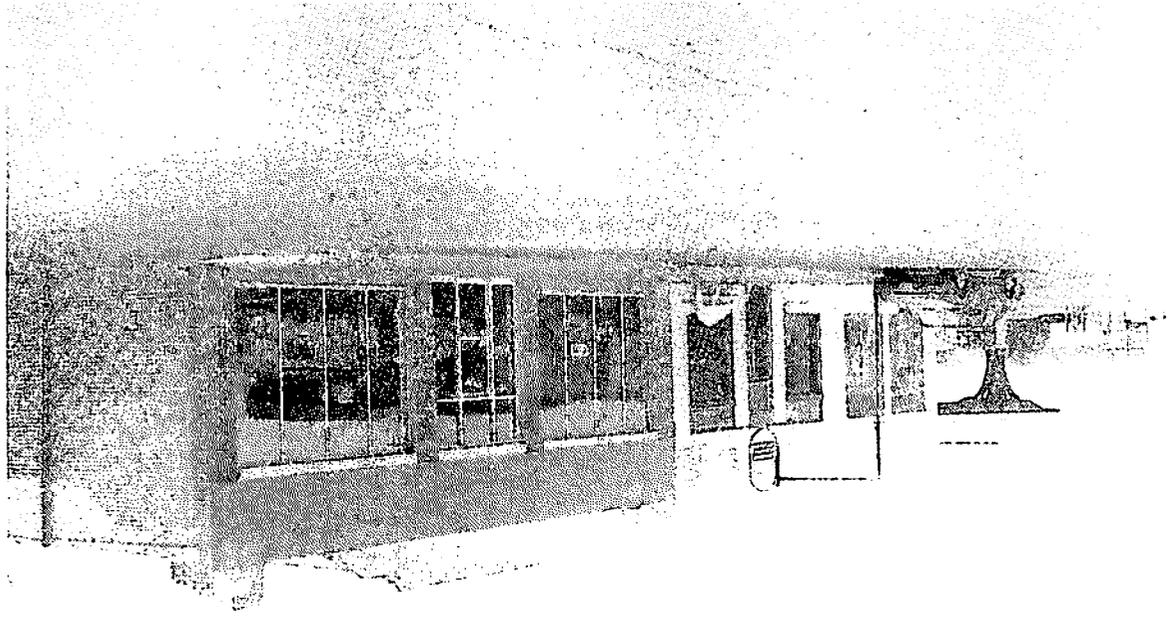
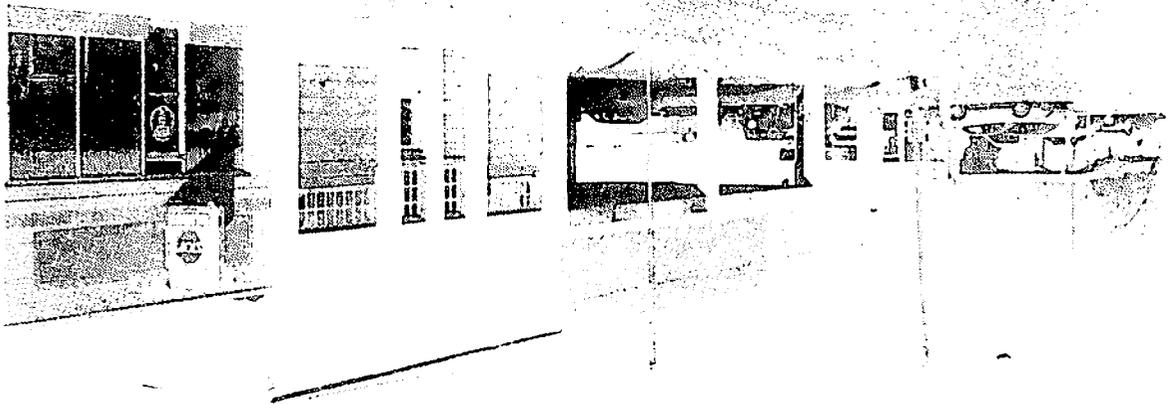
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McLean