

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Cucamonga Service Station **DRAFT**

Other names/site number: None

Name of related multiple property listing:
U.S. Highway 66 in California MPS

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

2. Location

Street & number: 9670 Foothill Blvd.

City or town: Rancho Cucamonga State: CA County: San Bernardino

Not For Publication: Vicinity:

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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<p>_____ Signature of certifying official/Title:</p>	<p>_____ Date</p>
<p>_____ State or Federal agency/bureau or Tribal Government</p>	

<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title : State or Federal agency/bureau or Tribal Government</p>	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Commerce/Trade Service Station

Current Functions

(Enter categories from instructions.)

Museum
Commerce/Trade-Gift shop

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7. Description

Architectural Classification

(Enter categories from instructions.)

Mission/Spanish Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: Concrete,

Walls: Stucco, Columns topped with Spanish Tile

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Cucamonga Service Station is a one story service station constructed in 1915 in the Spanish Colonial Revival style, with a flat parapet roof. Walls are stucco. The primary façade features a large open bay with baskethandle arches on three sides. The building entrance consists of a single entry door flanked by large, rectangular single pane windows. Square columns with vertical insets are located at each building corner, and where the open bay meets the front wall. The pillars are topped with rounded terra cotta tile. Two 1920s era gas pumps are located between the pillars in the open bay.

Narrative Description

The station, built in 1915, exhibits the character defining features Spanish Colonial Revival architecture. Typical features of the style are flat roof canopy surmounted by square columns with vertical insets and topped with Spanish tile coverings. The surrounding decorative feature above the pump island has curved arches topped with a Spanish style parapet extending around the entire structure. Secondary facades feature three rectangular picture windows with a single pane in each window; both sides are mirror images of each other. The building rear has two windows and an offset rear door.

Before restoration began in 2013, the station had been abandoned since the early 1970s and had greatly deteriorated from decades of neglect. The roof and much of its wood had to be replaced and some of the wood in the walls had also rotted from water damage and was replaced. But the stucco on the exterior, the foundation, floor and Spanish tile topping the columns were all remarkably intact.

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The concrete floor was given a period appropriate sealant and finish and the interior walls restored to a period appropriate look as well. 1920s style light fixtures and push button light switches were used throughout.

Today, the exterior of this historic Richfield Station has been restored to its original Richfield colors and look as it would have appeared in the 1930s and 1940s. Restoration followed the guidelines set forth in the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings, using a "Restoration" approach to return the building to an appearance appropriate to its period of significance. In September, 2016 the California Preservation Foundation awarded the Cucamonga Service Station an award for Design Preservation. The station is now open to the public as a Route 66 museum.

Integrity

The site of The Cucamonga Service Station originally consisted of three buildings;

1. A service garage which sat at the back north side of the site. This building collapsed in 2011 and the city demolished it over safety concerns.
2. A small free-standing restroom on the east side of the site which was torn down at some unknown time
3. The service station with two pump islands, one curbside uncovered island and one covered by a canopy that extends from the front of the station. The original 400 square foot station with its canopy, and covered pump island is still standing and is the one for which this application applies.

After the property's original construction in 1915, dual archways matching the architectural style of the station building were added on either side, (see Figure 2.) These archways were removed at some point prior to 1930 when later existing historic photos were taken (see Figures 1 and 3.) Because these elements were removed during the property's period of significance, their present absence does not result in a loss of historic integrity, as the current building reflects the station's original design and its extant design since 1930.

As the remaining original building, the station exhibits many of the important elements of its original design, workmanship, materials, and location. Through the last several decades, it has experienced minor alterations, such as painted exterior and the loss of the original pumps. The outer, curbside pump island was removed by the city to widen the sidewalk.

Over the years, the exterior of the station had been given many layers of white and cream colored paint that hid the Richfield color scheme of yellow, blue, and red. As the old layers of paint were being stripped off, the original Richfield color scheme of bright yellow, a blue base, and a red highlighting stripe were revealed. The station has been repainted in those vibrant original colors and an original Richfield sign installed on top to match period photographs of the station.

