

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

=====

historic name Sayre Champlin Service Station

other names/site number

=====

2. Location

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street & number 126 West Main not for publication N/A  
city or town Sayre vicinity N/A  
state Oklahoma code OK county Beckham code 009 zip code 73662

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3. State/Federal Agency Certification  
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As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide  locally. ( N/A See continuation sheet for additional comments.)

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

Oklahoma Historical Society, SHPO  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

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4. National Park Service Certification  
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I, hereby certify that this property is:  
\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_ See continuation sheet.  
\_\_\_ determined eligible for the \_\_\_\_\_  
National Register  
\_\_\_ See continuation sheet.  
\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register  
\_\_\_ removed from the National Register \_\_\_\_\_  
\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date  
of Action

=====  
5. Classification  
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Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<u>  1  </u>	<u>      </u> buildings
<u>      </u>	<u>      </u> sites
<u>      </u>	<u>      </u> structures
<u>      </u>	<u>      </u> objects
<u>  1  </u>	<u>      </u> Total

Number of contributing resources previously listed in the National Register   0  

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: specialty store

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

Current Functions (Enter categories from instructions)

Cat: VACANT/NOT IN USE Sub: \_\_\_\_\_

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

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7. Description

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Architectural Classification (Enter categories from instructions)

Art Moderne

\_\_\_\_\_

\_\_\_\_\_

Materials (Enter categories from instructions)

foundation concrete

roof asphalt

walls concrete

\_\_\_\_\_

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 1934-1954

=====  
8. Statement of Significance (Continued)  
=====

Significant Dates 1934  
\_\_\_\_\_

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

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

Architect/Builder Champlin Refining 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: \_\_\_\_\_

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10. Geographical Data  
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Acreage of Property less than one acre

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	14	441734E	3905297N	3	_____	_____
2	_____	_____	_____	4	_____	_____

N/A See continuation sheet.

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

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

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

name/title Michael Cassity, Ph.D.

organization Oklahoma State Historic Preservation Office date December 6, 2003

street & number 304 W. Albuquerque telephone 918 451-8378

city or town Broken Arrow state OK zip code 74011

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Additional Documentation  
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Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

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

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

name Sayre Industrial Authority

street & number 102 West Main telephone 580 928-2260

city or town Sayre state OK zip code 73662



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Sayre Champlin Service Station

Name of property

Beckham County, Oklahoma

County and State

"Route 66 and Associated Historic Resources in  
Oklahoma"

Multiple property listing

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**Description**

The Sayre Champlin Service Station is an oblong box station located on the southeast corner of the intersection of Fifth and Main, one block west of the main intersection in the business district of Sayre. Constructed originally about 1934, the station replaced an earlier, smaller service station on the same site that had been positioned at a diagonal to the corner. This station, a very modern appearing rectangular building, is placed against the west elevation of the larger building adjacent on the east, and its elevations are parallel to the lot boundary and bordering streets. A single-story structure with a flat roof, with concrete walls and a combination of large plate glass windows and metal multi-light windows, and with decorative lines that emphasize the horizontal, streamlined design of the building, the building represents the commercial form of Art Modeme architecture.

When the building was initially constructed it consisted of only the south portion that contained the service bays and entrance on the west elevation. It was soon enlarged to the north and the remnants of the previous station were removed, to add more of an office / retail section to the building, and a new entrance emerged in the clipped northwest corner of the building. The defining design elements are in the ornamentation, with each corner marked by pilasters rounded at the top before they reach the coping of the wall and long horizontal ovals high above the windows between the pilasters.

The north elevation of the service station is framed by two such pilasters, each formed by progressively stepped-out concrete, painted in alternating, contrasting hues. These colors have changed over the years with the use of the building and the taste of the owner; currently it is a light/dark pattern of burgundy and off-white. Completing the frame at the top is a horizontal oval and at the bottom a similarly stepped-out (dark) band along the base of the wall. An entrance to the restroom is at the extreme east, next to the pilaster, and a large multi-light metal window opens to the office near the west corner of the elevation.

At the northwest corner, which is clipped to provide an entrance, the main entry is a glazed panel door made of wood situated exactly between two more pilasters. Above the door are two horizontal bands that connect the pilasters, thus forming a square rather than an oval.