Commercial Historic District
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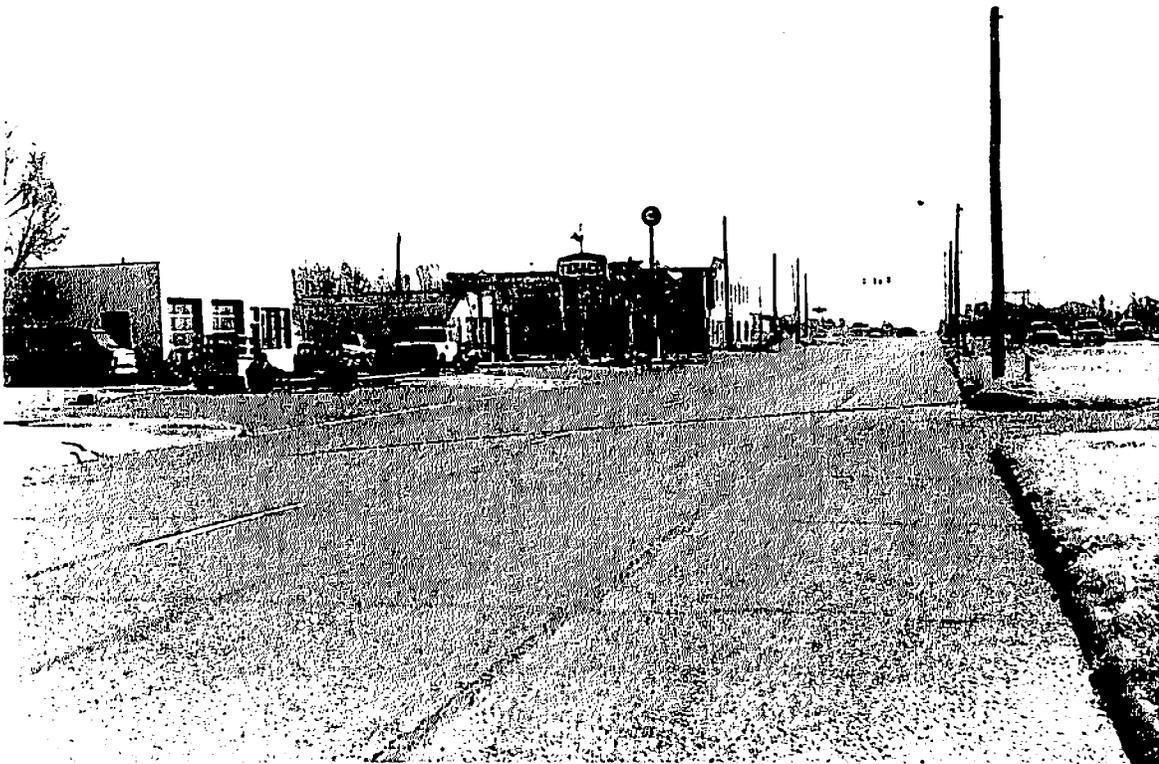
