

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. NAME OF PROPERTY

HISTORIC NAME: U.S. Route 66 - Sixth Street Historic District
OTHER NAME/SITE NUMBER: Fifth Street; Ozark Trail; Sixth Avenue; Will Rogers Memorial Highway

2. LOCATION

STREET & NUMBER: roughly bounded by Georgia and Forrest Avenues along Sixth Avenue
CITY OR TOWN: Amarillo VICINITY: N/A NOT FOR PUBLICATION: N/A
STATE: Texas CODE: TX COUNTY: Potter CODE: 375 ZIP CODE: 79106

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, 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.)


Signature of certifying official

11 July 1994
Date

State Historic Preservation Officer, Texas Historical Commission

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:

Signature of the Keeper

Date of Action

<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____	_____	_____

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: private; public - local

CATEGORY OF PROPERTY: district

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	80	33 BUILDINGS
	0	0 SITES
	2	0 STRUCTURES
	1	0 OBJECTS
	83	33 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS: COMMERCE/TRADE/specialty store; DOMESTIC/single dwelling

CURRENT FUNCTIONS: COMMERCE/TRADE/specialty store; DOMESTIC/single dwelling

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other: One-part Commercial Block;
Late 19th and 20th Century Revivals;
Modern Movement

MATERIALS: FOUNDATION concrete; wood
WALLS brick; wood; metal
ROOF asphalt
OTHER glass; tile

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-10).

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- 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 VALUE, 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: G

AREAS OF SIGNIFICANCE: Transportation; Community Planning and Development

PERIOD OF SIGNIFICANCE: 1921-1953

SIGNIFICANT DATES: 1921 1926 1942 1953

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Carlander, Guy Anton (architect); Randall, Albert (builder)

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-11 through 8-23).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-24 through 9-27).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- 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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: Preservation Amarillo

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: approximately 40 acres

UTM REFERENCES	Zone	Easting	Northing	Zone	Easting	Northing	
1	14	237720	3900160	3	14	239100	3899940
2	14	239100	3900120	4	14	237720	3900020

VERBAL BOUNDARY DESCRIPTION (see continuation sheet 10-28)

BOUNDARY JUSTIFICATION (see continuation sheet 10-28)

11. FORM PREPARED BY (with assistance from Bruce Jensen, THC Architectural Historian)

NAME/TITLE: Lueise Tyson

ORGANIZATION: Preservation Amarillo

DATE: August 1993

STREET & NUMBER: 2220 South Tyler

TELEPHONE: (806)371-0728

CITY OR TOWN: Amarillo

STATE: TX ZIP CODE: 79109

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see continuation sheets Map-31 through Map-34)

PHOTOGRAPHS (see continuation sheet Photo-29)

ADDITIONAL ITEMS (see continuation sheet Plan-35)

PROPERTY OWNER

NAME: roster of property owners on file at the Texas Historical Commission

STREET & NUMBER:

TELEPHONE:

CITY OR TOWN:

STATE: ZIP CODE:

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**National Register of Historic Places
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U.S. Route 66 - Sixth Street Historic District
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The U.S. Route 66 - Sixth Street Historic District encompasses 13 blocks of commercial development in the San Jacinto Heights Addition west of Amarillo's central business district. Explosive growth in the 1920s fostered construction of one-part commercial blocks along the street. These modestly scaled commercial establishments often directly abutted neighboring buildings and sidewalks, establishing a dense urban fabric that survives relatively intact. Scattered institutional and residential buildings enliven the streetscape. Despite the loss of some historic fabric following rerouting of the highway in 1953, the district retains a high level of its integrity, with 83 of 116 resources classified as Contributing elements.

Historically platted as Fifth Street and colloquially known as Sixth Street, Sixth Avenue runs along an east-west axis through the grid pattern established by the San Jacinto Heights Addition to the city of Amarillo. Blocks typically measure 300 feet by 300 feet, with 20 foot alleys bisecting them on a north-south axis. While most lots in the addition are oriented to the north-south streets, commercial development along this street led to a realignment of lots facing it. Typical commercial lots measure 20 to 25 feet in width, in contrast with the standard of 50 feet by 70 feet elsewhere in the addition. Existing sidewalks vary in width from block to block, with some being quite narrow. Most alleys intersecting Sixth Street remain unpaved. Utility poles line the street.

Generally rectangular in shape, the historic district measures 13 blocks east to west and roughly 250 feet north to south. The district consists of Sixth Street and adjoining lots approximately 100 feet on the north and south of it, except at the eastern edge (Georgia Avenue) where inclusion of the Nat Ballroom and the San Jacinto fire station extends the boundary 200 feet to the south. Sixth Street cuts southwest across the McMasters-Georgia block to angle into the district. It then takes a straight path to the western boundary at Forest Avenue, where it curves onto Bushland Boulevard to continue westward across the flat prairie (see Map 30).

Building stock in the historic district consists primarily of one-part commercial blocks, usually incorporating several storefronts into a single building. A scattering of two-part commercial blocks, institutional buildings and residential properties also contributes to the historic character of the streetscape. Most commercial buildings are functional designs with little ornamentation. Rectangular open plans predominate, with brick being the most prevalent material although metal is also found on buildings such as gas stations. Stylistic influences include Spanish Colonial Revival design elements such as bracketed red-tile pent roofs. Art Deco and Art Moderne details are also present. Once a prominent part of the streetscape, historic signs have typically been replaced with electrically lit plastic ones. Churches in the district exhibit Classical Revival stylistic influences. Several bungalow residences remain on the street, typically converted to commercial use, although four survive as single-family dwellings. Other residential properties include a bungalow court and three Craftsman-influenced duplexes. All but one of the remaining service stations now house shops

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or other businesses. Infill properties include drive-in restaurants, an adapted theater, and modern convenience stores. The roadway of Sixth Street itself and Depression-era sidewalks are classified as Contributing elements, as is the traffic light swinging from a cable across the intersection of 6th and Carolina streets. The presence of these diverse resources reflects the historic development phases of this early 20th century streetcar suburb transformed by the establishment of a national transportation artery.

Paved with brick in 1927, the street currently features asphalt paving dating to 1942. Narrow sidewalks and uneven setbacks are testimony to rapid growth, a lack of zoning ordinances, and efforts to cope with increasing traffic loads on Route 66. The street widening project in 1942 resulted in replacement of some store fronts. At times this married 1940s details to 1920s buildings. Though changed from their original appearance, these changes may now be considered historic in their own right, and such buildings are classified as Contributing elements of the district.

The district retains a high level of integrity, with 83 of 116 resources classified as Contributing. Although development of church parking lots resulted in some vacant lots along the street, landscaping softens their impact. Stressing the preservation of historic buildings, a vigorous program of revitalization and education encouraged restorations and the removal of unsympathetic alterations affecting the historic integrity of many properties. A 1989 revitalization study featured an illustrated section on protecting historic buildings. Publication of this study fostered sensitive restoration work, with the result that Noncontributing buildings now number only 28% of the district's resources.

Buildings built after the district's period of significance consist chiefly of simple brick commercial buildings (2912 West 6th; see Photo 9) that blend with historic buildings. Modern convenience stores (E-Z Mart, 3101 West Sixth; see Photo 11) generally conform in scale if not in setback. Service stations and drive-in restaurants built after the period of significance, although not classifiable as Contributing, convey the district's association with automobile culture.

During the period of significance, Sixth Street's buildings housed businesses catering to both local residents and travelers. While most retain their integrity of location, setting, feeling and association, changes such as installation of new windows, synthetic siding, and incompatible roof treatments can affect integrity of design, materials and craftsmanship. These alterations often obscure the original character of a historic property to such an extent that it no longer contributes to the historic character of the district. Classified as Noncontributing, these properties can be reclassified following sensitive restoration. Buildings that fall within this category are noted with an asterisk (*) in the following INVENTORY OF PROPERTIES. Buildings dating after the period of significance are also classified as Noncontributing because they often do not share materials compatible with its historic properties or simply because of their age.

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INVENTORY OF PROPERTIES

ADDRESS	SITE	DATE	PROPERTY TYPE	CATEGORY
2700 West 6th	100	1939	Commercial: 1-part	Contributing
2701 West 6th	101	1950	Commercial	Noncontributing*
2705 West 6th	102	1935	Commercial: 1-part	Contributing
2706 West 6th	103	1935/1941	Commercial: 1-part	Contributing
2708 West 6th	104	1939	Commercial: 1-part	Contributing
2712 West 6th	105	1950	Commercial: 1-part	Noncontributing*
2713-17 West 6th	106	1927	Commercial: 1-part	Contributing
2716 West 6th	107	1962	Commercial	Noncontributing
2719 West 6th	108	1924	Commercial: 1-part	Contributing
2721-23 West 6th	110	1924	Commercial: 1-part	Contributing
2722 West 6th	109	1926	Domestic: Bungalow	Contributing
2725-27 West 6th	111	1924	Commercial: 1-part	Contributing
2801 West 6th	112	1924/1942	Commercial: 2-part	Contributing
2806 West 6th	113	c.1920	Commercial: 1-part	Contributing
2807 West 6th	114	1924/1942	Commercial: 2-part	Contributing
2809 West 6th	115	1930	Commercial: 1-part	Contributing
2811 West 6th	116	1930	Commercial: 1-part	Contributing
2812-14 West 6th	117	1926	Commercial: 1-part	Noncontributing*
2813 West 6th	118	1930	Commercial: gas station	Noncontributing*
2815 West 6th	119	1950	Commercial: gas station	Contributing
2816 West 6th	120	1926	Commercial: 1-part	Contributing
2818 West 6th	123	1926	Commercial: 1-part	Contributing
2820 West 6th	121	1946	Commercial: 1-part	Contributing
2822 West 6th	122	1946	Commercial: 1-part	Contributing
2900-04 West 6th	124	1926	Commercial: 1-part	Contributing
2906 West 6th	125	1926	Commercial: 1-part	Noncontributing*
2908 West 6th	126	1934	Commercial: 1-part	Contributing
2912 West 6th	127	1960	Commercial: 1-part	Noncontributing
2916-18 West 6th	129	1955	Commercial: 1-part	Noncontributing
2917-25 West 6th	128	1926/1953	Commercial: 1-part	Contributing
2920 West 6th	130	1938	Commercial: 1-part	Contributing
3000 West 6th	131	1945	Commercial: 1-part	Contributing
3001-11 W 6th	132	1928	Commercial: 1-part	Contributing
3008-10 West 6th	133	1945	Commercial: 1-part	Contributing

