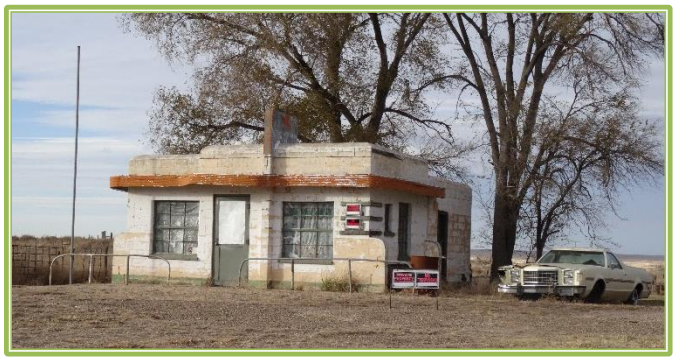
Route 66 in Texas:
Updated Historic Resources Survey



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For
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Acknowledgments

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Introduction

The updated Route 66 in Texas Historic Resources Survey is a comprehensive inventory of buildings, structures, objects, and sites associated with Route 66 in Texas during the national period of significance (1926-1985). This project extends the end date of the period of significance of the 2002 survey from 1970 to 1985, which is when Route 66 was officially decommissioned, and which was not surveyed as part of the 2002 survey project as that time period did not fall within the typical fifty-year period that is used for National Register of Historic Places criteria.

The survey area roughly follows the path of Route 66 that was generally replaced by Interstate 40 (I-40) through the Texas Panhandle area, from the Oklahoma border to New Mexico border. The survey included the historic alignments of Route 66, road-related resources visible from the public right of way in rural areas and communities along Route 66, resources located directly on the road in Amarillo, and National Register districts of communities on Route 66 (McLean and Glenrio, and Amarillo's SW Sixth Avenue). The survey did not include previously surveyed non-road-related resources (such as grain elevators, residences, etc.) unless they fell within a National Register district. This report summarizes the findings of the survey and identifies resources that are potentially eligible for listing in the National Register of Historic Places.

The survey identified 962 resources associated with Route 66 in Texas. Most of resources surveyed are found within Amarillo along the main Route 66 alignments (Amarillo Boulevard, SW Sixth Avenue, Fillmore Street, and SE Tenth Avenue) for 521 resources. The remaining 441 resources are located primarily in the small communities with the larger concentrations in McLean (84), Shamrock (52), Groom (50), and Vega (48). The National Register-listed Glenrio district still has the most cohesive group of resources specifically related to Route 66, but has sadly deteriorated due to neglect and vacancies.

Of the 962 resources, **thirty-seven (37) individual resources are recommended eligible** for listing on the National Register of Historic Places as part of the Route 66 historical context. **No districts are recommended eligible** for this project. Resources not related to the Route 66 context were not evaluated for NR eligibility.

This report is intended as a foundation for further research related to individual resources located along Route 66. The report includes a discussion of survey and research methods, survey data, and recommendations for future historic designations of individual resources. These recommendations are based on field observation and are subject to revision pending further research and development of individual resource histories. This report is an update to the 2002 *Route 66 Historic Resources Survey*, which provided the initial starting point for this survey project. It does not include a historical context, but relies heavily on *Route 66 Corridor National Historic Context Study* (2004) and the *Statewide Historic Context for Route 66 in Texas* (2005) reports for evaluation purposes, along with *The Development of Highways in Texas* (2014) report.

Purpose & Methodology

Overview

The Texas Route 66 Survey project area was defined as the area lying within sight of the historic road alignments, including the commercial districts through which Route 66 passed. This survey focused on road-related commercial resources, and specifically on resources that were directly linked to Route 66 in terms of service (i.e. related to travel and tourism) and development (i.e. development that was directly dependent upon or related to Route 66 users). Any resource that was surveyed in 2002 was made part of the 2018 survey, even if not directly road related in use or typology; however, the 2002 resources that were not obviously road-related (i.e. churches, schools, domestic, generic commercial buildings, civic buildings, etc.) were not necessarily re-evaluated in terms of architectural descriptions, structural details, or historical information.

In most of the towns under consideration, the officially designated Route 66 was essentially an overlay or renaming of what was a transportation artery before the existence of the major national highway system. The number of properties that are categorized as "General Commercial" (230) illustrates the predominance of general use resources over specific travel-related properties along the corridor. This survey, however, underscores the development of a number of specific road-related resources that resulted from the notable increase of through-traffic, and particularly those associated with the tourism trade. It is not insignificant that 174 gas stations, 114 eating establishments, and 63 motels are interspersed between the general commercial, domestic, and civic buildings that are found alongside the road.

Subsequent development (after the construction of I-40 and the decommissioning of Route 66) has led to the demise and replacement of many historic road-related resources that once populated this roadside. This is particularly evident along Twelfth Street or Route 66 through Shamrock, and along Amarillo Boulevard in Amarillo. Properties already listed in the National Register of Historic Places, including the Route 66 – Sixth Street Historic District on the west side of Amarillo, were included in the scope of this survey to verify their continued existence and current physical condition along with a current photograph.

Fieldwork Preparation

In preparation for fieldwork, the data from the 2002 survey project was transcribed into the Texas Historical Commission's customized Microsoft Access database. The data included basic inventory information (county, town, address, resource type, function, construction date, style, physical detail, notes) for each resource – some more complete than others based on availability of information from the 2002 project. The 2002 black-and-white photographs were scanned as JPGs, relabeled with the appropriate 2002 resource identification numbers, and linked to the Access database. This Access database was saved as a "2002 Route 66 in Texas" file and then copied to create a starting point for the

2018 Route 66 survey project. Any updates and additions are reflected in the 2018 Access database only.

Using Google Maps, Google Streetview, and www.latlong.net, staff located each resource and entered latitude and longitude coordinates into the Access database for each resource. Several resources were not located by this method and needed additional research to pinpoint locations. Historical aerial images from www.historicalaerials.com were utilized to assist in locating these resources for continued existence and were updated with coordinates or noted as no longer extant. The existence of these resources was confirmed one way or the other during fieldwork.

The 2018 survey road alignments were divided into discreet time frames for the four primary historical alignments of Route 66 across Texas, using the dates of 1926-1932, 1932-1956, 1956-1970, and 1970-1985, following pivotal events and major changes in the road alignments and roughly coinciding with the main periods of significance.

- The year 1926 is when Route 66 was officially designated a national highway.
- The year 1932 coincides with when Route 66 was paved in its entirety.
- The year 1956 is when Route 66 underwent a significant rerouting in Amarillo due to expansion of the airport.
- The year 1970 ties into the 2002 survey's cutoff date and relates to when extensive interstate construction was underway for I-40 in Texas.
- The year 1985 is when Route 66 was officially decommissioned by the federal government and the Texas Department of Transportation (see TxDOT Texas Highway Designation Files Search http://www.dot.state.tx.us/tpp/default.aspx).

The four time periods used the following documents to create four separate alignments.

- **1926-1932**: Sanborn Fire Insurance maps (1920s for Amarillo, Shamrock), 1926 Brady Map Company, TIB Automobile Route Book Co. (dated 1917, in 1924 book), 1920s Wiggley's Map
- **1932-1956**: Texas Highway Department General Highway Maps (1936, updated 1940), non-Sanborn Fire Insurance maps (1930s), Sanborn Fire Insurance maps (1939 for Shamrock), historic aerial views from www.historicaerials.com
- **1956-1970**: Texas Highway Department General Highway Maps (1961), non-Sanborn Fire Insurance maps (1950s), USGS quadrangle maps (1950s-60s), Sanborn Fire Insurance maps (1950s for Amarillo, Shamrock), historic aerial views from www.historicaerials.com
- **1970-1985**: Texas Highway Department General Highway Maps (1970-1972), USGS quadrangle maps (1970s-80s), historic aerial views from www.historicaerials.com

Actual dates of changes to highway alignments do not conveniently coincide perfectly with the survey's discreet time frames; however, based on best observations, interpretation, and map availability, four separate alignments were created in an ArcGIS mapping program. The four alignments were supplemented by the 2002 survey maps, the EZ66 Guide for Travelers book by Jerry McClanahan, Jerry McClanahan's Jericho Gap map found in the Devil's Rope Museum in McLean, and various other

historical documents that were available. I-40 largely replaced Route 66 by the late 1970s, but was a little late coming to Groom as the 1983 USGS quadrangle map shows it under construction around Groom, as was similar for the bypass around McLean, which occurred after 1978, but before 1996 (1978 USGS McLean quadrangle map and historical aerials). Through Amarillo and around Conway and Shamrock, maps do not show Route 66 being rerouted to I-40, but kept to its earlier alignment. The Texas Route 66 was decommissioned in 1985 per the Texas Department of Transportation's Highway Designation File for Route 66.

Some segments of the earliest alignment (1926-1932) were difficult to confirm with certainty due to the lack of accurate maps from the period and lack of physical evidence on the ground as seen through historical and current aerial images. Conferring with noted Route 66 expert, Nick Gerlich, and with NPS staff did not resolve these issues completely, and therefore staff made educated estimates of alignments. The alignments in question are the path through Alanreed, just east of Groom coming from Boydston/Jericho, the road into Washburn from the north/east via Conway, and the path coming into Amarillo from the southeast. All the other segments of Route 66 for the four time periods had relatively minor changes in alignment or were documented well enough to establish the alignments to a high degree of certainty.

Documents used for determining **Alanreed** alignment:

- 1933 Fire insurance map (non-Sanborn, from TSLA)
- 1940 Texas Highway Department General Highway Map for Gray County (from TSLA)
- Jerry McClanahan's Jericho Gap map from the Devil's Rope Museum in McLean
- 1962 aerial photo (from www.historicaerials.com)
- 2002 Route 66 Survey map

The uncertainty in Alanreed was Route 66's entry into town from the east.

Option 1: Turning off BB Road going north onto FM 291 to FM 271.

Option 2: Continuing along BB Road before turning north onto Main Street and then turning west on FM 271.

It seems most likely that Route 66 would have come into Alanreed by the second option as the 1933 fire insurance map shows the commercial development along the south part of Main Street down to the railroad and rail depot. This alignment is also a more direct continuation of BB Road.

Documents used for determining the alignment just **east of Groom**:

- 1940 Texas Highway Department General Highway Maps for Carson, Donley and Gray counties (from TSLA)
- Jerry McClanahan's Jericho Gap map from the Devil's Rope Museum in McLean
- 1953 aerial photo (from www.historicaerials.com)

- 1961 Texas Highway Department General Highway Maps for Carson, Donley and Gray counties (from TSLA)
- 2002 Route 66 Survey map

McClanahan's map shows two road possibilities for the earliest alignment: a 1923 Auto Blue Book and an undated dirt road (both probably were unpaved at the time).

Option 1: The 1923 Auto Blue Book Route pre-dates the 1926-1932 period by just a couple of years. This option corresponds to existing roads on the 1940 THD General Highway Map. Unfortunately, the THD map does not name or number most of its roads, so is inconclusive as to which is Route 66. This alignment correlates with today's CR 2 going south from I-40, turning east on A Road, turning south on CR 3/A1 Road, turning east on A1 Road, turning south on CR 4, turning east on B Road and keeps heading east to Jericho Gap. The grain silos located near today's intersection of I-40 and Boydston Road do not show up on historical maps or aerials until 1953 (aerial), so would not have played a factor in this early alignment. This alignment does go past a larger number of buildings (mostly farmsteads, based on historical aerial views) than the second option.

Option 2: The dirt road on McClanahan's map corresponds to today's I-40/BU-40 split heading east along Hudson Road, turning south at the farmstead, crossing today's I-40 down to A Road (there is a faint line in aerial view through the crop circle), and then a perpendicular turn going east across agricultural fields heading straight across to Boydston Road. There is a faint line through the field over to CR 4, but nothing obvious from CR 4 over to Boydston through the field. At Boydston Road, there are concrete foundations of unknown purpose. Looking at the 1953 historical aerial (https://www.historicaerials.com/viewer), there are no visible remnants of a road except what is still visible on today's aerial views for this version. It is possible that the plowing of the agricultural fields over the years has obliterated any signs of a former road.

Option 1 was selected for the 1926-1932 alignment as there were roadways already existing for the time period, as per the 1923 Auto Blue Book Route, as well as having the larger number of buildings along this path.

Documents used for determining the alignment into **Washburn** from the north/east:

- 1920s Wiggley's map (from Mike Ward's files)
- 1940 Texas Highway Department General Highway Maps for Armstrong and Carson counties (from TSLA)
- 1953 aerial photo (from www.historicaerials.com)
- 1957 USGS quadrangle map

The 1920s Wiggley's map shows Route 66 coming to Washburn from Groom, but is not drawn to scale and is not at a large enough scale for detail. The THD map does not name or number most of its roads, so is inconclusive as to what was Route 66.

Option 1: Taking CR 2 from Conway heading west, turn south at the T junction on C Road down to the grain elevators. This route takes a convoluted jog over the railroad tracks at the grain elevators. Historical aerial views show that this road used to go behind buildings (not current elevators) before crossing the railroad tracks. The 1940 THD map shows a dogleg turn here and no elevators. The 1957 USGS map shows the turn over the railroad tracks matching up with today's railroad crossing.

Option 2: Taking CR 2 from Conway heading west, turn south on FM 2373; turn west at the Washburn Cemetery onto Alpha Road until it runs into US 287 and Holhouser Street (a major road through Washburn). It could have turned slightly sooner when it meets the road that led to a farmstead on the north side of the tracks, which lines up with the Duncan Road railroad crossing. Both of these go across an agricultural field today, but the 1953 aerial view shows a faint line that is in line with Alpha Road. Again, it is quite possible that the plowing of the agricultural fields over the years has removed signs of a former road.

Option 2 was selected as it aligns with the road out to the town's cemetery and with Washburn's main crossroad intersection.

Documents used for determining the alignment into **Amarillo** from the south/east:

- 1917 TIB Automobile Route Book Co. (from Mike Ward's files)
- 1927 Sanborn Fire Insurance Maps (dated as 1921 on Sanborn set, but individual sheets dated as 1927, sheets 26, 27, 28, 42)
- 1940 Texas Highway Department General Highway Map for Potter County (from TSLA)
- 1940 Texas Highway Department General Highway Map, Detail for Amarillo (from TSLA)
- 2002 Route 66 Survey map

The 1917 TIB map shows two main routes into Amarillo from the east: one along Fourth Street and the other along Tenth Street coming in from Clarendon. Washburn is along the route between Amarillo and Clarendon. There is some debate on where the early Route 66 alignment into Amarillo went. The THD map does not name or number most of its roads, so is inconclusive to which was Route 66.

Option 1: The 2002 survey speculated that US 287 continued parallel with the railroad from Washburn until it went west along SE Third Avenue before heading south towards downtown on Fillmore Street, and turning west along Sixth Avenue. The 1940 THD map shows a bituminous surfaced road. However, there is a gap on the US 287 line between South Parsley Road and Pullman Road. The 1940 THD map shows the road past the gap as a graded and drained road. As it gets closer to Amarillo, the surface changed to metal surfaced road and bituminous surfaced road before becoming a paved road in Amarillo itself.

Option 2: The 1940 THD map shows that US 287 leaves its parallel path with the railroad close to today's South Parsley Road, very near today's I-40. This road passes the community of Benton and cemetery, heading into Amarillo. This is shown as a paved road. It turned north at Grand Avenue. This option turns west on SE Tenth Avenue before turning north on Fillmore Street to downtown, and then

heading west along Sixth Avenue. Alternatively, it could have continued north on Grand Avenue before turning west on SE Third Ave to Fillmore Street.

Looking at both options on the 1927 Sanborn maps, SE Tenth Avenue has a number of motor courts, filling stations, auto repair shops, tourist courts, restaurants, and other commercial development (Sanborn sheets 28 and 42). SE Third Avenue has scattered residences, transfer and storage facilities, oil depots, welding and carpenter shops, and a few filling stations and auto repair shops (Sanborn sheets 26 and 27). It is much more industrial in nature. None has Route 66 labeled on the sheets. The county fairground, bounded by Grand, SE Tenth, SE Third, and Marrs streets, has its main gateways on SE Tenth Avenue. These gates have plaques that are dated 1924 and 1933, which closely coincide with the dates of the early alignment (1926-1932). There are no main entrances to the fairground along SE Third Avenue.

So, based on the Sanborn maps, fairground gate dates, and 1940 THD Amarillo map, the option along SE Tenth Avenue was selected as the most probable alignment into Amarillo from the south/east.

Fieldwork Survey

During the fieldwork survey phase, THC staff documented road-related historic resources associated with travelers along the four historic alignments of Route 66 based on the source materials listed above that were digitized for the project. The use of these maps enabled the survey team to document the physical evolution of Route 66 over time and underscored the shifting quality of the roadway and its history. The GIS mapping data was uploaded to a laptop so that it could be used in the field without having to rely on internet connections due to possible spotty internet connections in rural Texas. THC staff of Leslie Wolfenden and Alyssa Gerszewski conducted fieldwork the weeks of December 4-8, 2017; April 2-5, 2018; and wrapped up July 12-14, 2018.

