



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

March 14, 2011

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson Beall
Historian
National Register of Historic Places
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United States Department of the Interior
National Park Service

110000 80



National Register of Historic Places Registration Form

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

1. Name of Property

historic name Cities Service Station #8
other names/site number _____

2. Location

street & number 1648 Southwest Boulevard

NA	not for publication
NA	vicinity

city or town Tulsa
state Oklahoma code OK county Tulsa code 143 zip code 74107

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Bob Blackburn 1-24-11
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

Joe Edson H. Beall 3-14-11
Signature of the Keeper Date of Action

Cities Service Station #8
 Name of Property

Tulsa County, Oklahoma
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

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

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

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

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

Number of contributing resources previously listed in the National Register

Multiple Property Nomination Route 66 and Associated Historic Structures, 1926-1970

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Current Functions
 (Enter categories from instructions.)

COMMERCE/TRADE: Specialty Store

VACANT

7. Description

Architectural Classification
 (Enter categories from instructions.)

Materials
 (Enter categories from instructions.)

MODERN MOVEMENT

foundation: Concrete
 walls: Concrete
 roof: Other: Membrane

Cities Service Station #8
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County and State

Narrative Description

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

Summary Paragraph

The Cities Service Station #8 faces east on Southwest Boulevard, once Quanah Avenue and US Route 66. The building has a large concrete pad surrounding the south and east sides of the building with drives that allowed customers access to both sides of gasoline pumps. The rear elevation abuts a grassy strip along an access road entering Interstate 244 which is elevated overhead. The interstate's construction closed West 16th Place north of the building. The garage portion on the north has large overhead doors and the office portion on the south is lower in height. The office has an angled entry which faces the southeast. The white enamel panel building is trimmed with the green of the Cities Service brand. The gasoline pumps are no longer extant but their presence is not required for eligibility.¹ Just a few blocks from the historic Eleventh Street Bridge on Route 66, the station has retained its design, materials, workmanship, association, feeling, setting and location which are requirements for adding a nomination to the Multiple Property Listing for Route 66 and Associated Historic Resources in Oklahoma 1926-1970.

Narrative Description

The building has two masses constructed in two phases. The northern portion of the building is a two service bay garage, constructed c. 1940. It is a square block approximately 30' x 30' with a higher roof and parapet wall than the station office to the south, constructed c. 1950. The station office has a storage room, utility room, and restroom, and is a rectangle with one corner truncated on the diagonal. The office portion measures approximately 35'-9" x 23'-3" (see plan on a continuation sheet). The west and rear elevations of the garage and addition align, and on the front façade, the office addition steps back from the garage. An overhang with a sloped soffit wraps around the east and south sides of the office addition. Both portions of the building are constructed of concrete block on a concrete foundation and are connected by a storage room that once was a breezeway between an earlier 1920s station and the 1940s garage. Three steel pipe columns support the overlaying construction along the east and south elevations of the office. A narrow raised sidewalk wraps around the east and south elevations of the office. Roofs are constructed of wood rafters and wood decking and the building has a new membrane roof. The garage roof has a positive slope to the west; the office roof is virtually flat.

Main Elevation (East)

The garage and office are clad in white enamel panels on the south and east elevations. The panels are trimmed with Cities Service green trim and logo. The panels at the top of the garage parapet have a radius edge. The garage has two bays with a single steel pipe column between. The garage has two 10' x 10' glazed aluminum segmented overhead garage doors.

The office entry is located on the diagonal southeast corner and is a narrow stile aluminum door with a wood-framed transom. The door is flanked by two vertical porcelain enamel panels covering the door framing. On either side of the door and wrapping around the south side of the office are large plate glass windows in original aluminum frames. The windows facing east have in-kind replacement panes and aluminum frames. The storage room elevation has a 1950s plate glass window paired with a jalousie window with glass louvers.

North Elevation

The north elevation of the garage is painted stucco. There are three nine-light painted steel awning windows with concrete sills. The windows and sills are painted.

