

United States Department of the Interior  
National Park Service

**National Register Listed**  
**7-5-2011**

# 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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name Hughes Conoco Service Station

other names/site number 177-5400-0765

## 2. Location

street & number 400 SW Taylor Street  not for publication

city or town Topeka  vicinity

state Kansas code KS county Shawnee code 177 zip code 66603

## 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

See File

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency/bureau or Tribal Government \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

## 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.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Roadside Kansas

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

COMMERCE: Specialty Store

COMMERCE: Warehouse

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Late 19<sup>th</sup> and early 20<sup>th</sup> Century Revival

foundation: Cement

Other: Tudor Revival

walls: Brick

Cement

roof: Asphalt Shingles

other: Steel (Casement Windows); Cement

(Floors); Tile

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## Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### Summary

The Hughes Conoco Service Station is located on Lots 110 and 112 at 400 S.W. Taylor Street in the city of Topeka, Shawnee County, Kansas at the intersection of S.W. Taylor and S.W. Fourth Streets. Hughes Conoco consists of two separate buildings which share a common wall, one serving as an office and providing public restrooms and the other for service bays erected at a later date. The office building is a one-and-a-half story, 198-square-foot Tudor Revival/English Cottage type gas station built in 1930-1931. The classic Conoco gas station adapted English cottage type design exhibits a steeply pitched cross-gable roof, a round-arched front door, and narrow multi-light casement windows which add to the domestic /cottage character of the structure. The walls of the structure are brick laid in a running bond pattern painted white with red trim. While there is no photographic, documentary or physical evidence of an original roof covering, historically it would have been common for the roof to have been clad with flat clay tiles. At present, the roof is covered with reddish brown asphalt shingles which have been in place since at least 1956. The interior consists of a simple rectangular floor plan containing the office and two public restrooms. In 1956, to meet the demand for increased repair services, a 675-square-foot two-bay, cement block garage was added on the original filling station's east side. The only significant alteration to the 1930s building has been the removal of the doorway providing access to the rear rest room from the interior of the structure to the rear of the structure, the new entrance replacing a window and alteration, necessitated by the addition of the service bays.

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### Elaboration

Hughes Conoco Service Station is a vernacular brick Tudor Revival/English Cottage style structure. The ca. 1930 station sits atop a cement slab which projects slightly from the plane of the brick walls laid in a running bond pattern. The building's steeply pitched roof is covered with asphalt shingles which were in place in 1956. Brick corbels remain just beneath the eaves on the northwest and southwest corners. The eaves and brick corbels in the corners under the eaves on the building's east side were removed to facilitate the construction of the garage addition which shares a common wall with the original service station.

The station is oriented to the north, the front façade being nearly symmetrical with a centered door and cross gable with overhanging eaves. The arched front door is surmounted by a segmental brick arch with a rusticated stone surround. Metal multi-light casement windows flank the front door, a six-light window to the east of the door and a sixteen-light window to the west. The west elevation incorporates a centered sixteen-light casement window with a glass transom. The south (rear) elevation contains a sixteen light casement window directly opposite that on the front the elevation. The door providing access to the station's rear public rest room was added in 1956, probably replacing an original six light casement window opposite that located on the front elevation. The east elevation (now inside the 1956 garage addition) retains its original exterior entrance to the front washroom and six-light casement window.

The exterior of the station is currently painted white with red trim reflecting later period Conoco brand identification. The original "Conoco Green" paint scheme, however, remains *in situ* beneath subsequent paint layers on the first nine courses of brick up to the window lintels, the window lintels and metal muntins, front gable eaves, and rusticated stone door surround. The brick chimney is topped with a corbelled rim. The cement two pump island which was moved to its current location sometime after the mid-1950s, still retains its metal framework which held lights and is located to the front of the station.

The structure's interior retains its original floor plan. The exposed cement walls evidence at least two layers of white paint. An original wood storage shelf spans the entire north (front) elevation just above the door and windows. The tinted and scored cement floor is intact and is presently covered with linoleum. Both the front and rear public rest rooms retain their original green tiles and cement walls and floors. A round iron safe housed in a wood box believed to be original to the structure is located in the office area. While most cottage style stations of the period featured faux chimneys, Hughes Conoco has a single chimney with an operating flue. Although there is no evidence of a firebox having been installed, a stove was vented through the chimney.

