

(Oct. 1990)

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

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. NAME OF PROPERTY OTERO'S 66 SERVICE

HISTORIC NAME: Phillips Service Station
OTHER NAME/SITE NUMBER: Sam's Tire and Lube

2. LOCATION

STREET & NUMBER: 100 Main Street **NOT FOR PUBLICATION:** N/A
CITY OR TOWN: Los Lunas **VICINITY:** N/A
STATE: New Mexico **CODE:** NM **COUNTY:** Valencia **CODE:** 061 **ZIP CODE:** 87031

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

Date

State Historic Preservation Officer

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

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): _____

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: private

CATEGORY OF PROPERTY: building

| NUMBER OF RESOURCES WITHIN PROPERTY: | CONTRIBUTING | NONCONTRIBUTING |
|---|---------------------|------------------------|
| | 1 | 0 BUILDINGS |
| | 0 | 0 SITES |
| | 0 | 0 STRUCTURES |
| | 0 | 0 OBJECTS |
| | 1 | 0 TOTAL |

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

NAME OF RELATED MULTIPLE PROPERTY LISTING: Historic and architectural Resources of Route 66 through New Mexico

6. FUNCTION OR USE

HISTORIC FUNCTIONS: Commerce/Trade: specialty store

CURRENT FUNCTIONS: Commerce/Trade: specialty store

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other

MATERIALS: FOUNDATION CONCRETE
WALLS STUCCO
ROOF ASPHALT
OTHER GLASS

NARRATIVE DESCRIPTION (see continuation sheet 7-5).

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: N/A

AREAS OF SIGNIFICANCE: Commerce; Transportation; Architecture

PERIOD OF SIGNIFICANCE: 1923-1937

SIGNIFICANT DATES: 1923; 1926; 1937

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: unknown

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-6 through 8-7).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-8).

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 (*Historic Preservation Division, Office of Cultural Affairs*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: less than one acre

UTM REFERENCES Zone Easting Northing
 1 13 341334 385281

VERBAL BOUNDARY DESCRIPTION (see continuation sheet 10-9)

BOUNDARY JUSTIFICATION (see continuation sheet 10-9)

11. FORM PREPARED BY

NAME/TITLE: David Kammer Ph.D.

ORGANIZATION: consulting historian

DATE: September 2002

STREET & NUMBER: 521 Aliso Dr. NE

TELEPHONE: (505) 266-0586

CITY OR TOWN: Albuquerque

STATE: NM

ZIP CODE: 87108

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS Los Lunas, USGS 7.5-minute series quad series map(see attached).

PHOTOGRAPHS (see continuation sheet Photo-10)

ADDITIONAL ITEMS

PROPERTY OWNER

NAME: Frank and Mamie Otero

STREET & NUMBER: 3629 Highway 47

TELEPHONE: (505) 865-7420

CITY OR TOWN: Peralta **STATE:** NM

ZIP CODE: 87402

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Description:

Otero's 66 Service is a one-story building with a steeply pitched gable roof and a small gabled entry along the front elevation. The building is located at the intersection of Main Street and NM 314, along a former U.S. 66 alignment, in downtown Los Lunas, and is sited obliquely on its rectangular lot. Though lacking symmetry, the building appears balanced with wings flanking its gable entry and with restrooms located along each side wall. Windows vary in size and style. Concrete paving lines the front and sides of the building and is punctuated with a concrete service island and a car lift. Although the door is a recent replacement and the awnings depicted in photographs dating to the 1930s have been removed as have the gasoline pumps, the plan and general appearance of the building are unaltered. As a result, the property retains a high degree of integrity as to its location, design, materials, workmanship and feeling, as a service station associated with U.S. 66 during its period of significance.

The former Phillips service station is located at the northwest corner of the intersection between Main Street and NM 314. An east-west roadway that crosses the Rio Grande approximately a mile east of the property and then climbs the western escarpment of the Rio Grande Valley west of Los Lunas, Main Street also serves as the eastern part of NM 6. NM 314, lining the eastern boundary of the property, parallels the railroad tracks. Between 1926 and 1937, Main Street was part of the U.S. 66 alignment. Between 1935 and 1937, it also served as a U.S. 66 alignment when the highway was realigned along the west side of the Rio Grande from Isleta Pueblo south to Los Lunas. Typical of many early service stations located on corner lots, the building and pump island are situated obliquely, facilitating access from both roadways.

The building is raised on a concrete foundation, and reveals exposed rafters and a slight overhang, while faintly bungalowoid, suggests the early stages in gas station design when many stations retained domestic characteristics (see Photo 1). Louvered vents appear in each of the gable ends. Fenestration includes both wood casement and 4/4 double-hung wood-sash windows with the contrasting window types contributing to the asymmetry of the generally balanced front elevation. The current front entry, a metal frame commercial glass door, is a replacement.

A photograph taken in 1933 of an asphalt surfacing project occurring in front of the property, included a striped awning over the larger window on the west side of the front elevation. It also shows glass-topped gasoline pumps with an emblem similar to the Phillips 66 company logo. While the awning and pumps are no longer present, the building and its setting are unaltered. Two signs for the current business have been added to the front gable and the shingle roof but do not appreciably detract from its historic appearance. As further development characteristic of the recent growth of Los Lunas has occurred around the property, it continues to retain much of its historic character. Its design, materials and spatial arrangement imbue it with a strong feeling as an early service station.

