

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

Final

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1. Name of Property

=====

historic name Cities Service Station

other names/site number N/A

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2. Location

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street & number Southwest corner, First Street and Central not for publication N/A
city or town Afton vicinity N/A
state Oklahoma code OK county Ottawa code 115
zip code 74354

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX 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 XX meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (N/A See continuation sheet for additional comments.)

Bob Wade December 19, 1994
Signature of certifying official Date
Oklahoma Historical Society, SHPO
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

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4. National Park Service Certification

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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 Keeper Date
of Action

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5. Classification

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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

Contributing	Noncontributing	
<u> 1 </u>	<u> 0 </u>	buildings
<u> 0 </u>	<u> 0 </u>	sites
<u> 0 </u>	<u> 0 </u>	structures
<u> 0 </u>	<u> 0 </u>	objects
<u> 1 </u>	<u> 0 </u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: specialty store

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub: _____

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7. Description

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Architectural Classification (Enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (Enter categories from instructions)

foundation CONCRETE

roof TIN

walls STUCCO

other _____

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

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8. Statement of Significance

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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 whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- 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)

COMMERCE

ARCHITECTURE

Period of Significance 1933-1944

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10. Geographical Data
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Acreeage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>15</u>	<u>324860</u>	<u>4062600</u>	3	<u> </u>	<u> </u>
2	<u>N/A</u>	<u>See continuation sheet.</u>		4	<u> </u>	<u> </u>

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.)

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11. Form Prepared By
=====

Maryjo Meacham, Director, Design/Research Center; Brenda Peck, Historian
name/title Lisa Bradley & Susan Roth, Graduate Assistants: Oklahoma SHPO, ed.
University of Oklahoma,
organization College of Architecture date May 31, 1992
street & number 830 Van Vleet Oval telephone 405/325-2444
city or town Norman state OK zip code 73019

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Additional Documentation
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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage
or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

USDI/NPS NRHP Registration Form
Cities Service Station
Ottawa County, Oklahoma
Route 66 and Associated Historic Resources in Oklahoma

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Property Owner
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(Complete this item at the request of the SHPO or FPO.)

name Ruth King

street & number P. O. Box 1242 telephone _____

city or town Diamond City state AR zip code 72630

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Cities Service Station
name of property
Ottawa County, Oklahoma
county and State

SUMMARY

The Cities Service Station is an example of a vernacular interpretation of the Mission Revival style. Located on Route 66 near downtown Afton, Oklahoma, the Cities Service Station is situated at the corner of Central Avenue and First Street. The neighborhood consists of residential and commercial buildings. The building is roughly textured with stucco. It has an extended stuccoed canopy with arches in each elevation. Galvanized tin pent roofs with a Spanish tile pattern are located on either side of the canopy. The Cities Service Station retains a high degree of architectural integrity.

DESCRIPTION

The Cities Service Station is an example of a vernacular interpretation of the Mission Revival style. It is roughly textured with stucco and has a flat roof with galvanized tin pent roofs that imitate Spanish tile roofing. The roof hips are covered with decorative metal ridge caps, and beneath the widely, overhanging eaves are exposed beams covered with stucco. A stuccoed canopy, with open arches on each of the three sides, is supported by two, thick stuccoed piers. The canopy covers the open bay outside the station office. The front elevation of the building, located under the canopy, was the storefront for the service station. The storefront has two entrances in the center of the facade, each flanked by display windows with single pane glazing.

Originally there were two small storefronts; however, only one door remains operable and the interior partition has been removed. On both side elevations there are wooden framed, fixed windows with single pane glazing. Directly behind the fixed windows are small restrooms, one for women and one for men. The restrooms are located inside small, square extensions which protrude from the side elevations of the main building. The restroom interiors are identical, both decorated with tile. Each is covered with a low-pitched, hipped roof, identical to the pent roofs on the front canopy. Both the restrooms and the canopy have widely overhanging eaves, which appear to be supported by exposed beams. The beams have been covered with stucco.

The rear of the building originally contained living quarters for the people who operated the station. The entrance for the living quarters is on the south

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side of the building, behind the public restroom. The interior originally had a small apartment and was connected to the service station with an interior door.

