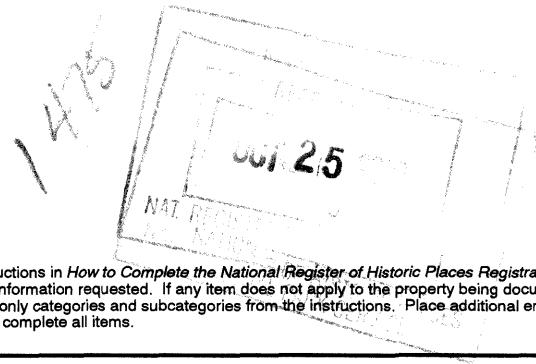


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.



1. Name of Property

Historic name Barnes Oil Company
Other names/site number NeHBS #SD01-084

2. Location

Street & number Intersection of Silver Street and U.S. Route 6 Not for publication
City or town Ashland Vicinity
State Nebraska Code NE County Saunders Code 155 Zip code 68003

3. State/Federal Agency Certification

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. (See continuation sheet for additional comments.)

Lawrence Sommer Date 10/21/02
Signature of certifying official Date
Director, Nebraska State Historical Society
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 certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

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): _____

Edson H. Beall 12/5/02

Signature of Keeper Date of Action
[Signature] _____
Signature of Keeper Date of Action

5. Classification

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

(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 1 | | Buildings |
| | | Sites |
| | | Structures |
| | | Objects |
| 1 | 0 | Total |

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade

Current Functions

(Enter categories from instructions.)

Work in progress

7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Commercial vernacular

Materials

(Enter categories from instructions.)

Foundation Brick
Walls Brick, Stucco with wood
Roof Wood (work in progress)
Other _____

Narrative Description

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

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 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.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions.)

- Commerce _____
- Transportation _____
- Architecture _____
- _____
- _____
- _____

Period of Significance

1932-1952

Significant Dates

1932

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unthank, John O., architect

Wilson, Forrest, contractor

9. Major Bibliographical References

Bibliography

(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 for additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local Government
 - University
 - Other
- Name of repository: Owner

10. Geographical DataAcreage of property Less than one

UTM References (place additional UTM references on a continuation sheet).

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|----|------|---------|----------|----|------|---------|----------|
| 1. | 14 | 722150 | 4546225 | 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.)

11. Form Prepared By

name/title Lori Jorgensen Unick, consultant

organization Jorgensen Unick Design date August 2002

street & number 3801 J Street telephone (402) 486-0774

city or town Lincoln state Nebraska zip code 68510

Additional Documentation

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/title Robert Frieke, Jr.

street & number 1501 Silver Street telephone (402) 944-3316

city or town Ashland state Nebraska zip code 68003

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined 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, (15 USC 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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SECTION 7: PROPERTY DESCRIPTION

The Barnes Oil Co. is located in southeastern Nebraska along the historic DLD highway, currently named U.S. Route 6, on the eastern edge of Ashland, Nebraska (population 2,262, 2000 census). The site is adjacent the Burlington Northern Santa Fe Railway (BNSF) and the Salt Creek. The town of Ashland, Nebraska, founded in 1857 began as a settlement on the Salt Creek Ford.

The site is at the northwest corner of Silver Street, the main business/commercial street of Ashland, and U.S. Route #6. The site is located on the embankment of the Salt Creek and is just on the edge of the rolling hills that embrace the southeastern edge of the town.

The Barnes Oil Co. is a 1-story brick Tudor Style cottage-type gas station constructed in 1932. The building exhibits a steeply pitched jerkinhead roof with wood half timbering in the stucco-clad gable-ends. The pitched roof extends a sweeping line over the round top door that leads to the women's restroom. This entry is separated from the workings of the station, a detail typical of the time. Historically the roof was clad with multi-toned flat clay tile. Due to the brittle nature of the tile, the tile is currently being replaced with new multi-toned flat clay tile. This roof replacement will be done as part of a Certified Tax Project for the renovation of the building. The main body of the structure is dark brownish-red brick running-bond construction. Projecting from the main façade, the brick-piered porte cochere retains its half-timbering as well. Multi-pane steel casement windows and brick dentil work at the cornice line add to the domestic/cottage character of the structure.