West Elevation

The garage is finished with stucco and the office is painted concrete block. This elevation has four nine-light painted steel awning windows with concrete sills. One window in each of the original men's and women's restrooms has been in-filled with concrete blocks. This elevation has no parapet wall.

South Elevation

¹ Section F, 67.

Cities Service Station #8
Name of Property

Tulsa County, Oklahoma
County and State

The south elevation is also clad in enameled panels. A large plate glass window flanks the main entry. A single aluminum door with a louvered vent in the lower portion accesses the women's restroom.

The building retains its integrity with original windows and overhead doors in the bays; also, several 1950s original interior and exterior doors remain in place. The enameled panels are trimmed with Cities Service green trim and logo.

Alterations

The station's current condition is the result of a federal historic tax project, with an approved and fully implemented Part II and a Route 66 Corridor Preservation Program Grant

Cities Service Station #8
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Tulsa County, Oklahoma
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- 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.)

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Transportation

Architecture

Period of Significance

1940 - 1965

Significant Dates

c. 1940

c. 1950

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The Cities Service Station #8's period of significance dates from the 1940 garage construction on Route 66, until 1965 when Cities Service became Citgo on Business 66. At this time, the company changed the green and white color scheme, logo, and brand.

Criteria Considerations (explanation, if necessary)

N/A

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

The Cities Service Station #8 is locally significant and eligible under Criterion A for Transportation and Criterion C for Architecture. It is a Route 66 resource whose registration requirements are defined in the "Multiple Property Nomination for Route 66 and Associated Historic Structures, 1926-1970." It is a gas station with a clear association to Route 66 in Oklahoma, and it is a good example of the oblong box style of gas station.²

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Transportation

The station had an ideal location along Quanah Avenue (renamed Southwest Boulevard in 1957). Before Interstate 244 was constructed it was between two cross streets, West 16th Place and West 17th Street.³ The first Cities Service station was constructed at this site in late 1926, after Route 66 had been designated, establishing the site as Route 66-related. Its location, surrounded on three sides by streets with easy entries made it possible to draw road traffic from Route 66 as well as local traffic on side streets.

The site for the station was ideal. Quanah Avenue was heavily used because the street fed traffic to and from the Eleventh Street Bridge across the Arkansas River. This bridge was one of the most important early substantial bridges built in Tulsa and Oklahoma, constructed in 1916-1917 (NRIS # 96001488) and it carried traffic from Tulsa to west Tulsa oil fields and refineries. Just south of the bridge, Quanah Avenue bordered the large Constantin Oil Refinery on the east side and a sand and gravel company on the west.⁴ When the bridge became an official part of Route 66 in 1926, it became part of this federally-designated highway, an east/west transcontinental highway, which only increased traffic along Quanah. In the early 1920s, there were already two gasoline stations and a garage at 1629, 1640 and 1701 S. Quanah, amid a small commercial development with hotels, stores, post office and fire department. With Quanah Avenue a prime high traffic street, the Cities Service station site was well-chosen.⁵

The registration requirements under the "Multiple Resource Documentation Form for Route 66 in Oklahoma", Point 5. Section F, 66-67, for Criterion A in the area of transportation, notes that a resource requires a "clear association with and can convey a feeling of personal and commercial traffic along Route 66 in Oklahoma," which the Cities Service Station #8 does. A potential listing must be located adjacent to, or near and obviously accessible from Route 66 and must retain sufficient physical integrity from the period of historic significance. The Cities Service Station #8 retains physical integrity. The station is a tax rehabilitation project which has met the Secretary of the Interior's Standards for Rehabilitation as required in the Part II application.

Architecture

Cities Service Station No. 8 is a good example of the "oblong box" type of service station which proliferated across the nation from the 1930's through the 1950's.⁶ In 1926, the first station was constructed and in 1940 the separate two-bay garage was constructed. In c. 1950, the old station was demolished, and replaced by a new office and connection with the existing garage. This now unified office and garage with new sleek enameled panels, smooth lines, large glass windows, and green trim created a new "modern" identity for the Cities Service Company.

