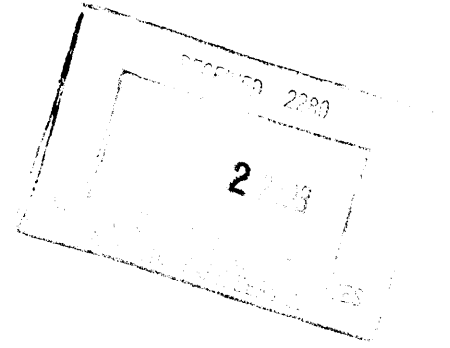


NPS Form 10-900  
(Rev. 10-90)

OMB No. 1024-0018



United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

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**1. Name of Property**

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historic name  Narcissa D-X Gas Station

other names/site number

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**2. Location**

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street & number  15050 South Highway 69  not for publication  N/A   
city or town  Miami  vicinity  x   
state  Oklahoma  code  OK  county  Ottawa  code  115   
zip code  74354

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. (NA See continuation sheet for additional comments.)

[Signature] 10-17-03  
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

4. National Park Service Certification

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

- entered in the National Register Edson H. Beall 12-5-03  
See continuation sheet.
- determined eligible for the \_\_\_\_\_  
National Register
- See continuation sheet.
- determined not eligible for the \_\_\_\_\_  
National Register
- removed from the National Register \_\_\_\_\_

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

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

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5. Classification

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Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<input type="checkbox"/> 1	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<input type="checkbox"/> 1	<input type="checkbox"/> Total

Number of contributing resources previously listed in the National Register  0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  Route 66 & 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 Sub: specialty store

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

Current Functions (Enter categories from instructions)

Cat: VACANT Sub: not in use

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

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7. Description

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Architectural Classification (Enter categories from instructions)

OTHER: Quonset hut  
LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN  
MOVEMENTS: Craftsman

Materials (Enter categories from instructions)

foundation concrete  
roof asphalt shingles  
walls brick  
\_\_\_\_\_  
other \_\_\_\_\_  
\_\_\_\_\_

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

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8. Statement of Significance

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

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

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

Areas of Significance (Enter categories from instructions)

COMMERCE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance  1934-1953 \_\_\_\_\_

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

Significant Dates 1934  
1937  
\_\_\_\_\_

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

Cultural Affiliation N/A

Architect/Builder Gaines Brothers Construction Company, builder

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

9. Major Bibliographical References

(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	_15_	_328123E	4074299N	3	_____
2	_____	_____	4	_____	_____

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

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

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

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11. Form Prepared By

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

organization \_\_\_ Michael Cassity Historical Research and Photography \_\_\_ date \_\_\_ July 9, 2003 \_\_\_

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

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

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

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Property Owner

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

name Eldon and Lillian Gibson

street & number 15050 South Highway 69 telephone 918 / 542-7709

city or town Miami state OK zip code 74354

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United States Department of the Interior  
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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 9

Narcissa D-X Gas Station  
name of property  
Ottawa County, Oklahoma  
county and state  
Route 66 & Associated Historic Resources  
in Oklahoma  
name of multiple property listing

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Description

**SUMMARY**

The Narcissa Gas Station constitutes the main building in the once thriving village of Narcissa, located south of Miami in Ottawa County on Route 66. Located on the east side of the highway, the building also is situated in the northwest corner of the surveyed section so that it borders the county road that follows the section line immediately to the north of the station. The land is a gently rolling prairie and the village is surrounded by land in cultivation. The store itself is no longer operating and the scattered buildings nearby, also on the east side of the highway, are mainly abandoned, including a motel that once was part of the operation. Buildings to the north, across the county road, were not associated with this station and were part of a separate Gaines Brothers Construction business. Directly south and attached to the brick building is a Quonset hut, once associated with the store and station.

The Narcissa Gas Station is a long rectangular building with hipped roof with asphalt shingles following the north – south ridge, bisected by the projection of another hipped roof to the east and west. The projecting roof on the west forms the porte cochere over the pump filling area so that the roof is a cross shape while the building itself is a T configuration. A projecting brick chimney rises from the north slope of the building. The store and gas station, originally a frame structure that was moved to this site in 1934, was given a brick exterior (over the wood siding) shortly after its relocation to its present location.