Staff took color digital images of all road-related resources and noted any additional road-related resources dating from 1970 to 1985 to include resources that were not previously surveyed. Previously undocumented resources dating to earlier periods were photographed; these were mainly located on private property in Oldham County where permission had been granted to access the parcels on foot. There were a few segments that were not documented as they were located on private property and permission had not been granted to access them. These were located in Oldham County and Donley County and were along the earliest alignment 1926-1932; aerial views were reviewed for any evidence of resources. Resources that were visible from these aerial views were documented in the database with screen-capture shots. Non-road-related resources were not re-documented unless they were in a listed National Register historic district, such as Amarillo's SW Sixth Street, Glenrio, and McLean, or if time allowed for supplemental photography.

Data Entry

After fieldwork was conducted, the digital photos were downloaded and relabeled to match the Access database Resource Identification numbers, and then the primary images were linked to the database. If a resource from the 2002 survey had been demolished or was otherwise no longer extant, the original

2002 black-and-white photo was kept in the database to show what it once looked like. Previously undocumented road-related resources were entered into the database. All resources were updated in the database based on fieldwork observations and corroborating information from historical aerials and maps (that were not available during the 2002 survey), and online County Appraisal District (CAD) parcel information where available.

All the resources, road-related and non-road-related, from the 2002 and 2018 surveys are included in the Inventory and the Survey Forms documents, available in the appendices of this report.

Web Page Information

In keeping with the two previous historic highway projects that the Texas Historical Commission has conducted (Bankhead and Meridian highways), the Route 66 web pages have been divided into two parts. The road-related resources for all Listed, Eligible, and Contributing resources can be found under the "Explore Route 66" link, and all surveyed resources can be viewed through the Google Earth "Other Ways to Explore Route 66" sidebar link. Additional information may be included, such as postcards, historical images, additional photos, as they become available. These webpages and the previous Route 66 reports are can be found at this web link http://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/route-66-texas.

Historical Research and Context

This report is intended as an addendum to the 2002 Route 66 survey as it pertains to road-related resources in Texas. Other historic resources were not surveyed as part of this project. Minimal additional research was done for this project as two comprehensive historic contexts have already been researched and written. This report should be considered as a companion to the *Route 66 Corridor National Historic Context Study* (2004) and the *Statewide Historic Context for Route 66 in Texas* (2005) reports, which establish the historic context within which these road-related resources were evaluated and assessed.

Previously Identified Historic Resources

National Register of Historic Places

The National Register of Historic Places is a federal program administered in Texas by the Texas Historical Commission in coordination with the National Park Service. Listing in the National Register provides national recognition of a property's historical or architectural significance and denotes that it is worthy of preservation. Buildings, sites, objects, structures, and districts are eligible for this designation if they are at least 50 years old and meet established criteria. The designation imposes no restrictions on property owners.

The road-related National Register-listed properties found along Route 66 in Texas are in the table below. If they have been listed since the 2002 survey that is indicated in the far-right column.

Table 1: NATONAL REGISTER PROPERTIES ALONG ROUTE 66 IN TEXAS

NR Property Name	Address	Town, County	NR #	Listed since 2002 Survey
Route 66 Bridge over Chicago, Rock Island & Gulf Railroad	I-40 south frontage rd	Shamrock vicinity, Wheeler	6000925	X
Tower Station	101 E 12th St	Shamrock, Wheeler	97001160	
Route 66, TX 207 to I-40	FM 2161	Conway, Carson	6000924	X
Triangle Motel	7804-8024 E Amarillo Blvd	Amarillo, Potter	10000982	X
Potter County Courthouse & Library	501 S Taylor St	Amarillo, Potter	96000938	
Louis H. Smith, Inc. Firestone Store	1004 S Tyler St	Amarillo, Potter	15000451	X
Ranchotel	2501 SW 6th Ave	Amarillo, Potter	95000411	
Vega Motel	1005 Vega Blvd	Vega, Oldham	6000926	X

The National Register districts found along Route 66 in Texas are in the table below. If the district has been listed since the 2002 survey that is indicated in the far-right column.

Table 2: NATIONAL REGISTER DISTRICTS ALONG ROUTE 66 IN TEXAS

NR District Name	Location	Town, County	NR #	Listed since 2002 Survey
US Route 66 – Sixth Street Historic District	SW 6th Ave between Georgia & Forrest Ave	Amarillo, Potter	94000982	
McLean Commercial Historic District	Downtown area	McLean, Gray	6001153	X
Glenrio Historic District	Loop 504	Glenrio, Deaf Smith	6001258	X

State Markers

The Texas Historical Commission has a historical marker program that includes Recorded Texas Historic Landmarks (RTHL) and Official Texas Historical Markers (OTHM or subject). RTHLs are properties judged to be historically and architecturally significant. These properties are at least 50 years old and are worthy of preservation for their architectural and historical associations. The designation comes with a measure of protection under state law. http://www.thc.texas.gov/preserve/projects-and-programs/recorded-texas-historic-landmarks

OTHMs or subject markers are educational in nature and reveal aspects of local history that are important to a community or region. Subject markers are placed at sites that have a historical association with the topic, but no legal restriction is placed on the use of the property or site.

The state markers found along Route 66 in Texas are in the table below. None were listed after the 2002 survey.

Table 3: STATE MARKERS ALONG ROUTE 66 IN TEXAS

Name	Address	Town, County	Type	Marker #	Year Listed
Greer County	I-40 rest stop	Near OK border, Wheeler	OTHM	2277	1967
Tower Building	105 E 12th St	Shamrock, Wheeler	RTHL	5513	1994
Lela School	Maple St @ 2nd St	Lela, Wheeler	OTHM	12605	2001
Town of Washburn	US 287	Washburn, Armstrong	OTHM	5539	1970
Potter County Courthouse	501 S Taylor St	Amarillo, Potter	RTHL	4096	1996
Route 66 in Amarillo	SW 6th Ave	Amarillo, Potter	OTHM	4365	1996
Amarillo Natatorium “The Nat”	2705 SW 6th Ave	Amarillo, Potter	OTHM	146	1996

Evaluation Criteria

National Register criteria and evaluation parameters were taken from the two Route 66 documents (Texas and National reports), along with *The Development of Highways in Texas* report done in 2014 for the Texas Historical Commission to cover any types of resources that were not covered in the other two documents. See *How to Apply the National Register Criteria for Evaluation*, a National Register bulletin available from the THC or NPS, for more detailed explanations of each criterion and their applicability to various properties.

National Register of Historic Places Evaluation Criteria

To help evaluate historic properties, the National Register separates the general quality of historical significance into four specific criteria. A property may be significant under one or more criteria:

- **Criterion A:** Associated with events that have made a significant contribution to the broad pattern of our history;
- **Criterion B:** Associated with the lives of persons significant in our past;
- **Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction; or represents the work of a master; or possesses high artistic value; or represents a significant and distinguishable entity whose components lack individual distinction;
- **Criterion D:** Has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

Every historic property must be evaluated in relation to the historical context(s) to which it contributed. The NR areas of significance are broad historical themes (i.e., Agriculture, Commerce) used to indicate the general nature of the context(s) associated with the property. For this project, all resources were evaluated under the relationship with Route 66 as road-related resources.

Periods of Significance

A property's period of significance is the time in which it achieved its historical significance. It may be a single year, like the construction date of an architecturally significant property, or an extended period of time, like the period that an important historical figure lived in a particular residence. Again, see *How to Complete the National Register Registration Form* for more detailed discussion on identifying a property's period of significance.

For the purposes of this project of Route 66, the Periods of Significance are:

- 1926-1932
- 1932-1956
- 1956-1970
- 1970-1985

These time periods reflect the four historic alignments and significant points in Route 66's history. So, for example, during the period of significance of 1932-1956, the Route 66 alignment went along SW Sixth Ave in Amarillo, so the surveyed resources in Amarillo need to have been built or in use during that time period, otherwise they do not fall within the period of significance and would not be eligible under Route 66 criteria; however, that is not to say that they would not be eligible under other historic contexts.

Levels of Significance

To be eligible for inclusion in the NRHP, a resource must be significant at a local, state, or national level under at least one of the National Register Criteria for Evaluation (discussed above) and retain sufficient integrity to convey that significance.

- **National:** A historic property is only recognized as nationally significant if the events or persons with which it is associated, its architectural type or style, or its information potential have impacted the history of the nation as a whole. Relatively few historic properties are considered nationally significant, and their nationwide influence must be well-supported.
- **State:** A historic property is recognized as having statewide significance if the events or persons with which it is associated, its architectural type or style, or its information potential have impacted the history of the entire state. Properties recognized as having statewide significance are often the first, the largest, the only, or the best example of their kind in the state.
- **Local:** Locally significant properties are classified as such because their influence is tied primarily to local history. The vast majority of properties with NR designation are listed at the local level of significance, and this should be considered the "default" level of significance unless statewide or national significance can be clearly justified.

Integrity

NPS defines seven aspects of integrity that are crucial to the NRHP eligibility process. Although a property's historic integrity is ultimately evaluated based on cumulative change, criteria established by the National Register of Historic Places separate integrity into seven distinct categories that can be evaluated independently.

- **Location:** The property remains on its original site. If the resource was moved, it may still retain integrity of location if it was moved during its period of significance to a similar setting.
- **Design:** The property's form, plan, structure and style remain largely unaltered.
- **Materials:** The property retains most of its historic materials (i.e., façade treatment, windows, doors, etc.).
- **Workmanship:** The property retains physical evidence of the original craftsperson's work (i.e., metalwork, masonry, etc.).
- **Setting:** The property's surroundings (i.e., site, neighborhood) remain relatively similar to their historic state.
- **Feeling:** The property's character still conveys a sense of its historic period.

- **Association:** The property continues to convey its connections to significant people or events that helped define its history.

Registration Requirements

Route 66 resources that date from the periods of significance remain significant in terms of their ability to recall the needs and demands of the commercial tourist trade along the route. Their plans, designs, and settings reveal the evolution of travel along Route 66 in Texas.

Route 66 resources are eligible for listing in the National Register under **Criterion A** in the areas of Commerce and Transportation, as road-related services associated with Route 66. An eligible property must retain a clear feeling and association with Route 66 and the development of the type along this highway. Eligibility under **Criterion C** requires that the resource retain sufficient integrity of location, design, materials, workmanship, feeling, association, and setting. These must be good or rare examples of a type or style. Many of the historic resources along Route 66 no longer function in their original capacity, though retain their basic form and thus should be considered for eligibility.

Some resources, such as signage, sidewalks, markers, culverts, etc., are seldom able to communicate a direct link to a significant historical theme, individual of the past, architectural style, or method of construction. However, they may be contributing resources to a historic district or historic road corridor. Regardless of integrity, individual landscape or streetscape features do not possess sufficient significance to be eligible for listing in the NRHP under any of the National Register Criteria on an individual basis.

All resources within the survey area were assessed for NRHP eligibility based on the four eligibility criteria described above. The resources conveying significance and retaining sufficient levels of integrity are recommended as eligible for NRHP listing. Resources lacking known significance and/or integrity are recommended as not eligible.

National Register District

A National Register district is an area with a significant concentration of historic properties that are also united by common historical or architectural associations. Survey maps are helpful for identifying concentrated areas of historic resources, but their historical and/or architectural connections to each other must also be considered.

> **Contributing properties** within the boundaries of a NR district are designated as either Contributing or Non-contributing. Contributing properties are those that convey their associations with the common historical themes or physical characteristics that unite the district.
>
> **Non-contributing properties** are those that do not convey their associations, typically because they were either constructed or significantly altered after the period for which the district is significant.

Due to limitations of the Access database, recommended-eligible road segments have been treated as historic districts so that the road segments can have contributing elements linked to them. These road segments have been assigned "Individually Eligible," "Within Potential NR District," and as "Contributing" to that district status, although road segments are not technically historic districts but historic road corridors. The concrete culverts along those recommended-eligible road segments have been assigned as "Not Individually Eligible," "Within Potential NR District" and as "Contributing" to that district/road corridor.

Preservation Priorities

One purpose of a historic resources survey is to help prioritize historic properties within the local community, deciding which resources are the most important to preserve, either because of their rarity or their especially important role in defining the character of local history. Priorities should be treated more as a working, evolving guide than a final ruling on the importance of any property.

- **High:** A high priority resource has demonstrated significance in the community or is a rare example of its type. It has a high degree of historic integrity and would most often qualify individually for NR designation.
- **Medium:** A medium priority resource is also historically significant but is slightly less of a priority, perhaps because it is relatively common or has been altered. Although it may not qualify for individual designation, it would likely be a contributing resource if within the boundaries of a NR district.
- **Low:** A low priority resource either lacks a demonstrated historical significance, has been substantially altered, is too new to be considered a historic resource, or does not fall within the period of significance. It would not qualify for historical designation.

Property Types

This section on Property Types has been taken directly from the 2005 *Route 66 in Texas Historic Context*[1] and the 2014 *The Development of Highways in Texas*[2] report with some editing and paraphrasing. The period of significance was extended up to 1985, the year when Route 66 was decommissioned.

Each historic resource surveyed as part of the *Route 66 in Texas: Updated Historic Resources Survey* project was categorized according to information gathered during fieldwork and the 2002 survey. These categorizations were based on the property's form and function during the Route 66 period of significance (1926-1985). Specific types and subtypes were determined according to precedent set by other states that have already completed Route 66 Historic Resource Surveys (i.e., New Mexico), and generally fall into the following six property types (with subtypes within each major type): Structures (including roads and bridges), Auto-related (gas stations, auto repair shops, auto dealerships), Eating Establishments, Lodging, Objects (traffic signals, markers), and Sites (roadside parks). Resources where specific use could not easily be determined by observation fell into the category of general commercial use. The following pages include a description of these property types, with emphasis on evolution of both form and function. We have also assessed the relevance of each property type to Route 66, and its significance within the general context of the road.

Structures

The most prominent type of structure recorded by this survey was the historic Route 66 roadbed itself. The category of "Structures" also includes bridges, culverts, sidewalks, foundations and building ruins, grade separations, and other resources that appear to be related to the historic context of Route 66.

Roadbed

From its designation in 1926, Route 66 in Texas was continuously altered, upgraded, and rerouted. The growing use of the automobile as a means of transportation for both commerce and leisure increased the demand for improved roads. According to the 1931 AAA Guide, Texas had 194.7 miles of Route 66. The National Park Service's *Special Resource Study, Route 66* indicates that there were at least 185 miles of drivable road in 1994.[3] In 2002, the drivable distance was approximately 178 miles.

There are two subtypes of roadbed extant in Texas: abandoned roadbed and in-use segments of road. Abandoned roadbed – both unpaved and paved – can be seen in several counties across the state. Notable sections of Route 66 include unpaved segments in Gray County, much of the concrete-paved road

[1] Penick, Monica and Gregory Smith. *Historic Resources Survey Route 66 Through Texas Historic Context*. Prepared for the National Park Service and the Texas Historical Commission, Austin, 2005.
[2] Hardy-Heck-Moore, Inc. *The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Names Highways*. Prepared for the Texas Historical Commission and Texas Department of Transportation, Austin, 2014.
[3] National Park Service. Special Resource Study: Route 66. July 1995.

through Wheeler County, and unpaved segments following the rail bed in rural parts of Oldham County. The original route from just west of Amarillo to Vega exists as a barely visible cut in the landscape just to the north of the north access road of I-40. Bridges, culverts, and other associated features remain in places and have been documented.

The majority of Route 66 through Texas, particularly paved alignments, is extant and still in use. Existing road segments include two-lane dirt road, two-lane paved road, two-lane paved road with narrow concrete median (only in Glenrio), and four-lane paved road. The drivable portions of Route 66 primarily exist as frontage roads for I-40, business routes through towns and cities, and rural segments of county or farm-to-market (FM) roads. Small lengths of these roads cross private property and thus are inaccessible to the public (these are in Oldham County and in Gray County between Jericho and Alanreed). Only a few segments of road retain historic integrity – these include the stretches of the south access road through Wheeler County, an unpaved section in Gray County between Alanreed and McLean, a segment of road to the west of Conway (NR listed), and the intact segment of road through Glenrio (contributing to the Glenrio NR district).

Route 66 was re-aligned several times between 1926 and its final decommissioning in 1985 upon the completion of I-40. Major road improvement projects were implemented in the 1930s and 1940s, which included the straightening of curves, bypassing of certain towns, and re-routings through some communities. The most significant changes occurred in Amarillo. Over the lifespan of Route 66, Amarillo hosted three separate alignments. Going east to west, the earliest alignment 1926-1932 followed SE Tenth Ave to downtown to SW Sixth Ave to SW Ninth Ave; the 1932-1956 alignment switched to FM 2575/Triangle Blvd to E Amarillo Blvd to Fillmore Street to SW Sixth Ave to SW Ninth Ave. In the 1950s, the route was diverted from Triangle Blvd and FM 2575 to Business 40 to accommodate the expansion of the airport and also realigned to reduce traffic in downtown by eliminating the Fillmore Street turn to continue straight on Amarillo Blvd on the north and west sides of town.

Route 66 is significant not only as part of the first effort to numerically designate and federalize highways in the United States, but as one of the first major transcontinental transportation routes from Chicago to Los Angeles. Route 66 continued to function as a major transportation route for both trade and leisure travel from 1926 to 1956 when the Federal Interstate Highway Act was passed. In Texas, as in many of the states through which Route 66 passes, the life of the road extended past the mid-1950s well into the 1970s when I-40 subsumed the old route and bypassed many small towns that were dependent on Route 66 to generate commerce.