The long west elevation is likewise framed by pilasters at each end. High on the wall above the openings, two long horizontal ovals are positioned symmetrically and separated by a square that echoes that above the corner entrance. Within this frame the features are asymmetrical. A large plate glass window, divided into two sections, on the north

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opens onto the office area and is flanked to the south by the original entrance, a single wooden door that is now boarded, and to the south of it a tall, metal multi-light window. The remainder of the elevation south of that window is dominated by a pair of separate service bays with overhead rising doors. The doors, still original, are wooden paneled with two of the five rows containing lights. (In this section of the building, as in the others, all doors and windows are deeply recessed into the concrete walls.) The south corner of the building, with its pilaster, continues in a series of steps around the corner to form a matching pilaster that rises to the top of the elevation. Instead of stopping at that point, however, the pilaster curves northward to give the top of the building a rounded corner. The south elevation is thus framed by this pilaster on the west and a matching pilaster adjoining the building to the east. Centered between the two is a large multi-light metal window that opens into the service area.

Although the building has not been used as a service station for four decades, its condition is good and it has been the subject of a careful (and ongoing) restoration effort on the part of the city of Sayre in the last two years. One part of that project has been the replacement of the concrete apron surrounding the building which at one time included the service islands for pumps and air/water hookups. The building retains integrity of structure, materials, workmanship, location, appearance, feeling, and association.

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Significance

**Summary**

The Sayre Champlin Service Station is significant within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma." Constructed in about 1934 to take the place of a smaller, independent station that had been built in the 1920s, this service station was located directly on Route 66 and served the traffic on that important highway (just as the traffic served the station) over a period of around four decades. Because of this association with Route 66, the building qualifies under that multiple property nomination under Criterion A and represents the property type, "Gasoline / Service Stations" in the area of significance of Transportation. Moreover, because the property also is significant for its architectural qualities and associations as specified under that multiple property nomination, it also meets the requirements of Criterion C.

**Historical Significance**

Located in lands that had once been reserved for tribes of Native Americans being relocated to Indian Territory, the founding of the town of Sayre in 1901 marked both the beginning of the twentieth century and the emergence of a commercial center in the western part of the state. The town took root at the juncture of the North Fork of the Red River, which in fact had served as a disputed boundary between Oklahoma and Texas until as recently as five years earlier, and the Choctaw Oklahoma and Gulf Railroad. And shortly after Oklahoma became a state in 1907, Sayre became the seat of Beckham County. The town served primarily the agricultural economy of the area, but within a decade the town was showing signs of broader commercial importance as the frame buildings in the business district were replaced with brick, and soon the streets in the heart of town were paved.<sup>1</sup> An increasing number of these businesses served the traveling public and one such was the Prince Brothers Filling Station that emerged on the southeast corner of Fifth and Main in 1923. As one history of the early years of Sayre notes, previously at that location "was the frame work of a two story building, soon to be occupied as a saloon, but just to show that the wind sometimes blows in Oklahoma, this entire structure was blown down the next day after our arrival, but in those days when thirst parlors were in good demand, the

<sup>1</sup> Cindy Savage, National Register of Historic Places nomination, "Sayre Downtown Historic District," 31.

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structure was soon rebuilt and was only razed in 1923 to be replaced by the modern filling station owned by Prince Brothers.<sup>2</sup>

The Prince Brothers, of Wichita Falls, Texas, built a small filling station, and, following the conventions of the day, it was a small box positioned at a diagonal so that it faced the corner. Attached to the auto repair business next door, it supported a canopy that reached all the way to the edge of the lot on the streets. And it was truly modern since it offered not only gasoline but also outside and parallel to the station on the south was a greasing rack and also a Delco Light battery unit. Luck was with the Prince Brothers, for in 1923 a boom in oil production nearby began with the discovery of oil by the Carter Oil Company. The consequence was a huge increase in business for the town. While other agricultural communities in the nation suffered from the post-1924 decline of prices to the extent that the Depression of the 1930s was prefigured in the countryside by the Agricultural Depression of the 1920s, Sayre prospered and its population even increased. As one local history points out:

There was oil at Sayre—to Sayre they were going, and to Sayre they came. The town was full of strangers. There was no place for them to sleep and to eat, but that did not concern them. Their cars were beds; the nearest grocery was their restaurant. . . . Men who had never driven anything better than a cotton mule bought three cars at once. Came also the denizens of the underworld; murders and robberies were committed. Buildings sprung up over night. Some were shacks and some were permanent. From a population of 1,800 souls, the town of Sayre became the metropolis of the West.<sup>3</sup>

There may be some exaggeration in the final observation, and the boom only lasted a couple of years, but the fact remains that Sayre was being transformed dramatically. Another force was also at work to push the change even more, and even more permanently. As the county sought to pave the local farm to market roads, the Ozark Trails Association also organized locally. Receiving the support of the new Sayre Chamber of Commerce, the group actively pushed for the connection of Sayre to other communities with the Ozark Trails network of roads.<sup>4</sup> Although the Ozark Trails system had not initially included Sayre, its preferred route passing to the south through Mangum, it appears that the association took an active role and that the city by the mid-1920s became a part of the western portion of the Ozark Trails road map. At any rate another highway, the Postal Highway, another private organization-sponsored road, did connect Sayre with

<sup>2</sup> W. Ben Turner, "Some Early Day History," in Mrs. J. Danner, ed., *Sayre of Red River Valley* (Elk City, Oklahoma: McDonald's Printing, 1976).

