United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Phillips 66 Station #1423

other names/site number

2. Location

street & number 701 S Manvel ☐ not for publication

city or town Chandler ☐ vicinity

state OK code OK county Lincoln code 081 zip code 74834

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Signature of certifying official — Date

Title — State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	2	object
1	2	**Total**

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

Route 66 in Oklahoma MPS

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Commerce/trade: specialty store

Current Functions
(Enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Tudor Revival

Materials
(Enter categories from instructions)

foundation: concrete

walls: brick

roof: Asbestos cement

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Phillips 66 Station at 701 S Manvel, is a single story cottage style auto filling station in Chandler, Oklahoma built by the Phillips Petroleum Company in 1930. Station #1423 was constructed to serve the transportation needs of local residents as well as travelers along the newly created Route 66 through central Oklahoma. An example of the early house style of station built by Phillips, this property was designed solely for the purpose of pumping gasoline.

The station is adjacent to commercial development along the main thoroughfare in Chandler, Manvel Avenue/Oklahoma Highway 66. Commercial development is located to the north, east, and south, of the station, with residential development to the west. The station is bordered on the east by Manvel Avenue/Oklahoma Highway 66, and on the north by 7th Street. On the west side of the station, there is open paved space where a concrete block storage area once existed, and on the south side is another area of open paved space that was the location of a two bay service area built ca 1955 that was recently demolished. There is a metal commercial building south of this open space.

Narrative Description

Typical of other cottage style Phillips 66 stations, this facility was built to mimic the Tudor Revival style popular in the early decades of the twentieth century. This style is characterized by its use of masonry, steeply pitched gabled roof, high chimneys, and tall windows. The Phillips 66 Station #1423 in Chandler is clad in red brick and has a single course of brick in a soldier pattern serving as a water table. The building has a side gabled roof with a steeply pitched front cross gable serving as a portico. The multicolored cement asbestos shingle roof is accented by a wide wooden cornice board.

The primary entrance to the station is located on the east façade along Manvel Avenue. The east façade of the station is dominated by the wall chimney and the steep, cross gabled portico over the entry door. On the north and south sides of the façade, there are matching sets of eight light metal casement windows with multi-light transoms. The windows have brick sills and brick lintels in a soldier pattern. The wall chimney projects from the main plane of the building, extending above the gabled portico in a tapered fashion. There is a round opening on the wall of the chimney that would have been used for additional signage. The entry door is located within an arched brick opening and consists of a single, paneled wood door with nine glass lights.

On the south side of the building, the only openings are two matching windows. Each is a single, eight light metal casement with double light transom. The windows have brick sills and lintels, identical to those on the main façade.

The west/back side of the building contains two small windows on the south side. Each is a single, six light casement with brick sill and lintel identical to those found elsewhere on the building.

The north façade contains the entrance to the ladies restroom and an additional window. The entry door is located on the right (west) side of the façade and consists of a single, narrow wood paneled door with a single window opening that has been in-filled with wood. The base of the door has also suffered substantial damage. The door has a brick lintel. To the left (east) of this doorway, is a double, eight light metal casement window with multi-light transom that is identical to those found on the front of the building. The window has a brick sill and lintel identical to those found elsewhere on the building. A circular brick opening is located in the gable end that would originally have been used for additional signage.

On the interior, the station includes an office area, and two restrooms. The men's restroom is accessible from the interior and the women's from the exterior. The original fixtures for each remain. The interior walls of the station are painted brick and the ceiling is painted sheetrock.

Alterations/Additions

Today, Phillips 66 Station #1423 in Chandler appears to be virtually unchanged from 1930. Although the building was altered over the years, with the addition of two service bays on the south and a concrete block storage area on the west, the removal of these additions in recent years has brought the building back to its original form. The building retains its original brick cladding, multi-colored asbestos cement roof, and metal casement windows. Over the years, the exterior brick was painted many times and many colors. According to the blueprints, the original color scheme was orange, green, and blue. By the 1980s, the exterior was white and the owner chose to sandblast down to bare brick. It remains that color today. Other alterations include the removal of original exterior light fixtures, as well the original gas pumps and air

compressor on the service island. The large "P" that was attached to the chimney, as well as the round Phillips 66 insignias that would have been located at various points on the exterior are also missing.