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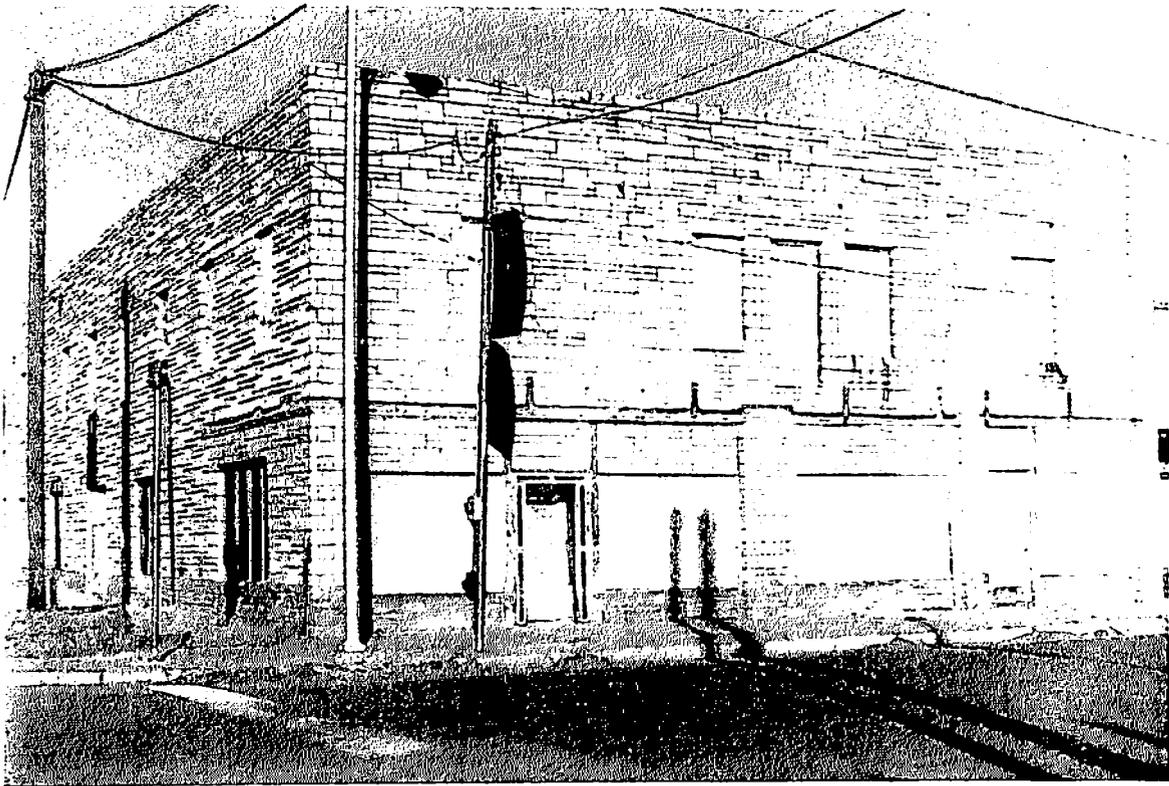
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