Although Texas was one of the last states to complete paving of Route 66, the road still served as a significant transportation artery through the Panhandle. It served military, farming, cross-country shipping of goods, Dust Bowl migrants, and finally, it provided a means of automobile-related leisure travel and recreation.

Route 66 was decertified in 1985 and replaced by Interstate 40, but evidence of the earlier road remains. Former portions of Route 66 became the access roads for I-40, or in cases where I-40 did not parallel old Route 66, the roads were turned back to the care of the county road departments. The roadway and its

associated structures are significant in that they offer material evidence of how Route 66 appeared to early motorists. In addition, intact sections of road retain physical marks of the early highway, including demarcation of shoulders (indicating the narrow width of the two-lane roads), and the marking of paving segments (the groves between concrete pours are still visible in many sections that have not been significantly altered).

The extant road segments are significant as reminders of early accomplishments in the field of road construction and engineering during the first decades of the Federal Highway System. Changes in these road sections demonstrate the progression of road building technology and planning, including basic improvements and safety features. Segments of Route 66 are significant under Criterion A in the area of Transportation. They may also be significant under Criterion C in the area of Engineering as representative examples of the typical road-building design standards set forth by the American Association of State Highway Transportation Officials.[4]

Culverts

Culverts are typically small, tubular or four-sided, box-shaped structures that allow water to flow under a roadway. Culverts may have single or multiple spans, which are also called units or cells, and they often feature a floor that lines the channel. Many culverts carry less than 20 feet of a roadway; however, those that are more than 20 feet wide are referred to as bridge-class culverts.

Subtype: Bridge-Class Culverts

A bridge-class culvert is a bridge, over 20 feet in length, which is comprised of multiple box concrete or metal pipe culverts. Like bridges, bridge-class culverts are assigned National Bridge Inventory (NBI) numbers and are subject to the same regulations and inspection schedules as bridges.

Subtype: Culverts

Culverts prior to 1880 were rarely built on rural roads and, when constructed, they consisted of simple, timber, box structures for small crossings. These early culverts were routinely designed too small for the drainage features they crossed and often collapsed due to poor construction and vehicle weight. As the focus towards engineered roads emerged in the late nineteenth and early twentieth centuries, engineers with the Office of Road Inquiry, the federal agency that supported road construction, recommended that construction crews build culverts to accommodate more water flow than they normally handled in order to withstand intensive flood events. One Office of Road Inquiry engineer discouraged the use of small wood culverts, "except on roads that are little travelled…."[5] Instead, the

[4] For precedent, see "Historic and Architectural Resources of Route 66 through Illinois."
[5] C. R. Thomas, "Report on Bond Issues for Road Improvements in Precinct 2, Montague County, Texas," Box No. 46, General Correspondence, 1893-1916, Records of the Bureau of Public Roads, Record Group 30, National Archives and Records Administration, College Park, MD, 7.

engineer recommended using vitrified clay pipe, corrugated metal pipes made of iron (not galvanized steel), or concrete culverts (the shape – box or pipe – are not specified).[6]

Following the establishment of the Texas Highway Department, the agency created standard designs for culverts. These standard designs included single reinforced concrete box culverts, multiple reinforced concrete box culverts, reinforced concrete pipe culverts with headwalls, cast iron pipe culverts, concrete slab culverts with masonry substructures, and stone slab culverts with masonry substructures.[7] The width of the roadway atop these culverts had to be 24 feet wide.

While the Texas Highway Department developed multiple standard designs for culverts, the agency's engineers also designed culverts specifically for certain angled road crossings, which is known as a "skew." In the late 1920s, the Texas Highway Department established its Bridge Division, and culvert design fell under its purview. Soon after the establishment of the Bridge Division, cast iron culverts were supplanted by the less expensive corrugated metal pipe culverts.

Many of the worker-relief program projects during the Great Depression in the 1930s completed by the National Youth Administration (NYA), Civilian Conservation Corps (CCC), and Works Progress Administration (WPA) involved substantial construction of culverts throughout the state, especially culverts with masonry elements. Even though culverts were small structures, the construction of culverts with masonry wing walls, headwalls, piers, and abutments were labor-intensive projects that required the work of skilled and non-skilled laborers. As a result, culverts with masonry features were rarely used after the Great Depression, and the Texas Highway Department implemented a strategy of using more economical culvert designs following World War II. This initiative included widespread construction of reinforced concrete pipe culverts and corrugated metal pipe culverts for small crossings, and the nearly exclusive use of multiple reinforced concrete box culvert structures for larger crossings. By 1964, the Texas Highway Department had a wide-ranging series of standards for single and multiple reinforced concrete box culvert structures, concrete culvert headwalls, and concrete-stabilized headwalls for metal and concrete pipe culverts.[8]

Bridges

Per *The Development of Highways in Texas* report, vehicular travel is heavily dependent upon the motorist's ability to cross obstacles, such as creeks, rivers, and canyons; and bridges are an important component of the roadway. From rudimentary timber bridges to large-scale, engineered, multi-span bridges, the structures in this subtype category evolved quickly to accommodate the growing popularity of automobile travel during the very late nineteenth and early twentieth centuries. The primary means of understanding bridge evolution and design typically relies on the fundamental structural components of a bridge. This system considers the superstructure, which includes the deck and the members that carry

[6] Ibid., 7-8.
[7] Texas Department of Transportation, *Historic Road Infrastructure*.
[8] Ibid.

the deck, and the substructure members, which are generally located beneath the deck and include piers, bents, and abutments.

In general, the type of superstructure defines the bridge type or classification that are not necessarily distinctive to particular materials. In fact, bridge types and forms utilize multiple types of materials. Wood and stone were the earliest building materials used on Texas bridges; however, brick was used in the nineteenth century. Different types of metals were also used on Texas road bridges, beginning with cast iron, which was used from the 1850s to the 1870s. By the 1870s, wrought iron was introduced in Texas. Wrought iron remained popular until the turn of the twentieth century when steel became the preferred bridge building material, especially on roadways carrying heavier loads and larger traffic volumes. Concrete also was used in bridges constructed in the early twentieth century, and often incorporated steel reinforcing bars (also known as rebar) to provide added strength and durability. This type of bridge construction was most common until the 1950s when prestressed concrete (concrete reinforced with steel wires) eclipsed reinforced concrete as a popular material used in bridge design and construction.

During the late nineteenth and early twentieth centuries, railings were generally found on bridges and included simple wood railings on timber bridges, plain thin steel members (called "angles") on most truss bridges, and ornate railings on some truss bridges. After the establishment of the Texas Highway Department, the agency created several standard design railings, which included plain steel pipe railings, concrete balusters with urn-shaped designs, and reinforced concrete railings with two horizontal members connected to large concrete posts.[9] Additionally, some concrete bridges had solid parapet railings incorporated into their design.

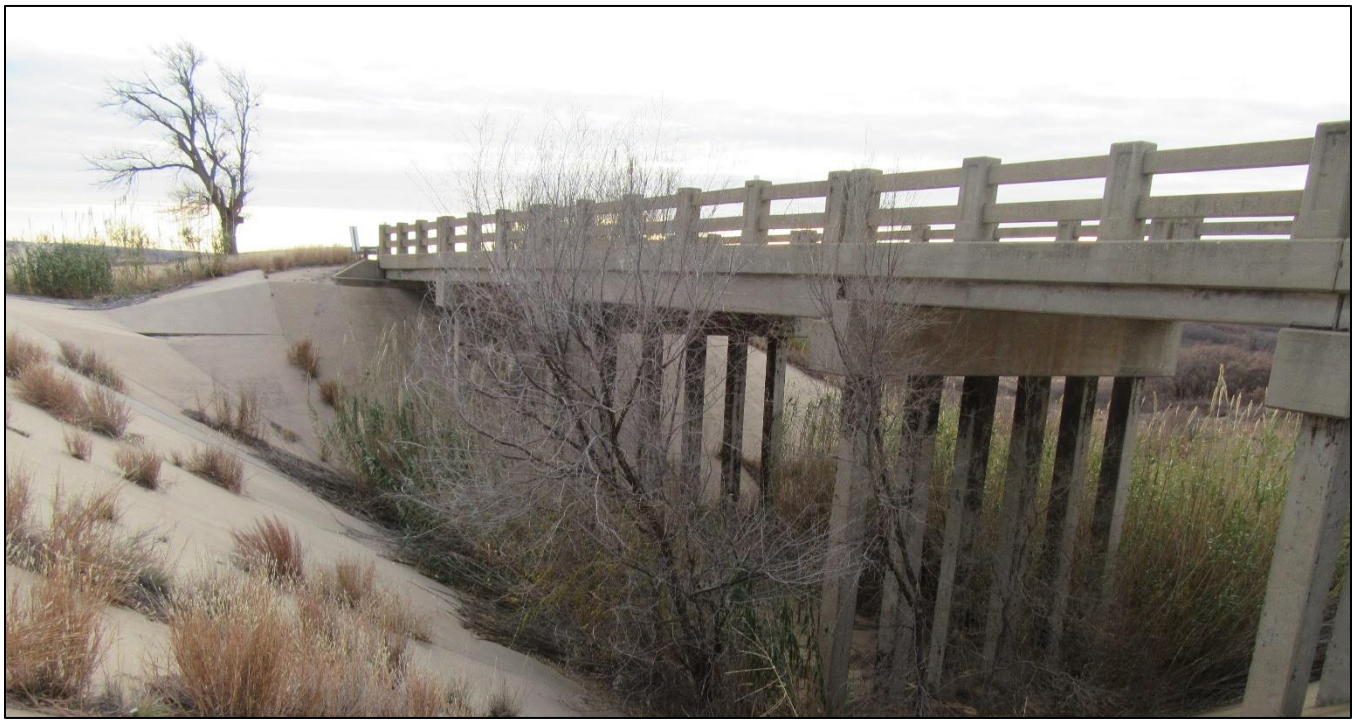
Subtype: Automobile Bridges

Texas retains only one historic automobile bridge that serviced Route 66, which is listed in the National Register. Located 8.2 miles east of Shamrock in Wheeler County, this bridge was originally built for SH 75, which later became US 66, and was bypassed by a new concrete structure in 1950. It now serves local traffic on the I-40 south-side access road. Designed by M. L. Grady of the State Highway Department Bridge Division and built in 1932 by E. T. Prater, this five-span 126-foot-long bridge features a span of steel I-beams encased in concrete. The remaining spans are reinforced concrete girder units resting on reinforced concrete pile bents. The rail is standard Type D, concrete post and double beam design. This superstructure carries a 24-foot-wide concrete roadway over the abandoned railroad bed of the former Chicago, Rock Island & Gulf Railway.

According to the TxDOT survey, this bridge is significant for its type and railing. It is one of only a few known examples of a concrete encased steel I-beam configuration, and the Type D railing is noteworthy. The bridge has retained its design, materials, workmanship and location, and sufficient degree of setting, feeling and association to individually meet Criterion C in the area of Engineering and the State level of

[9] Ibid.

significance. This property was listed in 2007 in the National Register of Historic Places as an individual resource, separate from the associated roadbed.[10]



A small number of concrete bridges are located along the abandoned roadbed between Amarillo and Adrian and in the vicinity of Jericho Gap. These sit in the approximate location of old Route 66 (1926-1932) and they appear to have functioned as automobile bridges. The historic roadbed has been removed, if it was ever paved, leaving these bridge remnants behind.

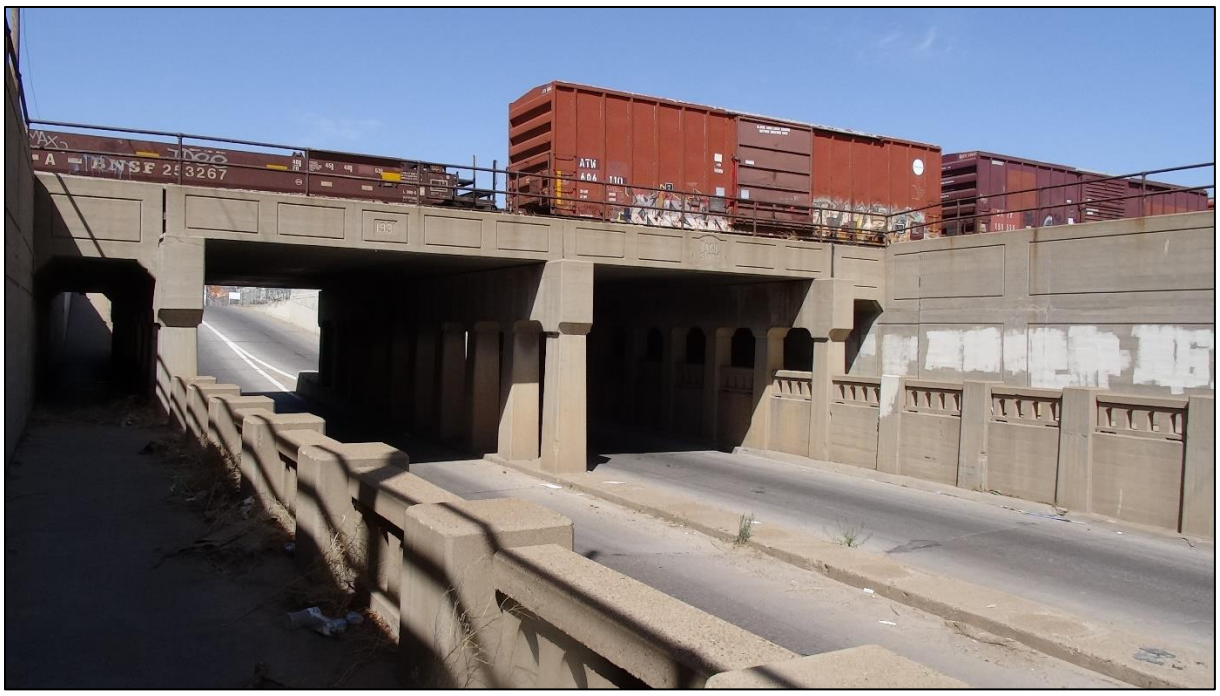
[10] See National Register nomination for Route 66 Bridge over the Chicago, Rock Island and Gulf Railroad, 2007.

Subtype: Grade Separations

According to *The Development of Highways in Texas* report, grade-separated structures are bridges that carry vehicular traffic over or under an intersecting roadway or railroad. These grade-separation structures are also known as "underpasses" or "overpasses." TxDOT's Bridge Inspection Manual notes that when a grade-separation structure carries one roadway over another, the structure is defined as an underpass or overpass based on the hierarchy of the two routes; with interstates (highest on the hierarchy), U.S. highways, state highways, state loops or spurs, farm-to-market roads, county roads, and business routes (lowest).[11] The first types of grade-separated structures constructed on Texas roads were built to eliminate at-grade intersections of railroads and roadways as early as ca. 1910. However, many more grade-separated structures were constructed in the 1920s and 1930s. Grade-separation structures could carry either the vehicular traffic or railroad tracks; however, those extending over railroad tracks needed a minimum clearance of at least 20 feet to allow for safe passage of all rail traffic. To accommodate railroads, the bridge approaches were built up with fill material, which created a vertical curve (commonly called a "hump") in the road. Grade-separation structures that carried railroads over highways were somewhat different structures from bridges that carried vehicles, primarily due to the heavy load requirements to carry railroad cars. Bridges that carried railroads over roadways were often constructed of closely spaced concrete girders, steel I-beams, or steel plate girders located under the deck. Another variation included steel plate girders on either side of the tracks extending above the level of the deck.

Construction of grade-separated structures to remediate dangerous at-grade railroad crossings in cities and towns became a primary focus of Depression-era construction programs, such as the 1933 National Industrial Recovery Act (NIRA), and many such improvements were targeted for crossings along highways, which carried such a high percentage of the state's vehicular traffic. In the late 1940s, the first controlled-access freeways (also known as expressways) were constructed, which included the first grade-separated structures that eliminated at-grade roadway intersections. These structures had to accommodate at least 14 feet in vertical clearance over the crossing road.[12] The earliest grade-separated structures on freeways provided safe travel of through-traffic at cross streets in urban centers. These early freeway bridges, particularly in cities, were aesthetically pleasing structures, such as reinforced concrete rigid frame, variable depth reinforced concrete slab, and variable depth reinforced concrete girder bridges.

[11] Texas Department of Transportation, *Bridge Inspection Manual* (December 2012): 8-4.
[12] Texas Department of Transportation, *Historic Road Infrastructure*.



With the construction of the interstate system and further refinement of freeway design, grade-separation structures were commonly reinforced concrete girders, steel I-beams, steel girders, and (after the early 1960s) prestressed concrete girders. In 1960, the vertical clearance requirement over roadways was increased to 16 feet.[13]

Sidewalks

The proliferation of automobiles in the early twentieth century posed an increasing concern for the safety of pedestrians walking along roadways. Sidewalks became an important element of pedestrian safety with the automobile's increasing popularity. Another feature common to historic sidewalks is the presence of a date stamp. Although most stamps contain the contractor name, the name of the city in which the business was registered, and the year the stamp was set, stamps sometimes include phone numbers and full business addresses.[14] These stamps often come in a variety of designs, and everything from simplistic, hand-written stamps to union labeling and elaborate artistic designs can be found. Many sidewalks also feature retaining walls that create a clear pedestrian zone and helped to combat erosion in areas with uneven terrains.