<sup>3</sup> Fred L. Coogan, "Oil and Gas Field History," in Mrs. J. Danner, ed., *Sayre of Red River Valley* (Elk City, Oklahoma: McDonald's Printing, 1976).

<sup>4</sup> "Chamber of Commerce," in Danner, ed., *Sayre of Red River Valley*.

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other communities on a generally east-west route between Oklahoma City and Amarillo. This highway soon became Oklahoma Highway 3. Thus in November 1926 when the U.S. government officially designated Route 66, the highway used existing roads for the route instead of launching a survey of where the road should go. And with that stroke of a pen, Sayre found itself on Route 66.

Route 66 entered Sayre from the east (as conventionally visualized, although the road clearly went just as well from west to east) on the north end of town and literally followed Fourth Street to the south, passing by a few filling stations and the high school and descending the hill into the business district of town. When it reached Main Street, an east-west avenue, the highway alignment turned right, to the west, and followed Main for five blocks to Ninth Street, at which point the highway turned south the cross the bridge spanning the North Fork of the Red River then located on Ninth before proceeding west to the town of Erick.<sup>5</sup>

When the highway traversed Main Street in Sayre, it went directly in front of the Prince Brothers Service Station at the corner of Fifth and Main. This doubtless contributed to the growth of the business and to that of the other gas stations dotting the roadside through town. Moreover, because the Prince Brothers station was located next to an automobile repair shop and because it was just one block from the main intersection of the business district, the location was enviable. The prevailing pattern was for the gasoline stations to be owned by independent operators, in this case two brothers (one the president and the other the secretary of their firm), and, if anything, these were the exception since they were from out of town and they were incorporated. Even so, just as Route 66 spawned countless small business operations along its path, it also set into motion forces that undermined those independent businesses. As traffic increased on Route 66, business also increased, and the petroleum companies that had previously focused their efforts on one aspect of the oil business began to integrate vertically so that they would control their product from its source underground through its refining into a marketable product and to its final retail distribution. A familiar process in the history of companies like Standard Oil at the end of the nineteenth century, this also emerged as the path of the new independent oil companies in Oklahoma in the early twentieth century. In 1928 the Prince Brothers sold their station to the Champlin Refining Company.

The Champlin Service Station did well. In 1930 the Sayre City Council minutes noted that it was one of the stations being used to purchase gasoline for city vehicles.<sup>6</sup> This was, however, presumably a small part of their business and it

<sup>5</sup> See for the particulars of the routing of the various alignments of Route 66, Kathy Anderson, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association, *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: Oklahoma SHPO, 2002), Map 58.

<sup>6</sup> Sayre City Council Minutes, January 6, 1930.

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came on top of the burgeoning business funneled through town by that new corridor of transportation, Route 66. In fact, the Route 66 business in the 1930s presented something of a paradox. As farmers in Oklahoma suffered privation and desperation of legendary proportions, and as local businesses in their own turn watched their revenues decline, and as these people shared a common plight of homeless and hopeless circumstances, they joined in an exodus to the west coast in search of new opportunities, piling into their cars and trucks heading west on the Main Street of America. Thus the destitution of some who were forced from their homes by sheer volume enabled others with their roadside businesses to succeed. At the end of the 1930s, when John Steinbeck's epic novel of the dispossessed migrating from Oklahoma to California on Route 66, which he called "the mother road, the road of flight," was made into a movie, one of the memorable scenes is that of looking down Sayre's Main Street, as the Joad family drove past the stores and gas stations lining the road, toward the county courthouse at the end of the street.

As the Champlin station succeeded, it also changed. About 1934 Champlin constructed the first part of a new building. Previously the station had been basically a filling station where travelers could purchase gasoline. Although initially a grease rack and battery charger were located outside the small cubicle of the station, the grease rack (evidently a pit with the tracks above) was gone by 1931. The addition in the mid-1930s gave the station two inside service bays for actual automotive repairs and the station thereby reflected another trend in the industry: the transformation of filling stations into service stations.