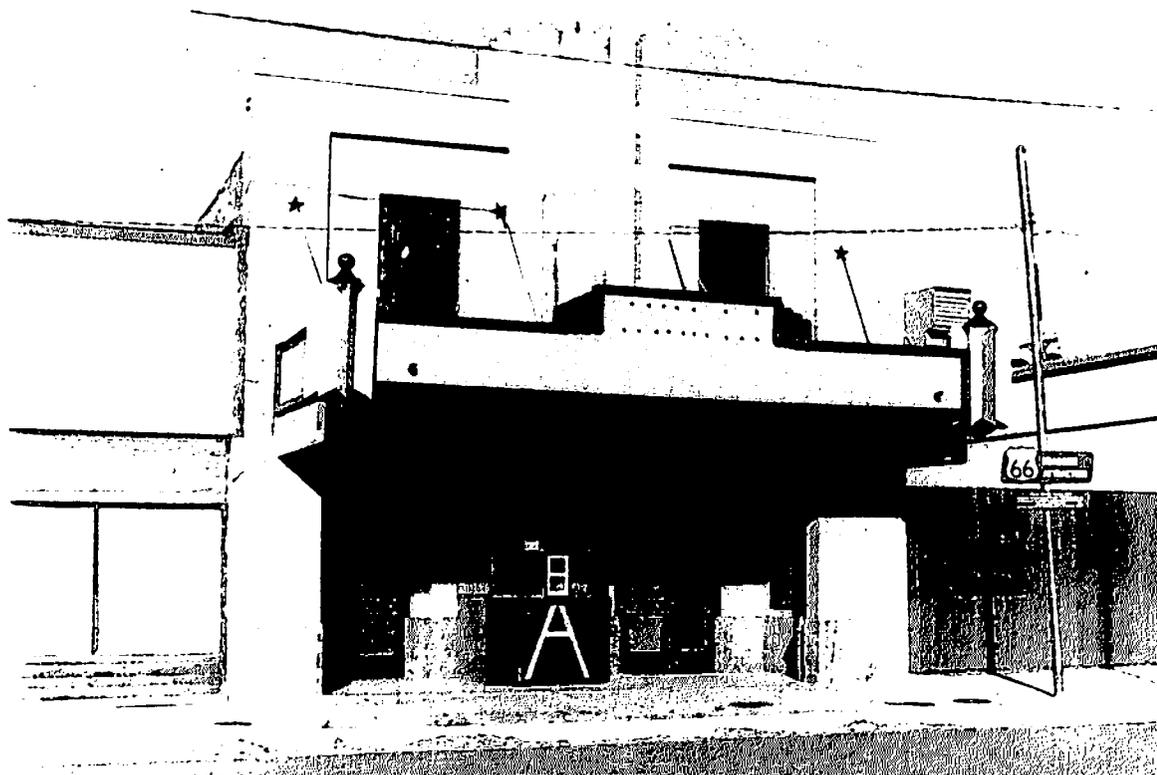
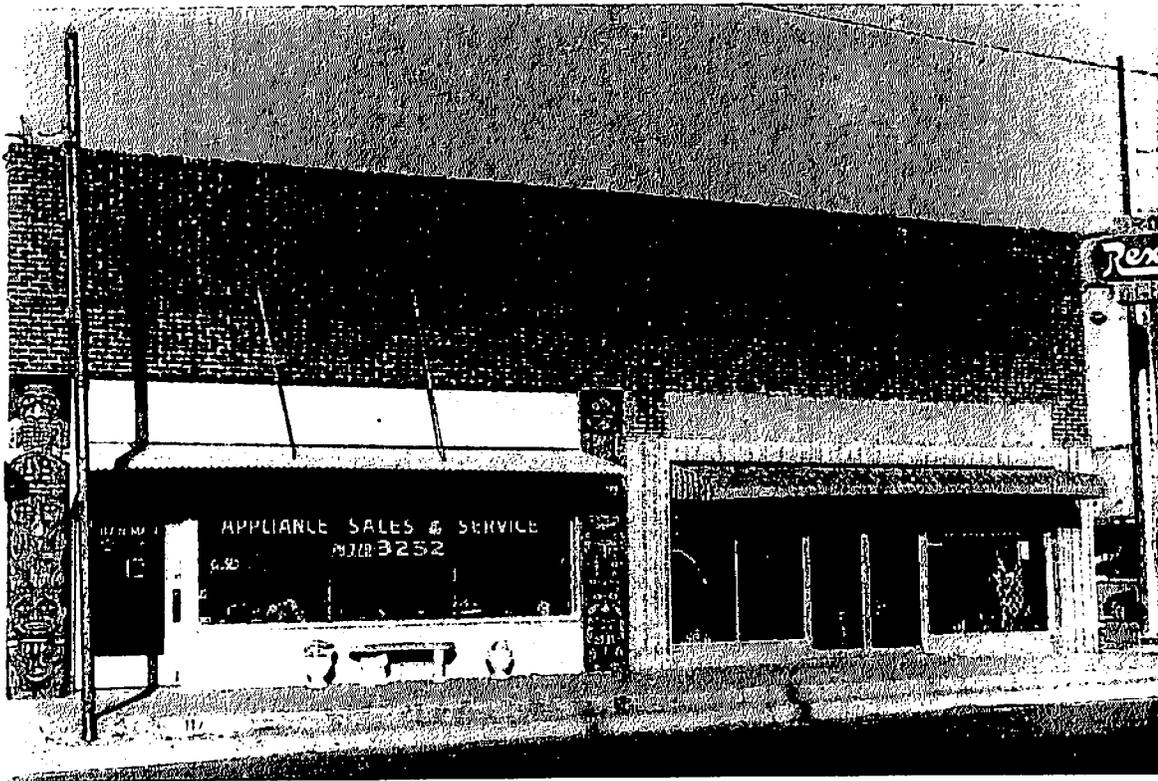
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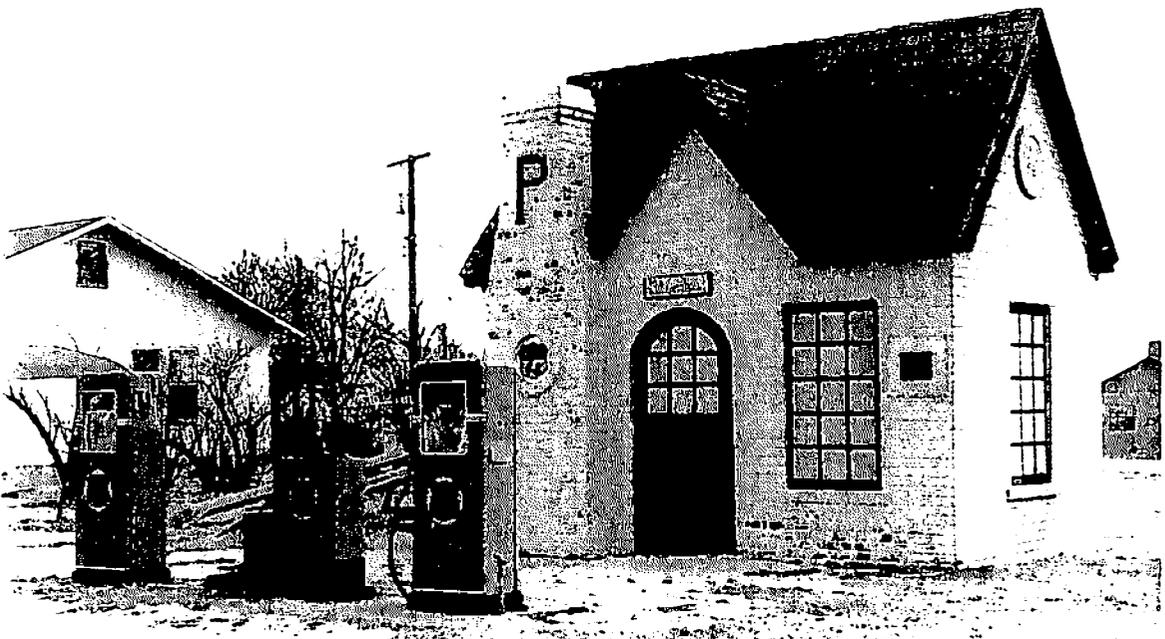