The two-bay cement block garage addition consists of a single open space with exposed cement slab floor and cement block walls, the room being open to the rafters and board roof. It shares a common wall on the east with the ca. 1930 filling station. The garage was designed by an instructor with the Kansas Technical Institute by the name of McDowell and built by masonry students from the school. The structure juts out from the original filling station on the north (front) and south (rear). Built on a cement slab, the garage was constructed of cement blocks with a wall height of fourteen feet with two large metal bay doors with lights on the north elevation. An entrance door is located on the west elevation and two four-light windows are located on both the east and south elevations. The flat roof was built on a slightly sloping plane and is covered with asphalt. The original pulley system for open and lowering the bay doors remains as does the original hydraulic floor lift which is located on the west side of the garage. Some of the shelving installed in 1956 remains against the building's interior walls.

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or 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.

**Areas of Significance**

(Enter categories from instructions.)

- Architecture \_\_\_\_\_
- Commerce \_\_\_\_\_
- Social History \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Period of Significance**

1930-1960  
\_\_\_\_\_

**Significant Dates**

1930; 1956  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

**Cultural Affiliation**

African American  
\_\_\_\_\_

**Architect/Builder**

Unknown  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance (justification)**

The period of 1930 to 1960 is inclusive of the structure's construction and its evolution from a place that's sole purpose was to pump fuel to one that not only sold gas but also offered the merchandise and increased services required to remain competitive in an expanding American market fueled by the growing use of automobiles for personal transportation, road construction, and the migration of Americas into suburban areas. The period of significance also encompasses an era in which African American businessmen were attempting more and more to secure a white customer base and move into geographic areas formerly not open to them by municipal ordinance, law or tradition.

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## Statement of Significance

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### Summary

The Hughes Conoco Service Station is significant in that it displays the distinctive characteristics of a building type – the Tudor Revival/English Cottage- style American service station of the 1920s and early 1930s. Hughes Conoco is also significant in that it reflects the commercial development of roadside business in response to the rising use of automobiles for personal transportation, the physical development of city, state, and the national roadways, and the efforts of oil companies to market their product to an expanding consumer base. A further level of significance is attached to Hughes Conoco Service Station as it reflects the early integration of African American-owned businesses into predominantly white neighborhoods through much of the nation at mid-century. Hughes Conoco Service Station is nominated as part of the “Roadside Kansas” multiple property submission, and meets the registration requirements for the Gas-and-Service Station property type and the Domestic-style gas station property subtype.

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### Elaboration

#### CRITERION A: COMMERCIAL DEVELOPMENT and ROADSIDE COMMERCE

The Hughes Conoco Service Station is significant under Criterion A, reflecting the commercial development of roadside business during the first half of the twentieth century. The period between World War I and World War II saw the automobile emerge to dominance in American culture and transportation and the development of roadside businesses established to serve the needs of motorists.

Few historical events have brought as much change to the American landscape as the development of the automobile and the transformation of the American roadway to accommodate those vehicles. In 1900 there were some twenty million horses in the U.S. and fewer than 4,000 automobiles. In the early part of the century, more than ninety-three percent of America’s roads were unpaved. Despite state highway projects launched during the first two decades of the twentieth century and the 1916 Federal Highway Act, all designed to provide an increasing network of paved roadways, as late as 1921, a typical cross-country automobile trip still contained approximately 1,000 miles of gravel and dirt roads.

Nor were horseless carriages not without their critics. In 1906, Woodrow Wilson, then President of Princeton University, denounced the motor car as a toy of the upper classes, “a picture of the arrogance of wealth.” Yet by 1910 it cost less to drive a Maxwell automobile than a horse and buggy – 1.8 cents per passenger mile as against 3.5 cents and by 1924 a new Ford cost no more than a good carriage horse. Some local, state and federal officials took a stance against what they perceived as the dangers of automobile operation protesting that the majority should not sacrifice their safety “to “a selfish, reckless and indulgent class” comprising less than one percent of the population “who “must run faster than the majority of mankind” and who if not restrained would “terrorize and kill the people whose toil and tax maintain the public thoroughfares.” Just as quickly, however, courts throughout the nation responded by asserting the right of Americans to drive the nation’s roadways in whatever vehicle they wanted. Kansas courts enunciated this right “as part of the alphabet of fundamental rights of the citizen” as early as 1890 when the State Supreme Court struck down a Topeka ordinance which permitted horse-drawn vehicles across a Topeka bridge spanning the Kansas River but banned bicycles declaring every citizen had “the absolute right to choose for himself the mode of conveyance he desires, whether it be by wagon or carriage, by horse, motor or electric car, or by bicycle, or