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Overall, the building has lost some integrity of setting due to the loss of the original service garage, restroom, and pump island. It has lost some integrity of materials due to minor alterations. Based on historic photos, the original windows on the primary façade were single pane plate glass, so these windows were replaced in kind, but at least one of the windows on secondary and rear facades appear to have been dual hung wood sash windows, currently replaced by single panes of plate glass, resulting in some loss of integrity of design.

Although the environment surrounding The Cucamonga Service Station has transformed from modern suburban development through the second half of the twentieth century, the immediate physical environment of the station itself has changed very little. The Cucamonga Service Station remains in its original site and retains the important physical features to convey its strong association with U.S. Highway 66. Thus the property retains sufficient historic integrity under Criteria A and C to convey its historic significance and retain eligibility.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Architecture
Commerce

Period of Significance

1915 - 1972

Significant Dates

1926 – 1985 Route 66

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Klusman, Henry - Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Cucamonga Service Station meets National Register Criteria A (commerce) and C (architecture) for listing at the local level of significance. The period of significance is 1915-1972. The property has some loss of integrity due to the demolition of the associated service bays behind the service station but the extant property retains sufficient historic integrity for listing. The Cucamonga Service Station is submitted under the U.S. Highway 66 in California National Register of Historic Places Multiple Property Documentation Form (MPDF) under the Auto and Tourism Business on U.S. Highway 66, San Bernardino and Los Angeles Counties, California, 1926-1974 context. The property is an example of the Automobile Services property type. Because the period of significance extends over a long period, extending only a few years past the 50 year mark, the property does not need to address the requirements of Criteria Consideration G.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A, Commerce: The Cucamonga Service Station is located along the main route of U.S. Highway 66 and provided refueling and repair service for automobile tourism along U.S. Highway 66. The Cucamonga Service Station also exemplifies a unique type of roadside architecture designed to attract high-speed travelers who had only moments to grasp the message conveyed through brand recognition and architecture. The property meets the registration requirements for the “Automobile Services” property type described in the U.S. Highway 66 in California Multiple Property Document. The association of the property with automotive commerce, located directly on Route 66, is clear and direct. The property retains the character-defining features of a service station as described in the MPDF.

The Cucamonga Service Station is one of the earliest surviving automobile service buildings remaining on Route 66 in California. The station was built in 1915 as a refueling and service stop for motorists, as well as being of service to the local agricultural community. It became a Richfield distributor in the 1930’s and remained so until the 1960’s. After its closure in the 1970’s the station became a beloved “unofficial” landmark for its unique architecture and the nostalgic memories it brought to mind to those who saw it. In 2009 the city of Rancho Cucamonga designated The Cucamonga Service Station as an historical landmark.

Criterion C, Architecture: The Cucamonga Service Station clearly embodies the Spanish Colonial Revival style in architecture, a popular style in 1915 when the station was built and has remained very popular to this day in California. The Panama-California Exposition of 1915 in San Diego, highlighting the work of architect Bertram Goodhue, is credited with giving the style national exposure. The station exhibits the influence of this design via its use of stucco, clay tile roof elements, and decorative arches. Located on the road that became part of U.S. Highway 66, the station greeted thousands of travelers as tourists and those migrating to California. The Cucamonga Service Station also exemplifies a unique type of roadside architecture designed to attract travelers’ attention with its recognizable colors and style.

The period of significance of The Cucamonga Service Station is 1915-1972. The period of significance begins with the completion of construction and opening to the traveling public in 1915. It extends to 1972 with the completion of Interstate 10, which effectively by-passed the segment of the route in which the station is located, marking the end of the heyday of use for this segment of U.S. Highway 66. Because the period of significance extends over a large span of years, extending only a few years beyond 50 years from the present date, it is not necessary for the property to address the requirements of Criteria Consideration G for exceptional significance.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Rancho Cucamonga California: The Forgotten Past, Anne Dodge

City of Rancho Cucamonga records and archives

Web sites:

www.route66ieca.org

City of Rancho Cucamonga Visual Improvement Plan, Foothill Blvd – Historic Route 66

<http://www.cityofrc.us/civica/filebank/blobdload.asp?BlobID=14064>

City Of Rancho Cucamonga – Historical Preservation

<http://www.cityofrc.us/cityhall/planning/hpp/default.asp>

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 # _____

recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property 0.22

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 34.106862 | Longitude: -117.594132 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Cucamonga Service Station property is bounded on the north by the back yard block wall of the house at 9665 Estacia Ct.; south, Foothill Blvd.; east, the ally between the station property and the retail business at 9684 Foothill Blvd.; west, by a new retail center under construction.

