

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

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historic name McDougal Filling Station

other names/site number

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2. Location

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street & number 443956 E. Hwy 60 not for publication N/A  
city or town Vinita vicinity X  
state Oklahoma code OK county Craig code 035 zip code 74301

NATIONAL REGISTER  
LISTED

MAY 27 '04

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**3. State/Federal Agency Certification**

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As the designated authority under the National Historic Preservation Act of 1966, 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. ( N/A See continuation sheet for additional comments.)

Bob Blackburn                      4-12-04  
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>      </u> buildings
<u>      </u>	<u>      </u> sites
<u>      </u>	<u>      </u> structures
<u>      </u>	<u>      </u> objects
<u>  1  </u>	<u>      </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: COMMERCE/TRADE Sub: specialty store

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7. Description

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Architectural Classification (Enter categories from instructions)

OTHER: House Type Gas Station

OTHER: Ozark Giraffe Style

Materials (Enter categories from instructions)

foundation STONE: sandstone

roof ASPHALT

walls STONE: sandstone veneer

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

Period of Significance 1940-1954

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8. Statement of Significance (Continued)  
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Significant Dates 1941

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:

=====  
10. Geographical Data  
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Acreage 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>313171E</u>	<u>4055351N</u>	3	_____	_____
2	_____	_____	_____	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.)

=====  
11. Form Prepared By  
=====

name/title Michael Cassity, Ph. D.

organization Oklahoma State Historic Preservation Office date December 12, 2003

street & number 304 West Albuquerque telephone 918 451-8378

city or town Broken Arrow state OK zip code 74011

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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)

=====  
Property Owner  
=====

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

name Lawrence R. Peerson

street & number 4435956 E. Hwy 60 telephone 918 256-3147

city or town Vinita state OK zip code 74301

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 9

McDougal Filling Station  
Name of property  
Craig County, Oklahoma  
County and State  
"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

=====

**Description**

This small filling station, built with a wood frame and distinctive stone veneer about 1941, faces Route 66 from its position hugging the north side of the road about three miles east of Vinita, Oklahoma. Crisp and clean on its exterior, the masonry shows careful attention in the construction and it has been maintained well so that it continues to attract attention along the highway. The stone veneer, a native sandstone that is randomly accented with light and dark pieces, is arranged in subtly coursed rubble that suggests distinct patterns at various points. The mortar has been painted dark to accent the giraffe-like pattern of the masonry. This pattern, referred to as "Ozark Giraffe" is most commonly found in the Arkansas, Oklahoma, Missouri area. The gabled roof has red asphalt shingles and exposed rafter tails on the overhanging eaves on the east and west. A chimney pierces the ridge of the roof on the north end.

The south elevation is the front of the building. A single door entrance on the west is flanked on the east by a large double-hung window and both are beneath a wide stone lintel that stretches across the west half of the elevation. The stone wraps around from under the window to the peak of the gable where an electric lamp is mounted in the overhanging eaves. The molding around this window consists of relatively thin rubble stacked vertically to frame the opening. (This molding appears on all openings in the building except for the air conditioner mounting on the north elevation.)

The west elevation includes a large window opening on the south extreme, near the front of the building; while this may at one time have included a different arrangement, it currently holds a single plate glass window above a section that has been enclosed. The lintel and stone molding are the same as on the south elevation. One noticeable anomaly in the masonry is the appearance of a heart-shaped stone in a symmetrical arrangement low on the south end of the elevation above the ground level vent, which is actually a single large stone with mortar lines painted so that it resembles bordering rubble.

The north elevation includes only a single small window in which an air conditioner has been installed; this was likely been added after construction, although the date is uncertain. The east elevation mirrors the west, with two wood framed casement windows in the opening near the front.

Originally gasoline pumps were located between the station and the highway on the south and a kerosene pump was located directly east of the station. A house, built about the same time as the station, was located behind at some distance but these features are no longer present; their absence does not compromise the integrity of the remaining station building.

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Section 8 Page 10

McDougal Filling Station  
Name of property  
Craig County, Oklahoma  
County and State  
"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

=====  
**Significance**

**Summary**

The McDougal Filling Station east of Vinita, Oklahoma is significant within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma." Constructed about 1941, this service station was located directly on Route 66 and served the traffic on that important highway over a period of around two decades. Especially important, this association reveals the highway as a force that could generate social and economic change. Because of this association with Route 66, the building qualifies under that multiple property nomination under Criterion A and represents the property type, "Gasoline / Service Stations" in the area of significance of Transportation.