astride a horse, subject to the sole condition that he will observe all those requirements that are known as the 'law of the road."<sup>1</sup>

As early as 1900, Kansas ranked tenth in the nation in the number of automobiles, with 225 vehicles statewide. Ten years later there were nearly 10,500 automobiles in the state and just two years after that Kansans owned 30,000 vehicles. In 1916, there were more motor vehicles in Kansas than France or Germany, with one out of every 22.5 people in the state owning one. By 1921, Kansans were purchasing vehicles at the rate of 300 per day. Within two years, Kansans owned just under 350,000 cars and 26,400 trucks which consumed over 158,000 gallons of fuel annually.

The year Conoco opened its station on Taylor Street in Topeka, Kansas as the rest of America was in the throes of the great automobile age. More and better cars appeared along with an expanded system of all-weather roads. Three out of every four households in Kansas owned at least one automobile. Helping fuel the new automobile culture was an ambitious road building program. By the end of 1925, federal and state authorities had overseen the construction in Kansas of 460 miles of concrete roads, 350 miles of dirt roads, 285 miles of gravel roads, and 60 miles of macadam roads at a total cost of close to \$39 million. By 1928, more than 124,000 miles of public roads crossed the state. Between 1929 and 1939, Kansas with over \$34 million in unmatched federal relief funds for use on highways along with another \$28 million in regular federal highway appropriations in the state coffers continued to build and improve all-weather roads.. By July 1936, nearly 8,000 miles of state highway could be driven in any weather. By the end of the decade, Kansas had over 133,063 miles of roads, including nearly 9,000 miles of improved highways. By the mid-1950s, some 9,500 miles of roads crossed Kansas including 702 miles of interstate highways.<sup>2</sup>

In Topeka, Kansas Avenue was rapidly being transformed from a gathering place for people and horses and wagons to a thoroughfare for automobiles. Responding to the number of cars appearing on city streets, the City Commission adopted a speed limit of nine miles per hour downtown and eighteen miles per hour elsewhere in the city. By 1930, nineteen automobile dealerships attempted to entice customers to purchase the latest Cadillac, Buick, Pontiac, Hudson, Studebaker, LaSalle, Oakland, or Ford. For those who could not afford a new vehicle, there were seven used car lots in the city. By the middle of the 1940s, parking had become such a problem in the Topeka business district that municipal leaders began eyeing property on Monroe and Harrison Streets to turn into parking lots. As downtown streets grew more congested, new businesses designed to accommodate customers and their automobiles began to spring up around the city's outskirts. The Elmhurst Shopping Center at Huntoon and Lane Streets and Woody's Drive Inn and Work's Park and Grill both on Gage Avenue catered to customer's obsession with both mobility and consumption.

Oil companies rushed to reach this rising demand for their products. During the early 1920s, garages were still so few and far between that they were listed with their locations in the road and travel guides of the day. Travelers were advised to carry enough spare parts and tools to perform almost any kind of maintenance or repairs that might be needed. The earliest gas stations were generally locally owned and operated curbside pumps outside of existing retail outlet such as livery stables, hardware stores, and automobile dealerships. As automobile ownership soared, the pumping of fuel became a specialized service and by 1920 the term filling station came into common use. In a fierce competition for business, oil companies began coining catchy slogans and presenting a detailed grocery list of the virtues of their particular product. The Z-O Oil Company, with four Topeka locations, promised customers "you'll notice the difference in the first quarter mile." Not to be outdone, the Lux Oil Company guaranteed their gas to be the "highest obtainable."