The L plan is composed of a large garage/service bay at one end with central furnace/storage room, men and women's rest rooms at the back and an office area at the front, facing the porte-cochere.

The only notable physical alteration to the structure, a metal clad garage/service bay, has been recently removed. An altered window opening, extended to the floor for an access door to the two bay metal building is the only existing evidence of the addition. Internal alterations include the reconfiguration of a wall between the original women's restroom and the front office area, as well as minor finish updates and mechanical services.

The roof is currently without shingles and has been recently sheathed and papered awaiting the installation of new multi-toned flat clay tile. The original multicolored flat tile roof was removed for repairs of the deteriorated flashing system. The original tile proved to be too brittle to withstand reuse.

Overall the building retains a high degree of historic integrity.

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SECTION 8: STATEMENT OF SIGNIFICANCE

CRITERION A: COMMERCIAL DEVELOPMENT and ROADSIDE COMMERCE

The Barnes Oil Company station is significant under Criterion A, reflecting commercial development of roadside business corresponding to the physical development of the state's and nation's highway systems. The period of significance under Criterion A of the Barnes Oil Company begins in 1932 and extends to 1952 the established 50 year cutoff date. The period between World War I and World War II saw the automobile emerge to dominance in American culture and transportation and the development of roadside businesses established to serve the needs of motorists. This period also saw increased federal involvement in the development of highways, including the DLD Highway (current U.S. Routes 6 and 34 through Nebraska). (Puschendorf, "Gloe Bros.," National Register Nomination Form, May 2000.)

DLD (Detroit-Lincoln-Denver Highway)

The DLD (Detroit-Lincoln-Denver Highway), also known by U.S. 6 and The Roosevelt Highway, was one of the early transcontinental highways across the United States, from Los Angeles to New York via Salt Lake City, Denver, Omaha, Davenport, Cleveland and Scranton.

"In Nebraska, the OLD/DLD became U.S. Route 6 in the late 1930s, one of three federal east-west transcontinental highways crossing the state. To the north is Route 20, which follows the Niobrara River close to the South Dakota border. Route 30, originally the Lincoln Highway, crosses the state along the Platte River corridor, near the Union Pacific main line and 19th century overland trail routes. (Algehn, pg.17)

Beginnings of the O-L-D/D-L-D Highway

"The Omaha-Lincoln-Denver (O-L-D) Highway, later the Detroit-Lincoln-Denver (D-L-D) Highway, formed a portion of one of America's first transcontinental highways. Although the D-L-D only ran from Detroit to Denver, it was a component of a nationwide highway system that stretched from Boston to Los Angeles. The highway began as the O-L-D Transcontinental Highway and, once the link to Detroit was complete, the route became known as the D-L-D. The highway was established by the Omaha-Denver Trans-Continental Route Association in May of 1911, two years before the establishment of the Lincoln Highway Association." (NeSHPO, Historic Highways Survey, pg. 56)

Members of the Omaha-Denver Trans-Continental Route Association envisioned that "a great permanent road is someday to stretch away across Nebraska and into Colorado." They also claimed "there is only one great road across Nebraska, and this is it." (NeSHPO, Historic Highways Survey, pg.56)

"Federal Numbering System

After 1916, federal and state funding established for road construction and improvements required roads to meet certain design and safety standards, and changes to the D-L-D route and road were inevitable. On April 19, 1919, the D-L-D highway became part of the state highway system. This change shifted responsibility for improvements and road construction to the state, rather than the Omaha-Denver Trans-Continental Route Association or communities and individuals along the route. By 1924 the highway was officially designated Nebraska State Highway 6, and would remain so until 1926. After the highway became a numbered route, the D-L-D name gradually fell out of favor and the road was known by its numbered route." (NeSHPO, Historic Highways Survey, pg.62)