**Historical Significance**

Far from being an unchanging phenomenon, frozen in time, Route 66, it should be remembered, had an evolution of its own and when the road changed, so too did the world along its side. This can be seen in the instance of the McDougal Filling Station.

The towns and villages of northeastern Oklahoma emerged from within the lands of Native Americans, especially Cherokees, in the late nineteenth century most commonly after white people and institutions penetrated, legally or otherwise, vast areas that had been guaranteed to the Indians. When the railroad came into the area, those towns near the tracks tended to prosper and grow, sometimes at the expense of those communities farther from the railroad.

Vinita, already an important center in the region, was one that grew and it became the county seat of Craig County when Oklahoma became a state. In the early twentieth century, however, the automobile began to challenge the railroad as the transportation base, and a movement for improved roads and highways was underway. In the town of Vinita promoters of roads proved successful and following World War I, the Ozark Trails Association noted that "Vinita's part of the Ozark Trail is the fastest road between Tulsa and Monte Ne,"<sup>1</sup> Monte Ne being a resort in northwest Arkansas where the association had its headquarters. The town also had the Jefferson Highway passing through—a road that went north – south, but the Ozark Trail itself would prove the more important. In addition to connecting Vinita to the Arkansas spa, the Ozark Trail system was rapidly becoming a network, albeit a private, independent, voluntary network, that bound communities together with advertised and improved roads that promised to bring more traffic to their business districts. What especially made that network important was that just as the private associations of roads had sought, the federal government became increasingly active in road construction. And the federal government insisted that the roads it supported be part of a national network, as opposed to building roads in an uncoordinated, unsystematic effort. In November 1926 the U.S. Bureau of Public Roads in the Department of Agriculture finally proceeded with a plan for a national highway system and one of the key roads in that

<sup>1</sup> Ozark Trails Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo: Russell & Cockrell, 1918), 106.

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McDougal Filling Station  
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County and State  
"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

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system would be U.S. Route 66 that connected Chicago with Santa Monica. This new highway was new in name only, though, since it utilized existing roads. With that stroke of a pen, the communities along the highway began to feel the surge of traffic, and Vinita was no exception.

At the same time, most of Route 66 in Oklahoma was unpaved and it would not be completely paved until 1937. In July 1926, almost a six months before Route 66 was designated, the state of Oklahoma secured an easement from the owners of this farm property to provide for a wider right of way than had existed previously, clearly with the intention of improving the road—most commonly by grading it.<sup>2</sup> East of Vinita the highway was paved in asphalt in 1932 but only in Portland concrete in 1936. In that area the road passed mainly an agricultural area and it was an area without services for the automobile traveler. But the force of the road was that as travel became easier more traffic would get on the road; and the more traffic there was on the road, the greater the incentive for services to emerge alongside the road to serve that traffic. In that way the cycle continued in an upward spiral. These were the circumstances that gave rise to the McDougal Filling Station east of Vinita.

The exact date of the construction of this station about three miles east of town is not known. While there are some indications that it may have been built in the 1930s, the most positive source is the son of Grace and George McDougal who told the current owner that he remembers his parents building the station when he was a child; in fact, he has photographs of the construction taking place and he and a sibling are included in the photographs. The McDougals purchased the property in November 1940.<sup>3</sup>

Life was not easy during World War II operating a gasoline station because of the rationing of gasoline and the restrictions on travel generated by a wartime economy, but it appears that the McDougals were able to make a living at their station which also had a house behind it. It never acquired a service garage, an aspect which marks it as belonging to essentially a pre-World War II generation of gasoline stations. They did operate a small store at the station, a common feature for such establishments. Moreover, the location meant that they did not have much competition. The nearest stations were located in town at Vinita several miles to the west, and at Lake Junction, also known as Deadman's Corner, six miles to the east where Route 66 turned north to Afton.