<sup>1</sup> See Gerald Carson, "Goggles and Side Curtains," *American Heritage*, XVIII (April 1967) 32-39; *W. E. Swift v. The City of Topeka*, 23P. 1075 (Kan. 1890) in *Reports of Cases Argued and Determined in the Supreme Court of the State of Kansas*, Vol. XLIII, January Term, 1890, (Topeka, KS: Kansas Publishing House, 1890), 671-675.

<sup>2</sup> Federal Writer's Project, Works Progress Administration, *The WPA Guide to 1930s Kansas* (Lawrence, KS: University Press of Kansas, reprint, 1984), 85; Kansas Highway Commission, "Kansas Highway History and General Facts on Organization and Operation," (March, 1956), unpublished manuscript, Kansas State Historical Society, Topeka, KS 10-11.

One of the oil companies establishing itself in Topeka was The Continental Oil and Transportation Company, founded in Utah in 1875. In 1912, Continental Oil built its first filling station and by the 1930s was operating more than 1,000 gas stations in fifteen states. On April 16, 1930, Continental purchased lots 110 and 112 at the intersection of Fourth and Taylor Streets in Topeka and by the following year the station was open for business joining three other Conoco filling stations already in business.<sup>3</sup>

Conoco operated the station for several years and then leased it to individuals, a common practice in the industry whereby the oil company retained its rights of ownership, including the requirement that the leased station sell only that company's products but reduced its managerial and personnel burden. Beginning in 1937, Conoco leased the station to Orville W. Bobo and from 1938 to 1940 to Swedish immigrant Axel Lindgren. In 1942, the Taylor Street address is listed in the Topeka City Directory as vacant possibly closed due to gasoline rationing or Conoco's re-allocation of resources for the war effort. In February 1946, Topeka resident L. C. Lippincott purchased the station and lots from Conoco.<sup>4</sup>

An inventory done at the time of Lippincott's purchase lists an hydraulic automobile hoist, air pump, and air pressure tank showing that the station had already begun offering expanded services. Presumably the hoist was located on a paved "runway" located on the east side of the service station and may be the same one still present inside the cement block service bay. Lippincott, who purchased all of the properties fronting on Fourth Street, leased the service stations to various individuals. During the late 1940s and early 1950s the station operated as Lyle's Conoco Service and in 1954 and 1955 as Wayne's Conoco Service.<sup>5</sup> The following year, Edwin Hughes, an African American, leased the station. Hughes had arrived in Topeka in 1947, after serving in the armed forces, to study auto mechanics at the Kansas Technical Institute. After completing his training, Hughes went to work for Goodyear Tire.

Topeka, in the years following World War II, was a city of subtle yet powerful prejudices. Although a state law declared it illegal to discriminate against anybody because of race or skin color, Topeka's black residents and visitors found that while laws may be passed at precise moments in time, their enforcement was not always clean and to the letter. Hughes and others found that in Topeka, skin color was a "badge that sets off one group of citizens as unfit for contact with another group." The city's blacks found white-owned hotels and the main floor seats in a theatre off limits. Their children attended segregated elementary schools. They could buy a limeade or hamburger at a local eatery but had to mind the sign "Colored and Mexicans served in sacks only."<sup>6</sup>

While there were no restrictive housing covenants to keep the city's blacks bottled up in one small pocket, the majority settled in neighborhoods with colorful place names like Mud Town and Tennessee Town which dotted the city landscape. These neighborhoods were largely enclaves unto themselves in which black-owned businesses sprang up to serve the community. The Conoco Station, however, was in a predominately white neighborhood. Determined to operate his own service station, Hughes approached Lippincott about the leasing the property, Lippincott, however, refused to lease the gas station to a minority. Hughes persevered after Lippincott initially refused to even talk to him and finally managed to get the white businessman to agree to lease him the station. When Lippincott questioned Hughes about the wisdom of operating the station in the white neighborhood, Hughes stated his belief that if he provided good service his race would not make a difference.<sup>7</sup>

<sup>3</sup> Warranty Deed, P. J. Johnson to Continental Oil Company, April 6, 1930, Shawnee County Deed Book, Vol. 618, p. 591.