The next stage in the expansion of the service station came shortly afterwards, and the 1937 revision to the Sanborn Fire Insurance Map shows the awkward arrangement of the original Prince Brothers facility, a small station with canopy placed at a diagonal, juxtaposed with the rectangular new service bays. Shortly after that, the old station was gone and the new took its place, expanding to the north with a larger office section and with a coherent design making it compatible with other Champlin stations and giving the whole structure a modern, beckoning appearance.

There is one other aspect of the relationship of the service station to Route 66 that deserves mention. Just as in the 1840s and 1850s travelers across the Oregon - California Trail generated business opportunities for traders along its path and those ubiquitous trading posts and forts had to be supplied from sources in other parts of the nation, and thus stimulated even more commerce along the road, so too in the 1930s and 1940s on Route 66. The service stations in particular, of all the roadside institutions including also cafés and tourist courts, depended on long supply lines. Thus the weekly tanker trucks that arrived to fill the storage tanks of the Champlin station used the same road that the customers did. This reflected some of the multiplier effect of Route 66 commerce. As traffic increased, so too did business. As the businesses along the road increased in number and volume, so too did the supply stream for those enterprises expand, thus placing additional vehicles on the road, and the cycle would continue to spiral. Moreover, the sheer weight of these tanker trucks placed enormous stress on the roads. Initially unpaved for all but a short distance in the state, Route 66 by 1935 was paved throughout the western half of Oklahoma and by 1937 throughout the state. But the pavement itself when applied had to increase its strength to abide by the additional loads it had to carry. And that stimulated yet an

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additional cycle of road and bridge improvements that then wound up altering the alignment of the highway itself. Route 66, initially a road to connect the isolated and remote parts of the country with the larger world and to facilitate commerce, soon became something of a dynamo of its own, unleashing additional forces to change the physical, economic, and social landscape of the state and nation.

By the end of World War II the outcome of these forces became clear as Americans began to travel Route 66 in unprecedented numbers. People who had never taken a vacation in their lives, because of the circumstances of depression and war, now were able to get on Route 66 and follow its concrete path across the nation. Jack Rittenhouse provided a guide for these travelers in 1946 as he noted the towns along the route with their distances and directed them along the road past the Sayre Champlin Service Station: "US 66 enters this quiet town, drops down a slight hill and turns right in the business district whose one main street ends at the courthouse." He listed several tourist courts in Sayre, but also noted "plenty of facilities."<sup>7</sup> As those tourists increased in number and as the commercial traveling public and the bus and truck lines expanded, this stimulated even more business in the communities along the highway, but it also generated another cycle of changes as the new wave of businesses tended to locate themselves on the peripheries of towns instead of in the business districts and as chains further displaced the individual entrepreneur as the standard form of business in the highway service industry. It also increased the pressure on the roadways and merchants and user groups increasingly called for widening the highways. When ultimately they were successful, the response was not limited to improving and widening Route 66, but provided for its replacement with the interstate highway system.



Veritable trains of gasoline tanker-trailers to supply the service stations like the Sayre Champlin Station increased the burdens of Route 66 at the same time that they fed the demand. Photo from 1929-1930 Report of the Oklahoma State Highway Commission.

<sup>7</sup> Jack D. Rittenhouse, *A Guide Book to Highway 66* (Los Angeles: J. D. Rittenhouse, 1946; reprinted by University of New Mexico Press, 1988), 60.

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After the enactment of the Interstate Highway System in 1956, the small towns fought a rearguard action trying to hold onto what they had. Where earlier they were aggressive about getting more commerce into their main streets, now they fought the changes that threatened to take the traffic away. But in 1953, a divided highway tumpike in eastern Oklahoma between Oklahoma City and Tulsa had opened, siphoning away traffic from the towns along Route 66 there, and in 1957 the Will Rogers Turnpike between Missouri and Tulsa opened, working much the same effect on the small towns in that section. The traffic continued in the western part of the state, but even there its future proved uncertain. In 1958 the eastbound lanes of the future I-40 were completed at Sayre. And in that year the bridge over the North Fork of the Red River on Ninth Street was replaced with a wider bridge over the river on South Fourth. The meaning for the Champlin station was that the traffic would no longer be routed directly past its station, pumps, and signs. Of course, it was still only a block away from the main route, and thus still quite accessible, but the implications were obvious. Traffic was moving away from this station and others like it on Main Street. The business that came to this station would be increasingly local in origin and destination.