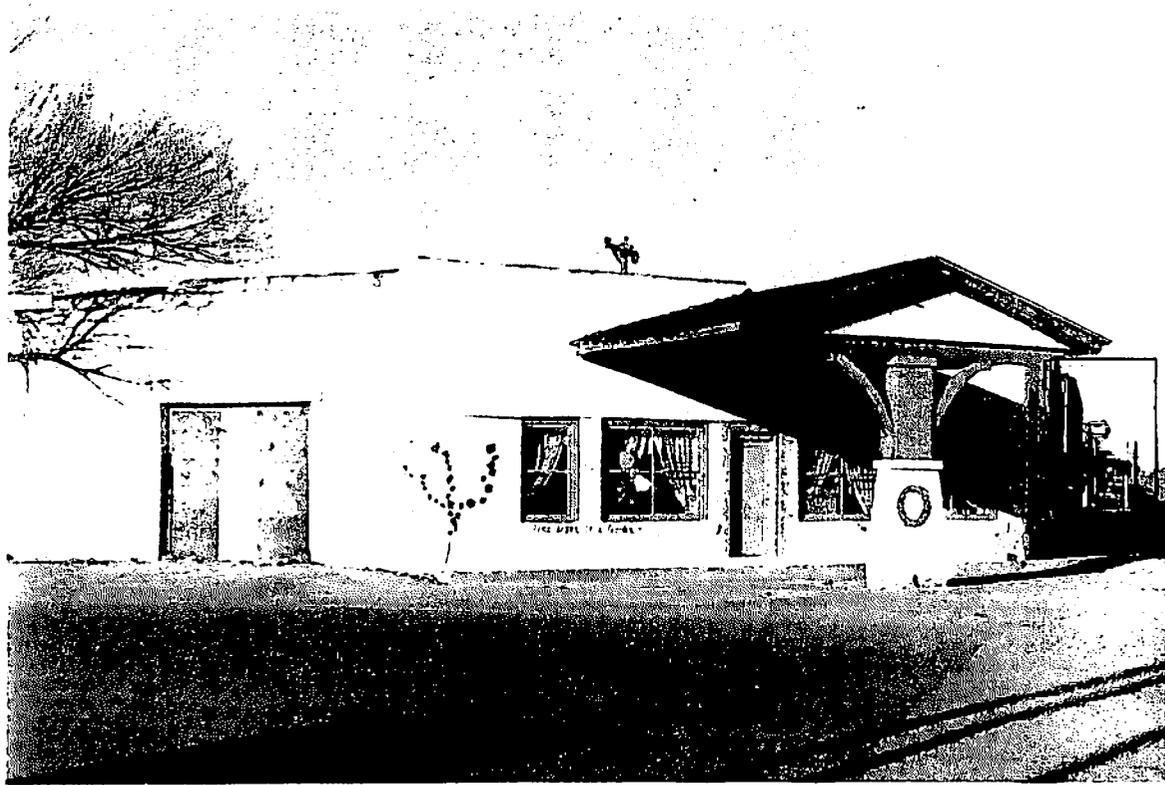


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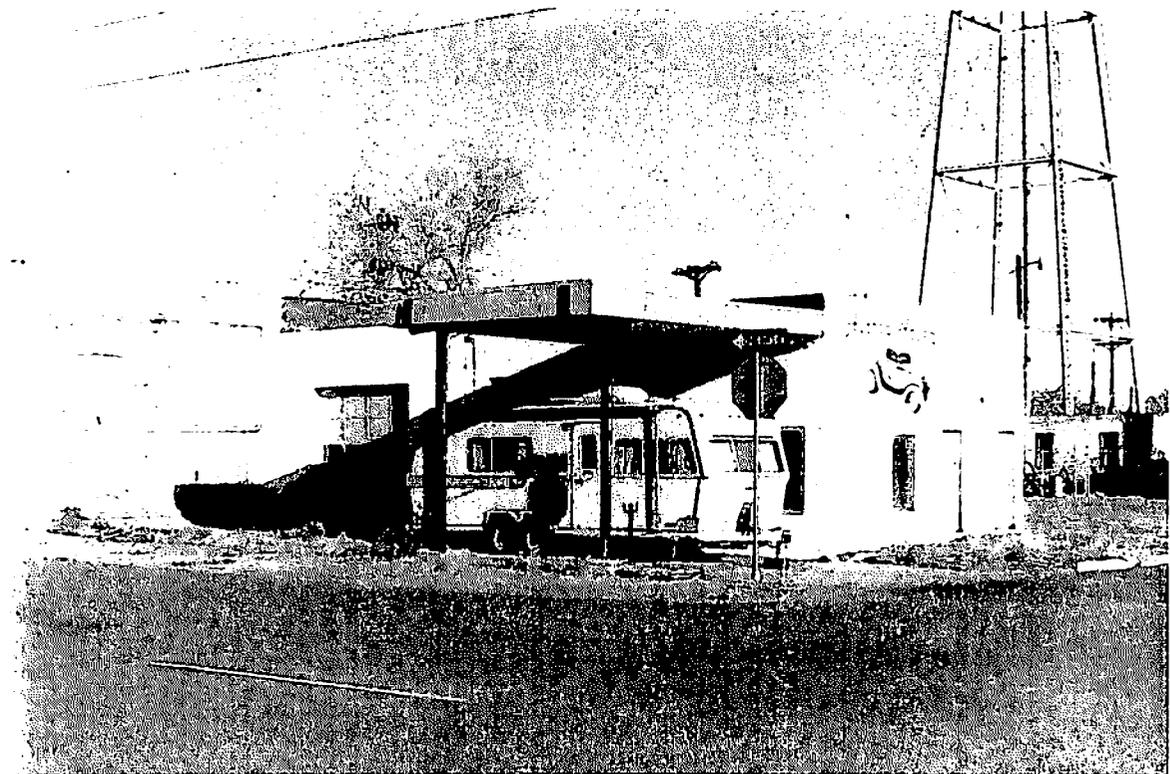