In order to be eligible for listing in the National Register of Historic Places as part of the *Route 66 Resources in Oklahoma* Multiple Property Document, a gas/service station must meet the following requirements. It must: Show a clear association with, and convey a feeling of, personal and commercial traffic along Route 66 in Oklahoma. Physically, the gas station or garage must be located adjacent to, or near, and obviously visible from, Route 66 and must retain its appearance from the period of historic significance. The specific character defining aspects center on the ability of the business to serve automobile traffic. Thus a building must include a drive for automobile entrance and exit, and, if a service station, at least one lane where the automobile could pull next to gasoline pumps. While some of the early stations and some of the more recent were designed only to sell gasoline, probably a majority of the stations along Route 66 in Oklahoma included service bays. Thus, unless a gas station was designed with the more minimalist function in mind, both an office/sales area and bays must remain. Because of the environmental and public safety issues associated with gasoline storage tanks and dispensing pumps, and the consequent wholesale removal of such features, those pumps are not essential requirements. In order to be eligible for its architecture, a station must be a good example of an architectural type or style in its design, materials, workmanship, association, feeling, setting, and location as it once appeared on Route 66 in Oklahoma.

In 2002, the Phillips 66 Station in Chandler was determined to be not eligible for listing in the National Register of Historic Places by the Oklahoma SHPO due to the non-historic addition of two service bays on the south side of the original station. In order to address these concerns, the service bays were removed, along with a concrete block storage area on the west side of the building. Today, the building is back to its original, 1930 minimalist form. The property remains in its original location, adjacent to and visible from Oklahoma 66. Although it is in need of additional repairs, the original materials, including the brick, the shingles, the doors, and the windows of the building are original. The original gas storage tanks have been removed, as have the pumps, although the concrete service island remains. The Phillips 66 Station #1423 in Chandler clearly shows an association with and conveys a feeling of both personal and commercial traffic along Route 66 and exceeds the other requirements of the *Route 66 Resources in Oklahoma* MPS.

Other Resources Located on the Grounds of the Phillips 66 Station:

1. Brick planter with Philips 66 sign. Non-contributing. Ca 2002. This large brick planter contains various plants as well as a metal pole with an orange and black Phillips 66 sign atop it. The sign is historic but was moved from another location.

2. Cast stone planter. Non-contributing. Ca 2002. This smaller cast stone planter is inscribed with Oklahoma Route 66 signage and also contains a plant.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- [X] 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.
- [X] 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)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Transportation
Commerce
Architecture

Period of Significance
1930-1955

Significant Dates
Ca 1930

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation
N/A

Architect/Builder
Phillips Petroleum Company

Period of Significance (justification)

The period of significance reflects the period of time from the station's construction in 1930 to 1955, when it is believed that a two bay service garage was added to the south side of the property, greatly changing the original function of this small station.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

Phillips 66 Station #1423 in Chandler, Oklahoma is symbolic of Route 66 across the state. Used in a variety of local and statewide promotional materials, this station is a striking visual reminder of a roadway that significantly impacted Oklahoma culture, commerce, and transportation. The station is locally significant for its association with the transportation and commercial history of Route 66 in Chandler, as well as for its architecture as an outstanding example of a cottage style Phillips 66 gas station.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Historic gas and service stations located along Route 66 are significant for their association with the transportation and commercial development of Oklahoma. These properties serve as important artifacts for charting "the social dynamics associated with Route 66." Stations such as the one in Chandler provided critical services to locals and travelers, and greatly contributed to the commercial base of their community. The Phillips 66 Station in Chandler is an early example of the stations first constructed by large gas distributors along major roadways. Companies like Phillips Petroleum standardized the construction of their stations across the country in order to "generate an identity" for their brand. Approximately 300 type B Phillips stations were constructed across the country between 1927 and 1938. This was the most popular Phillips style of the era. With increasing popularity of automobile transportation and of major highways like Route 66, the service station began to change in the late 1930s and into the 1940s, as companies saw the need to offer additional services, like tire and auto repair, at their stations. As a result, stations like the type B in Chandler quickly became too small and outdated. Around 1955, a two bay service garage was added to the south side of the station, to provide repair service to locals and travelers, allowing the station to remain competitive with other stations along Route 66. This service bay was removed ca 2000 in order to return the service station to its original, historic form.

The Phillips 66 Station in Chandler is an outstanding example of a type B cottage Phillips 66 station. Although the building was altered over the years, with the addition of two service bays on the south and a concrete block storage area on the west, the removal of these additions in recent years has brought the building back to its original form, complete with Tudor Revival elements. The building retains its original brick cladding, multi-colored asbestos cement roof, and metal casement windows. It retains a high degree of integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

Developmental history/additional historic context information (if appropriate)

Chandler is the county seat of Lincoln County in north central Oklahoma. The city was founded shortly after the opening of the Sac and Fox reservation in late 1891 and named for Assistant Secretary of the Interior, George Chandler. In March 1897, a massive tornado struck the town killing nineteen people and destroying the majority of the territorial era buildings. This disaster signaled a new start for the community with the rebuilding of commercial residential buildings with sturdier, longer lasting materials. Largely an agricultural area, prior to the arrival of the St. Louis and Oklahoma City Railway in 1898, Chandler was fairly isolated from the rest of the state, making it difficult for goods and materials to get in or out of the community. In the early twentieth century, the discovery of oil would impact the fortunes of the community and surrounding areas. The designation of US Route 66 through the community in 1926 further connected Chandler to the rest of the state and brought in an influx of travelers and businesses. US Route 66 was decommissioned in the 1980s, but there remains a strong local and tourist interest in the highway and properties with which it was closely associated.