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"In an effort to diminish the confusion surrounding named routes and unify the national highway system, the Federal Department of Agriculture announced a numbered system of highways in 1925. When this took effect in 1926, the D-L-D became a federal highway. Since this time, the route has had several numbering changes. When Nebraska erected the first official state and U.S. Highway signs conforming to national standards on June 5, 1926, the route was numbered US-38. In 1931 the route was designated U.S. - 6/ U.S. 38 and two years later was designated U.S. -6. Finally, in 1940, the segment between Hastings and Culbertson was designated as U.S. -6/U.S. 34, with the other sections of road remaining designated as U.S. - 6." (NeSHPO, Historic Highways Survey, pg.63)

"Tourism Along the D-L-D

In addition to advocating road construction and improvements, promoters of the O-L-D worked to increase tourist traffic on the route. This promotion caused many communities to lobby to be included along the route. Promoters of the highway boasted that 75,000 tourists passed over the O-L-D in 1919 and predicted that over 100,000 would drive the route in 1920. They determined that communities along the route must be profiting from this large increase in traffic. This profit may be evidenced in the amount of tourist-related businesses constructed along the route. Garages, hotels, motels and eateries were established along the route in and around communities. Many of these establishments advertised in road guides and on maps, trying to lure tourists to their location." (NeSHPO, Historic Highways Survey, pg.59)

"In an effort to stand out among competitors, some business owners used unique architectural creations or gimmicks to lure travelers." Many of these "exotic" creations, such as the wigwam motel courts in Hastings and "Showboat " Mississippi paddle boat structure and complex of cabins lost their appeal and were eventually torn down. "As the popularity of the D-L-D grew, many businesses left the central business district for locations along the highway." (NeSHPO, Historic Highways Survey, pg.61)

The development of improved roads spurred commercial growth of automobile and travel related services along the major routes. "Garages, hotels and eateries were established along the route in and around communities." (NeSHPO, Historic Highways Survey)

"In Nebraska, Route 6 of the late 1930s-50s witnessed the development of several notable roadside attractions and landmarks. The Linoma Beach Lighthouse, ... is one of the best known. Construction of this complex, which originally included a gas station, restaurant, dance pavilion and bathing beach, began in the 1920s. The lighthouse was finished in 1938; its beacon was operational and, according to local legend, flashed the Morse Code V for "victory" during World War II." (Ahlgren, pg.18-19)

"Before 1930, stations not only had to attract customers, but they had to be attractive as well. Resistance to the destruction of old houses and the disruption of residential neighborhoods lent support to zoning and other land use controls generally feared by gasoline interests. The oil companies sought to build stations that blended into residential neighborhoods thus to reduce opposition to their real estate practices." (Journal of American Culture, pp. 525.)

"Relocation of the D-L-D Highway

In addition to road surface changes, the original route of the D-L-D changed over time. During the late 1920s rerouting and realignment projects began to take place across the state, a trend that would continue into the 1940s. The majority of these relocations included shortening and straightening the route and eliminating unnecessary turns and rail crossings. These changes improve overall safety of the road and diminished traffic issues within towns. For example, an early relocation recorded in the 1929-

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1930 NDOR biennial report stated: "the new routing of the highway through Greenwood (Cass County) on U.S. 38 eliminated approximately 3.5 miles of road and numerous hazardous curves." (NeSHPO, Historic Highways Survey, pg.65)"

"Relocations of the route often eliminated communities from the direct path of the D-L-D. Some communities were in favor the relocation, which removed traffic congestion from the center of town, but others lobbied for the highway to remain through the central business district. Many of the communities' central business districts along the D-L-D were bypassed by relocations of the highway. Edision and Oxford, small communities located in Furnas County, were two such communities. A route change also eliminated Lamar from the D-L-D route. In 1911 the original highway ran though the center of town. By 1939, a relocation shifted the highway to the east, bypassing Lamar (Chase). In Minden (Kearney County) the original D-L-D route ran through the central business district. A relocation shifted the highway north, bypassing the center of town. A similar project occurred in Holdrege by 1939, with the highway shifting away from the central business district while remaining in town. In Exeter, the 1911 route turned north and ran through the central business district. By 1939 this route was relocated to the south edge of town. An exception to the trend to bypass was the community of Greenwood. It succeeded in relocating the highway to run through the center of town during 1929-1930." (NeSHPO, Historic Highways Survey, pg.66)

Near Ashland, Route 6 was altered in 1931. The highway was rerouted upon the completion of a new bridge at a crossing of Platte River just north and east of Ashland. (The First 100 Years Ashland, Nebraska: 1857-1957, pp. 39) The new alignment of Route 6 stretches along the east side of Ashland and may help to explain why the Barnes brothers, who already owned three other gas stations in town, chose to build a new architect-designed station on a site on the outskirts of town in 1932. This station remained as a service to motorists along Route 6 until the middle 1970s.