It was no surprise then, in 1967, when Champlin Petroleum Company sold the station at the corner of Fifth and Main. Possibly unnecessary, given the changing traffic patterns, but nonetheless symbolic of the closing of the station, Champlin inserted a provision in the warranty deed obligating the new owners to agree that the property would not be used for twenty years "for the purpose of operating a gasoline station or for the purpose of selling, handling, distributing, storing or otherwise dealing in gasoline, diesel fuel, or any other fuel for use in internal combustion engines, motor oil, automotive grease or any other petroleum product or derivative for use in connection with automobiles, trucks, tractors, or other motor vehicles."<sup>8</sup> That marked a very final closure to this chapter of the history of this service station that had grown up alongside Route 66.

**Summary**

In the circumstances of its origin picking up where an earlier independent station had once operated, through the decades of its daily activity as it expanded its operation to become a full service station to supply the needs of a full generation of Americans and others using the critical artery of Route 66, and finally as it watched the traffic move away to a new, wider road outside of town, each step of the way the Sayre Champlin Service Station contributed to and reflected the pattern of historical development associated with Route 66. For that reason, the station qualifies for listing on the National Register of Historic Places as a representative of the property type "Gasoline / Service Stations," within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma" under Criterion A in the area of significance Transportation.

<sup>8</sup> Warranty Deed, Champlin Petroleum Company to A. C. Sanders, November 30, 1967, book 129, page 153, Beckham County Clerk's Office.



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**Architectural Significance**

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

The station that the Sayre Champlin replaced at Fifth and Main reflected its origins as a small filling station in an age when that was the norm, when traffic counts were low, when expectations of service were minimal (a grease rack and a battery charger representing the very significant limits of its service capacity), and when the canopy reaching out over the pumps was sufficient luxury to attract customers. The Champlin station modernized that approach dramatically in its service function, which was integral to the new building by making it an oblong box station with twin service bays located inside. Because of the Depression and its dampening effect on sales, gas station chroniclers John Jakle and Keith Sculle note that

many companies expanded auxiliary product lines requiring larger display rooms and larger storage spaces. The sale of tires, batteries, and accessories (the so-called TBA line) was universally adopted by the major firms. At the same time, companies began to emphasize automobile repair, which required more and larger bays.<sup>9</sup>

A new day in the retail gasoline business had dawned and the Sayre Champlin station reflected that day.

But aside from function, it was also in the design of the building that the Champlin station represented a distinct type and period of construction. The building, tucked away from the street and against the adjacent building, presents a striking impression that outsizes its physical dimensions. The dramatic lines of the building with pilasters that accent the long, wide, horizontal ovals above the fenestration make this one of the most distinguishable service stations along Route 66 in Oklahoma. It is an excellent example of the Art Moderne style popular between 1920 and 1940, a style much more common in commercial buildings than in domestic architecture. The Art Moderne style possesses distinct qualities that this building shares. The smooth walls, the flat roof, the horizontal lines in the walls and curves at the corners all present a general streamlined effect. As Virginia and Lee McAlester note about the style, "The smooth surfaces, curved corners, and horizontal emphasis of the Art Moderne style all give the feeling that airstreams could move smoothly over . . . them;

<sup>9</sup> John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 144.

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thus they were streamlined."<sup>10</sup> Appropriately, a similar change in automobile design was underway, and Daniel Vieyra notes that "by 1937 most mass-produced cars looked streamlined."<sup>11</sup>

In these ways, its functional shift toward a service station rather than a filling station and its adoption of a distinctive Art Moderne streamlined design, the Sayre Champlin Service Station represents a distinct period and type of construction. As a representative of the property type "Gasoline / Service Stations," within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma" this station is eligible under Criterion C in the area of significance Architecture.

**Summary**

The Sayre Champlin Service Station in Sayre, Oklahoma, has been historically associated with Route 66 and qualifies for inclusion in the National Register of Historic Places because of its historical significance under Criterion A and because of its architectural significance under Criterion C, both within the Multiple Property Nomination, "Route 66 and Associated Historic Resources in Oklahoma."

<sup>10</sup> Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2000), 465-466.

<sup>11</sup> Daniel I. Vieyra, *"Fill'er Up": An Architectural History of America's Gas Stations* (New York: Macmillan Publishing Co., Inc., 1979), 67.

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Verbal Boundary Description

This property includes lots 11 and 12 of Block 48, Original Town of Sayre, Oklahoma.

Boundary Justification

This boundary includes the property historically associated with the Sayre Champlin Service station.