

NPS Form 10-900  
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

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historic name \_\_\_ Vickery Phillips 66 Station \_\_\_\_\_

other names/site number \_\_\_ \_\_\_\_\_

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2. Location

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street & number \_\_\_ 602 S. Elgin \_\_\_\_\_ not for publication \_\_\_  
city or town \_\_\_ Tulsa \_\_\_\_\_ vicinity \_\_\_  
state \_\_\_ Oklahoma \_\_\_ code \_\_\_ OK \_\_\_ Tulsa \_\_\_ county \_\_\_ code \_\_\_ 143 \_\_\_  
zip code \_\_\_ 74120 \_\_\_\_\_

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide  locally. (~~n/a~~ See continuation sheet for additional comments.)

[Signature] 1-20-04  
Signature of certifying official                      Date

State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. ( \_\_\_ See continuation sheet for additional comments.)

Signature of commenting or other official                      Date

State or Federal agency and bureau

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4. National Park Service Certification

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I, \_\_\_\_\_, hereby certify that this property is:

entered in the National Register  
See continuation sheet.

\_\_\_ determined eligible for the  
National Register

\_\_\_ See continuation sheet.

\_\_\_ determined not eligible for the  
National Register

\_\_\_ removed from the National Register

\_\_\_ other (explain): \_\_\_\_\_

[Signature] \_\_\_\_\_  
Signature of Keeper      Date of Action

Carlson H. Beall      3/3/04

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5. Classification

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Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>  2  </u>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<u>  2  </u>	<input type="checkbox"/> Total

Number of contributing resources previously listed in the National Register   0  

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)           Oklahoma Route 66 Historic Resources, 1926-1970

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: COMMERCE / TRADE Sub: specialty store

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: VACANT Sub: not in use

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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7. Description

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Architectural Classification (Enter categories from instructions)

Commercial

\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation concrete

roof asphalt shingles

walls brick

other \_\_\_\_\_

\_\_\_\_\_

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

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8. Statement of Significance

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

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

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

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation \_\_\_\_\_

Architecture \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Period of Significance  1931-1959 \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Dates \_ 1931, 1937, 1943, 1959 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Cultural Affiliation \_\_\_ N/A \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder \_\_\_ Phillips 66 Petroleum Company \_\_\_  
\_\_\_\_\_

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

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### 9. Major Bibliographical References

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

Previous documentation on file (NPS)

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

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_ Tulsa Public Library \_\_\_\_\_

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10. Geographical Data

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Acreage of Property \_ less than five acres \_\_\_\_\_

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	15	231485E	4004705N	3	_____	_____
2	_____	_____	_____	4	_____	_____

\_\_\_\_ See continuation sheet.

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

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

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11. Form Prepared By

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name/title \_\_\_ Michael Cassity \_\_\_\_\_

organization \_\_\_ Michael Cassity Historical Research and Photography \_\_\_ date \_\_\_ August 10, 2003 \_\_\_

street & number \_\_\_ 304 West Albuquerque \_\_\_\_\_ telephone \_\_\_ 918 451-8378 \_\_\_\_\_

city or town \_\_\_ Broken Arrow \_\_\_\_\_ state \_\_\_ OK \_\_\_ zip code \_\_\_ 74011 \_\_\_\_\_

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

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Property Owner

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

name Blue Dome Properties, LLC

street & number 2703 Riverside telephone \_\_\_\_\_

city or town Tulsa state OK zip code 74114

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Vickery Phillips 66 Station

Tulsa County, Oklahoma

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Description

**SUMMARY**

The Vickery Phillips 66 Gasoline Station is a cottage service station that fits exactly the pattern of construction used by the Phillips 66 Oil Company in its effort in the late 1920s and early 1930s to make its stations both attractive and uniform in appearance. While the gas stations followed closely a common style and design, some variation occurred especially with the construction of service bays. This station has two separate buildings, one for the office and one for the service bays.