In the years following the war, of course, the great boom on Route 66 generated substantial business all along the road. The proprietor of the Lake Junction station moved to town and started Jim's Restaurant on the south side of town—again on Route 66. As for the McDougals, they moved to California but retained their ownership of the station,

<sup>2</sup> Easement, July 26, 1926, Craig County Clerk Office, Property Records, book 138, page 22.

<sup>3</sup> Warranty Deed, Joseph F. Schneider and Lena Schneider to Grace McDougal, November 23, 1940, Craig County Clerk Office, Property Records, book 180, page 740. There is yet another version which suggests that this building had a previous life as the Witt School when it was a frame structure, to be rocked in subsequently as a gas station. The Witt School was located about a half mile west of the station and operated until 1949.

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McDougal Filling Station  
Name of property  
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"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

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opting to lease it out. While originally it had been a Conoco station, in the early fifties it went through a variety of brand affiliations and managers. This too is reflective of the prevailing trends along Route 66 as competition increased among gasoline stations, as distances traveled between fuel stops increased, and as the major brands solidified their own position in the market to the disadvantage of the small independent operators. Moreover, the very success of Route 66 in attracting so much traffic, to the great delight of businesses and communities along the way, also undermined the future of the road. Pressure to improve Route 66, to widen it, to straighten out its many curves, and to increase the possible speed actually wound up with state and federal legislation that would ultimately replace, not improve, Route 66. In 1957 the Will Rogers Turnpike opened just a few miles from this station on Route 66 and when it did, it offered travelers faster travel without the bother of the stop and go travel in the small towns. But it was more than the small towns that lost the business; it was also the rural gas stations, like the McDougal Filling Station whose business was drained away as the turnpike travel grew. Increasingly the gas station business declined and finally languished. In 1966 George McDougal sold the station that his family had operated for two and half decades. The current owner, Lawrence Peerson, recalls that the station was closed in 1968 at the latest. With the closing of the station, clearly an era had closed and the driving force of that era was U.S. Route 66.

**Summary**

The McDougal Filling Station was a small business by any measure, but for that reason it may provide one of the more helpful indicators of the role of Route 66 in Oklahoma history, and in the nation as well. For this important highway provided family businesses an opportunity make a living at the same time that they served the burgeoning national traffic following its concrete path. That symbiotic relationship of traffic and local business, whereby each supplied the other, was for years one of the hallmarks of the American economy. But without one of the two partners, the other would surely wither, and when Route 66 was replaced by an even faster and more convenient travel corridor nearby, the business infrastructure along its side was replaced too, thus leaving the shells of gas stations not just as nostalgic artifacts but as milestones in the process of social transformation. For this reason, the McDougal Filling Station qualifies for listing on the National Register of Historic Places as a representative of the property type "Gasoline / Service Stations," within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma" under Criterion A in the area of significance Transportation.

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McDougal Filling Station  
Name of property  
Craig County, Oklahoma  
County and State  
"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

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Major Bibliographical References

- Anderson, Kathy, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association, *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: Oklahoma SHPO, 2002).
- Craig County Clerk Office, Property Records, Vinita, Oklahoma.
- Margolies, John, *Pump and Circumstance: Glory Days of the Gas Station* (Boston: Little, Brown and Company, 1993).
- Ozark Trails Association, *The Ozark Trails: A 1200 Mile Link in a Transcontinental Road from Ocean to Ocean* (Amarillo: Russell & Cockrell, 1918).
- Peerson, Lawrence, interview, Vinita, Oklahoma, August 22, 2002, December 17, 2003.
- Rittenhouse, Jack D., *A Guide Book to Highway 66* (Los Angeles: J. D. Rittenhouse, 1946; reprinted by University of New Mexico Press, 1988).
- Vieyra, Daniel I., *"Fill'er Up": An Architectural History of America's Gas Stations* (New York: Macmillan Publishing Co., Inc., 1979).
- Williamson, Harold F., Ralph L. Andreano, Arnold R. Daum, and Gilbert C. Klose, *The American Petroleum Industry: The Age of Energy 1899-1959* (Evanston, Illinois: Northwestern University Press, 1963).

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McDougal Filling Station  
Name of property  
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County and State  
"Route 66 and Associated Historic  
Resources in Oklahoma"  
Multiple property listing

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Verbal Boundary Description

This property includes the area one hundred feet west of the intersection of U.S. Highway 60 and N4440 Road for a distance of 100 feet north from the right-of-way.