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Statement of Significance:

Otero's 66 Service, a former Phillips 66 service station, is located along an alignment of U.S. 66 that passed through the village of Los Lunas between 1926 and 1937. At the time, the village was the last community westbound motorists encountered before the road turned west and climbed out of the Rio Grande Valley en route to Grants and Gallup, and then westward to Arizona and California. The service station was one of only a few such businesses in the area available to motorists. Its house-like appearance recalls the early era of service station design in which domestic detailing was prominent. Only a few of these service stations remain in New Mexico, and only three remain along former alignments of U.S. 66. The property is eligible under Criterion A for its association with the development of U. S. 66 and its associated roadside commerce. It is also eligible under Criterion C as one of the best remaining examples of early service station architecture remaining in New Mexico.

As discussed in the historic context, the original alignment of U.S. 66 in New Mexico derived from a splicing together of local roads connecting population centers. Since many of this early alignments had been constructed with Federal Aid Project (FAP) funding, in some instances it was more than a decade before additional federal funding permitted the realigning of sections of the initial 1926 federal highway system to achieve more efficient, direct routes. Perhaps the most notable example of this initial circuitous routing of a federal highway in New Mexico was the original U.S. 66 alignment that required 507 miles to cross the state. In 1937 the highway was straightened along a direct east-west alignment through Albuquerque, and the total mileage was reduced to 399 miles. Between 1926 and 1937 the highway alignment followed that of U.S. 85 from near Las Vegas through Santa Fe to Los Lunas, 20 miles south of Albuquerque. There it ascended the western escarpment of the Rio Grande Valley and continued west to Gallup.

During those 11 years the alignment shifted in 1935 so that two crossings of the Rio Grande at Isleta Pueblo and Los Lunas were eliminated. Along both alignments, however, the highway passed what is now Main Street in Los Lunas. With local traffic comprised of many farm vehicles, including teams and wagons, shipping produce to Albuquerque, and out-of-state motorists, the route ranked consistently high during annual traffic counts. In 1924 when it was part of the National Old Trails Highway, one of the private highway associations that preceded the federal highway system, traffic counts at Los Lunas averaged 630 vehicles per day, with 30 percent listed as out-of-state, or "foreign" (*New Mexico Highway Journal* January, 1925:22). By 1926, with the designation of the roadway as U.S. 66, the daily average rose to over 2,300 vehicles. In 1930, when the counting station had been moved to west of Los Lunas to eliminate vehicles using the north-south U.S. 85, the daily vehicle count averaged 484, a substantial figure for non-urban traffic count stations in the state.

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As a result, several service stations appeared in the vicinity of Los Lunas with at least two located along Main Street. Local oral tradition holds that a station farther to the west employed the technique of informing motorists that it offered the last service for many miles. The former Phillips service station was constructed in 1923, closer to the commercial core, just west of the Atchison, Topeka and Santa Fe Railroad tracks and the Huning Mercantile Store, then the commercial center of the village of Los Lunas. By 1933, when highway engineers photographed a joint sealing and oiling project occurring in front of the building, it was a Phillips 66 station. Following the realignment of U.S. 66 in 1937, U.S. 85 continued to pass along the east side of the property, along what is now NM 314, and the service station continued to operate after the period of significance.

With its construction dating to an early period in the morphology of service station design, the building reflects an era in which service stations had evolved from a pump located at curbside or in front of a livery stable or mercantile store to a discrete building type resembling a small house. Characterized by cultural geographer John Jakle as a "house with a canopy," the "house" phase of service station featured a side-gabled roof with a small gable, suggesting the popular Tudor Revival fused with modest bungalow detailing (Kammer 109-117). By the late 1930s, domestic elements in service station design had given way to industrial design emphasizing streamlining and efficiency as well as standardization intended to promote customer loyalty through easily recognizable building forms. As a result, few of the early, domestically inspired service stations remain. In New Mexico they are particularly rare. Along U.S. 66, only this building in Los Lunas, still associated with automotive functions, and another, also located along the pre-1937 alignment in Romeroville but highly altered to serve as a residence, remain.

In recent decades the gas pumps have been removed and the building changed to function as a tire sales and repair shop. As interest in U.S. 66 and individual communities' roles regarding the road's history have grown, members of the community have identified the building as a significant resource regarding Los Lunas' connection with the highway. Seeking to preserve key buildings associated with its historic development, they have identified the property and included it in historical exhibits and interpretations. Listing it in the National Register is regarded as a means of underscoring Los Lunas' role as an early Route 66 community.

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Bibliographical References:

Guggino, Patty. Interview with David Kammer, September, 2002. (Ms. Guggino is an historian living in Los Lunas).

Jakle, John A. "The American Gasoline Station 1920-1970." *Journal of American Culture* 1 (Spring 1976), 520-42.

Kammer, David. *The Historic and Architectural Resources of Route 66 through New Mexico*. Prepared for New Mexico Historic Preservation Division, 1992.

New Mexico Highway Journal. Various issues 1915-1931. (In 1931, the *New Mexico Highway Journal* was integrated into *New Mexico*, which subsequently became *New Mexico Magazine*.)

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Otero's 66 Service
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Geographical Data

Verbal Boundary Description

Parcel/tract 7A1 and Parcel/tract 8A1 of Lot 28, Map 73, Los Lunas, Valencia County, New Mexico.

Boundary Justification

The nominated property includes the entire parcel historically associated with the service station.

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PHOTOGRAPHS

Otero's 66 Service

Los Lunas, Valencia County, New Mexico

David Kammer

October 2001

Negatives on file with Historic Preservation Division, New Mexico Office of Cultural Affairs

Photo 1 of 1

Front and south facades

Facing northeast

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Photo 1: Front and south facades; looking northwest (October 2001)