Commerce: New highway location provides new opportunities

For the Barnes brothers, who already owned and operated three other gas stations, this one, on the edge of town, appears to have been built in an attempt to draw business from the great potential of the modern motorist who traveled Route 6 across Nebraska. The station was designed as a "cottage type" with a real residential character, indicative of the new stations appearing in publications such as the popular *National Petroleum News*. This magazine provided subscribers information regarding current trends in the gasoline market and innovations in the petroleum industry, as well as station design. The publication sponsored annual gasoline station design contests, making the current national trends in station design available to its readers. (Journal of American Culture, pg. 525) It was a step from "filling" station to "service" station.

The Barnes Oil Co. station, designed by Lincoln architect John O. Unthank followed the national trends. It fit the residential "cottage type" aesthetics and provided similar functional layout with one service bay, a small office, men's restroom and display area, with a women's restroom providing separate entry at the opposite end from the service bay.

As competition for the modern traveler became stiffer, the amenities offered began to grow. "As travel for pleasure became common, stations offered soft drinks, snacks, and tobacco to serve the wary voyager. Some stations attracted several other businesses: diners, tourist courts, and auto camps, all catering to the motorist." (*Fill'er Up: An Architectural History of America's Gas Stations*, pg. 9.)

The Barnes Oil Co. also offered more than a fill of the tank. The station provided other services to the modern traveler in addition to gasoline, the convenience of facilities of both men's and women's restrooms and a drinking fountain were available. The office was stocked with candy and cigarettes in a case just inside the door. Sodas on ice in a Pepsi cooler

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located under the canopy at the front door offered cool refreshment for patrons. The Barnes brothers, avid hunters, allowed their nephews to display boards of ammo types in an alcove inside the station. This often spurred conversation and provided a bit of local flavor to the stop. The station provided more than just petroleum services, this was the location of bus stop for the Greyhound and Burlington lines for many years. Ashland had steady bus traffic at this time, and provided a welcome stop for traffic between Lincoln and Omaha. (Robert and Marion Barnes, interview)

The direct association with the DLD highway through the correlation that exists between the construction date, location and date of the realignment of the DLD near Ashland demonstrates the importance of this structure in understanding this building type in the national context of the development of roadside architecture. The national trends of gasoline station design of the period, the evolving aesthetics, services and the demand to compete for the business of the new motorist as the traveling consumer are reflected in the development of this building.

CRITERION C: TYPE, FORM and FUNCTION

Type: Filling to Service Station

The Barnes Oil Co. Service Station is significantly represented under Criterion C, displaying distinctive characteristics of a type: American gasoline station. It reflects the evolution of the gasoline station between World War I and World War II, a period that witnessed the dominance of the automobile and the corresponding market for petroleum outlets, products and services. The design, form and former functions of this property type reflect important marketing trends of the American gasoline station during the period when petroleum outlets evolved from "filling" stations to "service" stations. The period of significance under Criterion C reflects the year of construction, 1932.

Although difficult to pinpoint when and where the first "station" appeared, the first "drive -in " station to be located apart from bulk plan facilities was constructed in 1909 by an affiliate of the Shell Oil Co. in St. Louis. (Journal of American Culture, pp.521.) This was a pivotal point in the industry where there was a separation of the production and functionality of the product to providing the product of petroleum as a customer service, by bringing the product to a location and through a facility that was convenient to the customer. The period of the 1910s through the early 1930s brought competition among petroleum providers. The "service" and aesthetics of the stations became increasing important to the livelihood of each business.

"Independently owned stations are being cleaned up and overhauled, their owners are trying to adopt improved merchandising methods. In some cases attendants duplicate the routine of the well-trained operators of producer-owned stations, clean windshields, fill radiators, check oil." (Business Week, pp.13.)