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Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the entire city lot that has been historically and is currently associated with the property.

11. Form Prepared By

name/title: David Dunlap, Board Member
organization: Route 66 Inland Empire California
street & number: 9935 Alder Street
city or town: Rancho Cucamonga state: CA zip code: 91730
e-mail dbd959@yahoo.com
telephone: 909-912-9473
date: _____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: The Cucamonga Service Station

City or Vicinity: Rancho Cucamonga

County: San Bernardino

State: California

Photographer: David Dunlap

Date Photographed: December 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

CA_San Bernardino_Cucamonga Service Station_0001 Camera facing north.

CA_San Bernardino_Cucamonga Service Station_0002 Camera facing west.

CA_San Bernardino_Cucamonga Service Station_0003 Camera facing east.

CA_San Bernardino_Cucamonga Service Station_0004 Camera facing west.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Figure Log

Figure 1: Photo of station as it appeared in the 1930s, showing Richfield colors and signage. Garage behind station is no longer extant.



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Figure 2: Photo of station from 1930s, painted postcard view showing archway features on either side of building entrance.



Figure 3: Additional postcard view after removal of archways, which took place in the late 1920s or early 1930s.



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Figure 4: Street view of Route 66, nominated property on far left.



Figure 5: View of station after 1972 business closure.



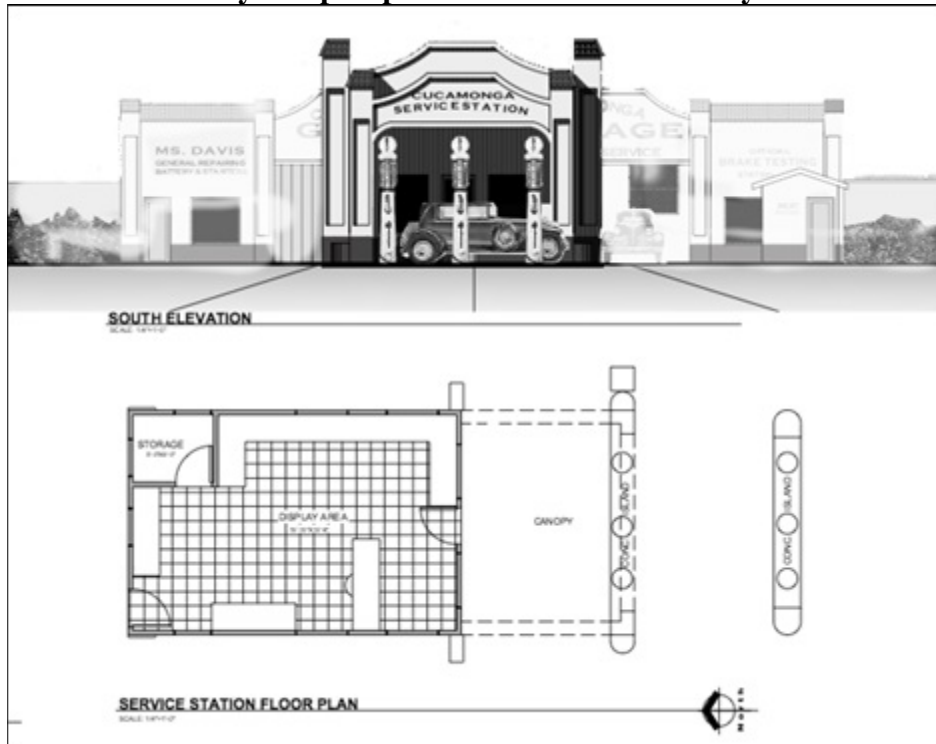
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Figure 6: Diagram of garage (proposed restoration), since demolished.