The oblong box form of station was the result of a transition in gas station architecture from earlier "house" types. After World War II, the international style of architecture inspired similar stations which were less adorned, more stripped down with clean lines, shiny finishes, and functional design. The Cities Service Station #8 is not strictly an oblong box, however. Cities Service developed its own version of the oblong box with the recessed office area, angled entry and green and white stripes and logo which promoted the recognition of the Cities Service brand. The station is a good example of the basic type of oblong box station with its flat roof, large plate glass windows, and an integrated office and service bays in one nearly rectangular building.

² Section F, 66-67.

³ Sanborn Fire Insurance Map, Tulsa 1915-July 1926, (Chicago, IL: Sanborn Fire Insurance Company, Vol. 2, 1915-1962), Sheet 276. Tulsa 1915-1939, Vol.2,1923, Sheets 273 and 276.

⁴ Ibid., Tulsa 1915-1939, Vol.2,1923, Sheets 273 and 276.

⁵ Mike Kertok, "Historic Structures Report," November 2009, 2. Mr. Kertok is an architect who wrote the report for the Frasier Family LLP. He also did the research on the history of the gas station. The report is in the author's possession.

⁶ John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore, MD: The John Hopkins University Press, 1994), 145-147.

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Registration requirements under Criterion C for architecture specified in the "Multiple Resource Documentation Form for Route 66 in Oklahoma," Point 5. Section F, 66, that buildings that are a good example of a type, style or period of construction are eligible for listing. The Cities Service Station #8 is a good example of an oblong box modified to convey the Cities Service brand.

Developmental history/additional historic context information (if appropriate)⁷

Prior to the discovery of oil just after the turn of the twentieth century, Tulsa was a small town along the Arkansas River dependent on ranching and agriculture. Tulsa was reshaped by the discovery of nearby large pools of oil in 1901 and 1905. Oil discoveries caused the city's population to surge as incomers sought the wealth that seemed so readily available in "oil". The hub for the multitude of oil businesses emerging from the oil boom in the surrounding area was the downtown core. This once railroad dependent community in the early twentieth century was about to experience radical changes, however, altering from a dense urban community to a far flung city spreading in nearly every direction. By the 1920s, automobile use helped extend the city's outward spin to the south, east and southeast peppering new additions and subdivisions along the way.⁸

Even south of the Arkansas River along Division Street (later Quanah Avenue), the construction of the Constantin Oil Refinery in c. 1913 promoted new city additions and an area of commercial development with stores, rooming houses and residential hotels.⁹ The site of the 1926 Cities Service station was amid this commercial area, along the heavily traveled Quanah Avenue and Route 66.

Cities Service Company was formed in 1910, and it developed large holdings in the Mid-Continent Region by 1912 when it acquired the assets of Theodore N. Barnsdall, and a number of Oklahoma-based oil companies. Two years later Cities Service began extensive works in the Kansas oil fields. Those developments resulted in the formation of the Empire Gas and Fuel Company, and the name later changed to the Cities Service Oil Company, headquartered in Bartlesville, Oklahoma.

In 1917, Empire was operating over 100 service stations, mostly in Oklahoma and Texas and they were transferred to a Cities Service Company subsidiary, the Crew Levick Company, a Pennsylvania firm acquired in 1916. The stations were known under the Empire and Crew Levick names until the mid 1920's, when they began operating under the Cities Service brand.

In 1923, Crew Levick Company operated two service stations in Tulsa: Station No. 2 at 103 N. Cincinnati, and Station No. 3 at 722 S. Boston. In 1924, the stations were operating under the Cities Service brand and Station No. 4 was added at 1707 E. 6th. Four more stations were added in Tulsa in late 1926: Station No. 5 at 2500 N. Peoria, Station No. 6 at 1747 S. Main, Station No. 7 at Main and Haskell, and Station No. 8 at 1648 S. Quanah.¹⁰ Only the Station No. 8 site is extant and still a gas station; all other early Cities Service station sites are now used for other purposes. There has been a Cities Service station at this site serving travelers along Route 66 for nearly 20 years, and on along Business 66 for several more. It is the only 1920s Cities Service site left in Tulsa. The resource has undergone a federal tax credit restoration project and its restoration will enhance the on-going revitalization of structures along the Route 66 corridor.