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ADDRESS	SITE	DATE	PROPERTY TYPE	CATEGORY
3016-18 West 6th	134	1926/1942	Commercial: 1-part	Contributing
3017-19 West 6th	135	1927	Commercial: 1-part	Contributing
3020 West 6th	136	1950	Commercial: 1-part	Contributing
3100 West 6th	137	1944	Commercial: 1-part	Contributing
3101 West 6th	138	1981	Commercial	Noncontributing
3112 West 6th	139	1928	Commercial: 1-part	Contributing
3113 West 6th	140	1929/1942	Commercial: 1-part	Noncontributing*
3117 West 6th	141	1927	Domestic: Bungalow	Contributing
3119 West 6th	142	1945	Commercial: 1-part	Contributing
3120 West 6th	143	1941	Commercial: 1-part	Contributing
3121-23 West 6th	144	1945	Commercial: 1-part	Contributing
3200 West 6th	145	1939	Commercial: gas station	Contributing
3201 West 6th	146	1954	Commercial: 1-part	Noncontributing
3201 1/2 West 6th	147	1954	Commercial: 1-part	Noncontributing
3203 West 6th	148	1954	Commercial: 2-part	Noncontributing
3204-08 West 6th	150	1939	Commercial: 1-part	Contributing
3207 West 6th	149	1954	Commercial: 1-part	Noncontributing
3209-11 West 6th	152	1944-45	Commercial: 1-part	Contributing
3210 West 6th	151	1939	Commercial: 1-part	Contributing
3215 West 6th	153	1933/1945	Commercial: 1-part	Contributing
3217 West 6th	154	1933/1945	Commercial: 1-part	Contributing
3220 West 6th	155	1941	Commercial	Contributing
3221 West 6th	156	1921/1942	Commercial: 1-part	Contributing
3223 West 6th	157	1922/1942	Commercial: 1-part	Contributing
3300 West 6th	158	1930	Commercial: 1-part	Contributing
3301 West 6th	159	1939/1945	Commercial: gas station	Contributing
3302 West 6th	160	1930	Commercial: 1-part	Contributing
3306 West 6th	161	1927	Commercial: 1-part	Contributing
3310 West 6th	162	1927	Commercial: 1-part	Contributing
3313 West 6th	163	1926	Commercial: 1-part	Contributing
3317 West 6th	164	1926	Commercial: 1-part	Contributing
3319 West 6th	165	1926	Commercial: 1-part	Contributing
3323 West 6th	167	1926	Commercial: 1-part	Contributing
3400 West 6th	168	1925/1931	Commercial: 1-part	Contributing
3401 West 6th	169	1932	Commercial: gas station	Contributing
3403 West 6th	170	1950	Commercial: 1-part	Contributing

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ADDRESS	SITE	DATE	PROPERTY TYPE	CATEGORY
3408 West 6th	171	1956	Commercial: 1-part	Noncontributing
3503 West 6th	173	1935/1970s	Religious	Noncontributing*
3511 West 6th	207	1935	Domestic: Bungalow	Contributing
3512 West 6th	208	1950	Commercial: gas station	Contributing
3515 West 6th	177	1953	Commercial: gas station	Noncontributing
3600 West 6th	180	1950	Commercial: 1-part	Contributing
3605 West 6th	181	1935	Domestic: Bungalow	Noncontributing*
3609 West 6th	214	1935	Domestic: Bungalow	Noncontributing*
3610 West 6th	182	1939	Domestic: Bungalow	Noncontributing*
3612 West 6th	183	1926	Commercial: 1-part	Contributing
3614 West 6th	184	1948	Commercial: 1-part	Contributing
3615 West 6th	185	1950	Commercial: 1-part	Noncontributing*
3622 West 6th	186	1955	Commercial	Noncontributing
3623 West 6th	187	1953	Commercial	Noncontributing*
3700 West 6th	188	1970	Commercial	Noncontributing
3701 West 6th	189	1980	Commercial	Noncontributing
3712 West 6th	190	1934	Domestic: Bungalow	Contributing
3713 West 6th	193	1926	Commercial: 2-part	Contributing
3715 West 6th	194	1926	Domestic: Bungalow	Contributing
3716 West 6th	191	1934	Domestic: Bungalow	Contributing
3718 West 6th	192	1934	Domestic: Bungalow	Contributing
3804 West 6th	196	1935	Commercial	Noncontributing*
3806-08 West 6th	197	1940	Commercial: 1-part	Contributing
3811 West 6th	209	1939	Institutional	Noncontributing*
3812 West 6th	198	1940	Commercial: 1-part	Contributing
3816 West 6th	212	1940	Commercial: gas station	Noncontributing*
3821 West 6th	195	1963	Commercial: gas station	Noncontributing
3900 West 6th	210	1927	Commercial: gas station	Contributing
3901 West 6th	199	1939	Domestic: Bungalow	Contributing
3902 West 6th	203	1975	Commercial	Noncontributing
3903 West 6th	200	1946	Commercial: 1-part	Contributing
3912 West 6th	201	1925	Domestic: Bungalow	Contributing
3913 West 6th	202	1956	Commercial	Noncontributing
3918 West 6th	204	1956	Commercial: 1-part	Noncontributing
[501] Carolina	166	1945	Religious	Contributing
510 South Florida	172	1919	Domestic: Bungalow	Contributing

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ADDRESS	SITE	DATE	PROPERTY TYPE	CATEGORY
604 South Georgia	205	1922/1926	Commercial	Contributing
610 South Georgia	176	1926	Institutional	Contributing
600 South Kentucky	174	1950	Commercial: 1-part	Noncontributing*
600 South Maryland	178	1939	Domestic: Colonial	Contributing
604 South Maryland	179	1935	Domestic: Prairie	Contributing
601 South Prospect	211	1938	Domestic: Bungalow	Contributing
[305] Tennessee	206	1926	Religious	Contributing
WPA sidewalks	175	1930s	Infrastructure	Contributing
Traffic light	213	1940s	Infrastructure	Contributing
Roadway	215	1927/1942	Infrastructure	Contributing

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Among the earliest transcontinental highways, U.S. Route 66 embodied the evolution of national automobile transportation from dirt roads to superhighways. Stretching over 2,200 miles from Chicago to Los Angeles, it crossed through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California (see Map 31). Texas' 177-mile section cut across seven Panhandle counties, with Amarillo the only major urban community it traversed. The U.S. Route 66 - Sixth Street Historic District encompasses Amarillo's most intact collection of commercial buildings possessing significant associations with the highway. Platted in 1909 as part of a residential suburb, the street experienced little development until the 1920s. Gravel paving installed in 1921 as part of improvements to the Ozark Trail highway system established the street as a major conduit of traffic. Subsequent construction of commercial buildings in the district set a pattern of transportation related development for the next three decades. Following its designation as part of Route 66 in 1926, the street experienced explosive growth that resulted in construction of commercial enterprises catering to both neighborhood residents and travelers along the highway. As this development pattern continued unabated until the route shifted off the street in 1953, the district's period of significance conforms to the guidelines for Criteria Consideration G. Evaluated within the context of *Transportation in Texas, 1875-1960*, the distinctive urban form of the U.S. Route 66 - Sixth Street Historic District is eligible for listing in the National Register under Criteria A and C at the state level of significance.

HISTORICAL DEVELOPMENT OF THE DISTRICT

At the heart of the Texas section of Route 66, Amarillo's San Jacinto Heights neighborhood lies west of the original townsite of Amarillo (see Map 32). Platted in 1909 as a streetcar suburb, San Jacinto Heights grew slowly in the following decade as development patterns in Amarillo favored neighborhoods south of the central business district during this period. San Jacinto Heights remained a sparsely populated suburb until its incorporation into the city in 1925, with residences and small businesses scattered throughout the addition. Developers optimistically envisioned traffic patterns aligned to north-south streets, with Florida Avenue as a major commercial thoroughfare. No central business district evolved, however, until after the paving of the street with gravel in 1921 as part of efforts to upgrade the Ozark Trail highway network. The project established the street as the first paved road linking Amarillo with points south and west, ensuring its development as a commercial thoroughfare. The first concentration of commercial establishments arose at Fifth (now Sixth) and Florida with construction in 1924 of the Bussey and Cazzell buildings (2719-27 and 2801 West Sixth; see Photos 5 and 7).

Despite these initial successes, however, development along the street remained sparse in its initial years. A scant 15% of the district's building stock dates to the half decade after 1921. Facing a soft market, the Amarillo Improvement Company withdrew lots from sale during 1923.

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Their moratorium ended in 1924 with a successful campaign to market "homes for the salaried man" in the neighborhood. The number of residences in San Jacinto grew from 86 to 1,400 during this period. In response, the addition was fully incorporated into the city of Amarillo by 1925 to facilitate extension of city services and infrastructure. Enhancements during this period included construction of the San Jacinto Fire Station (610 South Georgia; see Photos 24 and 25) and passage of ordinances authorizing assessments on property owners to finance the improvement of streets in the neighborhood. In addition, annexation led to the renaming and renumbering of San Jacinto's streets to coordinate with the existing system in Amarillo. San Jacinto's Fifth Street became Sixth Avenue, although it remained colloquially known as Sixth Street. Originally numbered from Georgia west, street addresses were also incorporated into the Amarillo system so that the 100 block of Fifth became the 2700 block of Sixth after the annexation.

Incorporation of the street into the Route 66 highway network followed in 1926 (see Map 33), continuing Amarillo's development as a regional highway hub. Earlier systems serving the community, such as the Ozark Trail and National Old Trails highways, developed associations that sought improvements to the road networks. Following their precedent, promoters organized the Route 66 Association to encourage paving the entire highway and to promote travel along the route. To create a marketable image for the highway the association adopted "the Main Street of America" as the route's sobriquet. A promotional entourage visited Amarillo in 1927 to enroll local businessmen in the association and garner support for the effort to "pave or permanently surface" the entire route from Chicago to Los Angeles (Kammer, 1993:E48). Despite their optimism, however, this goal would remain unrealized for the next decade.

Coupled with an expansive national economy during this period, the discovery of oil in the region during January 1926 sparked a boom that accelerated the pace of Amarillo's development. The resultant land leasing activity increased Amarillo's prosperity and drew thousands of newcomers to the city. Petroleum companies such as Phillips, Shamrock, and Magnolia established headquarters in Amarillo. New construction changed the face of the city, with almost four hundred building permits issued during the first three months of 1926 alone. New building construction valued at \$930,446 ranked third in the state during 1928, with only Houston and San Antonio surpassing Amarillo's total that year (Amarillo *Daily News* January 24, 1928). More than a third of the district's extant building stock dates to this period, with 1926 alone accounting for 23% of the total. Concurrently, the city's population mushroomed from 27,767 at mid-decade to 43,132 in 1930 (Key 1972:256).

The resultant pressures led to demands for improvements to the regional road network. Although amendments to the Texas Constitution in 1923 authorized collection of a gasoline tax to finance highway paving and maintenance projects (with matching federal funds), the region's early road system proved inadequate for the increasing traffic load. Improvements to the roadway within the district waited until 1927, when the Plains Paving Company of Amarillo installed brick paving

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on a concrete foundation from Florida to Tennessee avenues (Mechanic's Lien Records, Vol. 9, Page 244-249) and the Texas Road Company of Dallas used 3 inch vertically laid bricks from Georgia to Belleview avenues (Deed Records, Potter County, Vol. 179, Page 561). Assessments on property along the route covered the cost of these projects. These improvements were an isolated urban phenomenon along the route, however, with vast stretches of the highway unimproved beyond the city limits (see Map 34). In 1929, Route 66 remained unpaved between Amarillo and Shamrock, 100 miles to the east. Travelers also encountered four barbed wire gates along that section of the route, increasing the difficulty of their journey. In anticipation of such difficulties, standard equipment for automobiles during this period included tire tools, lug wrenches, patching supplies, tire pumps to facilitate impromptu repairs, as well as water, blankets, and camping gear to provide shelter on extended trips.