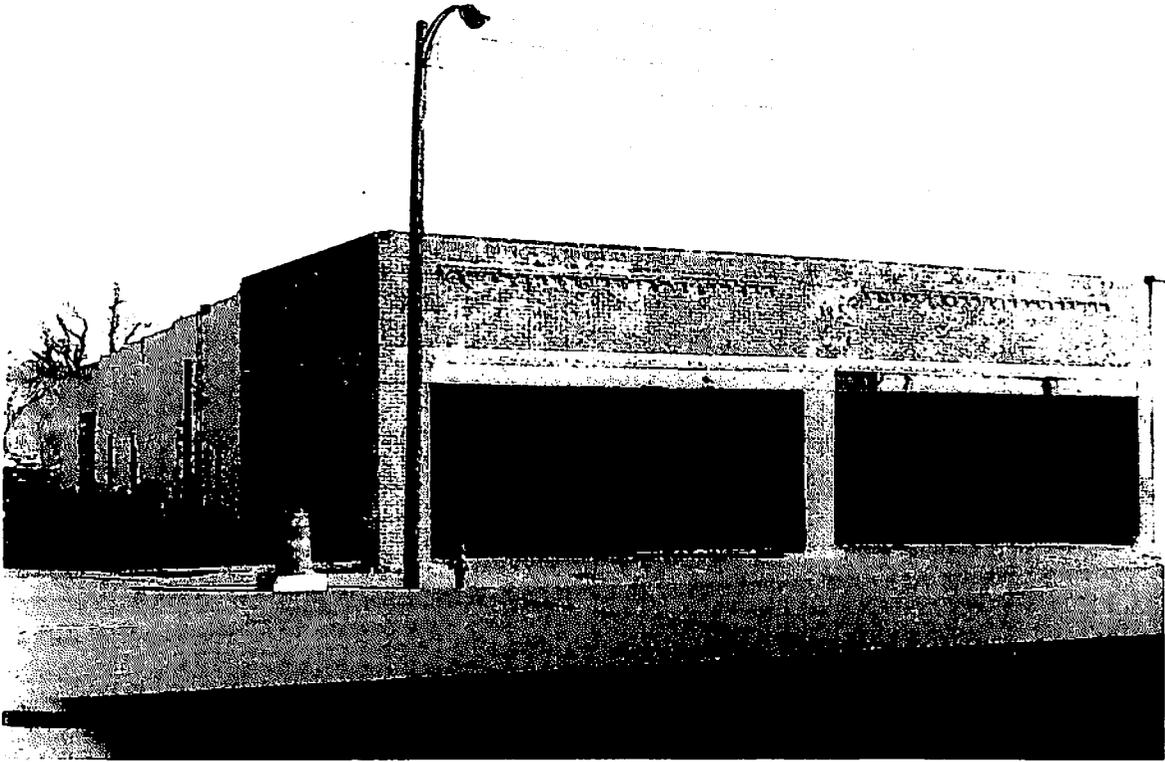
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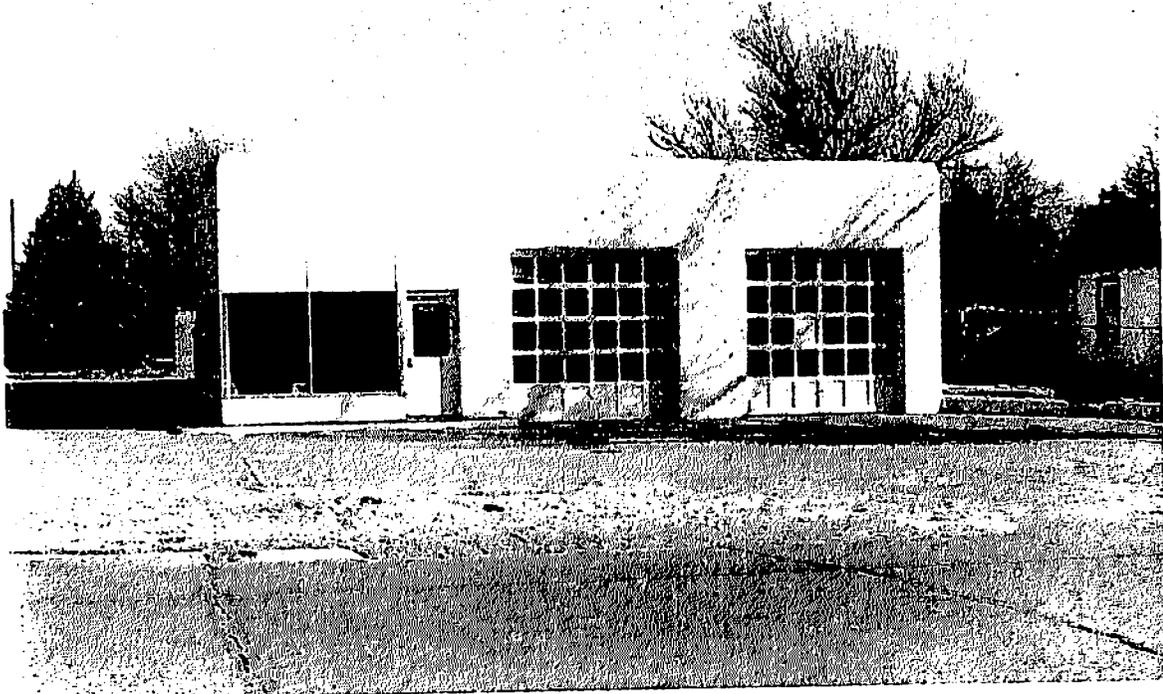