ALTERATIONS/ADDITIONS

Very few alterations have been made to the Cities Service Station. The building is in poor condition and some of the repairs have altered the building's appearance. For example, the roof in the back has been poorly repaired with black asphalt. These repairs, however, are not noticeable from the street and the building continues to retain a high degree of architectural integrity.

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 Cities Service Station
name of property
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county and State

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SUMMARY

The Cities Service Station, built about 1933 on Route 66 in Afton, Oklahoma, is significant for its association with the automobile and automobile traveler on the route. Although small in size, Afton was one of the first Oklahoma towns Route 66 travelers passed through on their way west. Taking advantage of the southwest theme, this service station is an excellent example of the vernacular Mission Revival style architecture and "house with canopy" type station. Several stations depict this type of architecture along Route 66; however, each one possesses distinctive features. Contextually, the Cities Service Station relates to "Commerce on Route 66 in Oklahoma (1926-1944)." The associated property type is Filling Stations, Service Stations and Garages, subtype "House with Canopy."

HISTORICAL SIGNIFICANCE

The Cities Service Station is significant for its close association with the early development of the automobile age and Route 66. This Cities Service Station was constructed prior to 1933 and sold Cities Service gasoline, with Doc Story as the agent. The first advertisement for the business appeared in The Afton American on April 20, 1933.

Cities Service was a significant oil and gas company in the early to mid-twentieth century. The Cities Service Oil and Gas Company increased its size in 1912 with the purchase of several oil and gas companies. The company continued to prosper and in the thirties, in spite of the Great Depression, Cities Service expanded at an incredible pace. In 1932, Cities Service claimed over 22 pages of service stations, with the majority located in the central United States. In 1933, at the height of the depression, Cities Service Company earnings only dropped by approximately two percent. The company attributed its success in surviving the depression to combining its interests in utilities and oil.

In order to help attract the motoring public, the Cities Service Station was constructed with two restrooms, one on either side of the main building. The practice of providing restrooms was an extra service which many stations offered to gain business. The Cities Service Station restrooms were unusual in that both the ladies and men's entrances were located on the outside of the

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Cities Service Station
name of property
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building, in contrast to the customary men's room entrance being located inside for easy access to both the station attendant and male customers.

The Cities Service Station was built when Route 66 was a gravel road through the town of Afton, Oklahoma. When The Afton American announced that bids would be accepted for paving Route 66 between Afton and Miami, Oklahoma, many automobile-related industries on the route, including the Cities Service Station, attracted even greater business.

ARCHITECTURAL SIGNIFICANCE

The Cities Service Station is also significant as an excellent representation of the vernacular expression of the Mission Revival style of architecture and "house with canopy" type of service station, which was popular from the twenties through the early thirties. This style commonly was used for early service stations along Route 66. According to John A. Jakle¹, tile roofing and stucco wall materials encouraged the use of Spanish style architecture.

One important feature of the Cities Service Station is the porte cochere. Station owners began keeping the office entrance free from distractions, and the porte cochere made it possible to house the gasoline pumps away from the station's entrance. Both the porte cochere and canopy were abandoned in the east but continued to be used in the west for protection from the elements, especially the sun.

Remaining as an important reminder of the automobile age and the Mission Revival style that once was common on Route 66, the Cities Service Station retains its historical and architectural integrity.

¹Jakle, John, "The American Gasoline Station, 1920-1970," Journal of American Culture 1 (Spring 1978): 520-542.

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BIBLIOGRAPHY

Anders, Mary Ann. "A Survey of Route 66 through Oklahoma." Oklahoma Historical Society, State Historic Preservation Office, 1984.

Ellis, William Donohue. On the Oil Lands with Cities Service. Cities Service Oil and Gas Corporation. Cities Service, 1983.

Jakle, John A. "The American Gasoline Station, 1920-1970." Journal of American Culture 1 (Spring 1978): 520-542.

Liebs, Chester H. Main Street to Miracle Mile: American Roadside Architecture. Boston: Little, Brown and Company, 1985.

McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1990.

The Afton (Oklahoma) American. April 20, 1933. May 18, 1933. January 21, 1937.

Bassett, Tom. Interview, Afton, Oklahoma. September 1991.

VERBAL BOUNDARY DESCRIPTION

Lot 1, Block 59, Original Town of Afton, Oklahoma.