The date of construction of the Phillips 66 Station in Chandler has been the subject of considerable debate over the years. Local publications and newspaper accounts have identified it as being built in the late 1920s, specifically either 1926 or 1928. County records have the date of construction as 1927, however, many original court records for Lincoln County burned along with the courthouse in 1967 and many dates of construction were estimated afterwards. The Sanborn Fire Insurance maps for Chandler are of no help either. Map coverage for 1920 and 1931 exists; the station is not found on the 1920 map but is present on the 1931 map. Research in the Phillips's archives by the current owners resulted in the location of numerous original documents relating to the construction of cottage style stations during this era, as well as a "Record of Service Station Construction." This document lists the construction of a type B station in Chandler that was completed in October 1930. However, the address given is 6th and Main, not 7th and Manvel. The address on the document is obviously a mistake, as there is no Main Street in downtown Chandler. A review of the local *Chandler News Publicist*, a notable local paper that often chronicled the opening of new businesses, for the year 1930, did not reveal any

articles relating to the construction of the station. The Phillips documents appear to be the best primary source available, making 1930 the most reasonable date of construction.

Phillips 66 Station #1423 in Chandler has had many owners and many names over the years. The original operator is unknown. From 1934 to 1940, it was operated by a Mr. McMichael, followed by a Mr. Bolz. By 1949, the station was known as Johnny's North Phillips Service Station. This name was maintained until 1951, when ownership changed and it became Earl Renner's Station. In 1953, the Turner Turnpike, connecting Oklahoma City and Tulsa, opened just north of Chandler. At that time, the local Phillips named stations moved along the turnpike. In 1968, the station is advertised as being associated with the Skelly Oil Company. Mr. Claude Jondahl acquired the station in 1972. In the 1980s, it was associated with Getty Oil and owned by the Westfall family. Eventually, it became a Texaco station and remained under the Texaco brand until it closed in 1992. After its closure, it sat empty and for sale for a number of years until purchased by its current owner, Mr. Fernau, in 1999. Since that time, Mr. Fernau and his company, Patina Properties, has endeavored to stabilize the building and to return it to its former glory.

The Phillips 66 Station at 701 S Manvel in Chandler, Oklahoma is an outstanding example of a type B cottage service station, significant for its association with transportation, commerce, and architecture along historic Route 66 in central Oklahoma from 1930 to 1955.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Chandler vertical file. Research Library, Oklahoma History Center, Oklahoma City, Oklahoma.

Chandler News Publicist

"Chandler Telephone Directory." Southwestern Bell Telephone Company, 1949.

Ferrell, Sally and Donald Ferrell. "Chandler." *Encyclopedia of Oklahoma History and Culture.* http://digital.library.okstate.edu/encyclopedia. Accessed March 2011.

Kertok, Mike. "Historic Structures Report for the Chandler Phillips 66 Station." Norman, OK, 2002.

McAlester, Virginia and Lee McAlester. *A Field Guide to American Houses.* New York: Knopf, 1984.

"Record of Service Station Construction." Phillips Petroleum Company. Bartlesville, OK.

Ross, Jim. "*Fill 'Er Up!*" *American Road* (Summer 2003): 50-54.

Ross, Jim. *Oklahoma Route 66: The Cruiser's Companion.* Arcadia, OK: Ghost Town Press, 2001.

Sanborn Fire Insurance Maps. Chandler, OK.

The Sunday Oklahoman

"Route 66 in Oklahoma Multiple Property Submission." Oklahoma City, OK: Oklahoma State Historic Preservation Office.

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:

__X__State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	14S	0691692	3953136	3			
2				4			

Verbal Boundary Description (describe the boundaries of the property)
All of lots 1-4 of block 43 Chandler Original Township

Boundary Justification (explain why the boundaries were selected)
This includes the extent of property historically associated with the station.

