

United States Department of the Interior
National Park Service

Final

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

=====

historic name Crane Motor Company Building

other names/site number N/A

=====

2. Location

=====

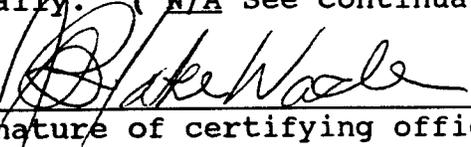
street & number 722 Manvel Avenue not for publication N/A
city or town Chandler vicinity N/A
state Oklahoma code OK county Lincoln code 081
zip code 74834

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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.)

 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

=====

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: specialty store

Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: specialty store
RECREATION AND CULTURE theater
HEALTH CARE medical business/office

7. Description

Architectural Classification (Enter categories from instructions)

Commercial Style

Materials (Enter categories from instructions)

foundation STONE:Sandstone
roof N/A
walls BRICK
STONE:Sandstone
other STONE:Limestone

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

Period of Significance 1926-1944

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8. Statement of Significance (Continued)
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Significant Dates N/A

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

Cultural Affiliation N/A

Architect/Builder Unknown

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

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

- Previous documentation on file (NPS)
 preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
 State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

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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>14</u>	<u>691790</u>	<u>3952850</u>	3	___	_____
2	<u>N/A</u>	_____	_____	4	_____	_____

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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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
Crane Motor Company Building
Lincoln County, Oklahoma
Route 66 and Associated Historic Resources in Oklahoma

Page 8

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

name Don Ferrell

street & number 716 South Bennett telephone _____

city or town Chandler state OK zip code 74834

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Crane Motor Company Building
name of property
Lincoln County, Oklahoma
county and State

Materials (continued):

foundation: CONCRETE

SUMMARY

The Crane Motor Company Building, built in 1917, is a two-story, rectangular brick building originally constructed as a Ford dealership in the Commercial style. Route 66, also known as Manvel, the main and hilly north-south boulevard of Chandler, Oklahoma, is located on a ridge which slopes both to the east and to the west. The building follows the slope toward the east. Chandler was established in 1891 and retains a large number of early territorial commercial buildings. The Crane Motor Company is located at the corner of Eighth and Manvel on Route 66. Fifty feet wide, the building extends the full length of the city lot, one hundred and forty feet, to the alley. Although the first floor showroom and the second floor repair room have been converted and are used as offices and as a theater, the exterior of the building maintains a high degree of architectural integrity.

DESCRIPTION

The Crane Motor Company Building, built in 1917, is a two-story, rectangular building. The building is primarily constructed of brick, however, on the north elevation the lower wall is sandstone. The foundation of the building is sandstone with a concrete overlay. Simply designed, the decorative elements are limited to a few rows of corbelled bricks at the cornice, combined with brick dentils.

The front facade of the building is divided into three small bays and one large bay. The largest bay is offset from the center. Each bay is divided by brick pilasters which extend two stories and then merge with a plain brick cornice. On the first floor the bays have large display windows with exceptionally large clerestories. The clerestories have been covered with a wood shingle awning which wraps around to the south side. The display windows are set in wooden frames. Located in two of the bays are single, glass and aluminum entries.

On the second floor, single, double-hung wooden windows with limestone sills and lintels light the small bays and two identical double-hung windows light

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Crane Motor Company Building
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the facade of the larger bay. Approximately five feet above the second floor windows is a single row of brick dentils. Five to seven feet above the row of dentils is a simple brick cornice formed by a band of brick which surrounds the entire building and a row of corbelled bricks and dentils. The building is edged with a limestone coping.

Fifty feet wide, the building extends the full length of the city lot, one hundred and forty feet, to the alley. The south elevation has seven bays and is similar to the front facade. The westernmost two bays are identical to each other while the remaining bays alternate between large and small bays. Located on the second story of the south side are thirteen windows with limestone sills. The window openings are painted to simulate six-over-six, double hung wood frame windows. Six of the first floor's seven single windows have been covered with wood. The seventh window is a six-over-six, double hung window. The large display windows located in the western portion of the first floor are modern aluminum frame windows. Both of the two single entries have transom windows, although the west door and transom are modern glass and aluminum. The east door is wood paneled with a wood transom. Located in two of the smaller bays are garage openings. The eastern garage has been covered with wood similar to the first floor windows. The other garage opening has a modern, aluminum, overhead garage door.

The rear of the building exhibits the high, sandstone and concrete foundation. The high foundation compensates for the downward slope of the lot. The east side of the building displays little ornamental detail. The six, single windows on the second story have been boarded over, as have five of the six windows on the first floor. One of the first floor windows is undersized. A raised wood paneled door with a boarded transom is located in about the center of the elevation.