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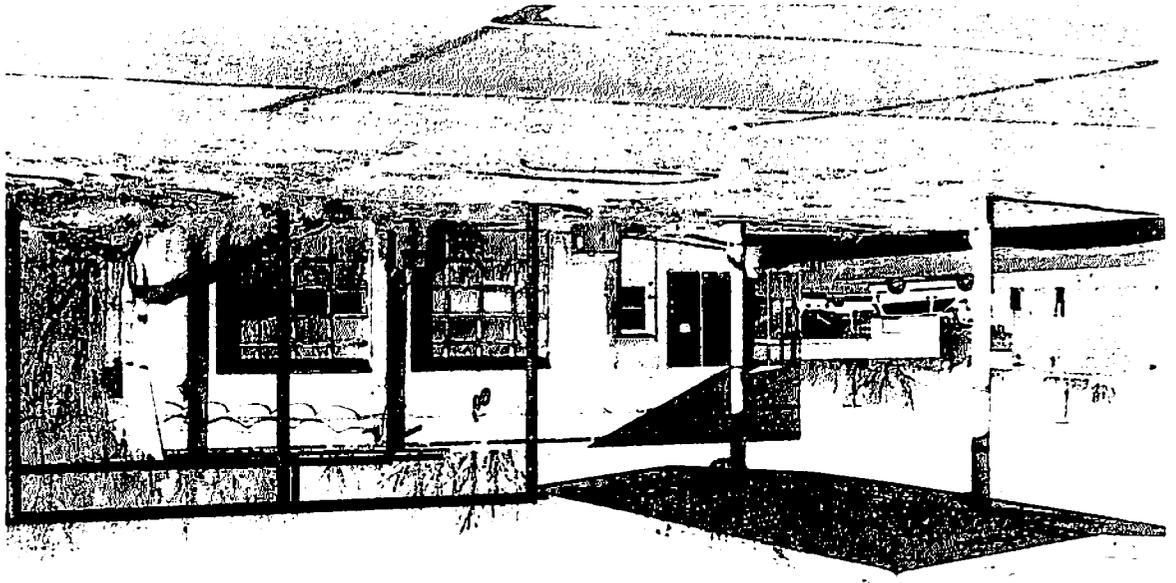
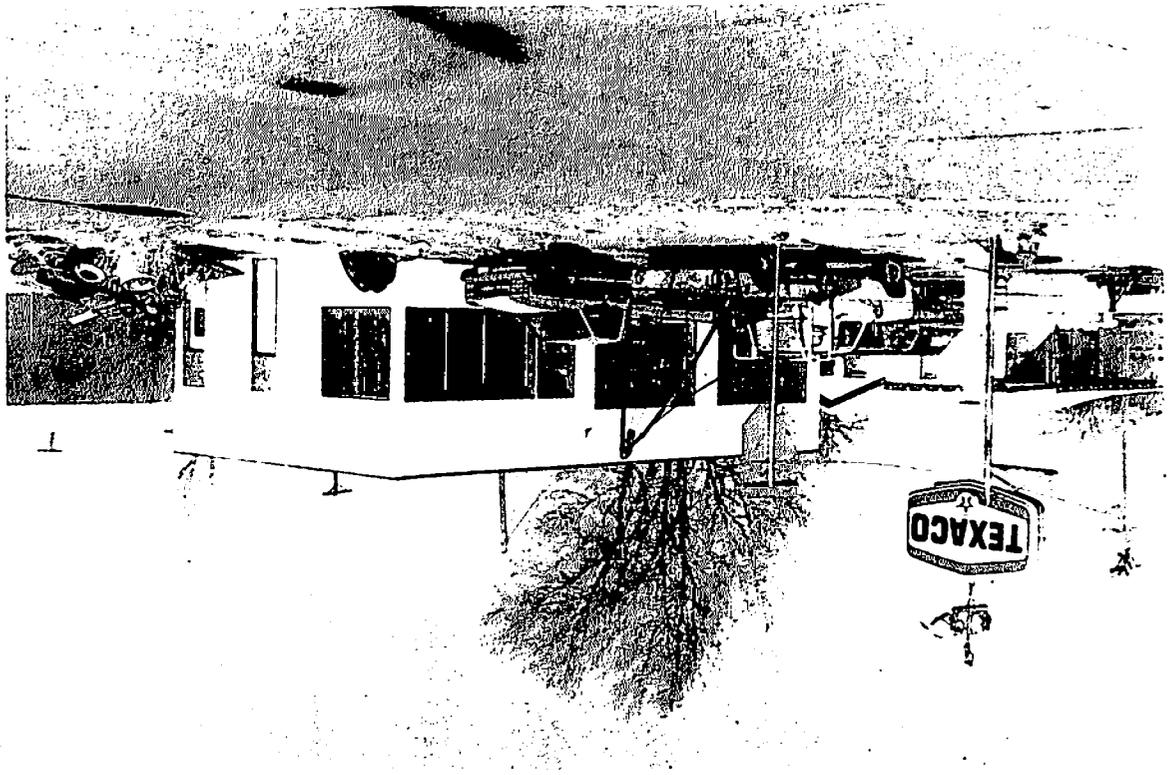