The station is located on the southwest corner of Sixth and Elgin and faces north toward Sixth Street with the office building closest to the corner, east of the service area. Both buildings are constructed of brick with steeply pitched roofs. Although the service garage is larger than the office building, the south elevation of each is located on the same plane at the south edge of the property. Features common to both buildings include brick construction that has been painted an unobtrusive beige or sand color, brick lintels and sills, and the shingles on both, while old and faded, still show the orange and green colors that Phillips 66 originally used.

**Station Office**

The station office building measures about twenty feet on its north elevation and twelve feet on its west; it has a gable roof along the east – west axis, thus placing most of the north elevation under the eave, but a decorative gable above the entrance in the center flanked by a chimney to the west interrupts the lines and gives the building—and others like it across the region—the distinctive “cottage” appearance of a domestic structure. This central section is itself flanked by a large multi-light casement window on each side. Decorative elements include a graceful arch over the entrance made of soldier-coursed bricks and a circular inset in the chimney for the Phillips 66 medallion to be backlit. The chimney tapers as it rises above the eave. The west elevation is, by comparison, simple in design with two similar casement windows placed symmetrically and the elevation rising to the

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Vickery Phillips 66 Station

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gable which contains another circular recess for additional Phillips 66 signage. The south elevation is likewise plain, with two casement windows. The east elevation mirrors the west, with the circular feature in the gable repeated, except that the elevation includes a door (now boarded), instead of a window on the south, which opened to the women's restroom at the back of the building. Moreover, a concrete walk guides customers to that facility, and the walk is separated from the building by a curb enclosing a planter for flowers.

**Service Garage**

The much larger service garage building, about twenty-five feet on its north elevation and twenty on its west, is divided into two sections, most obvious on the north elevation. on the north elevation, the east section is under a the eave of a gabled roof that intersects a north – south gabled roof at midpoint, and the west section is under that north gable. Each section includes a bay on the north elevation. Metal overhead sliding doors open onto each bay, and a circular sign area again is located high in the north gable. The adjacent terrace rises to the southwest so that the only features on the west and south elevations are boarded windows which appear to rise from the ground. The east elevation includes a boarded window and an entrance at the south extreme.

The Phillips 66 Service Station possesses integrity of location, design, materials, appearance, workmanship, feeling, and association.

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Vickery Phillips 66 Station

Tulsa County, Oklahoma

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Narrative Statement of Significance

**Summary**

The Vickery Phillips 66 Service Station at Sixth and Elgin in Tulsa is eligible for the National Register of Historic Places under Criterion A because of its association with Route 66 and qualifies as a representative of the property type, "Gasoline / Service Stations" within the Multiple Property nomination, "Oklahoma Route 66 Historic Resources, 1926-1970." This two-building service station was constructed by the Phillips Petroleum Company in 1931 and served traffic on Route 66 when that highway followed alignments both to the north on Admiral and (after 1933) to the south of the station on Eleventh as it wended its way through the downtown Tulsa area, until Route 66 finally moved to the south and followed Skelly Drive (I-44) in 1959.

**Historical Significance of the Vickery Phillips 66 Station**

The Vickery Phillips 66 Service Station is significant under Criterion A because of its association with Route 66 in the period 1931 – 1959. That association dates from the time that the filling station was constructed to the time that the Route 66 alignment moved farther south, leaving behind this, and other businesses that had served the highway's traffic.