⁷ The history of the development of Cities Service was written by Michael Kertock, *ibid.*, and edited by Cathy Ambler.

⁸ Population figures reflect the growth: the town grew from 1,390 residents in 1900 to 18,182 residents by 1910. The 1920 population of Tulsa was 72,075; the 1930 population was 141,258. Angie Debo, *Tulsa: from Creek Town to Oil Capital* (Norman, OK: University of Oklahoma Press, 1943), 84, 87.

⁹ Sanborn Fire Insurance Maps, Tulsa 1915, Sheet 50, 51. Tulsa 1915-1939 vol. 2, 1923, Sheet 0b, 276 and 277.

¹⁰ The street would be re-named Southwest Boulevard in 1957 according to the "Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A "Survey of Roadbed and Integral Structures (1926-1970)," U.S. Highway 66 would be rerouted from Southwest Boulevard (Quanah) in 1959. This report was prepared for the Oklahoma State Historic Preservation Office by the Oklahoma Route 66 Association, 2001-2002. See Map #18.

Cities Service Station #8
Name of Property

Tulsa County, Oklahoma
County and State

9. Major Bibliographical References

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

Cassity, Michael. "Multiple Property Listing for Route 66 and Associated Historic Resources in Oklahoma 1926-1970." Prepared for the Oklahoma State Historic Preservation Office, September 2002.

Debo, Angie. *Tulsa: from Creek Town to Oil Capita*. Norman, OK: University of Oklahoma Press, 1943.

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

Kertok, Mike. "Historic Structures Report," November 2009, 2. Mr. Kertok is an architect who completed the Historic Structures Report for the Frasier Family LLP. He also did the historical research included in this nomination for the gas station. The report is in the author's possession.

"Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures (1926-1970)." Prepared for the Oklahoma State Historic Preservation Office by the Oklahoma Route 66 Association, 2001-2002.

Sanborn Fire Insurance Maps, Tulsa 1915-July 1926, (Chicago, IL: Sanborn Fire Insurance Company, Vol. 2, 1915-1962), Sheet 276. Also see Tulsa 1915, Sheet 50, 51, and Tulsa 1915-1939, Vol.2,1923, Sheets 0b, 273, 276, 267.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than 1 acre
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 14S 769294 4003402
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The site includes Lot 2 and parts of Lots 3 and 4, Block 9, West Tulsa Addition to the City of Tulsa, Tulsa County, Oklahoma:

Beginning at the northeast corner of Lot 2 Block 9, said West Tulsa Addition: thence south 0° 12' 00" west, a distance of 140 feet to the southeast corner of Lot 2 Block 9; thence west a distance of 70.46 feet to a point 4.54 feet east of the southwest corner of Lot 8 Block 9, thence north 9° 56' 49" east, a distance of 83.86 feet; thence north 28° 43' 44" east a

Cities Service Station #8
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distance of 65.46 feet to the northwest corner of Lot 2 Block 9; thence east a distance of 25 feet to the point of beginning; and,

An alley 20 feet in width laying in Block 9, West Tulsa Addition to the City of Tulsa, Tulsa County, Oklahoma, according to the duly recorded plat thereof, and being more particularly described as follows, to-wit: beginning at the southeast corner of Lot 2 Block 9, thence west along the south line of Lots 2, 3, and 4, to a point 4.54 feet east of the southwest corner of said Lot 4; thence in a southwesterly direction a distance of 20.10 feet to the northwest corner of Lot 25 Block 9; thence east along the north line of Lots 25, 26 and 27 to the northeast corner of said Lot 27; thence north a distance of 20 feet to the point of beginning; and

16th Place from the west line of Southwest Boulevard to the east line of the Red Ford Expressway and lying between Block 8 and 9, West Tulsa Addition to the City of Tulsa, Tulsa County, Oklahoma, according to the duly recorded plat thereof, and being more particularly described as follows, to-wit: beginning at the southeast corner of Lot 2 Block 8; thence west along the south line of Lots 2 and 3, to a point 10.50 feet east of the southwest corner of said Lot 3; thence in a southwesterly direction along the east right-of-way of the Red Ford Expressway to a point on the north line of Lot 4 Block 9; said point being the northeast corner of said Lot; thence east along the north line of Lots 3 and 2 of said Block 9, to the northeast corner.