<sup>4</sup> *Radges' Directory of Topeka and Shawnee County* (Topeka: Polk-Radges Directory Company, 1930-1939); Warranty Deed, Continental Oil Company to L. C. Lippincott, February 8, 1946, Shawnee County Deed Book, Vol. 908, p. 356.

<sup>5</sup> *Radges' Directory of Topeka and Shawnee County* (Topeka: Polk-Radges Directory Company, 1940-1955).

<sup>6</sup> *The Topeka Plaindealer*, April 29, 1932; Paul Wilson, *A Time to Lose, Representing Kansas in Brown v. Board of Education* (Lawrence, KS: University of Kansas Press, 1995), 60.

<sup>7</sup> See "Edwin 'Train' Hughes: More Than the Owner of Hughes Conoco Service Station," *The St. Mary's-Mt. Druiitt [KS]Star*, March 11, 2009, p. 16.

Hughes quickly capitalized on the growing repair market, constructing cement block service bays on the east end of the office building. In 1958, he began sponsoring and coaching Amateur Athletic Union (AAU) basketball teams all wearing a uniform emblazoned with the name Hughes Conoco. Hughes drove his team across the county in an orange and black van often paying all of the expenses out of his own pocket.

In 1962, Hughes purchased the Conoco Station where he employed to five people to pump gas and service automobiles. The turning of Fourth Street into a one way street and the rise of the self-service station, however, curtailed Hughes' business and in 1982 he closed the station. He later used the property to house a small antique shop and then as a storage building.

#### CRITERION C: ARCHITECTURE, TYPE, FORM and FUNCTION

The Hughes Conoco Service Station is significantly represented under Criterion C, displaying distinctive characteristics of a type: The English Cottage-style of American gasoline station. During the 1920s filling station construction evolved from a haphazard affair into an art form, with oil companies and independent owners competing to build structures in an effort to capture both patron's business and their imagination. The results of these labors stood as architectural landmarks along America's roadways. They reflect the evolution of the gasoline service station between World War I and World War II, a period that witnessed the dominance of the automobile in American life and culture and the corresponding rising market for petroleum outlets, products and services. The design, form and function of this property type also illustrate important marketing trends among oil companies to build customer recognition and loyalty and the change in petroleum outlets from "filling" stations to "service" stations.

The layout of the modern filling station was established in 1913, when Gulf Oil opened a station in Pittsburgh, Pennsylvania featuring a pump and a small shed for an attendant set back on a corner lot. Except for Standard Oil, which adopted a standardized look for all its stations in 1914, the stations built by the oil companies each had a unique look and usually consisted of little more than a pump and simple small building.

The period of the 1920s brought fierce competition among the increasing number of petroleum providers. Oil company-hired architects designed buildings that were universally adaptable to any region, could be erected quickly and on the cheap, and which were based on popular architectural styles of the period. Hughes Conoco represents a design Continental Oil Company architects adapted from the competing Pure Oil Company's classic domestic English cottage-style station. Pure Oil had hired architect Carl A. Peterson in 1925 to design a standardized filling station. Believing many people in residential neighborhoods objected to a service station nearby, Peterson had designed a cottage station that would blend in and harmonize with a residential neighborhood for Gulf Oil. Gulf Oil rejected the idea but Pure Oil approved it and the English Cottage-style structure quickly developed into the most popular form of architecture for filling stations. Soon major oil companies were buying up residential building sites and prime neighborhood corner lots on which to erect gas stations which conveyed a sense of domesticity and familiar surroundings to attract motorists. "The sight of a small house selling gasoline along the roadside, Historian Charles Liebs noted, was meant to "trigger a host of positive associations – friendliness, comfort, and security – in the minds of motorists whizzing by." The style of filling station proved so popular that by the 1930s, more than 6,000 English Cottage-style stations stood in neighborhoods across the nation.<sup>8</sup>

The design also met the needs of the early petroleum companies which were trying to expand and hold their markets by developing uniform styles of stations that would be easily recognized by passing motorists. The stations were designed to not only blend in with residential environments but serve as increasingly important marketing tools which conveyed a strong sense of corporate identity. Standardized stations emblazoned with corporate logos and company colors were meant to help customers develop brand recognition and loyalty. Conoco adopted the white building with green trim.