Design: Fitting In the neighborhood

The early 1930s was a period of increased competition among the gasoline stations in the United States. The increase in usage of the automobile and travel as a whole created a demand for the expansion of the automobile service industry.

"Gasoline Stations Become Architectural Assets" "That the roadside gasoline station need not be an eyesore and an abomination has been proved in all parts of the country since public opinion became aroused to the point of outraged protest." (Business Week, pp.13.)

The gasoline station not only had to accommodate expanded services to a newly mobile society, it had to do so while fitting in to the context of the neighborhood. These stations needed to provide functional automotive services and conveniences for the consumer while adding architectural appeal to the setting.

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The design aesthetics became a critical aspect of the gasoline service business. The journal the *National Petroleum News*, founded in 1909 provided readers with articles concerned with exploration and innovation. The publication "served the independent oil producers by promoting open competition in a industry dominated by the Standard Oil Trust." In addition, considerable emphasis was given to station design. The publication sponsored annual gasoline station design contests.

"The publication also systematically sampled the illustrations across the magazine's entire run to determine what the prevailing structural types were. The following types were identified: 1) the curbside 2) the shed 3) the house, 4) the house with canopy, 5) the house with bays, 6) the oblong box (with and without modifications), 7) the small box, 8) the small box with canopy, and 9) the canopy with booth (Fig. 1). These gasoline station types were named for their principal structural features following nomenclature used in the journal." (Journal of American Culture, pp. 522.)

The Barnes Oil Co. would be classified as a combination of the "house with bay" and the "house with canopy" type. The cottage style, residential scaled structure included a single service bay at one end. The Barnes Oil Co. clearly displays the common characteristics of the service stations of the period.

The building's basic form follows this model both in scale and architectural detail. The overall massing of the building and jerkinhead roof type and materiality of the structure are reminiscent of the cottage revival styles.

The porte-cochere is anchored at the office end of the building. This canopy provides overhead protection for the front entry as well as for servicing at the pumps. The brick dentil work and curved wood pier brackets remain as character enhancing details of the tapered brick piers.

"Most stations contained small offices, on or two small storage rooms, and public restrooms. Entrance to a men's room was usually inside the station house as a convenience to employees as well as customers. Entrance to a women's room was usually discretely hidden behind or along side the building." (Journal of American Culture, pp. 525.)

This architect designed station follows this pattern and includes a service bay with storage at one end of the building, entry to women' restroom at the other end with the men's restroom and small office with merchandise display above taking the center of the building.

Setting: Implementation of national trends at local level

The Barnes family, prominent business owners in Ashland at the time, owned and operated a hotel and restaurant, billiards hall and four filling stations in town during this period. (interview with Robert and Marion Barnes) The Barnes Oil Company was one of the stations co-owned and operated by E. C. (Ernest Clide "Barney") Barnes and his two brothers, C. E. Barnes (Chester Eugene "Toots") and K. M. Barnes (Kenneth Martin "Skin") during a period of nearly forty five years. The local newspaper the *Ashland Gazette* ran ads for the company in the spring of 1930 touting "Drive in for complete filling station service" "Owned and operated by local boys". During this period in gas station history, the big companies were having difficulties with the American consumer and marketing as a local business person was a way to draw the customer base to their station. Small independent stations were finding still competition with the large incorporated stations.

"The introduction of sales of cigarettes, chewing gum, candy, and eventually may market storage batteries and other accessories. While this new competition in service and accessories field will probably eliminate some of the badly-kept, poorly-managed stations, it is also expected to improve materially the

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general type and management methods of the others." (*The Business Week*, "More Stations Will Sell Tires – Also Gum, Candy, Smokes", pg.13)

The independent stations were feeling the pressure to keep up with the service and amenities offered by the large corporate stations. Independents began "cleaning up" the image of the station and improving the services in the national trend of moving from "filling station" to "service station". Locally this seems evident when a partnership that already owned 3 filling stations decided to build a new, architect-designed station along the newly rerouted highway at the outskirts of town. (The DLD highway, Route 6, was realigned in 1931, it formerly routed east down Silver Street and turned north on 14th) (*Ashland: 100 Years*, pg.39) This station was designed with a large mezzanine display area viewed from the office area and the owners offered amenities such as cool beverages, candy and cigarettes to patrons during its years of service. This was a big change from the filling stations that were merely gas suppliers.