Amarillo's Sixth Street soon evolved into an oasis along Route 66 as growth in automobile traffic prompted the emergence of roadside businesses aimed at tourists. Just outside San Jacinto's eastern boundary, a municipally operated City Tourist Camp offered shelter to automobile travelers. "Auto campers" could sleep by their cars under the stars, with access to cook houses, a community house, a keeper's house, and restrooms (Franks 1987:154). Sixth Street developed as the principal automobile thoroughfare with gas stations, restaurants and strip commercial buildings clustered along its route. These businesses gradually altered the roadside environment. As petroleum companies created a network of outlets, specialized service stations and garages appeared, featuring amenities such as canopies, restrooms and pumps located away from the roadside to facilitate access. Designed to attract motorists, these service stations became an important ingredient in the emerging automobile commercial strip (Kammer, 1993:E44). At approximately one per block, twelve service stations operated in the district by the end of the next decade. The period also gave rise to a number of roadside diners and drive-in cafes designed to efficiently serve a mobile clientele. In addition, between 1926 and 1928 Amarillo's handful of tourist facilities expanded to 25 tourist courts strung out along Route 66 (beyond the district boundaries).

The stock market crash of 1929 and a drop in agricultural prices in 1930 immediately slowed Amarillo's building boom. Although oil and gas revenues continued to support the regional economy during the period, repeated agricultural failures brought new forces into play within the district. As the nation's economy worsened, Route 66 became the major route of exodus for those displaced by the failing agricultural economy of the Southern Plains. In 1934, the great dust storms forced even more people from their land. At the same time, a boom in tourism and the rising volume of cross country trucking greatly increased the amount of traffic on Route 66 during the mid-1930s (Kammer, 1993:E52). The Texas Highway Department conducted highway traffic censuses between 1931 and 1937, at the height of the Dust Bowl emigration from the region. With the average daily count rising throughout the period, Oklahoma residents traveling west accounted for the greatest percentage of out-of-state tags (see Map 36). In 1934 the Amarillo Chamber of Commerce estimated that income generated by these travelers amounted to \$5 a day per person.

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Opportunities arose for neighborhood residents to operate businesses to service the tourists as well as the displaced moving along the highway during this period. Businesses on Sixth Street, especially service stations and restaurants such as the Dutch Mill Service Station and Cafe (3401 West 6th; see Photo 19), often were open 24 hours a day. Most establishments, including the M Systems Grocery Store #7 (3306 West Sixth; see Photo 17), catered to both tourists and locals. Small shops with little parking space often operated as drive-in facilities. From 1934 until 1942, for example, restaurateur Fist Ansley operated the popular Musical Pig Drive-in (now remodelled as part of 2700 West Sixth) just west of Sixth and Georgia. Throngs of locals and tourists clamored for his specialty pork sandwiches and other comestibles dispensed by uniformed male car hops. Ansley also served as president of the national Route 66 Association from 1936 to 1938.

The volume of travelers on Route 66 brought more than just income to Amarillo. The federal government's response to the Depression involved massive public spending on projects designed to revive the nation's economy. Amongst the first of these in Amarillo, the Transient Bureau assisted 35,000 desperate travelers fleeing hard times during 1933 and 1934. Funded by the Federal Emergency Relief Administration in conjunction with the Civil Works Administration (CWA), the bureau provided temporary jobs on public works projects. Labor intensive road building efforts proved particularly attractive to federally funded programs, providing both jobs and improvements to community infrastructure. Other federal agencies active in Amarillo during the Depression included the Works Progress Administration (WPA), which built concrete sidewalks along Sixth Street and paved sections of Route 66 elsewhere in the Panhandle region.

In August 1938, ceremonies in Amarillo celebrated the designation of U.S. Route 66 as the "Will Rogers Memorial Highway" and marked completion of the paving program for the highway. As the approximate center point of the highway and the hometown of Route 66 Association president Fist Ansley, Amarillo hosted convergent motorcades from Chicago and Los Angeles. Dignitaries participating in the three-day festivity included members of the Rogers family, Hollywood stars and governors of states along the route. The Association sponsored a dance at the Nat Ballroom, remodeled from a natatorium in 1926 to resemble a Medieval castle. Typical of ballrooms of that period along Route 66, it hosted big bands playing their way across the country (Scott 1988:37). Bands led by the likes of Harry James, Paul Whiteman, Duke Ellington, Louis Armstrong, and the Dorsey Brothers stopped in Amarillo to perform at the Nat.

Tourist traffic on the highway increased throughout this period, with average figures at the Texas/New Mexico line (approximately 65 miles west of Amarillo) rising from 300 daily in 1936-37 to 970 in 1941. This nearly 300% increase quickly declined, however, with the implementation of gas rationing at the onset of World War II. Average daily totals declined steadily to 758 in 1942, 720 in 1943 and 633 in 1944. Although also reduced in volume, commercial traffic grew in significance during this same period. This increase followed efforts in the 1930s by the trucking industry to compete with the railroads as improved roads and coordinated scheduling enabled it to undercut rail shipping schedules and costs (Kammer, 1993:E67).

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Despite the decline in tourist and commercial traffic, however, Route 66 was known as the "busiest street in town" during the war years as it evolved into a major transportation route for defense materials (*San Jacinto Press*, 7 February 1941). Conveyed across the country on Route 66, defense-related supplies accounted for 65% of the nation's westward travel and 50% of eastward travel during the war. The Amarillo Army Air Field on Route 66 east of Amarillo and the Pantex Ordnance Plant, a bomb loading and storage facility northeast of the city, added to the traffic load on the highway.

This increase in war-related travel led to various realignment, widening and repaving projects between 1940 and 1943. For example, the need to alleviate congestion on Route 66 necessitated extending St. Francis Street to the Pantex facility. Within the district, Sixth Street from Georgia to Forest avenues underwent a major rehabilitation in 1942 as part of a joint effort by the city and the State Highway Department. Lack of zoning and rapid growth had created an irregular streetscape with few sidewalks. Plans called for installation of asphalt paving, establishment of uniform setbacks and creation of sidewalks to facilitate traffic flow and improve safety (see Plan 35). Property owners lost six feet of their frontage, with several businesses and residences undergoing remodeling or relocation. Authorities awarded the contract to prepare buildings along the route and relocate utilities to Albert L. Randall. In February and March 1942 he obtained 13 building permits for major repairs along the street, including relocation of the Bradford Grocery building, reconstruction of the steps for the San Jacinto Methodist Church and replacement of the facade of the Cazzell Building. Randall's son James worked with his father on these projects, recalling them more as setback straightening and sidewalk creating efforts than a physical widening of the street.

All along Route 66, tourism suddenly returned to the highway with the repeal of gas rationing at the end of the war. By 1950 the volume of traffic had increased by over 60% above wartime levels, with an almost 250% increase reached by 1955 (Kammer, 1993:E72). As noted by Kammer in his recent study of Route 66 through New Mexico, the result was that:

the patterns characteristic of the late Depression years, ongoing improvements to the road itself and an increase in the tourist related businesses along the roadside, resumed. The striking similarity of those prewar and postwar patterns shaping the cultural landscape of Route 66 would persist well into the 1950s. In fact, the quickness with which tourism and its roadside building resumed in 1946 despite tremendous inflation of construction costs following the lifting of rationing restrictions suggests that the war, in the short turn, merely interrupted a process well under way by 1938 (Kammer, 1993:E70).

Businesses catering to tourists proliferated as wartime restrictions on building materials eased. In the two-year period immediately following the war, 12 construction projects got underway in the district. The largest dollar amount in building permits issued during the postwar period occurred in

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1950, when construction began on nine new buildings in the district. Sixth Street gained 29 renovations, additions or new buildings between 1945 and 1953. This postwar period accounts for approximately 20% of the current building stock in the district. Increased travel following the war spurred construction or remodeling of four restaurants, six service stations, and a gift shop. Other buildings served the neighborhood as professional offices, retail stores and a church. These new projects followed much the same pattern used by their predecessors before the war. Most roadside businesses reflected the idiosyncratic decisions of individual entrepreneurs, with franchise gasoline stations providing the exception (Kammer, 1993:E74). Petroleum companies often provided programmatic blueprints to independent owner/operators selling their gas, as seen in local examples such as the Adkinson-Baker Tire Co. #2, purveyor of Texaco products (3200 West Sixth; see Photo 13). On the strength of this tourist economy, the businesses along Route 66 collectively became the largest employer in Amarillo during this period (Teague, 1991).

Once again, however, overcrowded conditions began to affect traffic safety on Route 66. Passage of the Federal Highway Act in 1944 altered federal policies and prompted communities to begin planning for a new era of interstate highway travel. Beginning in January 1944, the Amarillo Postwar Planning Conferences undertook preparations for adequate highway facilities and tourism development. Plans were developed to avoid passage through the downtown area and the congested Sixth Street corridor by constructing a new four lane thoroughfare on North Eighth as a link in the proposed national network of superhighways. Renamed Amarillo Boulevard, the new four lane divided thoroughfare was dedicated at the end of 1953 with the completion of paving west of Fillmore Avenue. It was designated as Route 66 even though the eastern stretches remained incomplete until 1962. Chain hotels with swimming pools and franchised restaurant operations soon grew up along the new route, heralding the end of tourist traffic on Sixth Street. While it retained the title of Business Route 66, few tourists traveled along the old route after 1953.

Sixth Street experienced a prolonged decline after the loss this tourist traffic. City directories indicate a slow attrition of businesses designed to meet the needs of the Route 66 traveler in favor of those more local in scope. Businesses such as Fist Ansley's Musical Pig Drive-In restaurant moved to Amarillo Boulevard as traffic on Sixth Street dried up. Many Sixth Street stores, service stations, motels, and cafes closed by the 1960s. For example, the 14 service stations operating along Sixth Street in 1953 dwindled to eight by 1960. The number of eateries fell from 15 to ten and the number of gift shops from three to one during the same period. Vacant buildings along the route doubled from eight in 1953 to 16 in 1960 and new construction slowed to a crawl. Only nine buildings were constructed in the district after 1953, including two late 1950s drive-in restaurants and a 1960s gas station.

Little damage occurred to the resources along Sixth Street during this period of benign neglect, in part because few economic incentives existed to foster change. Declining revenues hampered the financing of remodeling efforts, while the lack of development pressures encouraged

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retention of existing buildings. Ironically, most of the resources associated with Route 66's tenure on Amarillo Boulevard have disappeared from the built environment. A revival of Sixth Street began in the 1980s as small shops again attracted entrepreneurial investment. Antique stores predominate, but a mix of other businesses also contributes to the local economy. Markers chart the path of "Historic Route 66" for buses full of tourists eager to experience this well preserved portion of the historic highway.

The U.S. Route 66 - Sixth Street Historic District reflects the role played by automobile transportation in creating new patterns of commercial development in our built environment. The period of significance embraces the introduction of modern highway technology to Amarillo, the impact of the Panhandle oil boom on the built environment, the sobering reminders of the Great Depression and World War II and the unbridled optimism of the immediate postwar period. Postwar development patterns in the district reflect those of the prewar period. As they continued unabated until the shifting of Route 66 tourist traffic off the street in 1953, the district's period of significance extends beyond the normal 50-year cutoff. Throughout the period of significance, businesses in the district operated as the primary commercial strip associated with Route 66 in Amarillo, the only major urban center traversed by the highway in Texas. Encompassing the city's most intact collection of commercial buildings that possess these significant associations with the highway, the historic district embodies a travel experience along Route 66 that has virtually disappeared. Its distinctive place in Texas' built environment elevates it to a statewide level of significance.