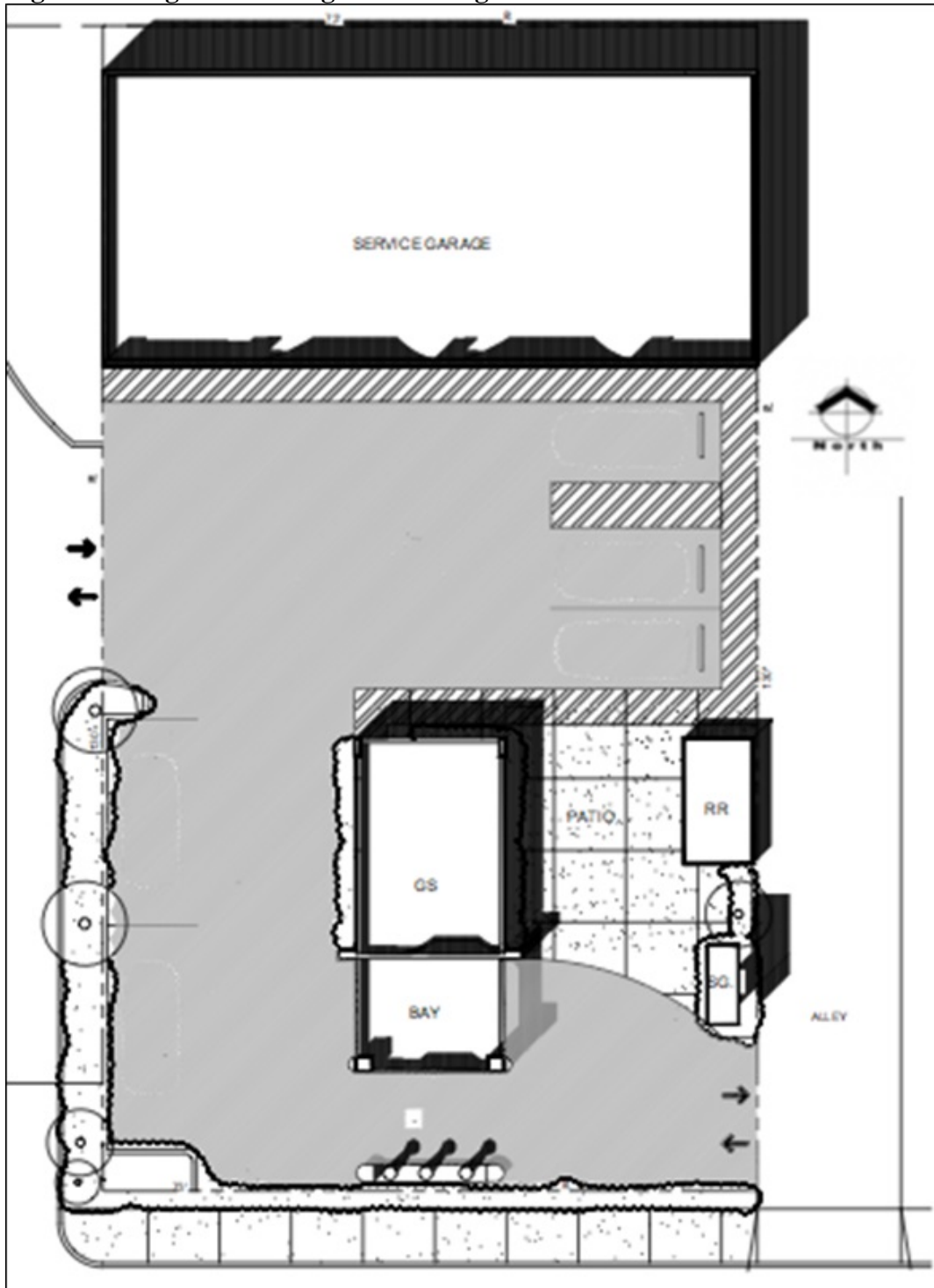
Figure 7: Diagram of service station restoration—note in final version second island was excluded and only two pumps were installed under bay.



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Figure 8: Diagram showing location of gas station on lot and site of demolished garage.



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Figure 9: Pre-restoration photo of station following demolition of garage, circa 2013.



Figure 10: Image of 2016 CPF Preservation Design Award received for restoration.