In the late nineteenth and early twentieth centuries, wood was a common material used to construct sidewalks, but soon was replaced with more durable materials, such as concrete, brick, asphalt, and stone. By 1928, sidewalks began to appear on bridges located in or near communities.[15] During the Great Depression, sidewalk construction was undertaken by the WPA.

[13] Ibid.
[14] Docspopuli, "Sidewalk Stamps," http://www.docspopuli.org/articles/Stamps/Presentation.html (accessed June 11, 2013).
[15] Texas Department of Transportation, *Historic Road Infrastructure*.

Buildings

Auto-related Resources

Gas Stations, Filling Stations, Service Stations

The availability of fuel, motor oil, tires, and other products and maintenance services were important to the automobile traveler along Route 66. Throughout Texas, the number of gas and service stations grew with the highway system and the increase of automobile traffic. Both the form and the function of the gas station evolved as automobile travel increased and as motorists demanded more of the roadside facilities.

The first gasoline stations (in various forms) appeared in United States between 1907 and 1913.[16] Because oil companies considered gasoline as secondary to oil, kerosene, and petroleum-based lubricants, gas was initially sold in tin cans at grocery and hardware stores, and poured by hand into automobile gas tanks. Beginning around 1907, companies began to open "stores" out of which to sell gasoline (the first was likely Standard Oil of California's store in Seattle).[17] This earliest form of the gas station was little more than a hose stretched from a large storage tank adjacent to the refinery. Two years later, the American Gasoline Company of St. Louis (a Shell subsidiary) built the first retail location separate from the bulk plant facility. Most of the early gas stations were improvised adaptations of other building forms (usually sheds) and, with the exception of added gas pumps, did not specifically relate to the function of gasoline sales. By 1909, considerable emphasis was placed on gas station innovation, as evidenced by annual national design contests sponsored by the newly-established *National Petroleum News*.[18] In 1910, the Central Oil Company in Flint, Michigan, constructed the first building designed specifically for gasoline distribution, taking the form of a canopy supported by poles. Three years later, Gulf Oil became the first oil company to commission an architect to design a gas station.[19] In order to remain competitive in the growing gasoline market, Standard Oil launched the first prefabricated prototype of "look-alike" stations in 1914.[20] These standardized stations (built for between $500 to $1,500) resembled small houses with exaggerated canopies, each identically painted and identified by standardized signage. By 1920, the United States had approximately 15,000 gas stations, most of these dealer-owned (meaning the station owner contracted for the products of one or more oil companies). As oil companies sought control of growing gasoline profits, company owned-and-operated stations increased in number. These were carefully designed and standardized, meant to be readily identifiable and to boost the company image and brand loyalty.

Companies began to develop regional and national "brands," made readily identifiable by trademarks or logos, such as the Socony/Mobil flying red Pegasus, the Royal Dutch Petroleum/Shell scalloped shell,

[16] The following historical survey of the development of the gas station is based upon John Jakle and Keith Sculle's study, *The Gas Station in America.*
[17] Jakle. *Gas Station in America*, 131.
[18] Ibid., 134; 161.
[19] Ibid., 132.
[20] Ibid., 131-132.

or Gulf's orange disc. Logos were first attached only to station buildings, but from 1915 onward, gas stations were marked additionally by sign postings – logos lifted high on columns or posts. These became integral parts of gas stations, and oil companies measured visual impact of their signs and took into account legibility, impact, simplicity, distinction, and adaptability.[21] Companies simultaneously began to develop standard color schemes to accompany their logos and signs; for example, Standard Oil and its descendants employed red, white and blue; Texaco used red, white and green; and Phillips 66 stations were painted orange and brown, though later shifted to red, white, and gray. Although novelty gas stations (filling stations in the form of windmills, pyramids, castles, etc.) and regional thematic designs (pueblo style or mission themes in the southwest as early as 1917) were popular in the 1920s and 1930s, the larger oil companies began to employ distinct building designs or motifs that would easily set them apart from their competition. In Texas, the early Phillips 66 station and the Toot-N-Totum remain distinctive. These designs were meant to present a distinct profile to motorists passing, sometimes at high speeds. Trademarks, color schemes, and building design became icons that signaled a clear identity for a company and its products; this identity helped to establish a regional, if not national market, and carried with it a guarantee of quality.

The evolution of the gas station as a unique building type has been laid out by John Jakle and Keith Sculle in *The Gas Station in America*. Using illustrations that appeared in *National Petroleum News* (from 1910-1990), Jakle and Sculle provide a chronology of the development of gas stations across the United States. All of these types were represented along Route 66, and several of these types remain extant in Texas.

The gas station resource type has varied a great deal throughout the Route 66 period of significance. It encompasses early filling stations, gas stations, and gas stations that are combined with service bays, cafés, convenience stores, retail establishments, and truck stops. Along Route 66 in Texas, the gas station in all its incarnations constituted the largest category of historic properties, aside from the general commercial buildings found in commercial districts of the towns surveyed. The earlier forms of gas stations, such as the house or house with canopy, are relatively rare in this state. Most of these stations are of the "oblong box" type and include service bays – and a great many of these date from the postwar era. The gas stations that remain along Route 66, whether still functioning as stations, as other businesses, or abandoned, are reminders of the most common automobile-related property type along the route. These stations reflect an era that required frequent distribution of gas and frequent stops for car maintenance – needs that have disappeared with the reliability and fuel efficiency of later twentieth century automobiles.

These stations are significant for their type and plan, style, materials, and location (i.e. directly related to the roadside, within residential neighborhoods, on corner lots in commercial districts). Gas stations with a sufficient degree of integrity are eligible for listing in the National Register of Historic Places under Criterion A in the areas of Transportation and Commerce. They may also meet Criterion C if they are a good or rare example of a type, style or method of construction. A number of the Route 66 gas stations may not yet meet the 50-year-old criteria, but may be considered for listing if they can meet

[21] Ibid., 42-43.

Criterion Consideration G for properties less than fifty years of age as the period of significance for Route 66 goes up 1985, and are an especially significant example of its type with a high level of integrity.

Eligibility under Criterion A requires that a gas station show clear association with and convey the feeling of commercial traffic and automobile travel along Route 66 in Texas. Eligibility under Criterion C requires that the property be a good or rare example of an architectural type, style or method of construction. Stations that are no longer used as a gas station could be considered eligible for listing if they still reflect their historic function. Those that have additions, such as a service bay, can be determined eligible if the original structure is discernibly intact and the property otherwise exhibits a high degree of integrity. If the additions were made during the period of significance, the additions do not affect adversely eligibility.

Subtype: One-part or Two-part Commercial Block

One-part and two-part commercial block gas stations are generally found on corner lots and have open bays on two sides so that traffic can enter from multiple streets. When constructed, the gas corporation sometimes purchased existing buildings and modified them accordingly. In other cases, they were built specifically for use as gas stations or housed tire or auto supply businesses that also sold gasoline. Regardless of their original function, these gas stations are more compatible in design, scale, placement, and setting with other commercial forms in downtown areas.

Subtype: Curbside Station (1915 to ca. 1923)

The earliest gas stations were little more than curbside pumps. Termed "filling stations" in about 1915, these stations consisted of pumps and underground storage tanks installed along the street in front of grocery and hardware stores. These stations offered only one service: the filling of the automobile gas tank by a service attendant. The curbside station was an important innovation as automobiles could be filled more efficiently (mechanically rather than by hand), and centralized distribution reduced the threat of fire. After 1920, local fire safety ordinances forced many curbside stations to close in many of the larger cities, though the curbside station persisted in rural areas in conjunction with general stores and other roadside businesses.[22]

Subtype: Shed (1909-1940)

Small sheds provided the first off-street, drive-in gas station. The "shed" type came in a variety of shapes and sizes, and were clad with a wide variety of materials. The shed was not a form that was unique to gas stations, and were similar to commercial storage buildings found in lumber yards, coal yards, and petroleum tank yards. These stations usually benefited from the addition of a dirt or gravel driveway.[23]

[22] Ibid., 135-136.
[23] Ibid., 137.

Subtype: House and House with Canopy (1920-1940)

While curbside and shed stations were typically built in or near business districts, the increase in automobile ownership and travel led to a demand for gas stations in residential areas. After 1920, oil companies began to build these neighborhood "service stations," often on "best" residential streets. Companies often procured large corner lots capable of accommodating driveways, and that were accessible to motorists from two streets. In an effort to integrate stations into the residential fabric of the neighborhood (so as to reduce opposition to their real estate practices and to quell any resistance to the dirty, temporary sheds formerly used as gas stations), the neighborhood service station was designed to resemble a small house. Although many companies hired architects to design standardized, prefabricated stations, many designs addressed regional and national stylistic trends (such as the revival of Colonial, Spanish Colonial, and Classical styles). Typical plans included a small office, storage rooms, and public restrooms. Interestingly, the entrance to the men's restroom was usually inside the station house as a convenience to employees and customers, and the entrance to women's restroom was usually discreetly hidden behind or alongside the building. Furnishings often included a hand-cranked oil dispenser, desk, chairs, and stove. Stations often had a soft drink cooler and racks for cigarettes or candy.

As oil companies became increasing concerned with the "image" of the gas station, gas pump design received more and more attention. Gas pump manufacturers (over 200 companies in 1925) began to provide space on the pump for corporate logos. The "visible" pump was developed and marketed as a quality assurance and honest measuring: the glass cylinder at the top of the pump allowed the customer to view the quality of fuel (grades of gasoline were distinguishable by color) and quantity of fuel before it was released into the automobile's gas tank.

The addition of the canopy to the small house produced another type of gas station. Developed by Standard Oil of Ohio in 1916 as a prefabricated prototype, the typical house with canopy was fifteen feet square with an outstretched canopy, supported in front by a single post, covering about the same area. In some cases, canopies were added to existing stations.

Subtype: House with Service Bays (1925-1940)

By the mid-1920s, the services provided at a gas station had grown to include automobile maintenance and cleaning. By 1925, most gas stations were equipped with adjacent service bays for grease pits (open trenches in which the mechanic could stand to work on the car above him) and car-washing floors. After 1925, rotary lifts operated by air compressors gradually replaced the grease pit as a means to elevate the car above the mechanic. The addition of one or more covered bays to an existing station or the construction of a new station with two or more bays covering the washing and lubricating floors became increasingly common. Before 1935, building additions generally adhered to the architectural type or style of the original structure. After 1935, additions were simplified and took the form of flat-roofed boxes. The larger gas stations with three or more bays were often called "super

service stations," and advertised "one stop" automotive service for washing, lubricating, engine brake, and muffler repair.[24]

Subtype: Oblong Box (1930-1960)

The Depression of the 1930s necessitated a great deal of change in gas station function and design. As gas sales dwindled, station owners began to sell a greater number of products, such as tires, batteries, and accessories. Stations also began to emphasize their ability to service automobiles. The addition of new products and services often required a larger amount of space than the earlier station types. As service bays and retail spaces were enlarged, the whole was integrated into what Jakle and Sculle have termed the "oblong box." These stations no longer featured hip or gable roofs or historically-inspired architectural details, but – perhaps in line with the growing interest in Modern architecture and the International Style – the gas station became a flat-roofed rectangular box with little ornament and large expanses of plate glass. These boxes were clad with a number of different materials, including stucco or brick painted according to company's signage and color scheme, terra cotta, and in the 1940s and 1950s, white porcelain enamel with colored, horizontal stripes along the cornice line that could distinguish the brand of gasoline sold at the otherwise uniformly designed station.

Several leading American industrial designers, such as Walter Dorwin Teague and Raymond Loewy, were "challenged with raising gasoline station architecture to a higher plane."[25] Teague was hired by Texaco in 1934, and created a "new look" for the company: white streamlined boxes that were "thought to give the impression of speed, modernity and progress."[26] Norman Bel Geddes created a new prototype for Socony-Vacuum that was influenced by the International Style, of which none were built. Through the applications of industrial design and attention to developments in high style architecture, a new standard functional format for the gas station was developed.

Most companies modified the oblong box to facilitate customer recognition. In some instances, the roof might be higher or lower than the adjacent bays, or the office would be curved to contain the front door, or the office façade might be extended forward (as with Texaco in the late 1940s) or recessed relative to the bays (as with Sinclair in the early 940s). Some companies retained the canopy as a form of trademark, such as Standard Oil of California, and some adopted characteristic towers or pylons, such as Shell. Texaco notably used both, but placed canopies only on its stations in the southwestern region of the United States to function as sunshades in the warmer climates.

Before 1950, most oblong boxes were prefabricated. Steel I-beam frames were bolted together on site and clad with porcelain enamel and plate glass.[27] After 1950, cinder block and concrete block construction replaced prefabricated steel, and by 1960, acrylic-vinyl and translucent Plexiglas (including sheets backed by fluorescent tubes for night lighting) became popular replacement for

[24] Ibid., 143-144.
[25] Ibid., 146.
[26] Ibid., 146. About 10,000 of these stations were ultimately constructed.
[27] Ibid., 149.

porcelain. After 1960, plastic was used to simulate other building materials, such as wood, stone, and brick. By 1960, the porcelain and plastic oblongs met with disfavor from planning and zoning commissions and suffered criticism from the public – many companies began to explore design modifications to blend the stations into new suburban landscapes. For example, Shell introduced the "ranch style" in 1960. Older oblongs could be easily adapted into the new style by replacing enamel walls, adding a flat front gable roof and extend eaves on one end to form a porch. These new stations were called "blend-ins."[28]

Unlike the station of the 1920s designed to fit into their surroundings, the stations of the 1930s were designed for maximum visibility. These shiny, vividly colorful, well-lit oblong boxes contrasted sharply with typical residential and commercial buildings. These new stations benefited from easy maintenance, and large expanses of glass facilitated selling.

Subtype: Small box (1950-1960s)

After World War II and into the 1960s, corporate gas stations continued to dominate, and expanded to include other functions, such as restaurants, truck stops, and convenience stores. There was, however, a return to the smaller gas station owned by small regional distributing companies. This corresponds with what Jakle and Sculle call the rise of the new "independents." Most of these stations took a small box form, and because their functions were limited to selling gas, motor oil, and various small sundries, these required only a small office, small storage rooms, and restrooms. These were mostly prefabricated steel with glass and enamel-plated cladding.

Subtype: Small box with canopy (after 1960-1970)

Although canopies disappeared in the Northeast and Midwest, they thrived on the Pacific Coast, in Southwest and Southeast, primarily because of climate. After 1960, the large canopies were adopted widely by independents, but used as an advertising mechanism. Canopies carried large signs and engendered senses of presence and place that small box stations alone could not achieve. The "butterfly" canopy was attached to the station building and swept upward and out over the driveway with its pumps. The "standard" flat-roofed variety was self-supporting and spanned the pump islands and a portion of the driveway. Most canopies tended to measure around 30 feet by 40 feet, equal to covering two driveways and a single pump island.

Subtype: Canopy with booth (1970s)

By 1970, many new stations appeared that were little more than canopies. Station offices were reduced to small booths located on one of the pump islands. Booths contained an attendant, cash register, and little else. Restrooms and vending machines were housed in separate shed-like building located at one edge of driveway. Canopies and booths were prefabricated. These stations in many ways were a return

[28] Ibid., 152.

to the "filling station" idea and were "a direct result of OPEC's higher gasoline prices and resultant gas shortage."[29]

Auto Dealerships and Used Car Lots

Auto dealerships are another distinct building type closely linked to the automobile and the development of the highway system. One of the most distinguishing traits of this form is the large amount of interior space needed to house the multiple functions associated with auto sales. The buildings typically include a large open showroom, service department, and offices.[30] The showroom with large display windows dominated the front façade, and all other departments were located at the rear of the building. These buildings were typically located on corner lots and vehicle entrances were often placed on secondary façades. Ornamentation varied greatly, yet an intent to be perceived as an important asset led to highly decorated exteriors.[31]

Tastes conformed to prevailing trends in commercial architectural design at the time. Auto dealerships from this time period typically showed the influence of the architectural styles that were popular at the time, like Colonial Revival or Spanish Colonial Revival.

Modernization in the form of streamlining became popular in the 1930s, and new construction often exhibited "porcelain-enamel metal or structural glass façades and translucent walls of glass block."[32] The end of World War II introduced further changes to the auto dealership building type. Previously concentrated in congested urban settings, dealerships began a trend of relocating to more spacious parcels in rapidly developing suburban areas, which offered cheaper land and ample room for expansive one-story buildings and paved surface lots to maintain higher inventories. Sites were selected more meticulously than before. For example, "the far side of an intersection on the homeward-bound side of a major commuter highway" was advertised as the best location for a dealership.[33]

The exterior look of the building also changed. Instead of a highly stylized building that portrayed good stature and integrity, the façade of the postwar dealership consisted of a large window through which a new car could quickly and easily be seen by a passing motorist. The service wing of the building also gained in importance during this time. Previously confined to the back, it often encompassed the largest amount of square footage within the building. Finally, used cars were moved to a lot adjacent to the showroom, which often included a large canopy that connected to the showroom and extended across the lot. Architectural styles also evolved through the years. At the end of World War II, dealerships still heavily displayed Moderne influences, with rounded corners and oval windows. By the late 1940s, "plain surfaces, flat roofs, visual fronts, and ribbon windows" common to the Modern style became

[29] Ibid., 154.
[30] William Kostura, *Van Ness Auto Row Support Structures: A Survey of Automobile-related Buildings along the Van Ness Avenue Corridor* (San Francisco: Department of City Planning, 2010) 26.
[31] Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. Boston: Bulfinch Press. 79.
[32] Ibid., 87.
[33] Ibid., 89.

popular.[34] This was followed by "soaring roofs, canted fronts, and other utterances of the Exaggerated Modern" in the 1950s and "shingled mansards of the Environmental Look" in the 1960s.[35]

Used car lots on the other hand are almost the opposite of auto dealerships. They tend to have a large open parking lot with a small, often nondescript building that serves as a sales office, usually in the middle or rear of the lot. The lots may have a canopy or two to provide shelter for the cars for protection from the weather. They generally have a large sign out front to attract the passing motorist and may incorporate outdoor lighting to allow for evening and nighttime sales.