The north elevation of the building is constructed of brick and sandstone. The upper level of the building is red brick, similar to the other elevations. The lower rear portion of the wall is sandstone. The front portion of the wall is covered by the adjacent building which directly abuts the Crane Motor Company Building. The north side has only two windows on either story. Both windows have been boarded over. Located on the first floor is a large garage bay, which has been infilled with concrete block. A second story paneled door remains accessible from the metal stairs placed along the wall.

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ALTERATIONS/ADDITIONS

Several alterations have been undertaken on the Crane Motor Company Building. A shingled, mansard awning has been placed over the clerestory windows. Modern aluminum and glass showroom windows and doors have been added to the storefront. The majority of the windows have been boarded over or replaced with painted imitations. Two of the three garage openings have been infilled, while the third has been equipped with a modern, overhead garage door. A two-flight metal staircase has been placed along the north elevation of the building to allow access to the second story door.

These alterations are relatively minor in nature and have not adversely affected the integrity of the building. The Crane Motor Company Building retains its integrity of location, setting, design, workmanship, materials and conveys the feeling of its past environment.

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Crane Motor Company Building
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SUMMARY

The Crane Motor Company Building is significant as an outstanding example of an early twentieth century automobile dealership and for the role it played in the commercial development of downtown Chandler, Oklahoma. Built in 1917 to assemble, sell, and service Ford automobiles for the citizens of Chandler and the surrounding community, the company also offered its services to the automobile owners who drove through the city on Route 66. Its association with Route 66 began in 1926 when the route was designated. Contextually, the Crane Motor Company Building relates to "Commerce on Route 66 in Oklahoma (1926-1944)." The associated property type is Automobile Dealership.

HISTORICAL SIGNIFICANCE

The Crane Motor Company Building is significant as an outstanding example of an early twentieth century automobile dealership. The Crane Motor Company Building was constructed in 1917 for partners Clyde Crane and L. P. Anderson. They were the first in Lincoln County to sell and service Fords. The construction of such a large building was precipitated by the large numbers of Ford automobiles the Crane Motor Company was selling: over 400 between 1913 and 1917. The Crane-Anderson partnership lasted until 1918 when Anderson established an agency in Oakland. Crane continued to operate the Crane Motor Company.

Early dealerships were established by the automobile factories which granted selling rights to local entrepreneurs. Although many facilities were converted from livery stables, blacksmith shops, and carriage and bicycle stores, the Crane Motor Company Building was constructed specifically to assemble, sell, and repair automobiles. Like other Main Street storefronts, the front of the building was dedicated to showcasing the product, while the rear of the store served as storage and repair space. On the second floor, the automobiles were assembled. As was true with other dealerships built during the first quarter of the century, the front facade featured large plate glass display windows, upper story double-hung windows, and a simple cornice.

On the upper floor of the building the Fords were assembled; they came without wheels, bodies, and radiators. The parts were transported to the second floor in a large elevator (extant) and came down as functioning Ford automobiles. Each mechanic was specially trained by the Ford Company in Oklahoma City.

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Over the years the importance of the parts and service departments increased. The location of the company on Route 66 assured travelers that auto breakdowns could be readily repaired.

After World War II many auto showrooms were relocated to the edge of the town where new, modern facilities were built. However, in small towns it was not uncommon for dealerships to remain downtown through the late 1960s and early 1970s. The Crane Motor Company Building is an excellent example of this phenomenon, remaining on Chandler's main street (Route 66) until 1975. The Crane Motor Company Building is significant both for its association to the local automobile and for its role as a reliable automobile service facility for the thousands of cars that traveled Route 66 between 1926 and 1975.

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name of property
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BIBLIOGRAPHY

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

Ferrell, Sally. "Gentlemen, and Women, Start Your Engines." The Lincoln County (Oklahoma) News. June 7, 1990.

_____. "Significant Scenes: Ford Agency Featured Second-Floor Auto Assembly Room." The Lincoln County News.

_____. "Study Yields Landmarks." The Lincoln County News. September 19, 1985.

Historic Photographs of Crane Motor Company Building. Photographic Archives. Museum of Pioneer History, Chandler, Oklahoma.

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

May, George S., ed. Encyclopedia of American Business History and Biography: The Automobile Industry, 1920-1980. New York: Bruccoli Clark Layman, Inc., 1989.

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

VERBAL BOUNDARY DESCRIPTION

Lots 13, 14, and 15 of Block 42, Original Town of Chandler, Oklahoma.

BOUNDARY JUSTIFICATION

The boundary includes the property that historically has been associated with the building.