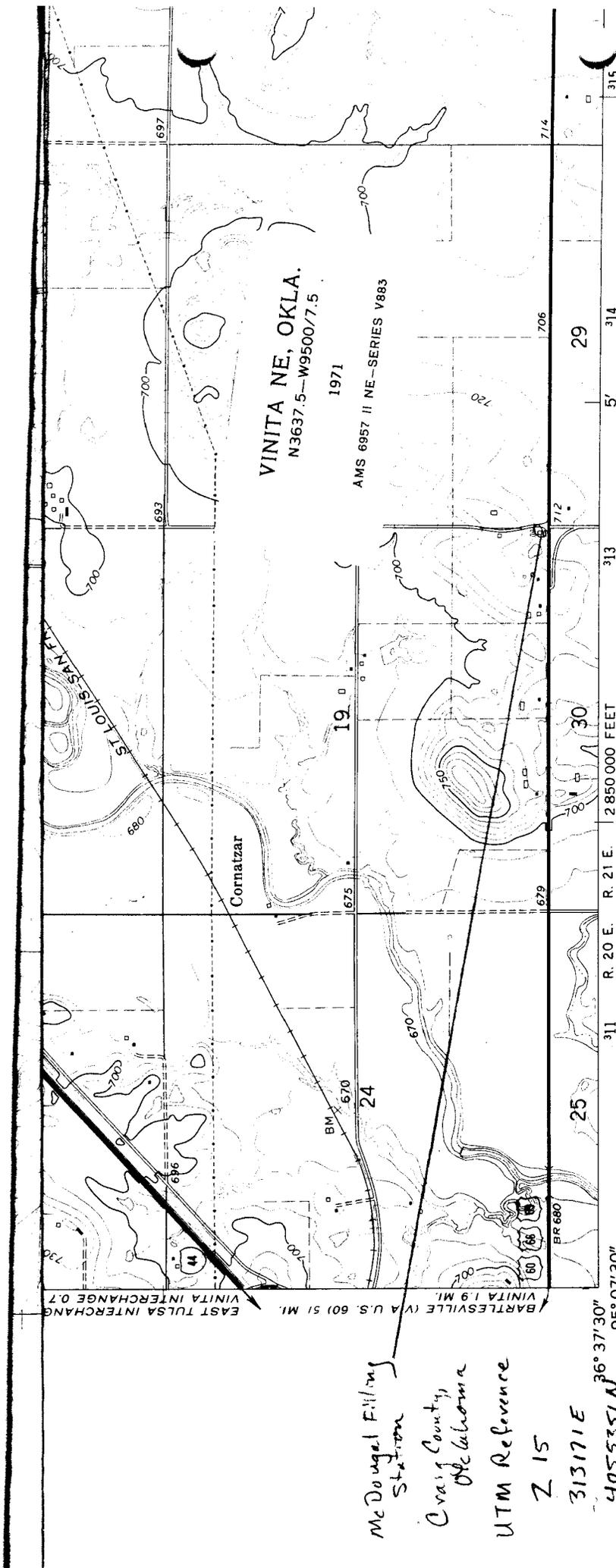
Boundary Justification

This boundary includes the property historically associated with the McDougal Filling Station.



McDougal Filling Station

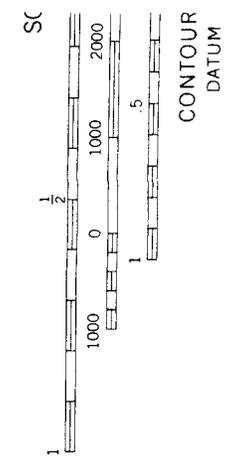




McDougal Filling Station  
 Craig County, Oklahoma  
 UTM Reference  
 Z 15  
 313171E  
 4055351N 36° 37' 30"  
 95° 07' 30"

Mapped, edited, and published by the Geological Survey  
 Control by USGS and USC&GS  
 Topography by photogrammetric methods from aerial photographs taken 1970. Field checked 1971  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on Oklahoma coordinate system, north zone  
 1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH  
 FOR SALE BY U. S. GEOLOGICAL SURVEY, D  
 AND BY THE OKLAHOMA GEOL  
 A FOLDER DESCRIBING TOPOGRAPHIC