BOUNDARY JUSTIFICATION

The boundary includes the entire city lot that historically has been associated with the building.



Cities Service Station





Cities Service Station

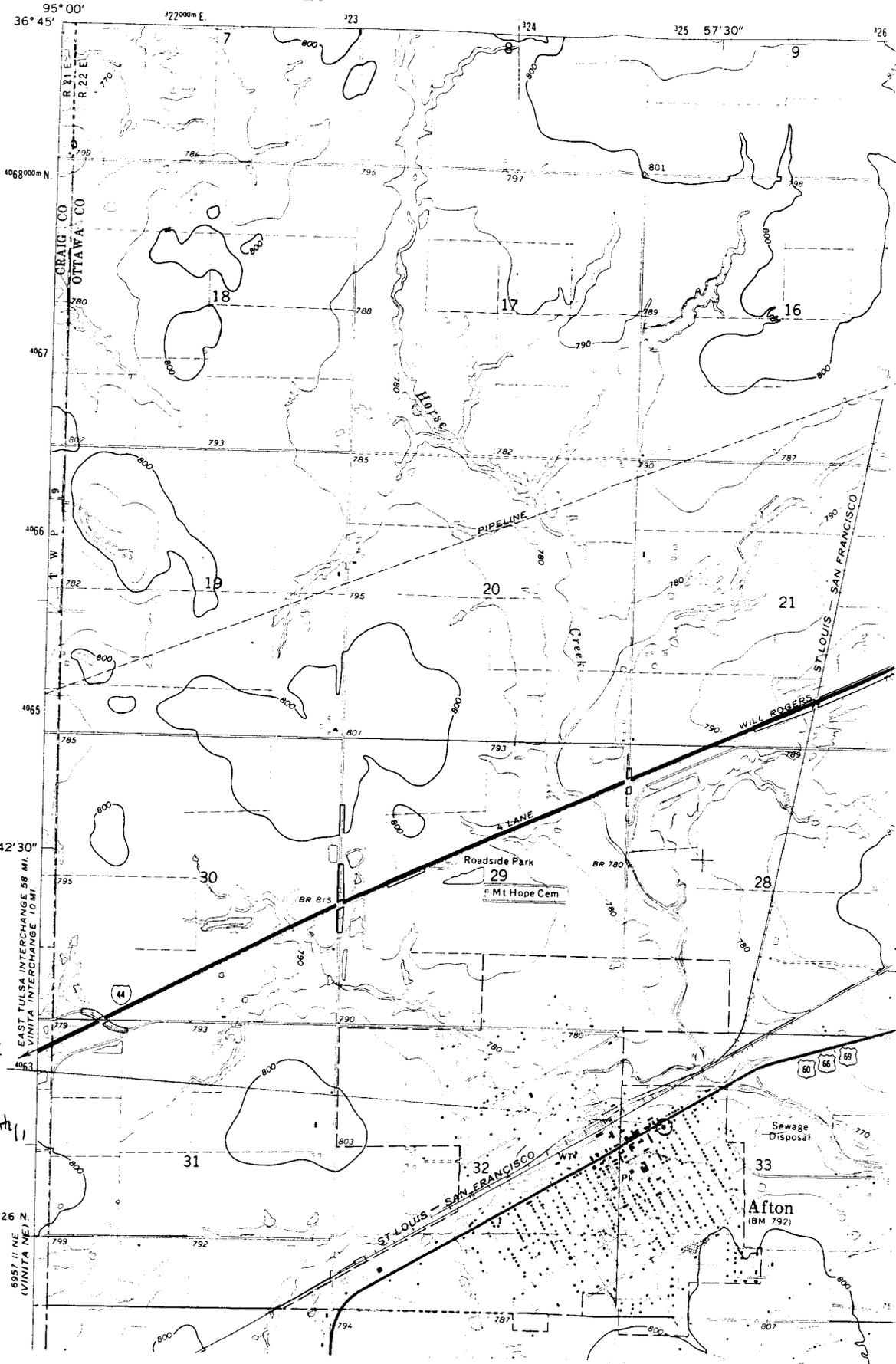




Cities Service Station

1/4 SE
1/4 SOUTH

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Cities Service
Station
Afton,
Ottawa County,
Oklahoma
15 224860
40651222

6957.11 NE
VINITA NE 1/4

26 N