The station served as a bus stop for the Greyhound and Burlington bus routes. The bus stopped at the station, pulling in between the pumps and the highway. The bus was a popular way to travel during this period and served many patrons on the routes to and from Omaha and Lincoln. (Interview Marion Barnes)

This station was sited at the edge of town along the DLD highway, one of only three transcontinental highways through Nebraska at the time. This highway was a major transportation route east and west and the most traveled routes from Omaha to the west.

Form: The architect/owner

The station was built to Lincoln architect, John O. Unthank's, specifications. According to the Nebraska Historic Building Survey, few non-corporate, architect-designed examples of gas or service stations have been documented in Nebraska. Historical correspondence between Unthank and the owners discuss a variety of issues related to the functional layout and the aesthetics of the station. A letter from W.E. Harnsberger, Vice President of Barnes Oil Co., included with final payment to Unthank dated June 4, 1932 states:

"We are very pleased with the new station both in appearance and arrangement. Personally I have not yet got used to the roof but it may be my lack of appreciation for modernistic color schemes. The station as a whole has attracted many favorable comments."

According to correspondence between the owner and the architect, John O. Unthank's practice, was based out of an office at 426 Sharp Building, Lincoln, Nebraska during the time of construction. Lincoln city directories site Unthank as an architect in the city of Lincoln from 1931 to 1933, and from 1935 to 1976. Prior to the date of construction, Unthank is listed as Unthank & Vastine in 1930. John O. Unthank was the founder of the partnership of Unthank & Unthank, listed in the city directories from 1955 to 1975.

Forrest Wilson, of David City, Nebraska was the contractor of record. Historic correspondence notes that the contract was awarded for approximately \$5000.00 and that changes in the work brought the sum to approximately \$5800.00 for the building and site.

The form, function and architectural character are all demonstrated in the architecture of this stellar example of a period "cottage" type service station. The fact that it is an architect-designed station makes it even more important as a state resource.

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The Business Week, "More Stations Will Sell Tires – Also Gum, Candy, Smokes", (September 3, 1930).

The First 100 Years, Ashland, Nebraska: 1975-1957, (located in the Nebraska State Historical Society).

Vieyra, Daniel I., "Fill'er Up": An Architectural History of America's Gas Stations. New York: Macmillan Publishing Co., Inc.(1979): 9.

Other Sources

Telephone interview with Mr. Robert Barnes and wife Marion (Robert is the son of co-owner Kenneth Barnes)

Ashland Gazette, 1930s.

Nebraska Historic Building Survey, State Historic Preservation Office

City telephone directories, Lincoln, Nebraska.

Uncataloged manuscript collection, held by the owners, a copy of information documented in the report is located at the SHPO office in the corresponding background information file.

Uncataloged historic photographs held by owners, copies of a selection of these photos are located at the SHPO office in the corresponding background information file.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Barnes Oil Company

Name of Property

Saunders County, Nebraska

County and State

Section Photos Page 1

Applies to photographs #1-#8

Photographer: Lori Jorgensen Unick

Location of negatives: Nebraska State Historic Preservation Office, Lincoln, Nebraska

Date of Photographs: July 31, 2002

Photographs

#1

South and West facades

#2

North and East facades

#3

South and East facades

#4

Looking Southwest at detail of canopy bracket, dentil brickwork and light fixture