The west elevation is the front and is divided into three sections, with the center component dominating because of its store windows and entrance. That section is flanked by solid brick façades to the north and south. Although a single glazed door with metal hardware has replaced the original entrance to the store in the center of the west elevation in recent years, this appears to be the only such alteration and is not sufficient to compromise the integrity of the building. That door is flanked on the north by a set of multi-light fixed windows, three up and three across. North of those windows is another,

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larger, set of similar multi-light windows, this set is seven lights across and three up which allow ample light to enter the building. At the north end of the elevation, a five-paneled wooden door opens onto the men's room. South of the main entrance in the center two more sets of multi-light windows, each seven across and three up, provide additional light into the building. All windows are matching with wooden sashes, muntins, and surrounds; sills are poured concrete. On the south end of the west elevation, a wooden panel with small window and door appear to replace an earlier entrance, but the alteration was during the period of historic significance and the window and door are both made of wood and otherwise conform to other features of the building.

The porte cochere, which projects westward, toward Route 66, from the west elevation, is a simple structure although massive in appearance. The hipped roof slopes down on the three sides to projecting eaves which are enclosed, as is the soffit which becomes a ceiling for the feature. A distinctive feature of the eaves is their clipped corners. The porte cochere is supported by two square piers that taper as they rise from the gasoline pump island. Additional supports made of tubular metal are located near the building on the north and south inside corners of the porte cochere. The gasoline pumps have been removed from the island in front, but a solid concrete pier that still contains attachments for air and water hoses remains, as does a tall signpost announcing the store and service to travelers with lighted message board.

The north elevation includes an entrance with a five-panel wooden door flanked by two small windows with three lights across and two up.

The east elevation includes three distinct segments, a projecting wing from the building at the center dominating the elevation. This projection includes on the east, under the only gable in the structure, a modern entrance and double hung window, each sash containing three lights across and two up. The north and south elevations of this wing contain similar double hung windows. The east walls of the main building, to the north and south of the projecting wing, contain no fenestration. A noncontributing concrete block storage shed has been added at an unknown point toward the south on the west elevation.

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Attached to the building on the south, in the same approximate line of the east elevation is a Quonset hut truncated on the east so that sliding doors to several bays open for access to garage operations inside. Used as an integral feature of the gas station, this Quonset hut is contributing.

The interior of the building includes a store area and storage and office space, and also a kitchen, but not living quarters.

The building was used until the 1990s and its continued functionality as it served the needs of the traveling public along the road well after the demise of Route 66 assured its sustained integrity of location, appearance, design, materials, workmanship, feeling, and association.

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Narcissa D-X Gas Station  
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Resources in Oklahoma  
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Narrative Statement of Significance

**Summary**

The Narcissa D-X Gas Station and store in the hamlet of Narcissa, Oklahoma, is significant within the Multiple Property Nomination, "Route 66 & Associated Historic Resources in Oklahoma." Constructed in probably the first decade of the twentieth century at another location to the west, adjacent to the railroad tracks and part of a complex that included the Gaines Brothers Elevator, in 1934 it was moved to its current site to be located on Route 66. Because of this association, the building qualifies under that multiple property nomination. The bridge is significant under Criterion A because it represents the property type, "Gasoline / Service Stations" in the area of significance of Commerce.

**Historical Background**

Route 66 in Ottawa County, Oklahoma, like that highway in other parts of the state and nation, initially followed pre-existing routes, sometimes paved but more often either improved or unimproved dirt roads. In the stretch between the towns of Miami and Afton, a paved road existed, albeit an unusual paved road. Sometimes referred to as the "sidewalk highway," in 1922 a nine-foot wide strip of rock asphalt over concrete pavement was constructed to connect Miami and Afton as part of the Ozark Trails road network. Narrow though it was, this road nonetheless served well the traffic needs of the area and with its hard pavement enabled both local auto travelers and the growing number of automobiles from out of the county and even out of state. In 1926 this road was designated part of the new United States Route 66, and it began to attract even more automobiles since this was a road that connected not only Miami and Afton but Chicago and the west coast.

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One of the indicators of the new forces set in motion by the presence of this highway was the rise of business establishments along its right of way. Gasoline stations and diners and tourist camps quickly took root along Route 66 and these features then made traffic more attractive, which stimulated more traffic and more businesses. In 1934 one such business emerged in the town of Narcissa where Route 66 passed through. Importantly, though, this business had already been operating nearby and serving local needs well enough, but the greater business opportunities along Route 66 prompted Frank L. Gaines to move the station to the roadside property. Gaines had purchased this land in 1923. In 1934 he moved the business to the southeast corner of what had become the main intersection in Narcissa. In 1935 Gaines and his wife granted the state an easement for the construction of a wider pavement to replace the narrow roadway. The construction proceeded and in 1937 the new road was opened between Afton and Miami. When it was opened, in fact, this road represented the last segment of Route 66 in Oklahoma to be paved—eleven years after its designation as a U.S highway.<sup>1</sup> The new road north of Narcissa eliminated not only the narrow pavement that had previously served the public, but also the constant and dangerous turns at the section lines where the earlier road had zig-zagged in stair step fashion across the countryside. At Narcissa and below, where the road followed a straight north – south line already along the section lines, the new pavement simply went over the old. The result was a quickening of traffic and an enlargement of the volume of that traffic too.