Boundary Justification (Explain why the boundaries were selected.)

The boundary contains the entire property historically associated with the Cities Service Station #8.

11. Form Prepared By

name/title Cathy Ambler, Ph.D., Preservation Consultant and Michael Kertok, Architect, for James E. Frasier
organization _____ date April 20, 2010
street & number 1129 E. 8th Street; and, 610 Iowa Street telephone 918 584-3566
city or town Tulsa; Norman state OK zip code 74120; 73069
e-mail cambler@sbcglobal.net; kertokmb@netscape.net

Additional Documentation

Submit the following items with the completed form:

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- See Continuation Sheets building footprint.

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

Photographs:

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

Photographs are labeled with the subject and direction of the photograph

- 1 of 7 Cities Service Station #8 East Elevation Looking West
- 2 of 7 Cities Service Station #8 Logo Looking West
- 3 of 7 Cities Service Station #8 1950 Station Portion Looking Northwest

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- 4 of 7 Cities Service Station #8 South Elevations Looking North
- 5 of 7 Cities Service Station #8 Rear Elevation Looking East
- 6 of 7 Cities Service Station #8 North Elevation Looking South
- 7 of 7 Cities Service Station #8 Context Looking Northwest

See Photo Map for location orientation.

Property Owner:

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

name James E. Frasier, Manager, Frasier Family LLP
street & number 1700 Southwest Boulevard telephone 918-584-4724
city or town Tulsa state OK zip code 74107

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

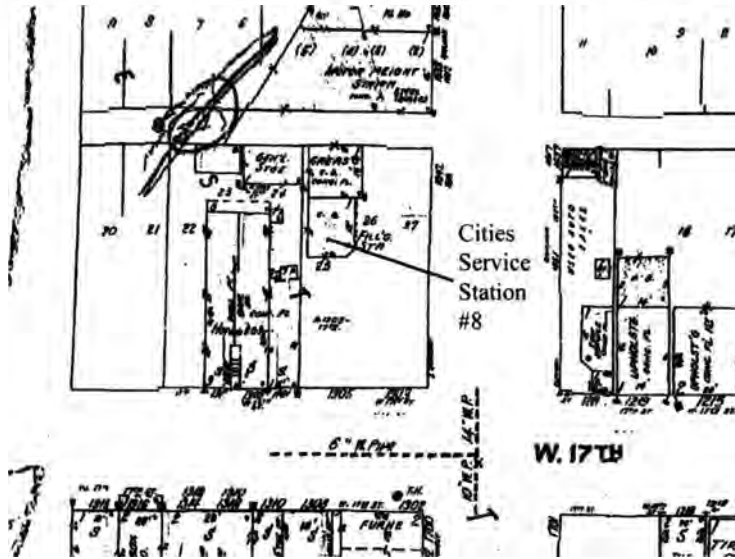
National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Cities Service Station #8
Name of Property Tulsa County, Oklahoma
County and State Multiple Property Nomination Route 66 and Associated Historic Structures, 1926-1970
Name of multiple listing (if applicable)

Maps

Sanborn Fire Insurance Map, Vol. 2, 1915-1962, Sheet 276



Google Earth View of the Cities Service Station #8 at 1648 Southwest Boulevard. Referenced May 13, 2010



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Cities Service Station #8
Name of Property Tulsa County, Oklahoma
County and State Multiple Property Nomination Route 66 and Associated Historic Structures, 1926-1970
Name of multiple listing (if applicable)

Section number 7 Page 2

Tulsa County Tax Assessor
Tax Parcel Numbers include 06820, 06840 and 06890 in Block 9 of the West Tulsa Addition. Section 11, Township 19N and Range 12E.