#5

Looking North toward original women's restroom door

#6

Looking South toward highway out of the service bay

#7

Looking East into the corner where the women's restroom was originally located

#8

Looking up to the display area above restrooms and office

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Barnes Oil Company

Name of Property

Saunders County, Nebraska

County and State

Section 10 Page 1

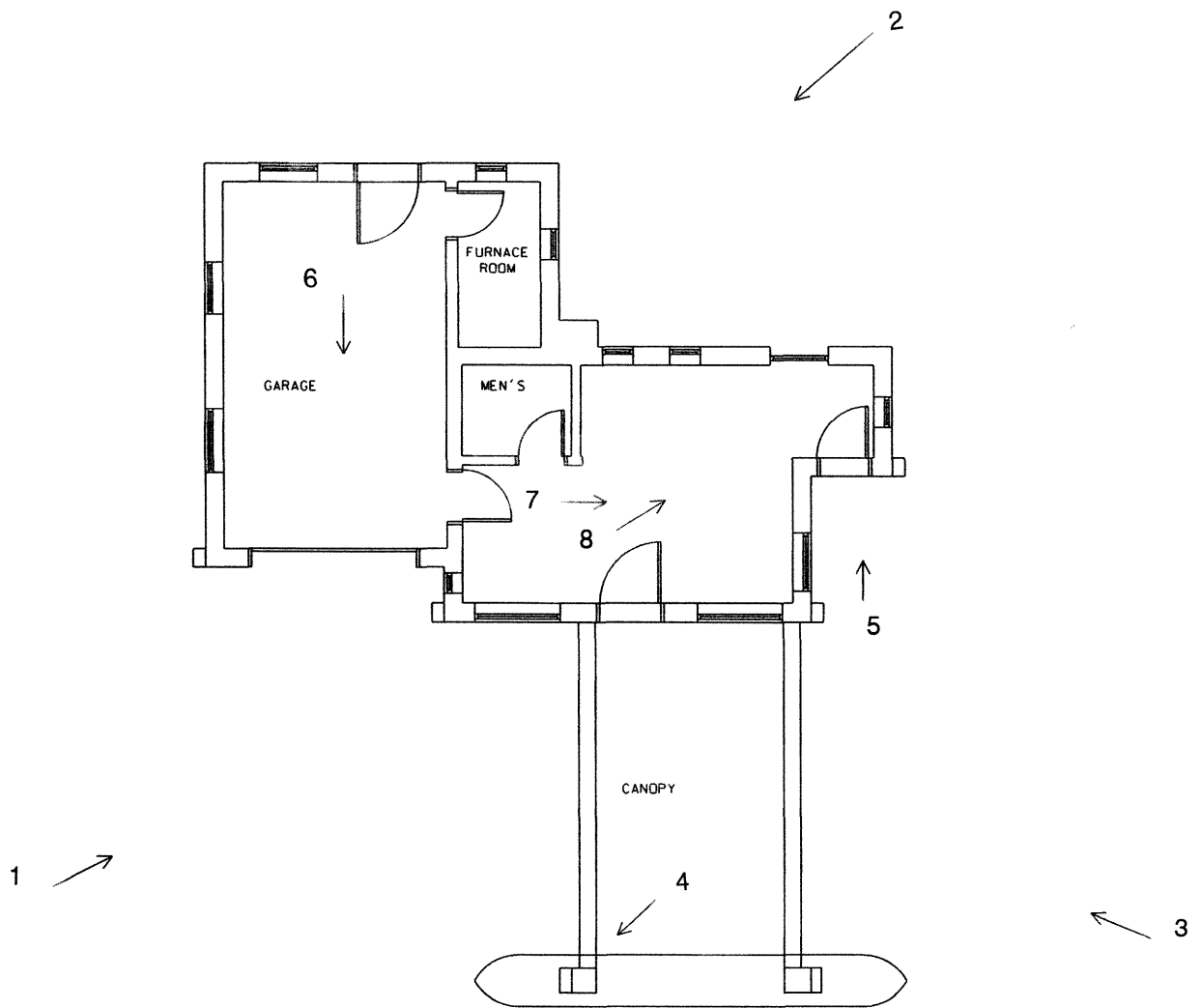
Section 10

Verbal Boundary Description

A tract of land comprising all of Lots 1, 2, 6, 7 and the North 40 feet of Lot 5, Block 11, in Dean's Addition to the town of Ashland, Saunders County, Nebraska, last certified to by Hamilton & Johnson bonded abstractors of Wahoo, Be on the 1st day of July, 1929.

Boundary Justification

The nominated property includes the entire parcel historically associated with the Barnes Oil Company building.



Barnes Oil Company
NeHBS #SD01-084
Ashland, Saunders County, Nebraska

Photo Key/Floor Plan