REPRESENTATIVE PROPERTIES IN THE HISTORIC DISTRICT

The following properties illustrate the significant trends documented by this study of the Route 66 - Sixth Street Historic District.

INFRASTRUCTURAL ELEMENTS (Sites 175, 213 and 215)

Initially paved in gravel in 1921, Sixth Street became the first highway leading out of Amarillo to points south and west. In 1927 the Plains Paving Company installed brick paving on a concrete foundation on Fifth Street (as 6th was then designated) from Florida to Tennessee avenues (Mechanic's Lien Records, Vol. 9, Page 244-249). In the same year, the Texas Road Company of Dallas won the contract to pave from Georgia to Belleview avenues using 3 inch vertical bricks (Deed Records, Potter County, Vol. 179, Page 561). Property owners along the route were assessed for the cost of these projects. Installed as part of a subsequent improvement campaign in 1942 (see Plan 35), asphalt remains the finished surface throughout the historic district. The roadway through the district is classified as a Contributing structure.

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The Works Progress Administration (WPA), a federal program that provided employment for many of Amarillo's citizens during the Depression, built sidewalks on Sixth Street. Rectangular stamps imprinted in the concrete curbing along the street read "Works Progress Administration." In December 1935 building permits were issued to the Public Works Administration (PWA) for curbs, gutters, and paving. The Public Works Administration, established in 1933 at the height of the Depression, undertook major community projects that cities could not afford to handle. It provided funding for materials, while WPA funds paid for labor. Surviving WPA curb stamps at the following locations indicate half-block lengths of sidewalk classified as a single Contributing structure (see Maps 30a through 30d):

2700 block West Sixth - 1 south side	3000 block West Sixth - 1 north side, 2 south side
2800 block West Sixth - 1 north side	3100 block West Sixth - 2 north side, 1 south side
2900 block West Sixth - 2 north side	3200 block West Sixth - 2 north side, 1 south side
3400 block West Sixth - 1 south side	3300 block West Sixth - 1 north side, 1 south side

In addition a traffic light installed in the 1940s at the intersection of Sixth and Carolina survives to direct traffic (see Photo 23). This signal is classified as a Contributing object.

THE NAT BALLROOM (Site 205) 604 South Georgia Dates: 1922/1926
Property Type: Commercial Building Stylistic Influence: Fantasy
Architect: Guy Carlander Contractor: W.N. Rice Photos 1-3

At the visual gateway to the district, the Nat typifies the whimsical architecture developed in response to increased use of the automobile during the 1920s. The primary (east) facade is a pastiche of a medieval fortress. High turrets at the corners and a crenelated parapet ornament the 2-story block clad in stucco veneer. An ample pointed arch marks the primary entrance, with windows and doors set deep in the wall. Originally visible from Sixth Street, the north elevation resembled a large ocean-going vessel replete with lifeboat-like elements near the roofline (*Amarillo Sunday News and Globe*, 14 August 1938). The shiplap siding of this elevation gives way to asphalt shingles embossed in a brick pattern on the utilitarian south and west elevations.

Originally designed as an indoor swimming pool, the natatorium was converted into a ballroom in 1926. The Beaux Arts Studios installed Art Deco ornamentation throughout the building. Contemporaneous advertisements boasted of 10,000 feet of polished maple flooring in a fabric-draped interior complete with a suspended mirrored revolving ball and neon-lit lower level seating area. For an extra charge, seating was available in the second floor supper club with its own kitchen, seating booths, and a small stage and dance floor. Balcony seating overlooked the large dance floor. Rumored to have been used for gambling, a private room in the northwest corner featured a vaulted ceiling, colorful walls, striking paintings and a private stairway. Occasionally derided as the ugliest building in Amarillo, the Nat featured dancing every night except Monday to

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the music of a regular Music Corporation of America band. About once a month, one of the big name bands traveling on Route 66 to Las Vegas or Los Angeles played at the Nat to the delight of Panhandle residents. The Nat closed in 1960, reopening only for private parties until the 1970s. The owners built a cafe facing Sixth Street in 1935. Known as the Nat Cafe and later the Nat Drive In, it was connected to the club by a hallway. It still serves customers as the Alamo Bar.

BUSSEY BUILDINGS (Sites 106, 108, 110 and 111) 2713-27 West Sixth Dates: 1924, 1926
Property Type: 1-part commercial block Photos 5 and 6

Contractor Albert Randall built this half-block section of modest strip commercial buildings for L.W. Bussey for \$10,000. Featuring dark brown brick with limestone details, this row of four storefronts consists of a series of single doors flanked by glass display windows capped by fixed transoms. In 1924 Bussey commissioned 2719-27 on the southeast corner of Sixth and Florida to compete with the Cazzell Building on the southwest corner. These were the first major commercial buildings on Sixth Street, with 2713-17 following in 1927. Constructed before the renumbering of San Jacinto in 1928, the buildings housed a series of shops in various configurations. As businesses prospered or declined, the amount of space they occupied affected addresses over the years. On 8 September 1924 the Amarillo *Globe* pronounced the building complete, although Lineville Drug in the corner shop was the sole occupant. A series of grocery stores, cafes, cleaners and drug stores subsequently occupied the space. Holders of Beauty License #1 for the State of Texas, the San Jacinto Beauty School was the most famous occupant from 1941 until 1964.

CAZZELL BUILDING #1 (Site 113) 2806 West Sixth Date: c.1920
CAZZELL BUILDING #2 (Site 112) 2801 West Sixth Date: 1924
Property Type: 1- and 2-part commercial blocks Photos 7 and 8

Known as "the mayor of San Jacinto" for his work towards its development, W.E. Cazzell and his wife, Ada, purchased the property next door to their house (510 South Florida, Site 172) in October 1918 (Potter County Deed Records, Vol. 71, Page 253) for \$190. They soon operated a general mercantile store on the property, catering to neighborhood residents who picked up their mail here before San Jacinto had its own post office. Reflective of the earlier development of Sixth Street as a neighborhood service center, the 1-story brick rectangular building housed two mercantile stores, two grocery stores, and two bakeries at various times during the period of significance. The Cazzells sold it to Allen Early in 1922 for \$7,500 (Potter County Deed Records, Vol. 88, Page 415), subsequently commissioning a 2-story building across the street at 2801 West Sixth for \$18,500. This building later experienced a dramatic reconfiguration as its facade was sliced off and moved back during the 1942 street improvement campaign.

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Property Type: 1-part commercial block Stylistic Influence: Modernistic Photo 10

Representative of the modernistic design aesthetic typical of 1950s architecture in the district, this 1-story pink brick commercial strip is a study in planar geometry. The design combines plate glass display windows set at an angle to the street, brick baffles to differentiate the storefronts, a cantilevered canopy across the facade and a flat roof line with a simple parapet. The roughly L-shaped plan indicates the evolution of the building during the period of significance.

Business operations at this site began in 1926 when Cal Farley opened his second service station and tire store at the rear of the lot. Farley later became nationally recognized for his work with underprivileged children as founder of Boys' Ranch. In 1935 he hired prominent local contractor C.W. Brott to build a \$3,000 addition to the original stucco building. This addition enlarged the building to the east, providing space for an office and storage of tires and batteries.

In 1945 research chemist L.G. Gusler purchased the property, commissioning contractor C.N. Elliott to build a concrete block addition across the front of the existing building. The \$2,200 addition housed the office and sales facility for Gusler Products, a cleaning chemical supply company. Gusler also leased office space in the east portion to accountants, insurance agents and road and building contractors. In 1953 he commissioned the existing brick storefront, installing a drive-through passage to facilitate traffic for the Bottle shop, a liquor store occupying the western portion of the building.

The building retains sufficient integrity to contribute to the character of the district, despite enclosure of the drive-through passage in 1991. The evolution of the building bespeaks the ongoing importance of the automobile to the district throughout the period of significance. From its earliest incarnation as a service station and tire store (still evident in the loading dock on the Alabama Avenue elevation) to the 1950s design aesthetic of the primary facade, the building represents attempts to attract, service and accommodate the automobile in the fabric of the neighborhood.

BORDEN'S HEAP-O-CREAM (Site 143) 3120 West Sixth Date: 1941
Property Type: 1-part commercial block Stylistic Influence: Art Moderne Photo 12

Contractor J.L. Brodie built this 1-story frame commercial building featuring Art Moderne detailing such as rounded sheet metal corners, oval plate glass windows, 3-lite wood double doors and a rounded metal awning on front and sides. The Borden Company operated two Heap-O-Cream dairy bars downtown at the time they commissioned this popular eating establishment. The building was rehabilitated in 1990 as a demonstration project by Preservation Amarillo with the help of a San Jacinto Boy Scout troop. Plans for the original sign provided by the grandson of the sign painter guided replication in color, dimension, and style.

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ADKINSON-BAKER TIRE CO. #2 (Site 145) 3200 West Sixth Date: 1939
Property Type: Gas station Contractor: J.E. Inkster Photo 13

Featuring subdued Art Moderne detailing executed in stucco, this 1-story rectangular service station is fronted by a projecting canopy over the pump island. An office area accessed by glass panel entry door and two service bays with wooden overhead doors occupy the building. Individual light bulb sockets outline the canopy. The building originally housed the Adkinson-Baker Tire Co. #2 which sold Texaco gasoline. By 1945 the Theo A. Bippus Service Station operated here. One of three historic service stations extant in the district, the building is virtually unchanged since its grand opening in 1939. It typifies the standardized design used by Texaco to reinforce its corporate identity during the 1930s.

THE CAROLINA BUILDING (Sites 163, 164, 165 and 167) 3313-23 West Sixth Date: 1926
Property Type: 1-part commercial block Stylistic Influence: Spanish Colonial Revival Photo 18

Constructed in 1926, this is one of the earliest examples of a strip commercial building in Amarillo. Contractor M.C. Hancock built it speculatively for himself and partners T.W. Cotten and J.W. Kemp. The long rectangular building features detailing loosely based on the Spanish Colonial Revival style. Divided by brick piers into eight glass storefronts, the flexible plan could be arranged into larger or smaller spaces. Store entrances, display windows, and transoms are shaded by a red-tiled pent roof that runs the length of the building. The parapet features cast concrete coping broken by several gables. First leased to an auto paint firm, a barber shop, beauty shop, and a drug store, the building has also housed cafes, store fixture companies and bakeries.

DUTCH MILL SERVICE STATION AND CAFE (Site 169) 3401 West Sixth Date: 1932
Property Type: Gas Station Stylistic Influence: Fantasy Photo 19

This simple rectangular building features stuccoed wall surfaces pierced by a glass panelled door, plate glass windows and a roll-down garage door. Ornamental crenellations grace the otherwise plain building. Part of a national chain that often incorporated lodging too, this operation originally featured a large Dutch windmill at curbside designed to attract the eye of passing motorists. This idiosyncratic approach represented early efforts to cater to travelers passing through the district by providing modest restaurant facilities to motorists waiting for their cars to be serviced. The building housed both the cafe and gas station operations until 1950, when the cafe expanded into the larger building at 3403 West Sixth.