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<sup>8</sup> John A. Jackle and Keith Sculle, *The Gas Station in America*. (Baltimore, MD: Johns Hopkins University Press, 1994), p. 14.

Each filling station prominently displayed the company's trademark circular sign with a Continental Army soldier standing below the company name. After its merger with Marland Oil in 1929, Conoco changed their logo to their name placed inside a red triangle with green trim. In later years the green trim was abandoned in favor of all red highlights. Hughes Conoco's original green trim remains intact beneath subsequent paint layers.

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## 9. Major Bibliographical References

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### Articles

- Bandeem, Robert A. "Automobile Consumption, 1940-1950," *Econometrica*, Vol 25, No. 2 (April 1957), 239-248.
- Buck, W. V. "Kansas Highway Development and Road Legislation," *The History of Kansas State and People*, ed. William E. Connelly (Chicago, IL: American Historical Society, Inc. 1928), 966-984.
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- Flink, James J. *American Adopts the Automobile, 1895-1910* (Cambridge, MA: MIT Press, 1970).
- Jackle, John A and Keith Sculle. *The Gas Station in America* (Baltimore, MD: Johns Hopkins University Press, 1994).
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- Margolies, John. *Pump and Circumstance: The Glory Days of the Gas Station* (Boston: Bulfinch Press, 1993).

*Radges Directory of Topeka and Shawnee County* (Topeka: Polk-Radges Directory Company), 1930-1956.

Schirmer, Sherry Lamb and Wilson, Dr. Theodore A., *Milestones: A History of the Kansas Highway Commission and the Department of Transportation* (Topeka: Kansas department of Transportation, December 1986).

Vieyra, Daniel. "Fill 'er Up," *An Architectural History of America's Gas Stations* (New York: Collier, Macmillan Publishers, 1979).

Witzel, Michael Karl. *The American Gas Station* (Osceola, WI: MBI Publishing Company, 1992).

**Other Sources**

Sanborn Fire Insurance Maps, 1913-1950.

**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: Kansas State Historical Society

Historic Resources Survey Number (if assigned): N/A

**10. Geographical Data**

**Acreage of Property** Less Than One  
(Do not include previously listed resource acreage.)

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>267940</u>	<u>4326300</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (Describe the boundaries of the property.)  
The boundary for Hughes Conoco Service Station conforms to the lots outlined on the Shawnee County Parcel Map. . The boundary includes Lots 110 and 112 fronting on S.W. Fourth Street in Section 31. Township 11, Range 16 in West Topeka. These are the lots originally purchased by the Continental Oil Company in 1930.

**Boundary Justification** (Explain why the boundaries were selected.)  
These are the historic boundaries associated with Hughes Conoco Service Station beginning in 1930 and through the site's period of significance.

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**11. Form Prepared By**

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name/title Thom Rosenblum, Historian  
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city or town Topeka State KS zip code 66612  
e-mail Thom.Rosenblum@nps.gov.

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**Additional Documentation**

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Submit the following items with the completed form:

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

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**Photographs:**

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**Name of Property:** Hughes Conoco Service Station  
**City or Vicinity:** 400 SW Taylor Street, Topeka  
**County:** Shawnee **State:** Kansas  
**Photographer:** Sarah J. Martin  
**Date Photographed:** November 2008

Description of Photograph(s) and number:

- Photo 1: North (front elevation), facing S  
Photo 2: Entire parcel, showing north (front) and west (side) elevations, facing E  
Photo 3: North (front) and west (side) elevations, facing E  
Photo 4: West (side) and south (rear) elevations, facing E  
Photo 5: Front entrance, north (front) elevation, facing S  
Photo 6: Interior – east wall, facing E  
Photo 7: Interior – front door, facing NE  
Photo 8: Interior – southwest corner, facing SW  
Photo 9: Interior – close-up of door hardware  
Photo 10: Interior of garage bay showing exterior east wall of old station, facing SW  
Photo 11: Interior of restroom  
Photo 12: Interior of garage bay, facing SE

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**Property Owner:**

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name Edwin Hughes  
street & number 3324 SE 6<sup>th</sup> Ave. telephone 785-235-8679  
city or town Topeka state KS zip code 66607

**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 18 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.