The part of town where this service station emerged was a residential district for the early years of the twentieth century, and in fact Tulsa Central High School is located just two blocks west of this location. As late as 1929 a private residence was located on this corner lot, but the character of the area was undergoing a major transformation and businesses were replacing homes in the neighborhood. One source of that alteration was simply the development of Tulsa's business community and the extraordinary growth of the downtown with its towering buildings and bustling commerce. Tulsa was, in the 1920s, without exaggeration the Oil Capital of the World and one indication of that status was the

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Tulsa County, Oklahoma

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establishment of the headquarters of oil and oil-related businesses. There was another development, however, that contributed to the change of this area from residential to business. In 1926 Second Street was designated part of U.S. Route 66 and very quickly an expanding stream of interstate traffic between Chicago and Santa Monica and points between began to surge along Tulsa's Second Street, and a different kind of business emerged to serve these travelers. While the Philtower and the Philcade towered over the downtown with their many levels of offices, on the street the businesses that catered to the traveling public built smaller operations to provide essential services. Thus gasoline stations and diners and tourist camps took their places in the shadows of the skyscrapers. There was almost poetry in the way that retail outlets of the oil industry sprouted near the nerve center of the same industry.

Phillips Petroleum Company, like other oil companies, expanded its company-owned retail outlets dramatically in the late 1920s and early 1930s, including some in Tulsa strategically placed to capture both the highway traffic and the downtown motorists. In the fall of 1930 Phillips purchased this property and by 1931 operated such a service station at 320 E. Sixth where there had been a two-story house.<sup>1</sup> Phillips appears to have operated the station with its own employees for six or seven years at which time it leased the station to individuals to operate it. This was a common adjustment in the industry and one whereby the oil company retained its rights of ownership—including the requirement that the leased station sell only that company's products—but reduced its managerial and personnel burdens. Thus in 1938 the station became known as the John D. Anderson Filling Station. The disadvantages of such an arrangement to the individual operator soon became evident. By 1940 it was known the Hamilton & Coday Filling Station. Hamilton and Coday seemed to have made the system work, partly because the two men also owned another station on Admiral. But even that enterprise faded, with possibly the gasoline restrictions of World War II contributing even more difficult circumstances. By 1943 it was known,

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<sup>1</sup> Warranty Deed, Independent Oil and Gas Co. to Phillips Petroleum Company, September 30, 1930, Land Records, Tulsa County Clerk Office. Independent Oil and Gas had bought the property a month earlier from an individual owner.

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appropriately enough, as Victory V W Phillips 66. The name of the station represented an interesting ploy to attract customers in the spirit of winning the war at the same that it hinted at the name of the new lessee: V. W. Vickery. It was known as the Victory station until the end of the war, and then in 1946 the name was altered slightly so that it became the Vickery Phillips 66. Virgil Vickery himself, at the time that he began to run this station lived in a small apartment less than a block away—an indication of the small business, entrepreneurial, Mom and Pop status of the station, even though the facility was actually owned by a large corporation. Vickery managed to make a strong effort at his station, and if the circumstances of war proved challenging, the end of the war and the flourishing of Route 66 traffic and a larger automobile culture in the post-war period helped turn the station into an enduring and successful business. In 1946 Vickery listed the station's services in the city directory as "Phillips 66 Products, Gas, Oil, Washing, Lubrication, Tire Repairing, Battery Service." The Vickery station continued to operate through the 1950s, but at the end of the decade the alignment of Route 66 changed so that it now went far to the south, well away from the station. After 1959, when the route changed and the period of historic significance ended, the Vickery station remained an active business for another decade. But that business surely declined after Route 66 moved. By 1971 the station had a new lessee and was known as the Downtown 66, but that did not last. In 1973 the buildings were vacant, Phillips sold the property, and the new owner had to agree to be "restricted for a period of ten (10) years to uses other than for the purpose of storing, selling or otherwise dispensing of automotive fuels, oils and other products ordinarily sold at an automotive service station."<sup>2</sup> At that time the service station closed its doors and has since been used for other purposes especially as a paid parking lot.

Because of its close association with Route 66, the Vickery Phillips 66 Station is eligible for the National Register within the Multiple Property nomination, "Oklahoma Route 66 Historic Resources, 1926-1970" as a representative of the property type "Gasoline / Service Stations," under Criterion A in the area of significance, Transportation.

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<sup>2</sup> Special Warranty Deed, Phillips Petroleum Company to E & E Enterprises, Inc., June 14, 1973. County Land Records, Office of the County Clerk, Tulsa County.