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TAYLOR'S TEXACO STATION (Site 208) 3512 West Sixth Date: 1950
Property Type: Gas station Stylistic Influence: Art Moderne Photo 20

This 1-story rectangular building clad in white porcelain enameled panels includes an office, two service bays and restrooms. A projecting canopy supported by pipe columns shelter the drive and pump island. It typifies the classic design for Texaco service stations developed by industrial designer Walter Dorwin Teague in 1937. One of the first standardized gas station designs, the basic formula and red star motif provided instant recognition for the motorist in search of Texaco products. Construction of this station according to a 1930s design typifies development patterns in the immediate post-war period and indicates the continued local significance of Route 66 during those years.

MARTIN'S PHILLIPS 66 STATION (Site 195) 3821 West Sixth Date: 1963
Property Type: Gas station Stylistic Influence: Modernistic Photo 21

Although its date of construction falls outside the period of significance, this site hosted a Phillips 66 service station from the 1930s to the 1990s. The earliest facility included the corporation's standard issue Tudor Revival style cottage, designed to blend in with a residential neighborhood. That building survived on the site until after construction of the current facility in 1963. Designed to catch the eye, its replacement exhibits exaggerated modernistic features including an office with canted plate glass walls, angled service bay entrances and a soaring triangular canopy over the pump island. Herb Martin operated the station through all the changes in styles and marketing. Martin assisted many Route 66 travelers during the 1930s, giving gas to some and allowing those without money for lodging to spend the night at the station.

HUBBELL DUPLEX (Site 201) 3912 West Sixth Date: 1925
Property Type: Domestic Stylistic Influence: Craftsman Photo 22

Locally prominent architect Guy Carlander designed this duplex for Mr. and Mrs. W.C. Hubbell in 1925. They owned the Hubbell Diamond T Truck Company at 3922 West Sixth (now demolished). At the western end of one of Amarillo's busiest streets, the house typifies the modest housing built during the city's boom years. The dark brown brick dwelling features typical Craftsman details such as battered brick piers supporting the twin entry porticoes. The building remains virtually unchanged since its construction.

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SAN JACINTO FIRE STATION (Site 176) 610 South Georgia Date: 1926
Property Type: Institutional Stylistic Influence: Mission Revival Photos 24 and 25

This 1-story brick fire station features design elements influenced by the Mission Revival style including curvilinear parapets, red tiled roofs, and battered walls. A pergola graces the south elevation. Built to serve the rapidly growing San Jacinto area, the station resulted from proposals by W.E. Cazzell to establish service in the neighborhood. The building permit value of \$10,500 was published in the *Amarillo Globe* on 13 December 1925. The station served the city until 1975, when it was sold to a private party for \$7,600. It is the only pre-WWII fire station extant in Amarillo.

SAN JACINTO METHODIST CHURCH (Site 173) [305] Tennessee Date: 1926
Property Type: Institutional Stylistic Influence: Classical Revival Photo 27

This 2-story dark brown brick church features a pedimented entry supported by square brick pilasters, with a double limestone string course below the cornice. The double entry doors sit below an arched stained glass transom. During the 1942 street widening, the building lost its original entry stairway. Contemporaneous photos show broad concrete steps leading to Sixth Street, with a solid brick balustrade capped with cast stone. The current configuration of steps rising from Tennessee with pipe railings replaced the original stairway following the street widening project. The south facade features four sets of paired 1/1 wood double-hung narrow stained glass windows, with two pairs of the same windows lighting the east and west sides of the entry. Four arched stained glass windows grace the east and west sides of the original sanctuary. A large 2-story brick addition at the rear houses the present sanctuary and the educational facilities. The Rev. I.T. Huckabee organized the church on 26 November 1923, with services held in the parsonage until the sanctuary was completed. The neighborhood's first Boy Scout troop was organized here in March 1924.

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VERBAL BOUNDARY DESCRIPTION

The historic district encompasses the following lots within the San Jacinto Heights Addition of the City of Amarillo, Texas:

- Block 32 - Lots 1, 2, 3, 4, 5, 6, 7, 8
- Block 31 - Lots 5, 6, 7, 8
- Block 30 - Lots 5, 6, 7, 8
- Block 29 - Lots 5, 6, 7, 8, 9
- Block 28 - Otis Phillips Subdivision of Lots 7 and 8 into Lots 5, 6, and 13-18
- Block 27 - Lots 5, 6, 7, 8
- Block 26 - Odom Cotten Subdivision of Lots 7 and 8 into Lots 5, 6, and 13-18
- Block 25 - Lots 6, 7, 8
- Block 212 - Lots 5, 6, 7, 8
- Block 210 - Lots 4, 5, 6, 7
- Block 209 - Lots 5, 6, 7, 8, 9
- Block 208 - Lots 4, 5, 6, 7, 8, 9
- Block 217 - Lots 1, 2, 11, 12
- Block 216 - Lots 1, 2, 11, 12
- Block 215 - Lots 1, 2, 11, 12
- Block 214 - Lots 1, 11, 12, 13
- Block 213 - Lots 1, 2, 11, 12
- Block 40 - Lots 1, 2, 11, 12
- Block 39 - Odom Cotten Subdivision of Lots 1, 2, 10, 11, and 12 into Lots 13-18
- Block 38 - Lots 1, 2, 11, 12
- Block 37 - Lots 1, 2, 11, 12
- Block 36 - Lots 1, 2, 11, 12
- Block 35 - Odom Cotten Subdivision of Lots 1, 2, 11 and 12 into Lots 13-18
- Block 34 - Lots 1, 2, 11, 12
- Block 33 - Lots 1, 2, 11, 12
- Block 211 - Lots 4, 5, 6, 7, 8

BOUNDARY JUSTIFICATION

The boundaries encompass the most cohesive collection of extant commercial properties developed along Route 66 in Amarillo during the period of significance. Properties immediately outside the district boundaries consist almost exclusively of residences associated with the San Jacinto Heights Addition.

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PHOTO INVENTORY

U.S. ROUTE 66 - SIXTH STREET HISTORIC DISTRICT
AMARILLO, POTTER COUNTY, TEXAS
LUEISE TYSON - PHOTOGRAPHER (EXCEPT AS NOTED)
MARCH 1993
ORIGINAL NEGATIVES ON FILE WITH PRESERVATION AMARILLO

- Photo 1 - The Nat, 604 South Georgia, historic photo (c.1940), camera facing northwest
- Photo 2 - The Nat, 604 South Georgia, camera facing northwest
- Photo 3 - The Nat, 604 South Georgia, historic interior photo (1942)
- Photo 4 - Miller Drug, 2700 West Sixth, camera facing northwest
- Photo 5 - Bussey Buildings, 2713-17 West Sixth, camera facing southwest
- Photo 6 - Bussey Building, 2715 West Sixth, historic interior photo (1945)
- Photo 7 - Cazzell Building #2, 2801 West Sixth, camera facing southwest
- Photo 8 - Cazzell Building #1, 2806 West Sixth, camera facing northeast
- Photo 9 - 2900 block West Sixth, camera facing northwest
- Photo 10 - Gusler Products Building, 2917-25 West Sixth, camera facing southwest
- Photo 11 - 3100 block West Sixth, camera facing southwest
- Photo 12 - Borden's Heap-O-Cream, 3120 West Sixth, camera facing northeast
- Photo 13 - Adkinson-Baker Tire Co. #2, 3200 West Sixth, camera facing northwest
- Photo 14 - 3200 block West Sixth, camera facing southwest
- Photo 15 - Best Maid Feed Co. Store, 3211 West Sixth, camera facing south
- Photo 16 - Ideal Grocery Store, 3220 West Sixth, camera facing northeast
- Photo 17 - M Systems Grocery Store #7, 3306 West Sixth, camera facing north
- Photo 18 - Carolina Building, 3313 West Sixth, camera facing ??
- Photo 19 - Dutch Mill Service Station and Cafe, 3401 West Sixth, camera facing southwest
- Photo 20 - Taylor's Texaco Station, 3512 West Sixth, camera facing ??
- Photo 21 - Martin's Phillips 66, 3821 West Sixth, historic photo (c.1963), camera facing southeast
- Photo 22 - Hubbell Duplex, 3912 West Sixth, camera facing northwest
- Photo 23 - San Jacinto Baptist Church, 501 Carolina, camera facing northeast
- Photo 24 - San Jacinto Fire Station, 610 South Georgia, historic photo (c.1940), camera facing west
- Photo 25 - San Jacinto Fire Station, 610 South Georgia, camera facing west
- Photo 26 - Tomlinson House, 600 South Maryland, camera facing southwest
- Photo 27 - San Jacinto Methodist Church, [305] Tennessee, camera facing northeast

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DISTRICT MAP - see reverse

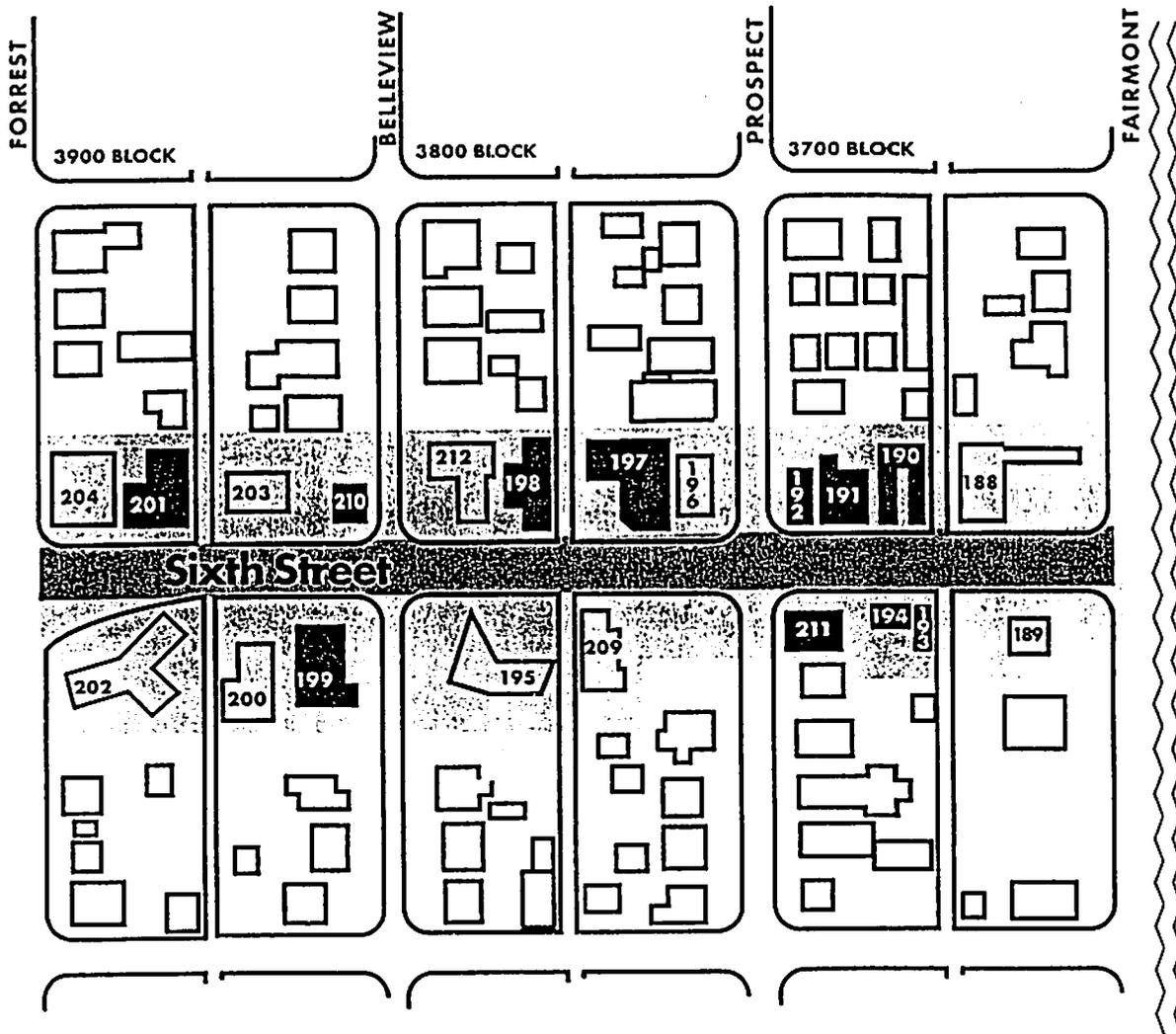
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Section number MAP Page 30a