Photo List

All Photos Labeled -- OK_TulsaCounty_CitiesServiceStation#8_(with number).tif
Photographer-Cathy Ambler, February, 02, 2010. These photographs were taken on this date for the approved Part 1 Tax Certification. The station as of May 17, 2010, is under rehabilitation with an approved Part 2.

- 1 of 7 East Elevation (Main) looking West
- 2 of 7 1940s Garage Portion looking West
- 3 of 7 1950s Station Portion looking Northwest
- 4 of 7 South Elevation looking North
- 5 of 7 Rear Elevation looking East
- 6 of 7 North Elevation looking South
- 7 of 7 Station Context looking North

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Cities Service Station #8
NAME:

MULTIPLE Route 66 and Associated Resources in Oklahoma AD MPS
NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 1/25/11 DATE OF PENDING LIST: 3/02/11
DATE OF 16TH DAY: 3/17/11 DATE OF 45TH DAY: 3/12/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000080

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3-14-11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CITIES SERVICE

OK - Tulsa -
Cities Service Station #8_01



CITIES SERVICE

OK-Tulsa County
Cities Service Station #8-02



OK - Tulsa County -
Cities Service Station #8-03



OK - Tulsa County
Cities Service Station #8-04



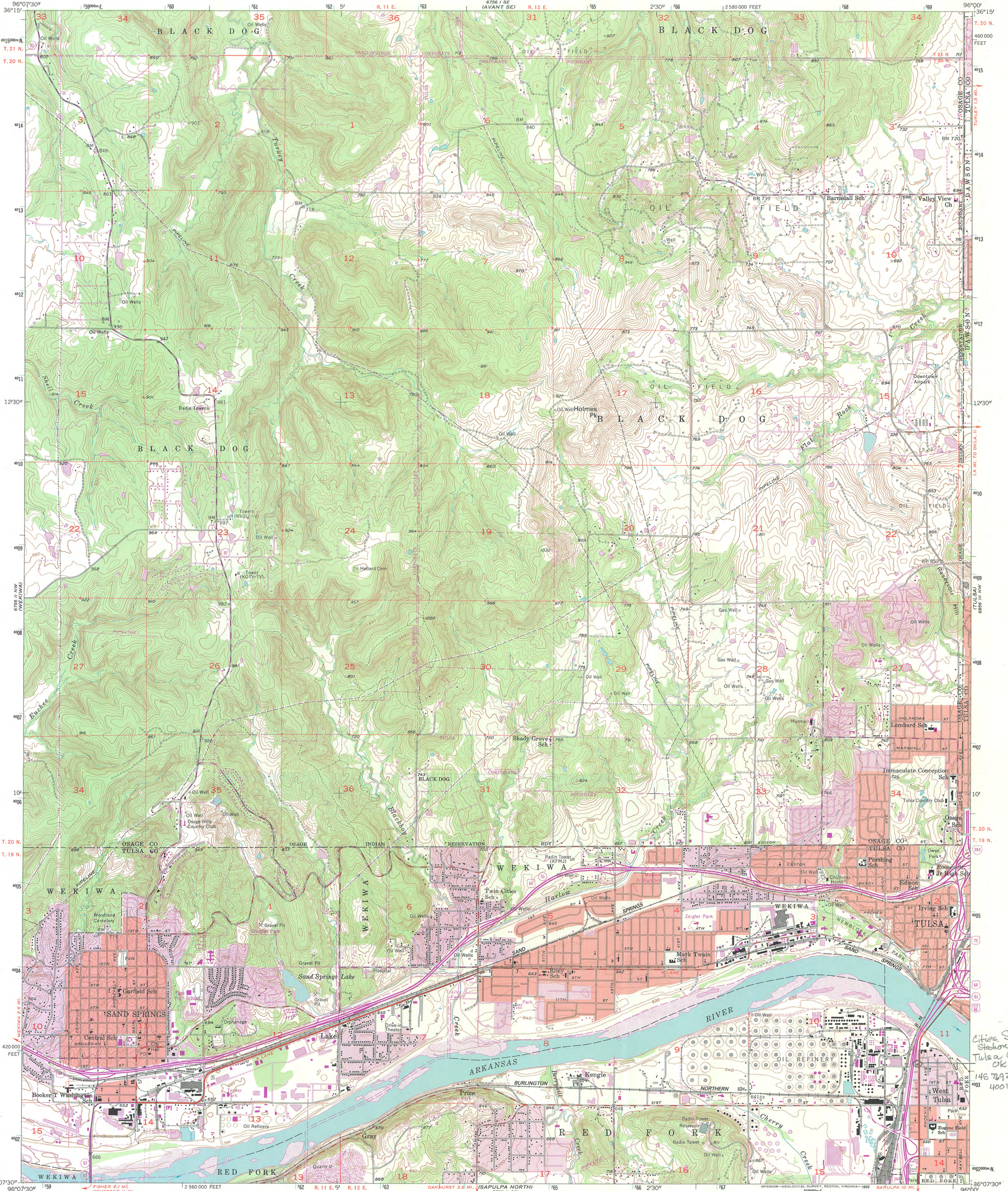
OK - Tulsa County
Cities Service Station #8-05