Auto Repair Shops

With the rise of the automobile came the need to have facilities that could be used for auto repair. The introduction and subsequent widespread use of standard interchangeable parts by automotive companies made it possible for both independent companies and dealerships to offer repair services. Buildings housing these services differed greatly, depending on the location. Independent mechanics were sometimes located in modest facilities, usually a wood-frame or metal garage. Within a commercial downtown, this building type typically features a wide, simplified storefront. Other typical features of the building type include load-bearing masonry construction with a rectangular footprint; an entrance that consists of a single- or double-door; a canopy across the front; fixed transoms above the glazing; a parapet; and stylistic detailing of the architectural trends popular at the time of its construction.[36] In addition, auto repair shops featured multiple vehicle entrances on the primary façade.[37] In suburban and rural settings, auto repair shops often take on much more utilitarian forms, using concrete block or corrugated metal construction, and including doors and windows only as necessary for the operation of the building. This is yet another very common building form that is seen along historic alignments of Texas highways.

Auto Parts Stores

Another distinctive Commercial Building type that evolved in response to the growing popularity of automobiles was the auto parts store. Traditionally located along highways extending through commercial areas, this building type usually can be categorized as either a one-part or two-part commercial block building, according to the typology of noted architectural historian Richard Longstreth.[38] A one-part commercial block building presents a front façade with a single composition. The storefront typically has a three-part configuration with a central doorway flanked by large display windows. Other common features of buildings in this category include a canopy across the front; transoms located above the storefront; a parapet; and the use of architectural embellishment, especially around the roofline.[39] Most two-story auto parts stores are examples of the two-part commercial block

[34] Ibid., 90.
[35] Ibid.
[36] Ibid., 3-30.
[37] Kostura, 49.
[38] Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture*. Washington, DC: The Preservation Press, 1987, 54.
[39] Hardy-Heck-Moore, Inc., *Guidelines for Assessing the NRHP Eligibility of Commercial Historic Districts in Crossroads*

building, which has two distinct zones on front façade. Retail activities typically were confined to the ground floor, and the upper floor was reserved for private functions, often living quarters. The ground floor typically presents a configuration similar to the storefront of a one-part commercial block building. It features large display windows and a prominent entrance. In contrast, the upper floor consists of sash window openings that do not necessarily match the rhythm and fenestration of the storefront. Architectural embellishment is typically found in the second story, especially in the parapet, cornice, and/or upper-level window treatments.[40] Sometimes the parapet featured details with automobile-related symbolism, such as wheels. Other features that may be present on the ground floor of a two-part commercial block building include cast-iron pilasters, columns, or door thresholds. The second-story windows often have hoodmolds and/or lintels and sills; round, segmental, or flat-arched openings; and pressed metal detailing in the cornice or parapet.[41]

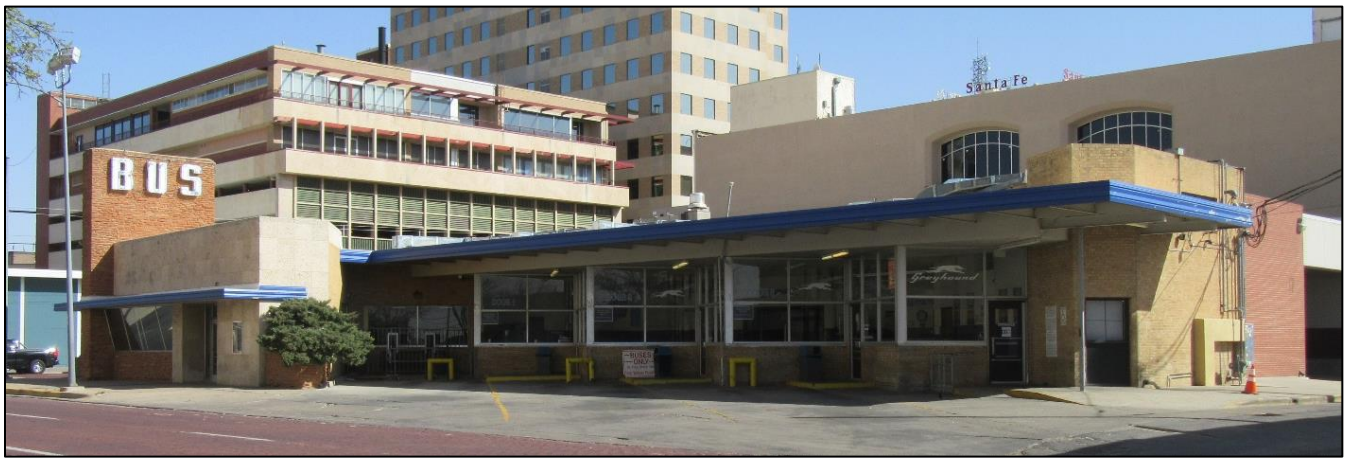
Applied stylistic ornament during the early years of highway building in Texas incorporated elements from popular architectural movements in commercial design at time. The most common was the Classical Revival Style, but some buildings in more urban areas like Dallas and Fort Worth featured embellishments indicative of the Spanish Colonial Revival Style. During the late 1920s, the use of abstract, geometric, and vertical motifs reflective of the Art Deco style became popular.[42] An emphasis on the horizontal elements led to a look of sleek design. This tradition remained popular until World War II, when architects and contractors favored buildings with a more restrained appearance. Post-World War II auto parts stores are typically located in the outer areas surrounding downtowns and in the suburbs. Many of the later stores are stand-alone buildings, often set-back from the street. These stores also tended to have large signs located near the street.

Bus Stations

Bus service as a form of mass transit rose with the improvement of roads across the country. Like automobiles, buses were able to travel to places not reached by trains. Early on, pick-up and drop-off locations were found at local businesses.[43] When individual bus companies began to construct their own stations, they typically located them in the downtown commercial district, near the main downtown thoroughfare. The location was purposefully chosen outside the busiest part of town to relieve traffic congestion for both the riders and the drivers. Usually constructed in masonry, the buildings tended to be either one or two stories. Façades were commonly covered with stone, concrete, and terra cotta, and incorporated the use of glass block, structural glass, and enameled porcelain.[44] An important feature of bus station design was an exterior area large enough to drop off and pick up passengers. Growing competition between various bus companies led to a trend toward greater standard building design in the 1940s. Greyhound, for example, used streamlined modernism with terminals that featured "curved façades with striated metal awnings over the main entrance and large vertical pylons bearing the

Communities, 3-4.
[40] Ibid., 3-9.
[41] Ibid.
[42] Longstreth, 62.
[43] Elizabeth Rosin and Martha H. Bowers, *Historic Context for Evaluation of Commercial Roadside Architecture* (Delaware: Delaware Department of Transportation, 1992), 10.
[44] Ibid., 22.

company name and logo, flanked by columns of glass blocks. A curved waiting room at the rear of the building provided passenger access to the radial, sawtooth bus platforms."[45] In contrast, the bus company Trailways designed their stations to look more angular with "large glass windows at the entrance and stylized lettering on the façade."[46]



Lodging

Properties categorized as Lodging include any type of building that was rented out to the traveling public as a temporary place to stay. In a few instances, private residences have been documented as part of the *Route 66 in Texas: Updated Historic Resource Survey* when it is apparent that these were linked to Route 66. The following descriptions of lodging facilities include campgrounds, tourist courts, motels, and hotels.

Warren Belasco argues that private use of the automobile was primarily recreational before World War II.[47] Before 1910, fewer than 500,000 people owned automobiles; by 1920, over eight million passenger cars were registered in the United States.[48] With this marked increase in car ownership came a similar increase in automobile travel, which also meant that motorists going long distances had to spend many nights on the road. In his seminal study of the development of roadside lodging, Belasco traces the evolution from auto camp (an "inexpensive, individualistic sport with antimodernist implications") to motor inn, a process that took – in Belasco's estimation – only thirty-five years.

Hotels

While traditional hotels dominated the lodging industry in the early 1900s, few were convenient or affordable for the automobile traveler. Hotels were for the most part located in congested downtown areas or near rail stops. These hotels were often governed by strict customs and rules of propriety that road-weary automobilists could not uphold. Furthermore, many downtown hotels could not offer

[45] Ibid.
[46] Ibid.
[47] Belasco, Warren James. *Americans on the Road: From Autocamp to Motel, 1910-1945*. Cambridge MA and London: MIT Press, 1979, 8.
[48] Ibid., 7.

sufficient parking for patrons' automobiles. Resort hotels, on the other hand, were available to early automobile tourists, though originally intended for rail passengers. These hotels traditionally catered to the well-to-do, and often to women whose husbands worked year-round in the city while women and children would spend a leisurely summer in the country. Some resort hotels did accommodate members of the middle and lower classes who came on short excursions that included the entire family. Automobile travel particularly appealed to this type of vacationer, and with the growing popularity of car travel, only a few resorts remained strictly elite preserves.

Tourist Homes

This early form of the bed-and-breakfast existed simultaneously with and served the same function as the western auto camp. The tourist home was often a private residence that rented one or two rooms on a nightly basis. Operators of tourist homes in the 1930s were stereotyped as widows or bankrupt former businessmen.

Auto Camps

As thousands of middle-class families began to tour by auto, hotels could no longer meet the growing need for lodging during long distance travel from point to point. Travelers in the first two decades of the twentieth century camped each night at a different spot along the roadside, sleeping in their cars or in tents, and cooking over open fires. They carried with them all the essentials for car camping. Auto campers called this "squatter-anarchist" phase of travel "gypsying;"[49] and outsiders called the campers "tin can" tourists, a reference to both the garbage they left along the roadside and the 'tin lizzies' that many drove. Belasco recognized a social need for this type of leisure; he argues that behind the tourists'

> "delight in traveling off the beaten track was a profound desire to discover new perspectives, to experience unconventional intimacies with fellow Americans, and to break away from the hectic work routines and bureaucratic institutions of an urban-industrial civilization autocamping revived what tourists imagined to be the more leisurely pace, personal independence, simplicity, and family solidarity of pre industrial times. Yet autocampers were essentially recreationists, not rebels. Their protest was temporary; after several weeks on the road, tourist generally returned to home and job."[50]

Auto camps were first developed in the western United States as an inexpensive alternative to hotels, and as a way to provide legitimate overnight accommodations for the highway "gypsies." Camps provided a spot where a traveler could pitch a tent (or later rent a cabin), and these appealed to seasonal tourists and to migratory transients traveling in search of work. To guard against some of the notoriously "uncivil" campers, and to provide a civic service, towns along migratory routes and frequently traveled roads began to develop municipal campgrounds, popular from 1920 to 1924. The better-equipped campgrounds, often found in the larger cities, provided public toilets and showers,

[49] Ibid., 3.
[50] Ibid., 3.

water, and firewood. Some had a commissary that sold groceries and supplies for the traveler. A few more ambitious campgrounds added gas stations, garages, lunchrooms, laundries, and large playgrounds. Initially, the municipal campgrounds were funded by taxes and were free for the camper.

To counter the "undesirable element" that frequented the municipal auto camps, many towns began to impose fees, registration requirements, time limits, and police supervision at their camps. By limiting access, they hoped to attract a "better class" of paying tourists. The mid-1920s were transitional years, when many towns charged fees, as others began to abandon public camps altogether. As always, the West Coast took the lead, partly because year-round touring made roadside business there profitable and partly because this region had the greatest difficulty with migrants and would-be settlers. By 1925, the existing municipal auto camps charged entrance fees, charged for firewood, and enforced limitations on length of stay – all to discourage migrants. Once such fees were assessed, private operators began to be attracted to the auto camp business.[51]

As the demand for better facilities became apparent, and travelers began to be willing to pay for these conveniences, privately-owned commercial auto camps quickly replaced municipal campgrounds. These provided fireplaces, picnic tables, coin-operated stoves in community kitchens, electrical outlets, electrical lighting, tent floors, and tents. The popularity of this type of campground led entrepreneurs to develop primitive rental cabins in lieu of tents.

Permanent cabins at a campground signaled an important change: the development of the tourist court. As cabins were weatherproofed and provided with stoves and sometimes heating, they began to define a kind of overnight experience removed from the rustic outdoors.

Tourist Courts

In the mid- to late 1920s, tourists began to drive longer and faster, and often into the night. Better quality pavement, wider roads, and the elimination of rail crossings and more powerful car engines facilitated longer trips over wider areas. In 1928, 300 miles was a good day's drive, and 450-mile day trip was not uncommon, particularly in the "wide open" west.[52] As travelers began to go longer distances, they began to demand better facilities. Thus, developed the tourist court – small cabins often grouped in camps that had once been tent campgrounds. While most early cabins were little more than shacks, they represent the earliest form of the motel, and emerged directly from the auto camp and the tourist home. Many of these early buildings were constructed inexpensively, using cheap locally available materials. These were most often wood-frame buildings with little architectural detail. The early cabins offered shelter and a cook stove, though the amenities gradually increased to include communal restrooms and later private baths, linens, and furnishings. Tourist courts were arranged in several different configurations, including the row, row-on-row, L-plan, U-plan, crescent, cruciform, and clustered patterns. As tourist courts developed into motels, they were arranged in the forms of row,

[51] Jakle, John A., Keith A. Sculle and Jefferson S. Rogers. *The Motel in America*. Baltimore and London: Johns Hopkins University Press, 1996, 34.
[52] Belasco, 132.

L-plan, and U-plan.

Architects had a very small role in the design of early lodging facilities. Most tourist court (and later motel) owners built their own cabins, though some prepackaged kits were available from companies, such as the Economy Housing Company of Iowa. Kits could be purchased at lumberyard or from traveling salesmen. Popular magazines and trade journals offered design prototypes and included instructions for building simple cabins. Owners of tourist courts often traveled to observe what their competitors were accomplishing. Recognizing the value of shared information, tourist owners formed state and regional trade associations that facilitated exchange and set specific standards for operation. These standards had certain building implications, and from them, a restricted design vocabulary developed. Tourist courts and later motels had not only to function in a certain way, but had to look like a lodging accommodation that could attract customers who were increasingly demanding.[53]

Tourist courts were popular because they were convenient. A 1936 article in *Hotel Magazine* lists "sixteen separate and distinct conveniences" that included the

> "car at cottage door; economy; housekeeping facilities; more privacy; no street car or other city traffic noises; no tipping required; speed in checking out; speed in emergency exits; home-like atmosphere; limited removal of baggage from car; individual control of heating system; direct contacts with owner; elimination of driving in downtown traffic; no garage storage; car servicing on premise; personal appearance after driving all day not embarrassing as there are not lobbies to pass through."[54]

Motor Courts, Motels, Motor Inns

Tourist courts quickly developed into the motel court. These were arranged in much the same manner as the tourist court, although the motel court units were no longer free-standing, but integrated under a single roof. Long porches stretched over the full façade, providing a greater sense of visual cohesiveness, as well as shelter in inclement weather. Motel courts were generally single-story buildings, and early examples featured garage spaces between room units. Some motel courts featured coffee shops or restaurants, and some operated gas stations.

Although motor courts were built in a range of architectural styles from Tudor Revival to Colonial Revival, "western" themes were the most popular and appeared a great deal in the southwestern states of Route 66. Motor courts with facades integrated around interior courtyards were reminiscent of Spanish haciendas, especially when they were stuccoed to simulate adobe. Motels with names like El Rancho, Casa Grande, and the Alamo appeared from coast to coast.

After World War II, the word "motel" (a concatenation of motor hotel) came to describe motor courts. Many motels were organized around large courtyards that served as informal outdoor "lobbies."

[53] Jakle, Sculle, and Rogers, 39.
[54] *Ibid.*, 39.

Courtyards came to include swimming pools located in a landscaped area suggestive of a resort. Parking was restricted to the outside of the U-shaped courts, and rooms were constructed with doors both front and back. On the pool side, sliding doors accessed small patios and the swimming pool. Not all motor courts had courtyard configurations. Some had simpler row or L-plan room arrangements, although space was usually reserved for complete court configurations should the motel prove sufficiently profitable.

Motel rooms became increasingly standardized around furnishings supplied by national supply houses that specialized in hotel and motel outfitting. Certain furniture pieces became standard, such as the writing desk and the television. Air conditioning became a necessity, especially in the Southwest and Southeast. Brand names became increasingly important in advertising and these items were regularly promoted on motel signs as guarantees of quality.[55]

The sign became an important feature of the postwar motel. These giant signs came to visually dominate the motel grounds. Signs, often with elaborate neon displays, were "intended to provide a vertical dimension to an otherwise low-to-the ground building configuration. Located at the driveway entrance, the sign carried iconography symbolic of the motel's quality and range of services."[56] These symbols were specifically designed with the high-speed traveler in mind; as cars became faster, signs became graphically simpler and physically larger. The design of the sign itself came to signify quality as well as modernity, and several chains, such as Holiday Inn, periodically updated their corporate sign in order to update their image.