DISTRICT MAP - Section A



U.S. Route 66 - Sixth Street Historic District

-  Contributing
-  Noncontributing
-  District Area
-  Sixth Street (Site 215)

////// WPA Sidewalks (Site 175)



(Not to Scale)

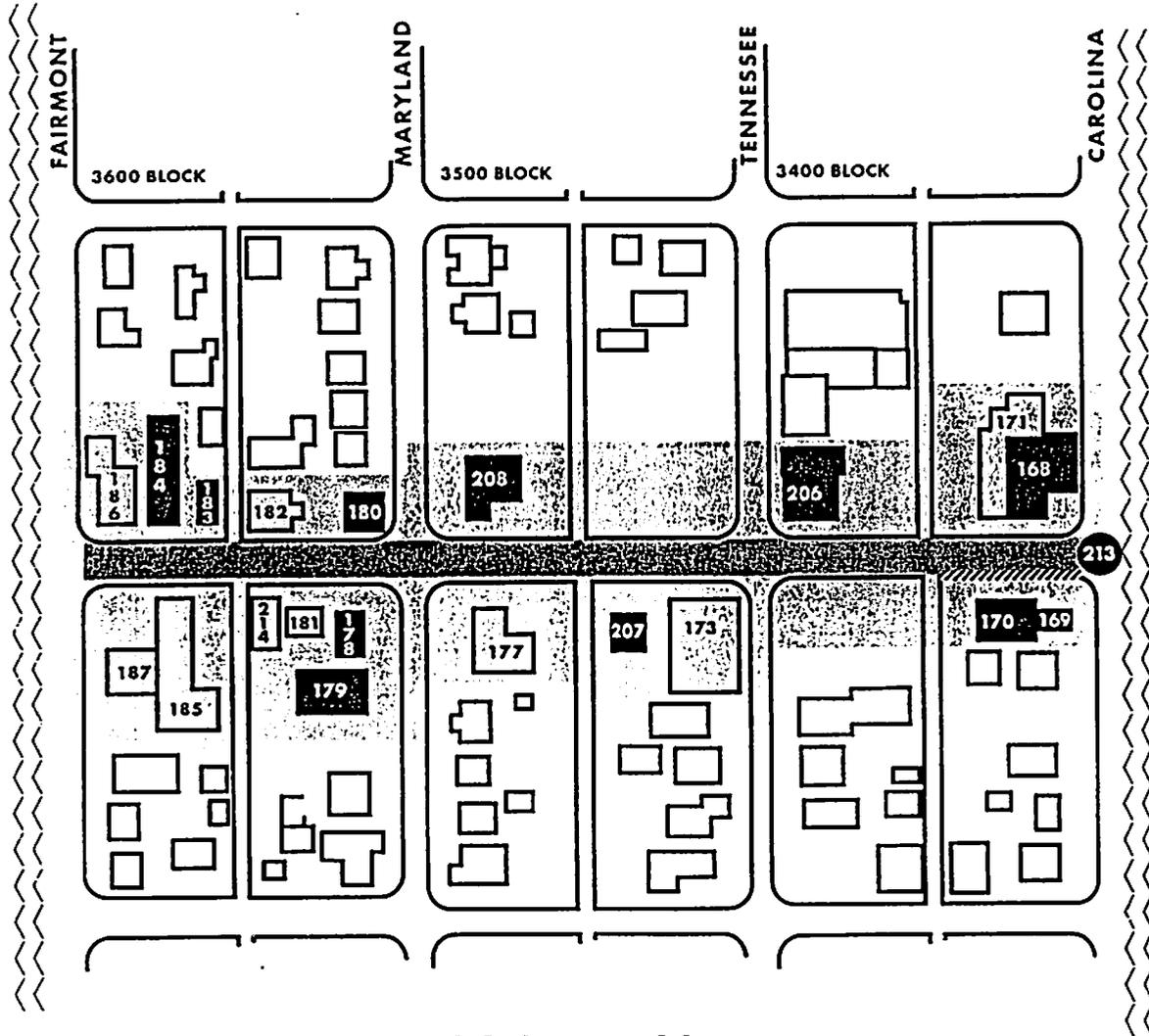
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Section number MAP Page 30b

DISTRICT MAP - Section B



U.S. Route 66 - Sixth Street Historic District

-  Contributing
-  Noncontributing
-  District Area
-  Sixth Street (Site 215)



////// WPA Sidewalks (Site 175)

(Not to Scale)

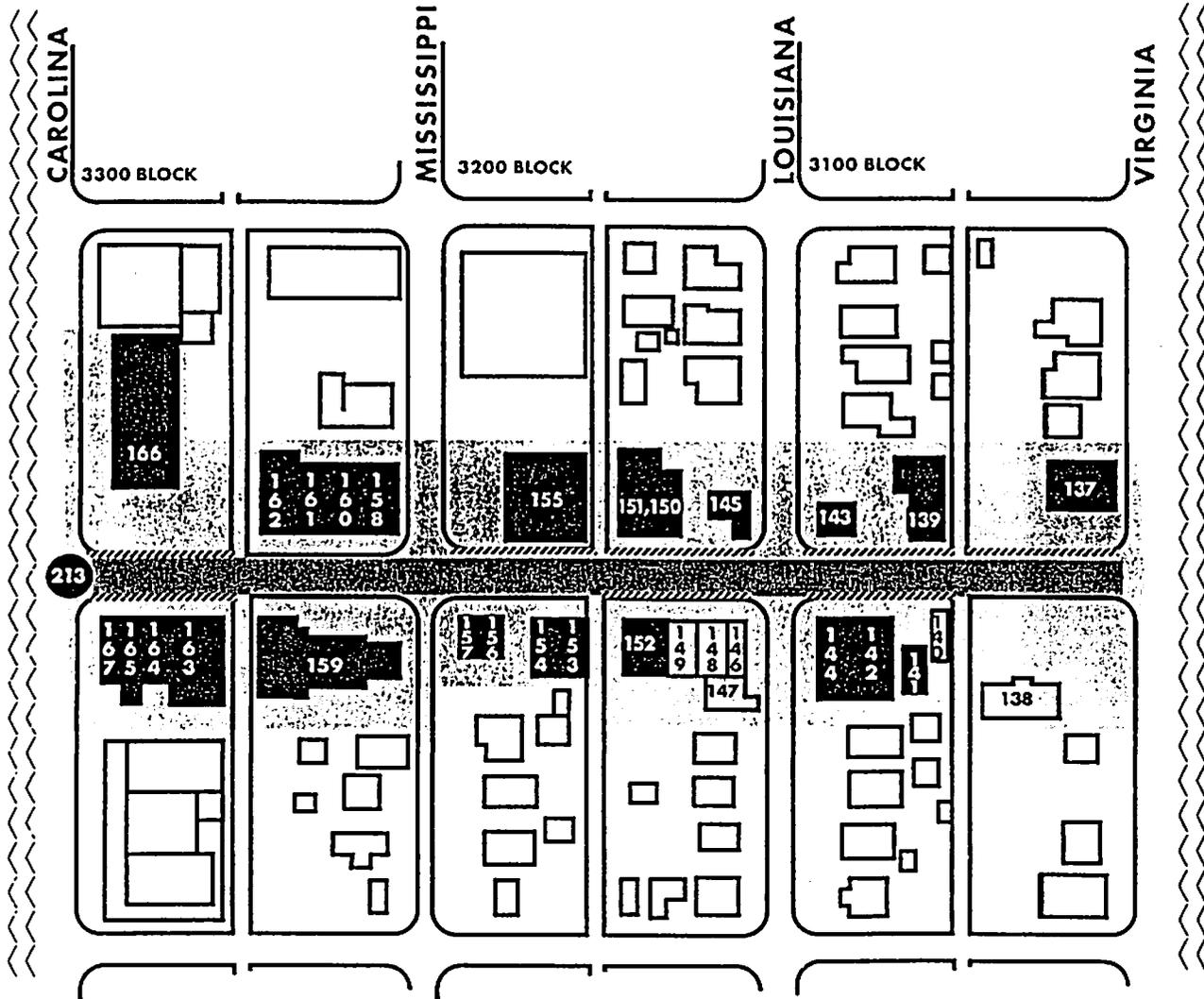
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Section number MAP Page 30c

DISTRICT MAP - Section C



U.S. Route 66 - Sixth Street Historic District

-  Contributing
-  Noncontributing
-  District Area
-  Sixth Street (Site 215)

////// WPA Sidewalks (Site 175)



(Not to Scale)