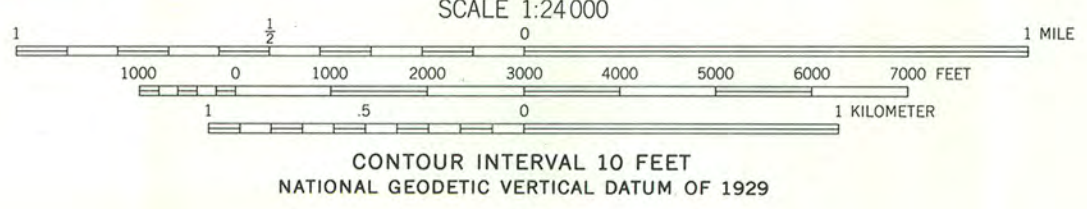
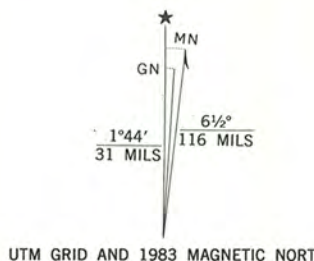
OK - Tulsa County
Cities Service Station # 8-06



OK - Tulsa County
Cities Service Station #8-07



Mapped, edited, and published by the Geological Survey
Control by USGS, USCGS, USCE, and Oklahoma Geodetic Survey
Topography from aerial photographs by Kelsch plotters
Aerial photographs taken 1955. Field check 1956
Polyconic projection. 1927 North American datum
10,000-foot grid based on Oklahoma coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Red tint indicates areas in which only
landmark buildings are shown
The difference between 1927 North American Datum and North American
Datum of 1983 (NAD 83) for 7.5-minute intersections is given in USGS
Bulletin 1875. The NAD 83 is shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND OKLAHOMA GEOLOGICAL SURVEY, NORMAN, OKLAHOMA 73069
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route
Interstate Route	

SAND SPRINGS, OKLA.
3609681-TF-024

1956

PHOTOREVISED 1983

DMA 6756 II NE--SERIES V883

Revisions shown in purple compiled from aerial
photographs taken in 1981 and other sources.
This information not field checked. Map edited 1983
Purple tint indicates extension of urban area

Cities Service
Station #8
Tulsa County
OK
146 769 294.23E
400 2402.81N





Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

January 21, 2011

JAN 21

Ms. Carol Shull
Acting Keeper of the Register
National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW
Washington D.C. 20005

Dear Ms. Shull:

We are pleased to transmit two National Register of Historic Places nominations for Oklahoma properties as well as one additional documentation. The nominations are for the following properties:

Cities Service Station #8, Tulsa, Tulsa County
First Christian Church Historic District, Oklahoma City, Oklahoma County

Peter Conser House (additional documentation), Heavener Vicinity, LeFlore County

We look forward to the results of your review. If there may be any questions, please do not hesitate to contact either Lynda B. Schwan of my staff or myself.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:lbs

Enclosures