Motel construction boomed in the late 1950s and 1960s. By 1964, there were at least 61,000 motels in the United States.[57] Motels benefited from the general decentralization of cities and towns that came with increased automobile ownership. The Federal Interstate Highway program, begun in 1956, was important part of this decentralization process.

Architectural integrity in motel buildings was short-lived. Not only were owners constantly battling to modernize, but certain lodging-related tax codes encouraged and ensured a brisk trade in second-, third-, even fourth-hand motels, many of which would have otherwise been abandoned. Because of such rapid turn-over in ownership and the constant pull to remodel, builders were prone to put up junky, flimsy buildings and to otherwise foster impermanence on the roadside. In 1960, the average lifespan of a motel building was calculated at only nine years.[58]

The motor inn configuration first appeared in the 1950s, most often in larger metropolitan areas, either downtown in urban renewal zones, near airports, or at new interchanges of peripheral freeways. Substantially larger and more luxurious than motor courts or motels, motor inns were complexes made up of two- or three-story buildings organized around a courtyard. Motor inns often had elaborate outdoor areas focused on the swimming pool, and typically featured expanded public space indoors.

[55] Ibid., 47-49.
[56] Ibid., 47.
[57] Ibid., 45.
[58] Ibid., 47.

The motel coffee shop evolved into a full-service dining room with an adjacent cocktail lounge, banquet hall, and meeting rooms. The registration desk expanded into a small lobby with a magazine counter and gift shop. The size of guest rooms increased dramatically, and came to include standard features, such as two double beds, beside tables, a telephone, a luggage rack, chairs, a bureau, and a desk or table. Each room also included a small dressing area and restroom, with the sink and vanity separated from the shower and toilet. All rooms were typically air-conditioned. And "of course" there was a television set.[59]

Motor inns are notable for the compact character of their floor plans and site plans. Because guest rooms were often built back to back with utilities placed down a central core, motels with 150 to 300 rooms could be accommodated on sites where only 50 to 60 rooms had been possible before.

The motor inn was promoted as a motel type by several competing motel chains. While the small private owner had dominated the motel industry up to the 1950s, the need for expanding lodgings services available at a motor inn required a great deal more capital. National chain motels, such as Holiday Inn or Best Western, brought substantial standardization to motel architecture, including identical floor plans and furnishings. Motels had to look like motels, and motels within a given chain were expected to look alike. Modular construction became increasingly common during the motor inn era, and significantly aided the move toward standardization. Room "kits" with electrical and plumbing fixtures already installed were shipped to construction sites from the factories. Factory assembly reduced labor costs, the largest single expense in motel construction. Modular construction limited room size because a width of twelve feet was the maximum allowed to ship on highways.[60]

Highway Hotels

The highway hotel, an unsuccessful experiment in the 1920s and 1930s, reappeared in the 1960s as an assemblage of rooms partially if not wholly contained in a high-rise structure. Traditional motel design, which favored row, L-plan, and court arrangements, gave way to the multistory box or other simple forms including cruciform, round, and curvilinear. The typical 1970s highway hotel included a high-rise unit in which the bulk of the public space was on the first floor and most of the private rooms were above or in adjacent low-rise wings. Rooms in the tower were entered from central hallways as in traditional hotels, but rooms in the wings could be approached directly from adjacent parking lots as in the typical motel configuration. In the 1980s, low-rise wings were eliminated from most new construction, and the later type favored the tower model. Restaurants, cocktail lounges, and meeting rooms in highway hotels were more elaborate than in motor inns, and many turned their focus toward the business traveler rather than the leisurely tourist. Most highway hotels were located in large urban areas along suburban roadways, near airports, and in downtown redevelopment areas.

As Jakle and Sculle point out in *The Motel in America*, "changing motel morphology was characterized by evolution rather than revolution. The growth of automobile travel and the demand for new automobile-convenient lodging facilities along American highways prompted the trend toward larger

[59] Ibid., 49.
[60] Ibid., 51.

and more luxurious facilities to capture more and more of the traditional hotel trade. Older, obsolete motels continued to serve less affluent travelers or lent themselves to ready recycling as low-cost weekly or monthly apartment rental, especially low-income migrants."[61] Although motel owners often felt the pressure to modernize, compared to other features of the American roadside, such as gas stations and quick service restaurants, motels tended to hold their original function longer, although not necessarily their design integrity.[62]

Trailer Parks

Trailer parks initially started in the 1920s as auto camps, or places for tourists to park overnight and camp, but evolved into a distinctive resource type. According to *California Mobile Home News*, "these parks were usually under 100 spaces, and typically provided bathrooms, showers, and utility hook-ups."[63] During the Great Depression, trailer parks became permanent living solutions for many families without other housing options. As with other roadside architecture, trailer parks were usually established where land was cheapest, which was typically on vacant land along major highway routes on the outskirts of towns.

World War II led to a surge of trailer parks as there was a sudden increase in demand for temporary housing for employees of defense plants and mines.[64] This housing shortage led to the establishment of approximately 8,500 trailer parks across the United States by the federal government.[65] Once the war was over, these trailer parks became inexpensive alternatives for temporary housing to accommodate the influx of returning veterans. In response to the new popularity of the trailer park, a manufacturers group was formed that provided developers with trailer park designs for new construction and led to standardization within the trailer park industry.

Trailer parks constructed in the 1960s and 1970s began providing larger spaces for new doublewide mobile homes and more amenities, including clubhouses, pools, shuffleboard, and a place to store recreational vehicles.[66]

Eating Establishments

In the United States, restaurants had existed as commercial ventures only since the Civil War. Before the Civil War, food prepared and consumed outside of the home was generally found in inns and taverns. Hotels had dining rooms that catered to both travelers and long-term renters. Boarding houses had similar facilities, often geared toward bachelor residents, but also offered meals to non-residents. In the 1830s, the Del Monico family in Manhattan popularized the idea of the "restaurant," applying the

[61] Ibid., 55.
[62] Ibid., 56.
[63] California Mobile Home News, "The History of the trailer and mobile home park lifestyle," http://blog.mhet.com/2013/05/the-history-of-the-trailer-and-mobile-home-park-lifestyle/ (updated May 6, 2013).
[64] Affordable Housing Institute, "Mobile Home Parks, How They Got Here: Part 1, Before World War II," http://affordablehousinginstitute.org/blogs/us/2007/04/mobile_home_par.html (updated April 16, 2007).
[65] Ibid.
[66] Ibid.

name to several eating establishments. The term was originally used to denote establishments serving "high-class cuisine" that appealed to the New York socialites. The term "restaurant" was quickly appropriated to more common uses and came to apply to a variety of places that catered to not only the elite, but to the working class. Thus, in the nineteenth century, the term "restaurant" came to refer to not only the high-class eating houses and dining rooms but to coffee houses, oyster houses, and even to saloons serving quick lunches, as well.[67]

Early Quick Service Restaurants

Travelers – both before and after the advent of the automobile – had access to a variety of quick service eating establishments. Hotel dining rooms, geared particularly toward the traveling businessman (and later to the more affluent automobile traveler), served fine meals built around red meat. Travelers seeking lighter fare had access to hotel bar and grills, or hotel coffee shops, which served light breakfasts and lunches. These coffee shops were less formal than the hotel dining rooms and grew in popularity as the automobile became a popular means of travel.

Eugene Russell's invention of the soda drink in 1839 provided opportunity for another type of quick service eating establishment: the soda fountain. In the 1880s, drug stores, dime stores, and department stores with soda fountains began to add light food, such as sandwiches and ice cream. As owners added counters for the customers, the idea of the luncheonette – serving sandwiches, soups, and other light meals – emerged. Both the soda fountain and the luncheonette were designed to create maximum efficiency of movement and were often arranged in a linear or U-shaped plan, in which customers sat adjacent to one another, and facing the work area. All food, beverages, and cashier duties were handled from the interior service aisle.[68]

From this type emerged the lunch room containing a lunch counter. By the 1920s, chains of lunchrooms, usually consisting of only two or three locations, were established in most large American cities. It should be noted that most lunch counter establishments were not chains, but were rather "mom and pop" operations. Most locations were oriented toward the pedestrian, often near streetcar lines and subway stations. Most lunchrooms were long and narrow with an axis perpendicular to the street and sidewalk. A long lunch counter ran along one wall, and customers sat on stools facing the counter. Food was prepared at a counter in the rear of the restaurant. Candies and bakery items were a mainstay and often made on location.

Small towns and city business districts soon became host to small restaurants or cafés. These also were arranged around the soda fountain and lunch counter ideas, but also incorporated table service to small tables and booths. The café was geared toward quick service, particularly breakfast and lunch, and leisurely dining in the evenings. These had a wider variety of menu options than did the soda fountain or lunchroom, and rarely sold candies or baked goods. Because commercial space was standardized in most commercial districts, restaurant layout also worked on certain levels of

[67] Jakle, John A. and Keith Sculle. *Fast Food: Roadside Restaurants in the Automobile Age.* Baltimore and London: Johns Hopkins Press, 21.
[68] Ibid., 27-28.

standardization.

The cafeteria furthered the idea of standardized dining. Established in the late 1880s in New York, this was perhaps the earliest self-service buffet counter. This form quickly became popular, so much so along the west coast that California was nicknamed the "Cafeteria Belt."[69] The cafeteria remained popular in the South and Southwest well past World War II. Most cafeterias were large spaces, with the buffet line along one end of the space, arranged like an assembly line for food. Most started with the trays and silverware, then desserts, salads, entrees, and drinks. Cafeterias were geared toward "assembly-line speed," so that even large meals could be obtained and consumed quickly.[70]

A more personal form of dining, the diner, was organized around an intimate lunch counter. Derived from the lunch wagon, evolving into something akin to a railroad dining car. "Diner" signified a range of small restaurants from main street cafes to highway cafes, but, according to Jakle and Sculle, was architecturally distinct. The term "diner" was coined by Patrick Tierney of New York who wanted to upgrade his lunch wagon to something closer to the more upscale railroad dining car. The first diners were modular, had counters with stools along one wall and booths along the other. Kitchen, storage, and restroom facilities were included. In the 1930s, many diners adopted Streamline Moderne vocabulary meant to communicated speed and modernity. Surfaces were smoothed, rounded, brushed, polished, and wrapped. These diners, in particular, with their reference to the fast pace of everyday life, began to appear outside of their traditional sphere of factory-gate and streetcar stops, to become a fixture along the nation's highways. By 1932, an estimated 4,000 modular diners existed in the United States.[71]

Although quick-service eating, or "fast food," is often equated with automobile convenience, Jakle and Sculle demonstrate that many attributes of the fast food restaurant were established well before the "automobile era" was in full swing. By 1910, the American restaurant had come of age, catering to wide spectrum of customers. The primary organizing device was the lunch counter with stools, and when space allowed, tables and booths. In 1920s, this format remained virtually unchanged, with the exception of the cafeteria and the automat. Many of the pre-automobile restaurants continued to flourish as automobile travel increased, and many began to serve this new clientele. The café and the diner remained well-suited to the new kind of traveler, though new demands led to changes in the quick service restaurant.

The automobile, with its specific requirements for accessibility and parking, significantly altered at least one facet of the restaurant industry. Traditional eating establishments, such as the lunch room and the diner discussed above, were used by the earliest automobile travelers who passed through larger cities and small towns. As entrepreneurs began to recognize a different kind of demand, new restaurant forms began to evolve to meet these needs. New services and amenities, including drive-through and parking lots, appealed to the motorist on the move.

[69] Ibid., 33.
[70] Ibid., 33.
[71] Ibid. 37.

Roadside Stands

The market for less pretentious roadside dining grew as the automobile became available to a wider socio-economic cross-section of the American public. The roadside stand was perhaps the most modest of dining establishments. Originally modeled after sheds or stalls typically found at fairs and carnivals, these stands served fast food items, such as hamburgers, hot dogs, ice cream, soft drinks, and lemonade. Architecturally, these stands were simple rectangular boxes usually featuring a service window and a horizontal band of open space above a ledge. Roadside stands were usually built on sidewalks or highway shoulders, but as the pace of the highway increased, the stands were gradually set back from the immediate path of traffic. Like the early tourist cabins, most food stands were seasonal and owned by small independent operators. Most stands were owner-built (often quite flimsy and impermanent) and early examples were rarely adorned with any outstanding architectural features.

During the late 1920s and 1930s, architectural experimentation gained popularity among roadside stand owners. Outlandish, eye-catching designs littered the highways – stands appeared as giant milk cans, windmills, chickens, and donuts. The idea of "novelty" guided many of these innovations.

Highway Cafés

Improvements to roadside stands came in the form of the roadside café. These came in many different forms, though were either stand-alone establishments immediately adjacent to the highway or linked with gas stations, motels, or both, providing a one-stop accommodation. As a result of the late 1920s efforts to "clean up the miscellaneous hodgepodge of unsightly hot-dog stands and the accompanying riffraff of roadside markets and what-not,"[72] the café featured year-round facilities, indoor dining, better waste disposal, restrooms, and parking lots.

Highway Coffee Shops

"Coffee shops" or "family restaurants" were a new kind of restaurant, specifically developed along the roadside during the 1930s. Entrepreneurs like Howard Johnson sought to merge the soda fountain with the more formal types of restaurants, and create an environment within which families would feel comfortable. This type of eating establishment featured a lunch counter, frequently serving sodas and desserts, and a formal dining room in which orders were taken and served at the customer's table. Many of these restaurants, particularly the chains such as Howard Johnson's, were designed for prime visibility from the highway and were standardized so as to immediately be recognizable. Menus included all of the lighter "carnival" fare of the roadside stand – made to order at lightning speed.

A particular form of informal coffee shop developed in the 1950s, particularly along Route 66 and in California. Bold designs featuring cantilevered roofs, wide expanses of glass, pylons, space-age motifs, and iconic images of parabolas, boomerangs, rockets, space ships, and amoebas were the hallmarks of

[72] *Fast Food,* 45.

what Professor Douglas Haskell of Yale and the architectural photographer Julius Shulman have coined "Googie architecture."[73]

Fast Food Restaurants

Essentially evolving out the roadside stand and highway coffee shop, and varying slightly in details, the drive-in restaurant, outdoor walk-up, indoor walk-up, and drive-through restaurant subtypes came to epitomize the automobile eating experience. Particularly after World War II, drive-ins were typified by the large canopy spanning parking spaces. The kitchen and carhop station were adjacent to the canopy. Later innovations placed all structures under one roof. Carhops delivered food on trays to diners inside of the car, though larger drive-ins also feature indoor lunch counters and booths. The carhop service was an essential feature of this restaurant type.

The outdoor walk-up, also related to the roadside stand, was essentially a drive-in simplified to only a kitchen, service window, and restrooms. Diners ordered their meal at the service window, and either ate inside of their cars or at picnic tables provided. As Jakle and Sculle note, the "highly mechanized kitchen" sets this type apart from its predecessor, the roadside stand.[74] Walk-ups were geared toward extremely rapid food preparation, including large-scale sandwich production, beverage, and dessert service. All were achieved by an assembly-line process of production.

While many walk-ups were prefabricated steel boxes with large glass windows and porcelain enamel cladding, franchise chains sought distinctive architectural forms, color schemes, and architectural details. McDonald's is the iconic example of this type of eating establishment and the assembly-line method of food preparation.

In the mid-1960s, negative reactions to "roadside huckstering" and garish (though unmistakable) design of the roadside restaurant prompted a new trend toward "tasteful restraint and stylishness."[75] Architecturally, the roadside stand and the outdoor walk-up were "improved," were modernized and sanitized. Outdoor walk-ups were often renovated, and small dining areas were added, though the cost and labor-saving walk-up feature was retained. By the 1970s, a drive-up window was added to the building configuration.

The drive-through window originated in the 1930s, probably coming out of a Texas restaurant called the Pig Stand. Customers would drive up in their cars, order at a small window, and receive their food "to go" in a paper sack. Drive-ins often had a take-out department, and often added a drive-up window. In the 1950s, orders were placed through speaker phones located at a distance from the window.

[73] For the origins of Googie, see http://www.spaceagecity.com/googie/.
[74] *Fast Food,* 57.
[75] *Fast Food,* 59.

Other Roadside Restaurants

A survey of roadside restaurants would not be complete without the mention of the iconic Stuckey's. Only one remains along Route 66 in Texas, though technically is now located adjacent to I-40 just outside of Vega. The original Stuckey's – a pecan stand in Georgia – was founded just before World War II by W. S. Stuckey, Sr. Stuckey's quickly evolved from a pecan stand to a candy producer, and eventually to a full-service roadside stop, including both counter and table restaurant service, restrooms, gift shop, and gas station. A teal blue roof would become the company's trademark and were often affiliated with Texaco gas stations. Stuckey's operations expanded across the Southeast, Southwest, and Midwest to over 350 stores. Stuckey's eventually became a one-stop shop, offering everything from gasoline to restrooms, to food, to their ever-famous pecan logs.