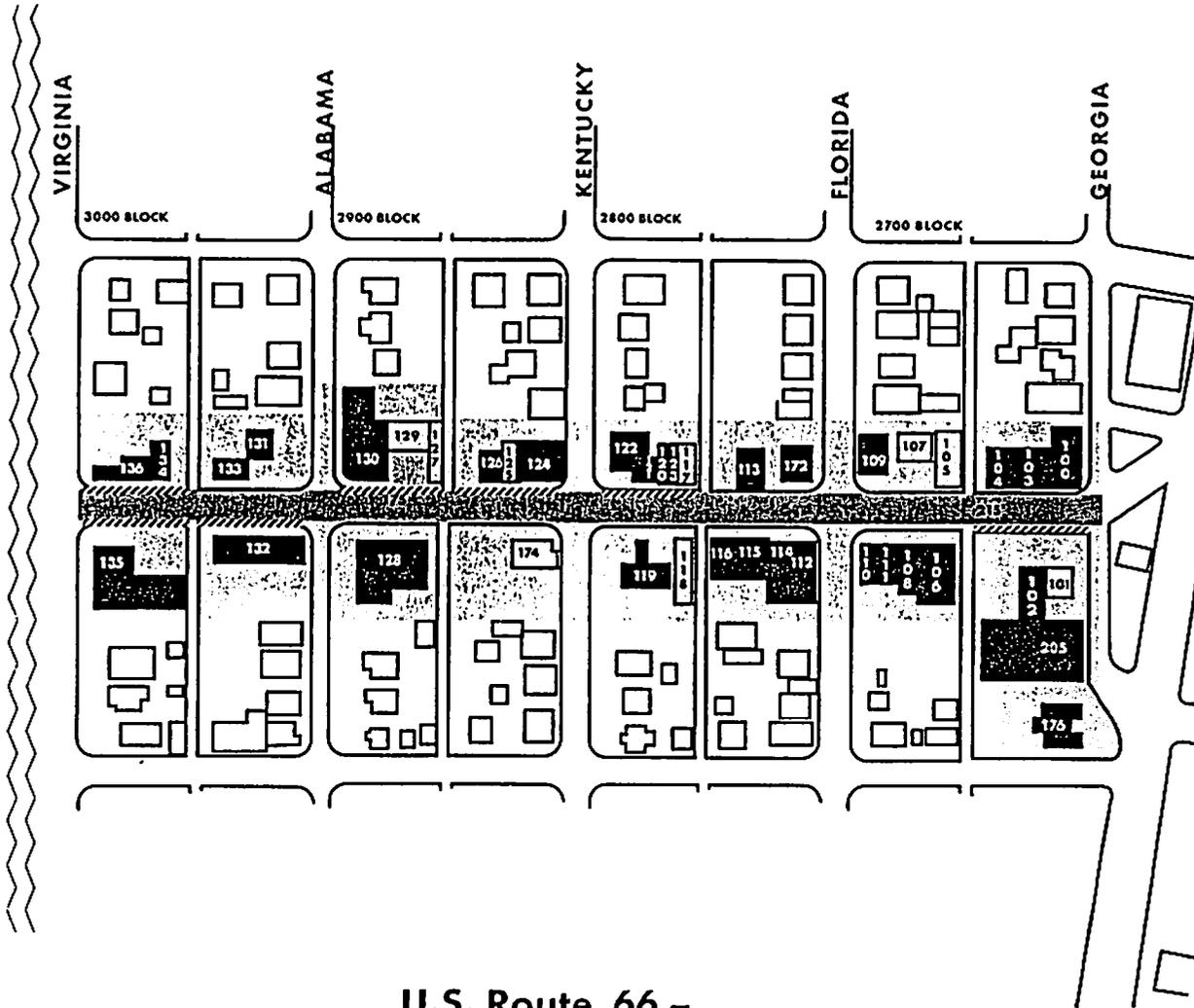
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Section number MAP Page 30d

DISTRICT MAP - Section D



U.S. Route 66 - Sixth Street Historic District

-  Contributing
-  Noncontributing
-  District Area
-  Sixth Street (Site 215)
-  WPA Sidewalks (Site 175)



(Not to Scale)

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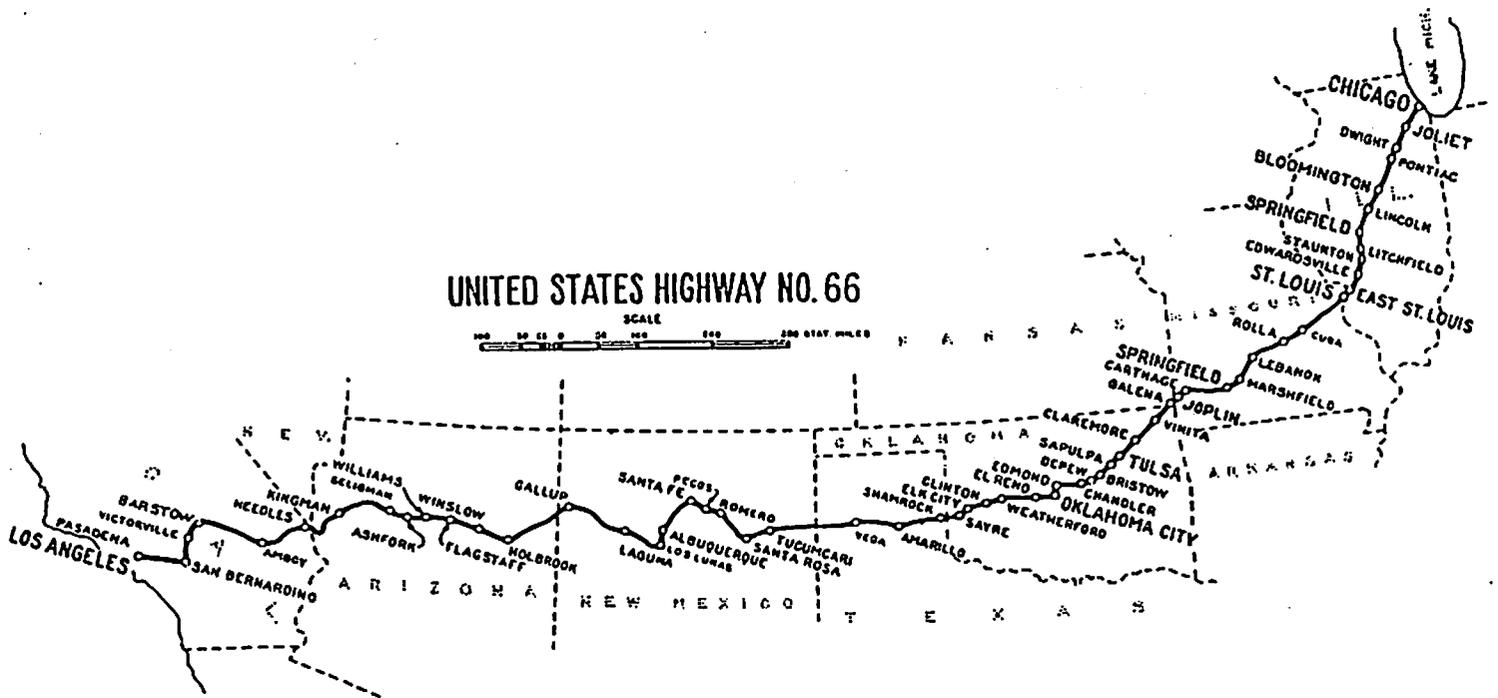
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Section number MAP Page 31

BUREAU OF PUBLIC ROADS MAP (1931)

Published in 1931, this was the first national map to show Route 66 in its entirety from Chicago to Los Angeles (Jennings, 199).



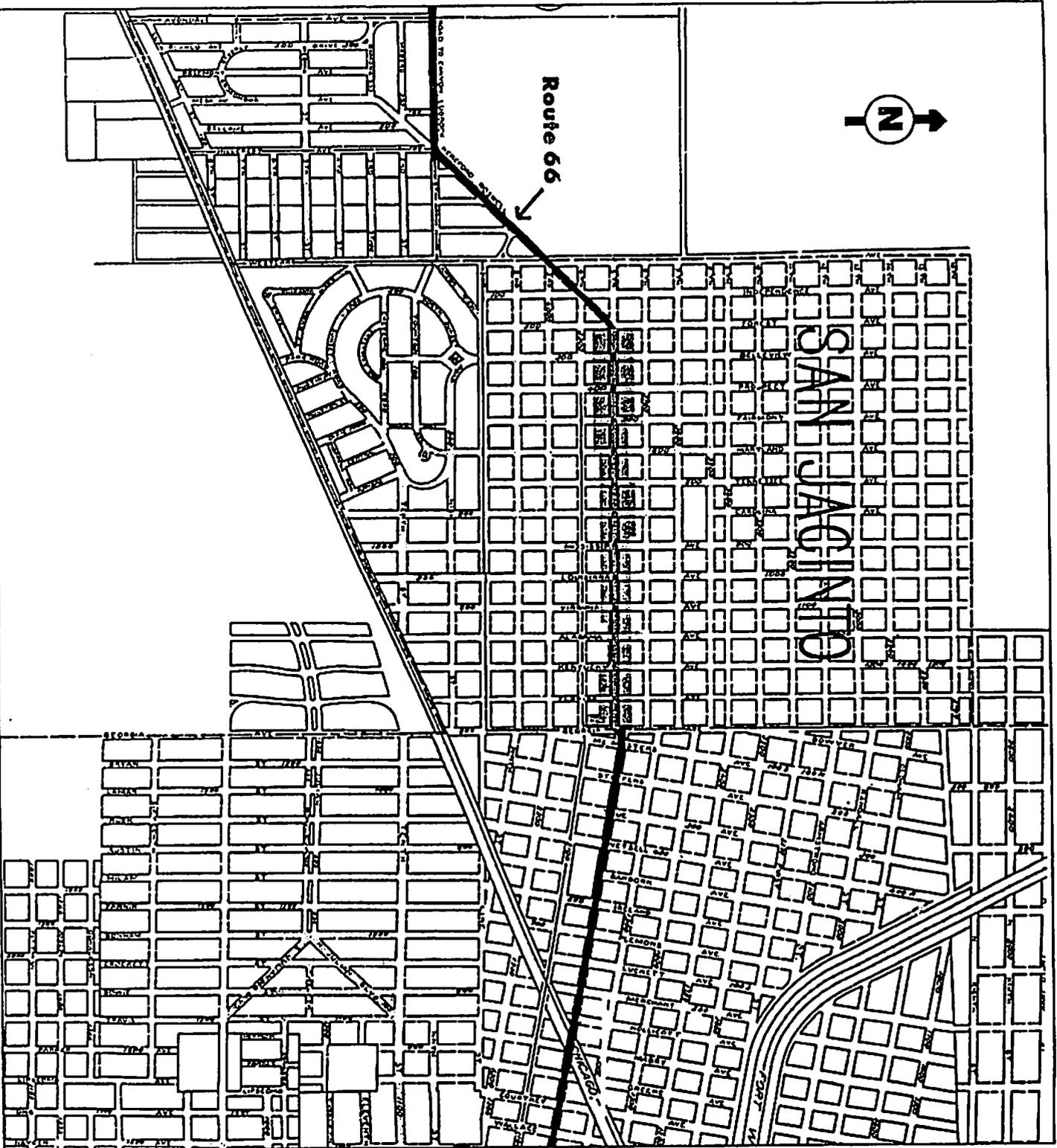
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Amarillo, Potter County, Texas

Section number _____ Map _____ Page _____ 32

PLAT MAP SHOWING ROUTE 66 IN SAN JACINTO ADDITION (c.1925)