11. Form Prepared By

name/title Kelli E. Gaston, architectural historian for Preservation Oklahoma

organization Preservation Oklahoma date March 2011

street & number 909 SW 41st telephone 405-227-4431

city or town Moore state OK zip code

e-mail kellgaston@cox.net

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Phillips 66 Station

City or Vicinity: Chandler

County: Lincoln State: Oklahoma

Photographer: Kelli E. Gaston

Date Photographed: January 26, 2011

Description of Photograph(s) and number:

No.	Subject	Direction
0001	Front streetscape	SW
0002	Front elevation	W
0003	Front oblique showing north façade	SW
0004	Front oblique showing south façade	NW
0005	Rear elevation	NE
0006	North facade	S
0007	Interior office area	S

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Patina Properties LLC

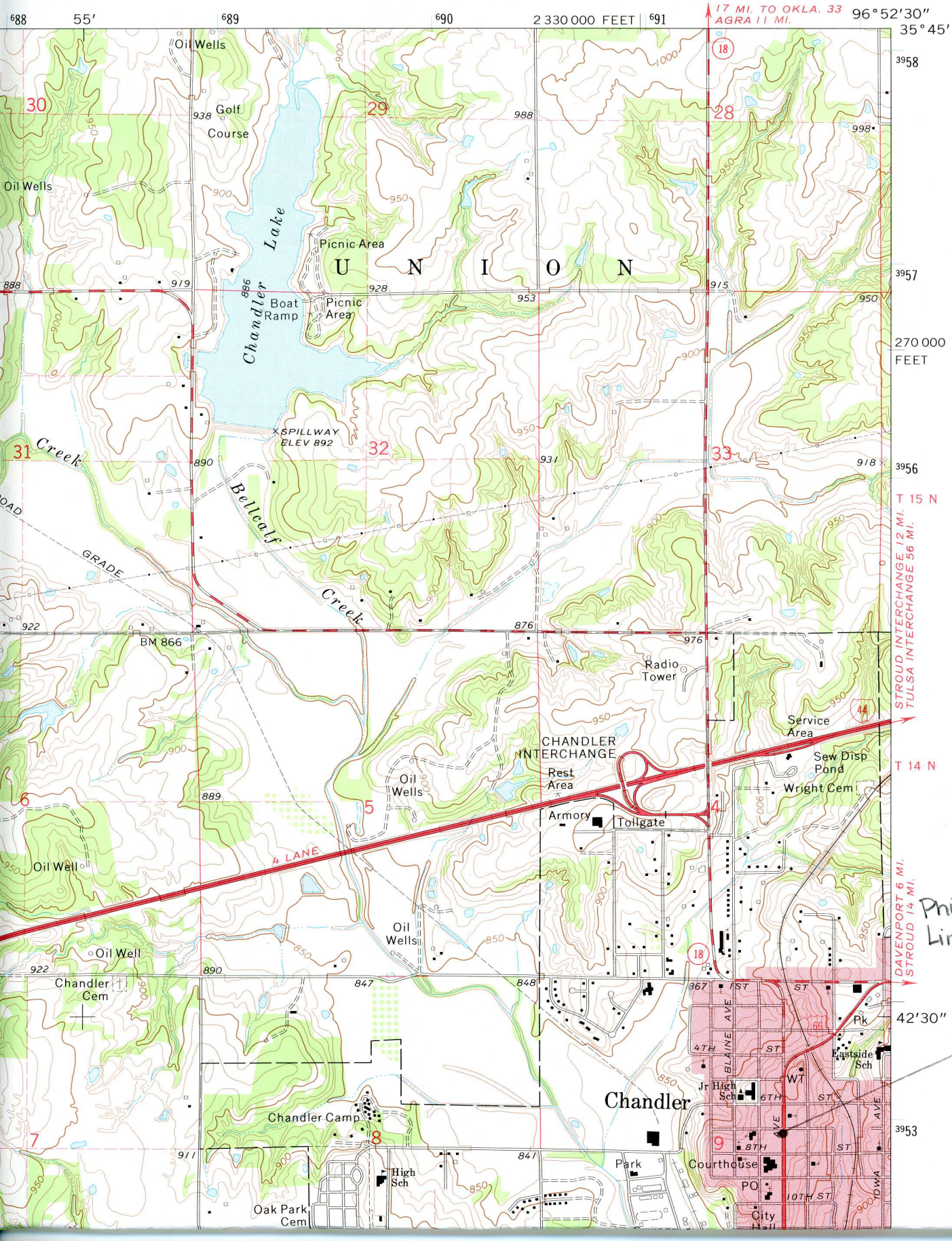
street & number P.O. Box 1 telephone 405-258-5305

city or town Chandler state OK zip code 74834

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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

6655 IV SE
(KENDRICK)



Phillips 66 Station
Lincoln Co., OK

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3953135

WWJD

Phillips 66
ROADSIDE ATTRACTION
CAR WASH
Westfall Oil Company
tires
batteries
EXIT