Objects

Signs

Prior to the emergence of the automobile and highway-oriented commercial strips, signage typically was included as an integral part of a commercial building, typically either painted or attached to the exterior wall, or mounted on the rooftop or parapet. These integral signs are among the character-defining features of a commercial building, but they are not considered to be independent, freestanding resources. With the development of the automobile, though, commercial development sprawled to the edges of towns, commercial buildings were set back on their lots to allow for parking, and commercial signs became freestanding elements, located along the roadside at the edge of the lot, where they would be more visible to travelers. These freestanding signs often were mounted on tall metal poles and constructed of metal panels fabricated into dynamic shapes, with bright colors and lighting so that they would be visible to approaching travelers from afar. Beginning in the first half of the twentieth century, with the increasing corporatization of roadside commercial enterprises, the use of standardized signs featuring corporate icons became an important marketing tool to attract tourists to stop at familiar chains. Gas stations adopted this strategy as early as the 1920s, and other types of businesses, like motels and restaurants, increasingly followed suit after World War II. At the same time, independent business owners erected even more dramatic and attention-grabbing signs to compete with the corporate chains. As a result, it is typical to find commercial signs located along commercial strips cluttered with other competing signs.[76]

Traffic Signage

During the 1910s and 1920s, a wide variety of traffic signage existed in different communities, with little consistency. The majority of traffic signage has been continuously replaced to provide greater consistency. Embedded stop signs are one exception. Embedded stop signs are a distinctive type of streetscape feature that gained popularity during the early years of the named highways. Placed directly

[76] Keenoy, Ruth and Terry Foley, *National Register of Historic Places Multiple Property Nomination Form: Route 66 in Missouri* (Jefferson City, Missouri: Missouri Department of Natural Resources, 2009), Section F, pp. 49-50, http://www.nps.gov/rt66/HistSig/MissouriMPDF.pdf (accessed November 3, 2013).

in the roadway, these signs were intended to control traffic primarily in historic downtowns. They typically included a metal base that was placed in the middle of the road at a busy intersection and featured the word "STOP" in large raised letters. Used primarily during the mid- to late 1920s, they soon proved to be ineffective because of their low profile and poor visibility. Nonetheless, they are an important vestige of early highways.

The introduction of freestanding stop signs can be traced to Detroit, Michigan, where a metal sign was first installed in 1915. During the 1920s, various states and groups involved with highway transportation worked to standardize signage. Among their innovations was the use of different shapes to help motorists quickly recognize and understand upcoming conditions without necessarily being able to see the letters. Since non-rectangular shapes required more cuts and wasted material, distinctive outlines were used in less common situations. By 1924, the AASHO issued a report advocating such an approach, and in 1927 the first sign manual was published. The octagonal shape was used to instruct drivers to stop at intersections. Subsequent publications of the manual in later years standardized signage in rural and urban areas and color usage.[77]

Electric traffic lights are often replaced and therefore finding these resources that date to historic periods is not common. The first electric traffic light was developed in 1912 by Lester Wire of Salt Lake City, Utah, followed by a traffic signal system in Cleveland, Ohio in 1914. These were both a two-color signal of red and green. The first four-way, three-color traffic light (red, amber, green) was installed in Detroit, Michigan, in 1920.

Monuments/Markers

Monuments and markers function to memorialize a historical event or are displayed as public art. Although both typically are freestanding objects, markers can also be mounted onto buildings or structures. Construction materials include stone, concrete, and metal, and they exhibit various styles depending on the date of construction.

Federal Aid Project Markers (FAP)

Some of the earliest markers found along named highways noted the roadway to be part of the federal aid system. These markers consist of a concrete obelisk with a small metal shield listing the applicable Federal Aid Project (FAP) number.

Right of Way Markers

Right of Way markers are small concrete obelisks that stand approximately two feet tall with chamfered or rounded corners. There are no metal plaques or discs or other identifying marks. These were used to show the width of the roadway right of way.

[77] The Evolution of Manual on Uniform Traffic Control Devices (U.S. Department of Transportation, Federal Highway Administration, http://mutcd.fhwa.dot.gov/kno-history.htm (accessed April 24, 2014).

Official Texas Historical Markers (OTHM)

Also known as subject markers, OTHMs are educational in nature and reveal aspects of local history that are important to a community or region. Subject markers are placed at sites that have a historical association with the topic, but no legal restriction is placed on the use of the property or site.

Texas Centennial Markers

The placement of the 1936 Texas Centennial celebration markers, created to celebrate Texas' Independence from Mexico, along the named highways was an important aspect of state-sponsored tourism efforts and immediately became integral to the roadside cultural landscape. In commemoration of the event, the Texas Highway Department erected 264 granite markers on highway turnouts and roadside parks across the state. Designed by State Landscape Architect Jac Gubbels, these granite markers featured bronze inscription tablets and sometimes were set in designed landscapes. According to the *Historic Context for Texas Roadside Parks, 1933–1990*, "the markers, framed by native plants, were often set against a low masonry wall, with a cleared and graveled viewing area in front."[78] The promotion efforts surrounding the Centennial celebration were integrally linked to the improvement and beautification of highways to accommodate the influx of tourists. No Centennial markers were found along Route 66.

Sites

Designed Landscapes

Subtype: Roadside Parks and Turnouts

Roadside parks are a type of designed landscaping and combine natural elements with man-made features. The Texas Highway Department established and designed roadside parks with the intention of providing auto travelers comfort, enjoyment, and safety on state and federal highways. Typically, roadside parks consist of one to four acres with a paved road providing access to and from the highway. Parking areas lie on either side of the access road, which curves through the park. Picnic areas consisting of picnic tables and benches, trash receptacles, fireplaces and/or barbeques, and arbors are often set aside throughout the roadside park.

When the Department initially began constructing roadside parks in the 1930s, the agency developed guidelines for landscaping and recommended "rustic designs that complemented the surrounding landscape."[79] However, the regional districts within the Department's organizational structure were ultimately responsible for the design, construction, and maintenance of parks within their respective jurisdictions. In the 1930s and 1940s, the Highway Department typically established roadside parks

[78] Hardy-Heck-Moore, Inc., *Preliminary Guidelines for Assessing NRHP Eligibility for Roadside Parks*, submitted to the Texas Department of Transportation, Environmental Affairs Division, 2005, p. 19.
[79] HHM, *Preliminary Guidelines for Assessing NRHP Eligibility for Texas Roadside Parks* (unpublished document), submitted to the Texas Department of Transportation, 2005, pg. 1.

near natural features, such as springs, rocky outcroppings, changes in elevation, and pre-existing foliage and tree growth.[80]

Beginning in the 1950s, roadside parks became more common along major highway routes at predetermined intervals. Additional infrastructure included paved drives, concrete or stone curbing, retaining walls and fences, stairs, bridges and footpaths, and drainage culverts. By the late 1950s, federal funding and the advent of the Interstate Highway System brought changes with the introduction of safety rest areas and comfort stations.

Turnouts are another type of Texas Highway Department-designed landscape feature that were common during the early development of the state's highway system. In contrast to roadside parks, turnouts are smaller in scale and have few, if any, amenities or improvements. As the name suggests, they typically are small roadside places that were designed to provide a short-term and temporary stop for motorists. A turnout encompasses a relatively small and unimproved area directly adjacent to the highway. Although they may have guardrails or traffic barriers, turnouts have no defined internal circulation networks but may include some plantings, benches, commemorative signs or markers, or even distinctive natural features. They sometimes are strategically located at a site with a picturesque view of the surrounding terrain.

For additional information, refer to *A Historic Context for Texas Roadside Parks and Rest Areas: Texas Roadside Parks Study*, developed by TxDOT in 2014.

[80] Ibid.

Survey Results

Route 66 stretched approximately 178 miles across the Texas Panhandle, crossing through eight counties and eighteen communities. The survey team identified 962 resources associated with Route 66 in Texas (see **Appendix A: Survey Inventory**) and took over 3,700 digital photographs. This survey, for the most part, only documented resources that had a direct relationship to, or association with, the route. Survey data was collected and is organized geographically going from east to west.

Resources by County

The table below counts the number of resources tallied in each county along the various alignments of Route 66.

TABLE 4: RESOURCES BY COUNTY	
County	**Total**
Wheeler	105
Gray	104
Donley	8
Carson	68
Armstrong	4
Potter	529
Oldham	128
Deaf Smith	16
TOTAL	962

Most of the resources surveyed (521 properties) are found within Amarillo, and the remaining 441 properties are in rural areas and in the smaller communities found alongside historic Route 66. The largest concentrations of historic resources are found in the communities of McLean (84), Shamrock (52) and Groom (50). Glenrio, with its National Register district (some are in New Mexico), represents the most cohesive grouping of resources specifically related to Route 66 and its historic context, but has experienced deterioration over the years.

Resource Types

Survey data is also organized according to property type. These categorizations are based on the building form and function during the Period of Significance (1926-1985). Each property is categorized according to information gathered during fieldwork and archival research. Specific Types were determined according to precedent set by other states (i.e., New Mexico), and generally fall into the following categories of property types.

- Gas
  - Includes any filling station or gas station. This encompasses stations that are combined with service bays, cafés, convenience stores, retail establishments, and truck stops.
- Food

    - Includes any free-standing business that operated as an eating establishment. This category includes restaurants, drive-in restaurants (these have no dining space), and bars. This category does not include cafés that were attached to gas stations or motels.
- Lodging
    - Includes any form of lodging that was rented out to the traveling public. In a few instances, private residences have been documented when it is apparent that these were linked to Route 66. Lodging facilities generally include campgrounds, tourist cabins or courts, trailer parks, motels, and hotels.
    - Domestic resources, such as houses, duplexes, and apartments, were tallied separately from commercial-types of lodging and are not considered to be road-related resources.
- General Commercial
    - This type includes any building that serves commercial and retail needs that do not fall into any of the other categories of property types.
    - Commercial buildings that were known to have housed auto-related businesses were separated from the General Commercial buildings (based on Sanborn maps, city directories, etc.). These include auto repair shops, auto parts stores, auto dealerships/used car lots, car washes, and bus stations.
- Structure
    - The most important type of structure recorded by this survey is the road itself. This category also includes bridges, culverts, grade separations, low-water crossings, roadside parks, and other resources that appear to be related to the historic context.
- Object
    - Includes resources that are relatively small in scale and simply constructed, such as signs, markers, and water towers.

Because the survey encompassed the central business districts in McLean, Conway, Groom, Adrian, Vega, and Amarillo, many commercial buildings were identified along the route. The majority of the buildings surveyed were categorized as **General Commercial** (230). **Gas Stations** constituted the second largest category with 174 resources. Seventy-nine (79) resources were used for **Lodging**, the majority of which were motels (63) and most of these were located in Potter County (33). **Eating Establishments** accounted for 114 properties; again, the majority of these are in Potter County (85). For **Structures**, 146 resources were found on the route, including twenty-one (21) bridges and a large number of culverts.

TABLE 5: RESOURCE TYPES BY COUNTY									
Resource Type	**Armstrong**	**Carson**	**Deaf Smith**	**Donley**	**Gray**	**Oldham**	**Potter**	**Wheeler**	**Total**
Gas Station		14	9		21	23	82	25	174
Auto Repair Shop		6			2	5	52	5	70
Auto Dealership/ Used Car Lot		1			3		33	2	39
Auto Parts Store					5	1	7	1	14
Car Wash						1	1		2
Bus Station							2		2
Restaurant	1	7	1		5	8	85	7	114
Bar							11		11
Motel/Tourist Court		5	2	1	8	5	33	9	63
Hotel					1	2	3		6
Trailer Park					2	1	4	3	10
Road Segment		1	2		4	1	2	4	14
Roadside Park		2				4	2		8
Bridge/Grade Separation/Low Water Crossing		3		2	1	10	4	1	21
Culvert		5		2	7	26	3	35	78
Bridge-class Culvert					4	18	2	1	25
Sidewalk								1	1
Traffic Signal								1	1
Sign		1			1	1	1	3	7
Marker	1					5	2	1	9
Recreation							5		5
Railroad Station						1			1
Education		1						1	2
Religious					4		2		6
General Commerce		16		2	28	14	165	5	230
Domestic	1	3	2	1	4		22	2	35
Government	1	1			3	2	4		11
Water Tower		1			1				2
Medical		1							1
Total	4	68	16	8	104	127	528	107	962

The survey team determined or estimated construction dates for all properties surveyed. The majority of the construction dates are estimated based on historic Sanborn maps, city directories, County Appraisal District online databases (where available), and the consultant's knowledge of general trends in architectural style, development, construction methods, and building materials. Estimated construction dates are meant to be plus or minus five years. Because the largest segment of Route 66 in Amarillo (along Amarillo Boulevard) was developed after 1953, many of the commercial properties along this stretch of highway date to the later part of the 1950s and early 1960s. In other communities (with the exception of Shamrock), Route 66 was merely a name given to an existing thoroughfare, and a large part of commercial development had occurred before World War II.

TABLE 6: RESOURCE TYPES BY DECADE									
Resource Type	**1910s or earlier**	**1920s**	**1930s**	**1940s**	**1950s**	**1960s**	**1970s**	**1980s or later**	**Total**
Gas Station		10	24	31	48	20	23	18	174
Auto Repair Shop		7	10	19	21	8	3	2	70
Auto Dealership/ Used Car Lot		3	2	13	10	6	1	4	39
Auto Parts Store		6	3	1	2	2			14
Car Wash						1	1		2
Bus Station				2					2
Restaurant		11	12	9	44	16	14	8	114
Bar		1	2	1	1	5	1		11
Motel/Tourist Court	1	2	7	13	22	15	2	1	163
Hotel	1	3	1	1					6
Trailer Park				1	2	3	2	2	10
Road Segment		7	7						14
Roadside Park						4	4		8
Bridge/Grade Separation/Low Water Crossing		10	6	5					21
Culvert		19	45		12	1		1	78
Bridge-class Culvert			21	1	2		1		25
Sidewalk			1						1
Traffic Signal				1					1
Sign				1	2	1	1	2	7
Marker		5	2			1	1		9
Recreation		2			1	1	1		5
Railroad Station	1								1
Education		1	1						2
Religious	1	2			2	1			6
General Commerce	6	71	33	35	48	21	8	8	230
Domestic	3	14	7	4	4	1	1	1	35
Government		4	1	1	3	1	1		11
Water Tower		1					1		2
Medical					1				1
Total	13	179	185	139	225	108	66	47	962

Demolished Resources Since 2002 Survey

The 2018 survey found that **52 resources** documented during the 2002 survey have since been demolished, burned, or otherwise no longer extant; some have been replaced with modern buildings or structures. A black-and-white photo from the 2002 survey for each demolished resource was left in the database to record what they once looked like.

TABLE 7: DEMOLISHED RESOURCES FROM 2002 SURVEY			
2002 Survey Resource ID	**Name**	**Location**	**Type**
WE-483-SH-1	Lewis Gift Shop	Shamrock	Gas station
WE-483-SH-3	Shamrock Courts	Shamrock	Motel
WE-483-SH-14	JC Daniels Mercury Dealership	Shamrock	Auto dealership
WE-483-SH-46	Porter's Real Estate	Shamrock	Gas station
GY-179-MC-4	Windom Auto Repair	McLean	Auto repair shop
GY-179-MC-16	Hindman Hotel, O-Dell Hotel	McLean	Hotel
GY-179-MC-17		McLean	Specialty store
GY-179-MC-18	Avalon Theater	McLean	Theater
GY-179-MC-37		McLean	Tourist court
GY-179-MC-38	Meador Café	McLean	Specialty store
GY-179-MC-43		McLean	Gas station
GY-179-MC-50		McLean	Specialty store
GY-179-MC-51	Jasper Roofing & Construction	McLean	Specialty store
GY-179-MC-52	Barr Auto Service & Supply	McLean	Auto parts store
GY-179-MC-71	Guyton Motor Co.	McLean	Auto repair shop
GY-179-AL-1		Alanreed	Domestic
GY-179-AL-3		Alanreed	Domestic
GY-179-AL-4		Alanreed	ROW marker
GY-179-AL-8		Alanreed	Domestic
GY-179-AL-14		Alanreed	Specialty store
GY-179-Rural-1	Regal Rattlesnake Ranch (sign)	Alanreed vic.	Roadside attraction
DO-179-JE-002		Jericho	Commercial
DO-179-JE-003		Jericho	Commercial
CZ-065-GR-31		Groom	Specialty store
CZ-065-GR-34	66 Courts gas station	Groom	Gas station
CZ-065-GR-35	66 Courts	Groom	Motel/tourist court
CZ-065-GR-40		Groom	Specialty store
CZ-065-CO-3		Conway	Domestic
CZ-065-CO-9		Conway	
CZ-065-CO-10a	Joe's, Buddy's Café	Conway	Restaurant, gas station
CZ-065-CO-10b	Joe's, Buddy's Tourist Cabins	Conway	Motel
PT-375-AMA-31		Amarillo	
PT-375-AMA-82	Forest Hill Courts, Forest Hill Motel	Amarillo	Motel

PT-375-AMA-95	Standard Oil Gas	Amarillo	Gas station
PT-375-AMA-128	Moore & Son Fruit Market	Amarillo	Specialty store
PT-375-AMA-147	Talkington Service Station, Chuck's Standard Station	Amarillo	Gas station
PT-375-AMA-164	Holiday Inn West of Amarillo, Inn of Amarillo	Amarillo	Motel
PT-375-AMA-202	Jerry Ballard Bookkeeping	Amarillo	Restaurant
PT-375-AMA-206	Bronco Motel	Amarillo	Motel
PT-375-AMA-240		Amarillo	Auto repair shop
PT-375-AMA-241	Lon's Food Store	Amarillo	Gas station
PT-375-AMA-252	Elk's Court Lodge	Amarillo	Motel
PT-375-AMA-266	Absher Fisher Motor Company	Amarillo	Auto dealership
PT-375-AMA-301	Lomax Apartments	Amarillo	Domestic: apartments
PT-375-Rural-1		Amarillo vic.	Bridge-class culvert
PT-375-Rural-2		Amarillo vic.	Object
PT-375-BU-3		Bushland	Gas station
OL-359-WI-5	Jesse's Café (sign)	Wildorado	Sign
OL-359-WI-11	Phillips 66 gas station	Wildorado	Gas station
OL-359-VE-25	Hamburger House (sign)	Vega	Sign
DF-117-GL-5		Glenrio	Gas station
DF-117-GL-9		Glenrio	restaurant

Demolished Resources, Previously Recommended Eligible

From the 2002 survey, three (3) recommended eligible resources were demolished in the interim.