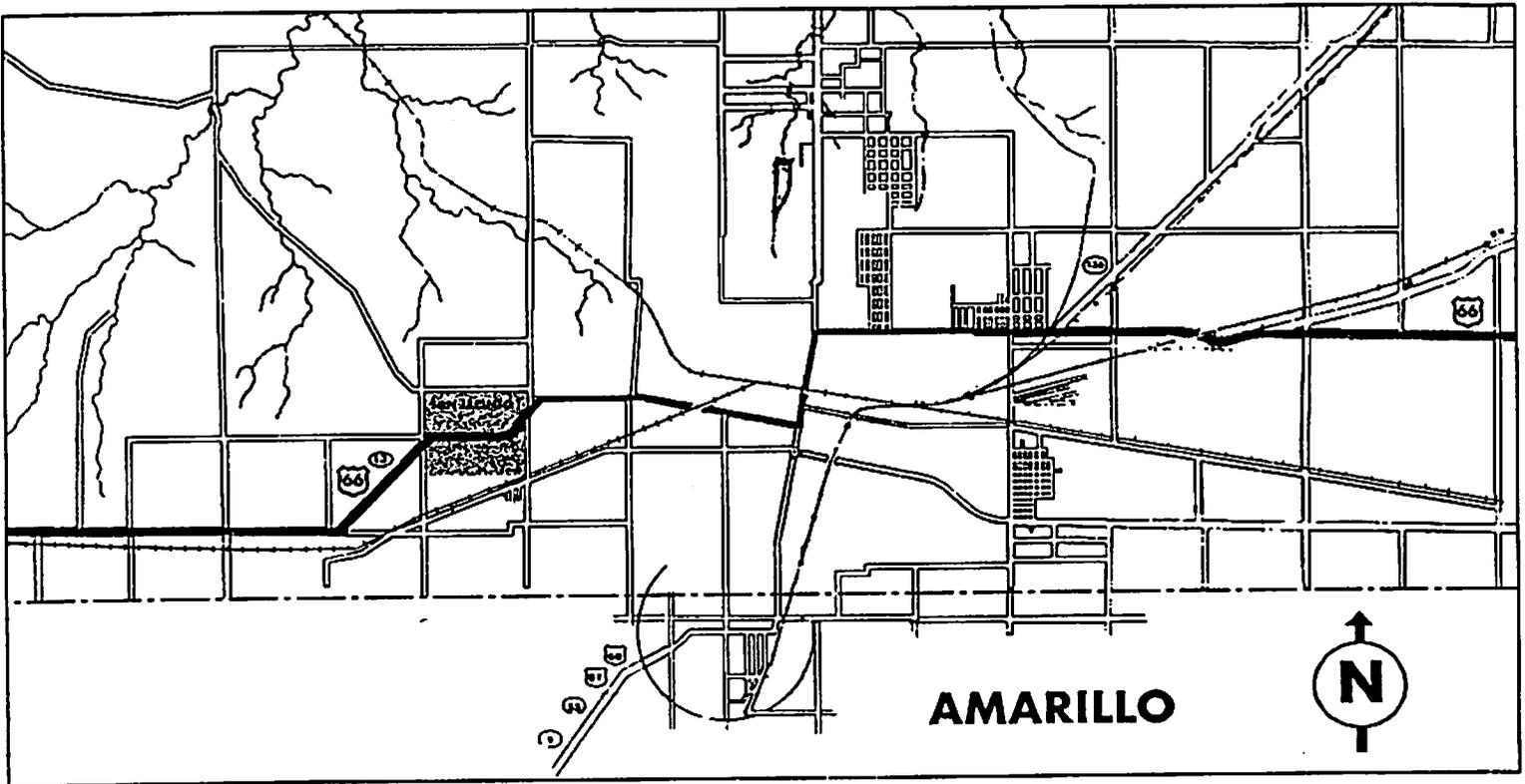
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Section number MAP Page 33

**TEXAS STATE HIGHWAY DEPARTMENT MAP SHOWING ROUTE 66 IN AMARILLO
(1936, highlighting added)**



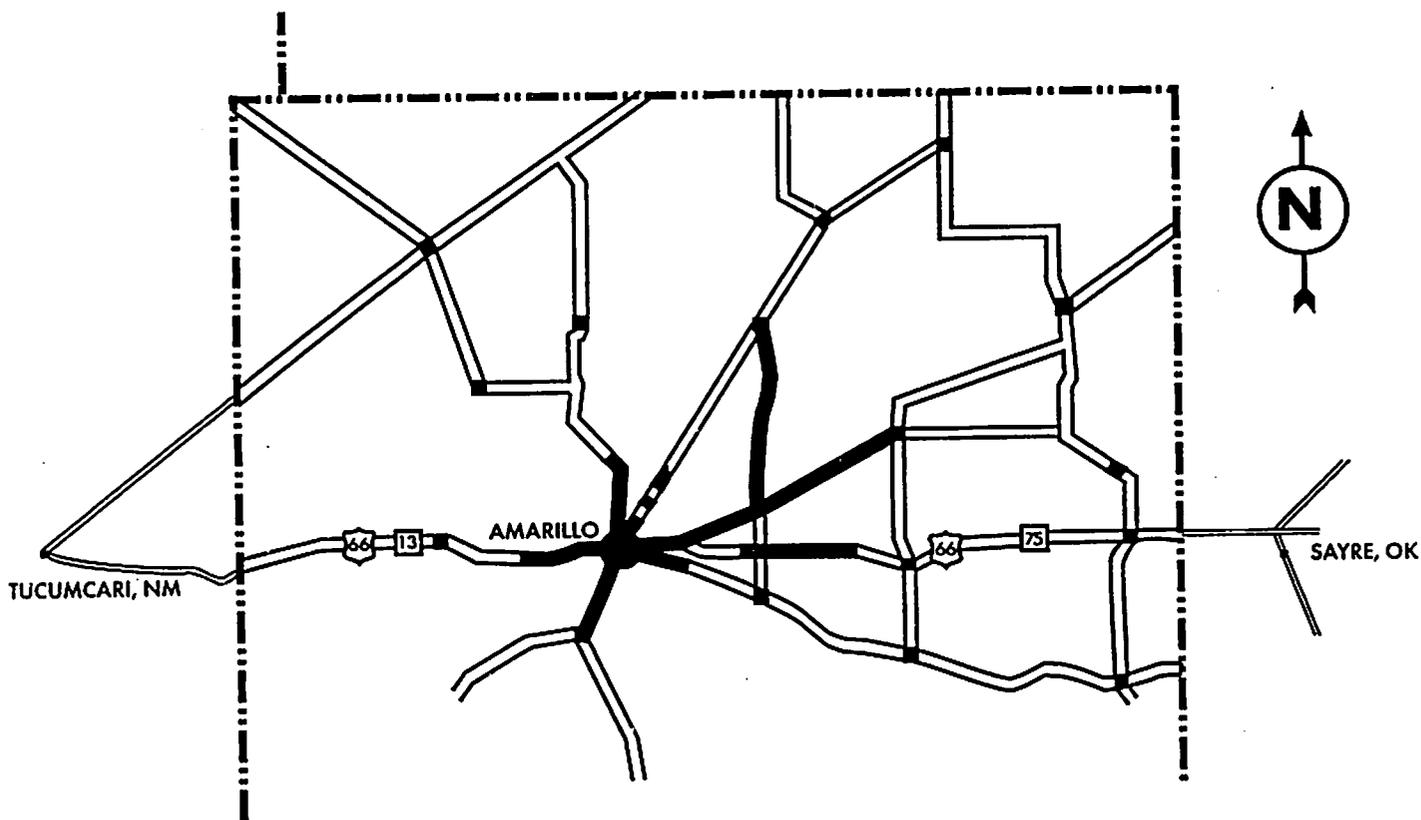
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TEXAS STATE HIGHWAY DEPARTMENT MAP SHOWING ROUTE 66 IN PANHANDLE,
WITH PAVED STRETCHES IN BLACK (1931)



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Section number PLAN Page 35

PLANS SHOWING WIDENING AND REPAVING OF ROUTE 66 BETWEEN
GEORGIA AND FORREST AVENUES (1942) - see reverse

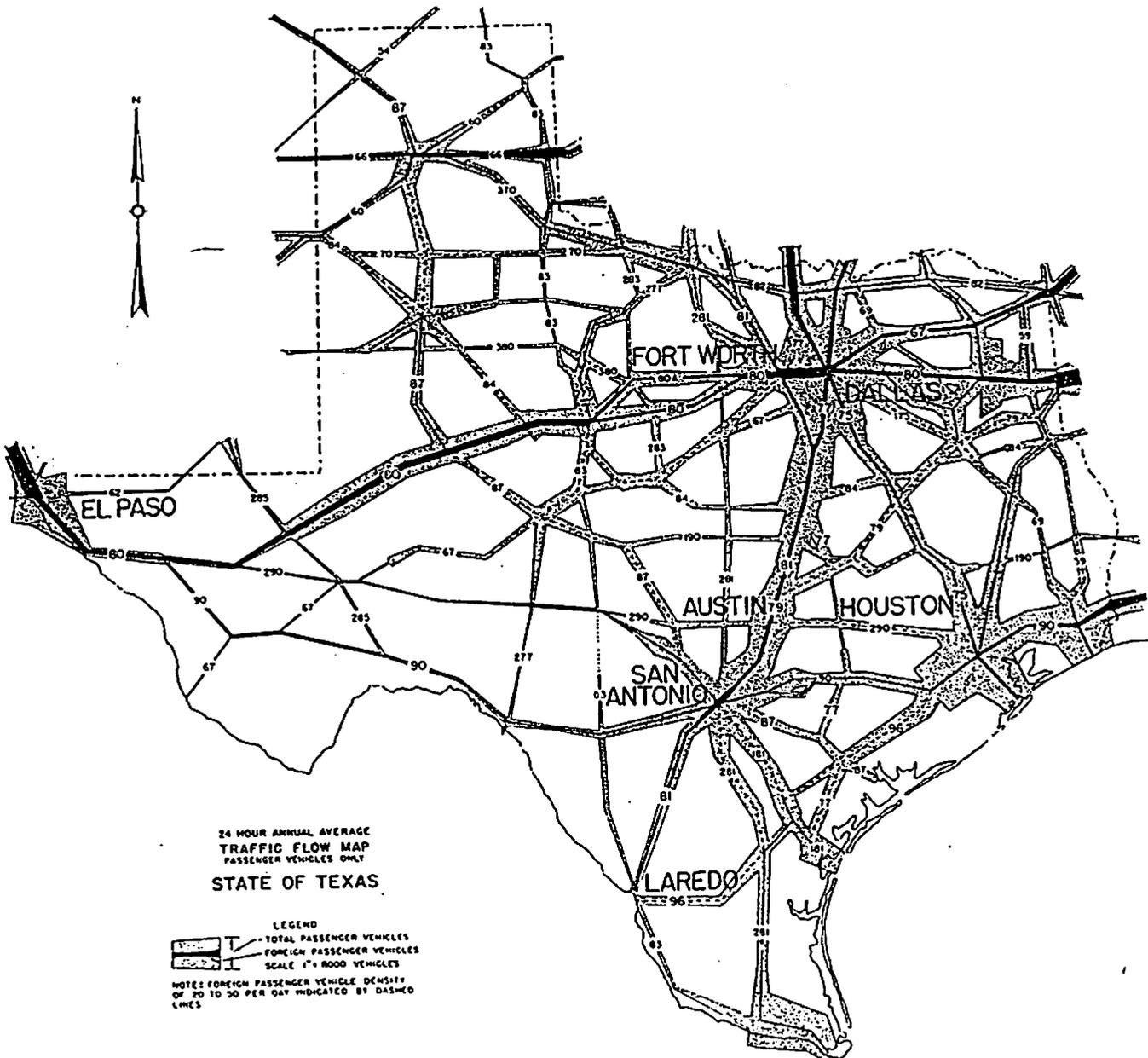
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TEXAS STATE HIGHWAY DEPARTMENT MAP SHOWING AVERAGE DAILY TRAFFIC FLOW ALONG ROUTE 66 (1940)



STATE-WIDE HIGHWAY PLANNING SURVEY
BASED ON TRAFFIC SURVEY AUGUST 1936 TO AUGUST 1937 -
SUPPLEMENTED BY SHORT COUNTS TAKEN AUGUST 1937 TO MAY 1939

FIGURE 12