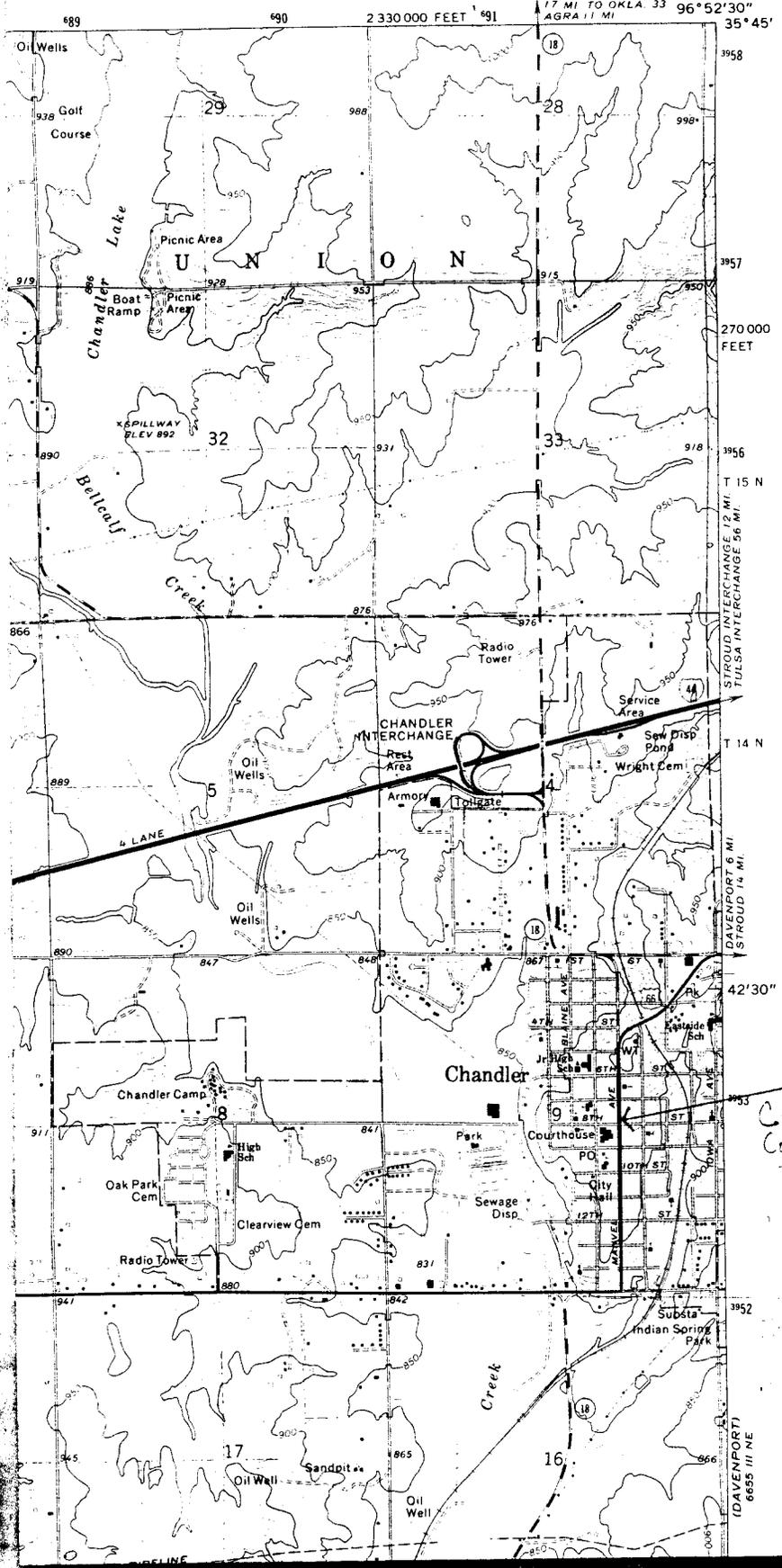


Crane Motor Company Building



CHANDLER QUADRANGLE
 OKLAHOMA—LINCOLN CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)
 NW 1/4 CHANDLER 15' QUADRANGLE

8655 1/4 SE
 (KENDRICK)



3958
 3957
 270 000
 FEET
 3956
 T 15 N
 STROUD INTERCHANGE 12 MI.
 TULSA INTERCHANGE 56 MI.
 T 14 N
 DAVENPORT 6 MI.
 STROUD 14 MI.
 42'30"
 3953
 3952
 (DAVENPORT)
 8655 1/4 NE

Crane Motor
 Company
 E. ...