TABLE 8: DEMOLISHED RECOMMENDED ELIGIBLE RESOURCES FROM 2002 SURVEY

Resource ID	Location	Name	Resource Type	2002 Status	2018 Status
4-1-065-GR-034	Groom, Carson	66 Courts gas station	Gas station	Eligible	Demo'd
4-3-065-GR-036	Groom, Carson	66 Courts	Tourist court	Eligible	Demo'd
5-1-375-AM-082	Amarillo, Potter	Forest Hills Courts	Motel	Eligible	Demo'd

Priority Assessments

Within the survey area, a total of **48** road-related resources were identified as **High Priority** based on their architectural significance and integrity and known historical associations; this count includes eight (8) already listed National Register properties and three (3) contributing properties within already listed National Register districts. Typically, contributing properties do not need to be nominated for individual National Register status as they already have the same recognition and protection as individual National Register properties. The resources in the table below are recommended individually eligible for National Register listing.

TABLE 9: HIGH PRESERVATION PRIORITY				
THC ID	**Resource Type**	**Location**	**Year Built**	**Notes**
1-1-483-RU-001	Route 66 Bridge over Chicago, Rock Island & Gulf Railroad	Rural	1932	National Register Listed (Indiv.)
1-2-483-SH-038	Tower Station, U-Drop-Inn Café	Shamrock	1936	National Register Listed (Indiv.)
4-3-065-CO-000	Route 66 from SH 207 to I-40	Conway vic	c 1930	National Register Listed (Indiv.)
5-1-375-AM-007	Triangle Motel	Amarillo	1946, 1952	National Register Listed (Indiv.)
5-1-375-AM-224	Ranchotel	Amarillo	1940	National Register Listed (Indiv.)
5-1-375-AM-370	Potter County Courthouse	Amarillo	1930-1932	National Register Listed (Indiv.)
5-1-375-AM-372	Louis H. Smith, Inc. Firestone Store	Amarillo	1930	National Register Listed (Indiv.)
6-2-359-VE-024	Vega Motel	Vega	1947, 1953	National Register Listed (Indiv.)
2-1-179-MC-070	Phillips 66 Gas Station	McLean	1929	National Register Listed (District - Contrib.); reputed to be 1st Phillips 66 gas station in Texas
5-1-375-ANR-176	Fire Station	Amarillo	1926	National Register Listed (District - Contrib.)
7-1-NM037-GL-016	Road Segment	Glenrio	c 1925	National Register Listed (District - Contrib.)
1-1-483-RU-003	Road Segment	Rural	1931	With 5 contributing culverts
1-2-483-SH-001a	Gas Station	Shamrock	c 1975	Intact example of 1970s Chevron service station
1-2-483-SH-006	P.B. Wooldridge Gas Station, Bus Station	Shamrock	c 1938	
1-2-483-SH-013	Sunset Cottage Camp	Shamrock	c 1935	
1-2-483-SH-015a	Rambler Motel	Shamrock	c 1960	
1-2-483-SH-018	Whiting Bros. Gas Station	Shamrock	1938	

1-2-483-SH-030	P.B. Wooldridge #2 gas station	Shamrock	1938	
1-3-483-LE-007	Road Segment	Lela vic	c 1930	
1-3-483-LE-009	Road Segment	Lela vic	c 1930	With 3 contributing culverts
1-3-483-LE-010	Road Segment	Lela vic	c 1930	With 8 contributing culverts
2-1-179-MC-071a	Graham Hotel	McLean	1930	Rare example of domestic type hotel building
2-1-179-MC-080	Road Segment	McLean vic	c 1926	Unpaved road
2-2-179-AL-005a	Super 66 Texaco Gas Station	Alanreed	1930	
4-3-065-CO-007	Gas Station	Conway	1949	
5-1-375-AM-039a	Colonial Manor Motel	Amarillo	1950	Unusual style of motel, high integrity
5-1-375-AM-063a	Biltmore Courts	Amarillo	1945	Rare example of tourist court with most/all cabins extant
5-1-375-AM-070	Gas Station	Amarillo	1962	Nice intact example of Chevron station
5-1-375-AM-083	Seminole 66 Gas Station	Amarillo	1964	Good example of intact Phillips 66 service station
5-1-375-AM-109	Tacos Don Miguel Restaurant	Amarillo	1964	Classic example of 1960s drive-in restaurant
5-1-375-AM-113a & b	Ding How Restaurant & Sign	Amarillo	1957	
5-1-375-AM-131	Wimpy's Burgers	Amarillo	1963	
5-1-375-AM-159a	Farrell Manor Motel	Amarillo	1956	Nice example of 2-story mid-1950s motel
5-1-375-AM-169	Jay's 66 Gas Station	Amarillo	1962	
5-1-375-AM-177a	English Motel	Amarillo	c 1955	Rare extant example of tourist court with Tudor Revival style
5-1-375-AM-194	Faith Service Station	Amarillo	1956	Nice architectural example of small service station
5-1-375-AM-205a	Astro Motel, Sunset Motel	Amarillo	1950	
5-1-375-AM-207	Circle Service Station	Amarillo	1953	Nice example of 1950s Shell gas station
5-1-375-AM-227	Dempsey's Service Station	Amarillo	1941	Rare example of Phillips 66 service station with high integrity
5-1-375-AM-238	Myers Fried Chicken Restaurant	Amarillo	1950	Unusual example of 1950s diner (1.5-story)
5-1-375-AM-302	Goodyear Garage	Amarillo	1934	High style example of tire service store
5-1-375-AM-316	Fillmore Street underpass	Amarillo	1931	Art Moderne grade separation
5-1-375-AM-371	Greyhound Bus Station	Amarillo	1949	Nice example of mid-century bus station
5-1-375-AM-374	Herring Hotel	Amarillo	1926-1928	

6-2-359-VE-004	Magnolia Gas Station	Vega	C 1920	Unusual example of 1920s Magnolia gas station
6-2-359-VE-028a	Bonanza Motel	Vega	c 1960	Intact 1960s motel
6-4-359-AD-006	Bent Door Café, Phillips 66 Gas Station	Adrian	c 1950	Nice example of Phillips 66 gas station, café
6-4-359-AD-014b	Gas Station	Adrian	c 1970	Nice example of 1970s Phillips 66 service station

Five road segments were recommended as Eligible structures, which included several Medium Priority-ranked culverts and bridge-class culverts. These Medium Priority-ranked resources were assessed as Contributing to the road segments.

The majority of the surveyed resources, **519** resources, are recommended as **Medium Priority**. Most of these resources have experienced some exterior alterations, but have retained sufficient integrity to still convey their historical significance. Although likely not eligible for National Register listing as individual properties, many of these resources would be considered contributing to a potential historic district if one existed; unfortunately, there are no concentrations of historic road-related resources that would be sufficient for listing as a NR district, other than what have already been listed (Sixth Street Amarillo, McLean, and Glenrio) or the road segments mentioned above.

Of the surveyed resources, **394** are recommended as **Low Priority**. These were resources that have either experienced significant alterations that diminish their architectural integrity, are non-significant examples of building types or styles that detract from the overall character of the area, do not meet the fifty-year criteria for being of historic age, or do not fit within the periods of significance for the Route 66 alignment(s). These resources are recommended not eligible for individual listing and/or are recommended non-contributing to any potential historic district.

Survey Project Recommendations

National Register Eligibility Recommendations

Eight (8) resources are already listed on the National Register as individual properties, along with three (3) National Register districts; the districts were not included in the resource count numbers above. As they relate to the Route 66 context, of the 962 resources identified, **no new districts are recommended eligible** and **thirty-seven (37) individual resources are recommended eligible** for listing on the National Register of Historic Places as part of the Route 66 historical context. Over 100 of these resources were constructed between 1970 and 1985, and do not yet meet the 50-year age requirement for registration. It should also be noted that historic resources within the survey area that are not road-related are not recommended eligible as they do not meet the Route 66 Areas of Significance; it is possible that they might meet eligibility requirements under other historic contexts.

TABLE 10: NRHP RECOMMENDATIONS	
NR Recommendation	**Total**
Listed – Individual Properties	8
Listed – NR Districts* (3)	
Listed – Contributing to NR District**	139
Listed – Non-contributing to NR District**	35
Eligible for NRHP	37
Not Eligible for NRHP	727
Contributing to NRHP-eligible Road Segment**	16
Total	962

*districts were not included in the resource count of 962;
**based on NR district nomination assessments
***contributing resources are all culverts along road segments

Individual Properties, Recommended Eligible for Listing

Thirty-seven (37) resources are recommended individually eligible under the Route 66 Historic Context, pending further in-depth research and a compilation of individual histories. These resources retain a high degree of integrity and convey the significance of certain property types within the Route 66 corridor. These resources generally represent the best of their type, or unusually expressive or rare examples of architectural forms. The following recommendations have been made based on information gathered during the field survey, and resources were assessed for their significance with the Route 66 context and their ability to convey significance.

Table 11: INDIVIDUAL PROPERTIES, RECOMMENDED ELIGIBLE FOR LISTING				
Resource ID	**Location**	**Name**	**Resource Type**	**Year Built**
1-1-483-RU-003	Shamrock vic.	Road segment with 5 contributing culverts, east of Shamrock	Road segment	1931
1-2-483-SH-001a	Shamrock	Chevron gas station	Gas station	C 1975
1-2-483-SH-006	Shamrock	P.B. Wooldridge gas station #2	Gas station	C 1938

1-2-483-SH-013	Shamrock	Sunset Cottage Camp	Tourist court	C 1935
1-2-483-SH-015	Shamrock	Rambler Motel	Motel	C 1960
1-2-483-SH-018	Shamrock	Whiting Brothers gas station	Gas station	1938
1-2-483-SH-030	Shamrock	P.B. Wooldridge gas station	Gas station	1938
1-3-483-LE-007	Lela	Road segment, b/w Lela & Shamrock	Road segment	C 1930
1-3-483-LE-009	Lela	Road segment with 3 contributing culverts, b/w CR 3 & CR 6	Road segment	C 1930
1-3-485-LE-010	Lela	Road segment with 8 contributing culverts, b/w CR 6 & CR 9	Road segment	C 1930
2-1-179-MC-071a	McLean	Graham Hotel	Hotel	1930
2-1-179-MC-080	McLean vic.	BB Road	Road segment	C 1926
2-2-179-AL-005a	Alanreed	66 Super Texaco Station	Gas station	1930
4-3-065-CO-007	Conway	Gas station	Gas station	1949
5-1-375-AM-039	Amarillo	Colonial Manor Motel	Motel	1950
5-1-375-AM-063	Amarillo	Biltmore Courts, Woods Inn	Tourist court	1945
5-1-375-AM-070	Amarillo	Chevron gas station	Gas station	1962
5-1-375-AM-083	Amarillo	Seminole 66 Station	Gas station	1964
5-1-375-AM-109	Amarillo	Tacos Don Miguel	Restaurant	1964
5-1-375-AM-113	Amarillo	Ding How Chinese Restaurant & Sign	Restaurant	1957
5-1-375-AM-131	Amarillo	Wimpy's Burgers	Restaurant	1963
5-1-375-AM-159	Amarillo	Farrell Manor Motel	Motel	1956
5-1-375-AM-169	Amarillo	Jay's 66	Gas station	1962
5-1-375-AM-177	Amarillo	English Motel	Motel	C 1955
5-1-375-AM-194	Amarillo	Faith Service Station	Gas station	1956
5-1-375-AM-205	Amarillo	Astro Motel, Sunset Motel	Motel	1950
5-1-375-AM-207	Amarillo	Circle Service Station	Gas station	1953
5-1-375-AM-227	Amarillo	Dempsey's Service Station	Gas station	1941
5-1-375-AM-238	Amarillo	Myers Fried Chicken	Restaurant	1950
5-1-375-AM-302	Amarillo	Goodyear Garage	Auto repair shop	1934
5-1-375-AM-316	Amarillo	Fillmore Street Underpass	Grade separation	1931
5-1-375-AM-371	Amarillo	Greyhound bus station	Bus station	1949
5-1-375-AM-374	Amarillo	Herring Hotel	Hotel	1928
6-2-359-VE-004	Vega	Phillips 66/Magnolia	Gas station	C 1920
6-2-359-VE-028	Vega	Bonanza Motel	Motel	C 1960
6-4-359-AD-006	Adrian	Bent Door Café, Phillips 66	Gas station, cafe	C 1950
6-4-359-AD-014	Adrian	Phillips 66	Gas station	C 1970

Historic Districts, Recommended Eligible for Listing

The results of the survey show that the concentrations of Route 66-related properties (that retain high degrees of integrity) in most areas of the state are not sufficient to constitute the formation of historic districts. The Route 66 Corridor has suffered extensive loss of historic fabric from demolition and/or redevelopment. This is particularly true in Shamrock and along Amarillo Boulevard in Amarillo. **No new Route 66-related districts are recommended** for this project.

Conclusion

The road-related resources documented along Route 66 in Texas represent primarily the commercial development of businesses that catered to the traveling public from the 1920s to the 1980s, reflecting the building booms that occurred in the 1920s due to the growing popularity of the automobile and after 1945 due to post-World War II development.

For the 2018 Route 66 Survey project, fieldwork documented the following results:

- 962 resources documented
- 8 National Register-listed individual properties
- 3 National Register-listed districts
- 48 resources with High Priority ranking (includes NR-listed properties and districts above)
- 519 resources with Medium Priority ranking
- 394 resources with Low Priority ranking
- 37 resources recommended eligible for individual National Register listing
- 52 resources no longer extant from 2002 survey

Documentation of the 2018 Route 66 Survey project can be found on the Texas Historical Commission's Route 66 webpages.

- 2018 Route 66 Survey for Listed, Eligible and Contributing resources http://www.thc.texas.gov/historic-highways/route-66/explore-route-66
- 2018 Route 66 Survey for all documented resources Download a Google Earth file and take a virtual trip down Route 66
- 2018 Route 66 in Texas maps by counties and communities (PDFs) http://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/route-66/route-66-survey/route-66-maps
- Route 66 in Texas Historic Context http://www.thc.texas.gov/public/upload/preserve/survey/highway/Rt%2066%20Tx%20Historic%20Context%202005.pdf
- National Route 66 Historic Context http://www.thc.texas.gov/public/upload/preserve/survey/highway/Route%2066%20Corridor%20Natl%20Historic%20Context%20report.pdf
- 2002 Route 66 Survey documentation http://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/route-66/texas-route-66-survey/2002-route-66

Many of the buildings in the survey area have experienced varying degrees of alterations that reflect changes in use and architectural style over the years. Some areas have experienced depressed economies that have left buildings vacant and deteriorating. It is hoped that by documenting Route 66's resources, digitally mapping the historic alignments, and by bringing awareness to the public that these

buildings may be sensitively rehabilitated and brought back into use, prolonging their time on the highway.

Funding for Route 66-related buildings is available through the National Park Service Route 66 Cost-Share Grant Program. This grant provided matching funds for this survey project. It supports "the preservation of the most significant and representative historic Route 66 buildings, structures, road segments, and cultural landscapes in the eight states through which the route passes. Assistance is also provided to support research, planning, oral history, and educational outreach project related to the preservation of Route 66. Program cost-share grant funds are provided through congressional appropriations, which are determined each new fiscal year."[81] For more information about this grant, please see the NPS website https://ncptt.nps.gov/rt66/cost-share-grants/.

[81] National Park Service Route 66 Cost-Share Grant Program website, https://ncptt.nps.gov/rt66/cost-share-grants/

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Appendices

Appendix A: Historic Resources Inventory

Appendix B: Historic Resources Survey Forms

Appendix C: Texas Route 66 Maps by County

Appendix D: Texas Route 66 Maps for Larger Communities

Appendix A: Historic Resources Inventory

(Geographically organized going east to west)

Appendix B: Historic Resources Survey Forms

(Geographically organized going east to west)

Appendix C: Texas Route 66 Maps by County

Carson/Donley Counties
Gray/Armstrong Counties
Oldham/Deaf Smith Counties
Potter County
Wheeler County

Appendix D: Texas Route 66 Maps for Larger Communities

Adrian
Alanreed
Amarillo
Glenrio
McLean
Shamrock
Vega