The significance of this development can easily be reckoned when viewed as part of the rise of business and traffic along Route 66. It can also be calculated by looking at the local community. The town of Narcissa had been established at the turn of the century, incorporated in 1902 just a year after the Frisco Railroad went through the area. When the railroad came, James Henry Gaines and his brother Frank Gaines built a grain elevator by the railroad, and that became the nucleus of the village. Soon the town had a drug store, three general stores, and a blacksmith. One of the general stores was owned by the

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<sup>1</sup> “U.S. Highway 66 Opening Monday Links Interesting State Areas,” *Tulsa Tribune*, September 12, 1937.

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Gaines brothers. Soon the town also had its own school, a supplement to the school west of town.<sup>2</sup> Although the town lost its post office in 1916, general indications are that the agricultural community prospered, or at least held its own, despite the agricultural depression that ravaged the Oklahoma countryside in the 1920s. The primary sign of weakness in the community's economy was the designation of Route 66 in 1926. Even so, this was not a major challenge at first; the road technically passed through the town of Narcissa, although its route took it nearly a quarter mile to the east of the railroad and the businesses clustered nearby.

When the Gaines brothers moved their store and gas station to the side of Route 66, and when Route 66 was paved three years later and became a major thoroughfare, the center of gravity in the town switched away from the railroad and to the highway. The main activity in the town revolved around the tourist commerce and the rising road transportation business. In fact, this building reflects the change in another way. Not only was it moved from the earlier heart of town to be on the highway, but when the highway was widened in 1936 and 1937, the building, which had been positioned so that it faced the north, was then turned so that it faced the west. Originally a frame building, Gaines appears at that time to have added a complete brick covering on each elevation as he made plans for the next step in Route 66's development.

At some early point the gas station and store also became a garage and offered service to the traveling public. In 1946 Jack Rittenhouse published his guidebook to Route 66 and he noted that at Narcissa there was "Only one establishment on US 66: a gas station with a grocery and small garage."<sup>3</sup> The community of Narcissa itself, Rittenhouse commented, was "nearby" and consisted of about twenty-five homes, a school, and a grain elevator.

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<sup>2</sup> Velma Nieberding, *The History of Ottawa County* (Marceline, Missouri: Walsworth Pub. Co., 1983), 36.

<sup>3</sup> Jack D. Rittenhouse, *A Guide Book to Highway 66* (Los Angeles: J. D. Rittenhouse, 1946; reprinted by University of New Mexico Press, 1988), 42.

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Not long after that Gaines constructed a tourist court of multiple, separate cabins which were later joined to form a motel.

Throughout the 1950s the Narcissa station was listed in the Miami telephone book and even in the Miami City Directory, but the business that came to the store was increasingly local, except for those who deliberately sought to travel Route 66 for its quaintness. Interstate 44, the Will Rogers Turnpike, opened in 1957 and carried more and more of the traffic that previously had traveled past the Narcissa station. The station changed hands several times, and also brands of gasoline sold, and by 1970 when Route 66 was effectively replaced by the interstate highway system throughout Oklahoma, it had completed the cycle associated with Route 66 businesses—the rise of Mom and Pop stores, the flourishing business and community growth that came with post-war traffic, and then the replacement of the road, and its businesses and communities, by a surge of growth elsewhere associated with the interstate highways.

**Summary**

Because of this intimate association with Route 66, the Narcissa D-X Station qualifies for the National Register of Historic Places within the Multiple Property nomination, “Oklahoma Route 66 Historic Resources, 1926-1970,” as a representative of the property type “Gasoline / Service Stations” in the area of significance Commerce.

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Major Bibliographical References

Interview, Mrs. Lillian Gibson, Narcissa, Oklahoma, August 12, 2003.

Land Records, Office of the County Clerk, Ottawa County Courthouse, Miami.

Nieberding, Velma, *The History of Ottawa County* (Marceline, Mo.: Walsworth Pub. Co., 1983).

Polk, R. L., *City Directory of Miami*, Oklahoma, 1954-1964.

Rittenhouse, Jack D., *A Guide Book to Highway 66* (Los Angeles: privately published, 1946; reprint, Albuquerque: University of New Mexico Press, 1989, 2000).



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NATIONAL REGISTER OF HISTORIC PLACES  
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Verbal Boundary Description

This property includes the unnumbered lot defined as 1.33 acres at the extreme northwest corner of NW, NW, NW Section 26 T27N, R22E.

Boundary Justification

This boundary includes the property historically associated with the Narcissa Station.