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### **Architectural Significance of the Vickery Phillips 66 Station**

The Vickery Phillips 66 Service Station is also significant under Criterion C because it represents a distinct type and period of construction.

At the time of its construction, Phillips Petroleum Company sought to generate service stations that would, by their very construction and design, convey an identity associated with the brand and thereby attract customers to its portals along the nation's highways. The cottage style that Phillips developed became immediately recognizable and historically distinct because of the attention to design, detail, and consistency in each unit. This station reflects these qualities.

Although Phillips was not the first oil company to use the cottage design for its stations, it was possibly the most pervasive in its application, and especially so in the region that included Oklahoma. The cottage appearance had as its origin the desire to help the commercial gasoline operation blend into, and be accepted by, residential neighborhoods. At the same time, however, that the station sought to convey an image of domestic tranquility, even romanticism, it also unmistakably communicated a corporate image with its consistency of design and colors. The cottage station quickly emerged as one of the distinct gas station designs in the early history of the automobile in the nation, and Route 66 provided a key venue for that development.<sup>3</sup>

Historians John A. Jakle and Keith A. Sculle have traced this development with a special focus on Pure Oil in other parts of the country, but the main contours of that use and rise of the cottage station can be applied to Pure Oil's midwest counterpart, Phillips 66. In fact, another student of the process, John Margolies, has explicitly argued that

Two major oil companies, Pure and Phillips, introduced quaint English

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<sup>3</sup> John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 167-180.

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country cottage-style stations in 1927. Pure Oil introduced its blue-and-white “rain spitter” (so nicknamed because of its steeply pitched blue tile roof) in Indianapolis, complete with window shutters, flower boxes, and a large bay window. The first Phillips cottage opened in Wichita, and by 1930 there were 6,750 of them in twelve states. The Phillips station had a central “chimney” (the Pure model had end chimneys), and each station was painted a distinctive dark green with orange and blue trim to make it stand out from the competition.<sup>4</sup>

This station conforms to the historical architecture design in its adherence to the company formulation of what its buildings should look like: steeply pitched roofs, gable over the entrance, chimney with space for corporate logo, tall windows, flower boxes at the side, and green and orange in its shingles.

The Vickery Phillips 66 Station, as a representative of the property type “Gasoline / Service Stations,” within the multiple property nomination “Oklahoma Route 66 Historic Resources, 1926-1970” is eligible under Criterion C in the area of significance Architecture.

### Summary

For almost three decades the Phillips 66 gasoline station that became known for the bulk of the time as the Vickery Phillips 66 Station served the traffic associated with Route 66 and in that function, as well as in its very architecture, the station developed historical significance. The Vickery Phillips 66 Station, as a representative of the property type “Gasoline / Service Stations,” within the multiple property nomination “Oklahoma Route

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<sup>4</sup> John Margolies, *Pump and Circumstance: Glory Days of the Gas Station* (Boston: Little, Brown and Company, 1993), 55.

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66 Historic Resources, 1926-1970" is eligible under both Criterion A in the area of significance Transportation and Criterion C in the area of significance Architecture.



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Vickery Phillips 66 Station

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Major Bibliographical References

Jakle, John A., and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994).

Land Records, Office of the County Clerk, Tulsa County Courthouse.

Margolies, John, *Pump and Circumstance: Glory Days of the Gas Station* (Boston: Little, Brown and Company, 1993).

Polk, R. L. & Co., *Tulsa City Directory*, 1929-1974.

Sanborn Fire Insurance Map Company, Maps of Tulsa for 1915, April 1939, June 1962.

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Vickery Phillips 66 Station

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Verbal Boundary Description

This property includes the north forty-five feet of Lot 1, Block 166, Original Townsite of Tulsa, Oklahoma.

Boundary Justification

This boundary includes the property historically associated with the Vickery Phillips 66 Station.