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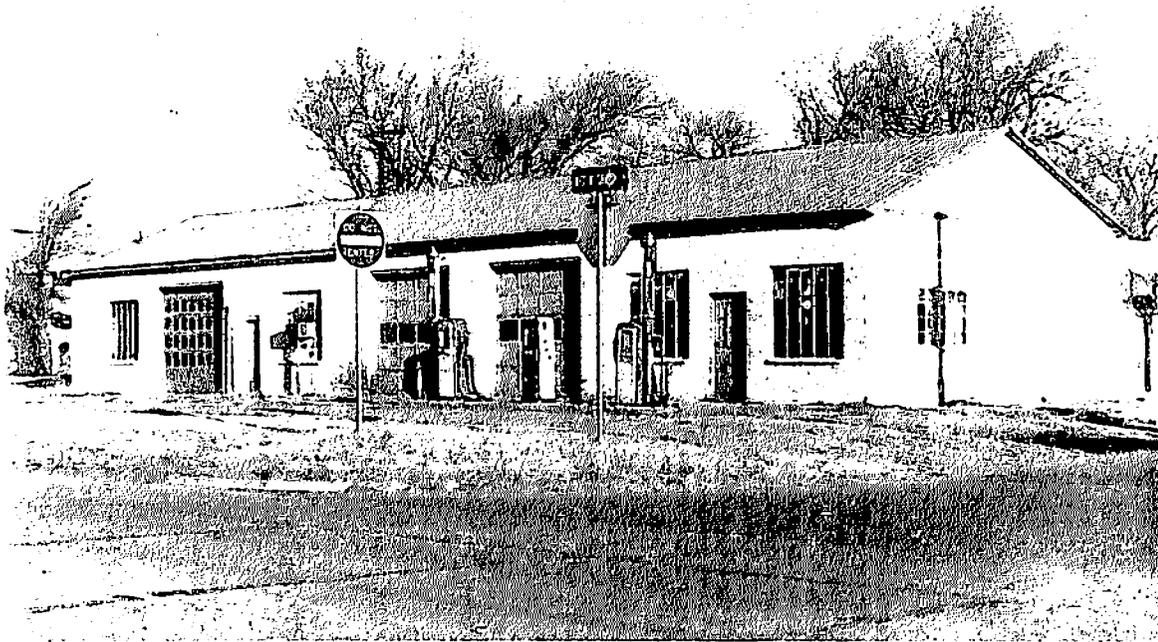
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