NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register Listed Sept 30, 2019

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 Vickers Petroleum Service Station

Other names/site number Vickers Building; KHRI #173-12988

Name of related Multiple Property Listing Roadside Kansas

2. Location

Street & number 140 N Main Street | N/A | not for publication

City or town Haysville | N/A | vicinity

State Kansas Code KS County Sedgwick Code 173 Zip code 67060

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 _X_ 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 _X_ local Applicable National Register Criteria: _x_ A ___ B _x_ C ___D

See File
Signature of certifying official/Title Patrick Zollner, Deputy SHPO Date

Kansas State Historical Society
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.)

	private
x	public - Local
	public - State
	public - Federal

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

x	building(s)
	district
	site
	structure
	object

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

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

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/specialty store
VACANT/NOT IN USE

Current Functions
(Enter categories from instructions.)

COMMERCE/business

7. Description

Architectural Classification
(Enter categories from instructions.)

MODERN MOVEMENT
Other: Retrofuturism, Googie
Other: Post-War Modernism

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE
Re-construction: WOOD
roof: CONCRETE
other:

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

The property exhibits a historic reinforced concrete structure whose main feature is a hyperbolic paraboloid form creating a roof shell over a 665 square-foot office space that was reconstructed after an EF4 tornado destroyed the existing interior enclosure on May 3, 1999[1]. This structure sits atop a concrete slab that is painted red, and that is original to the 1954 construction of the structure. The roof shell is supported by two massive columns at its north and south ends, which feature characteristics reminiscent of the era of Futurism during the 1950s and post-war era. The roof springs at a low eave height, about 5'-0", at each column. It is surrounded by an asphalt parking lot that has two gas islands with two gas pumps each that were relocated to the site from a former gas station in Wichita. The site sits between Main Street, which is a heavy commercial district in Haysville, and the Union Pacific Railroad.

Elaboration

Site

Today, the Vickers building sits on an asphalt-covered site to the northeast of the intersection of Main Street and Grand Avenue in Haysville. Main Street and Grand Avenues are major thoroughfares in Haysville, and the building resides in the main commercial district of the city. This district is characterized by low density parcels, surface paving and a number of 'big box' stores, commercial, and retail centers. A majority of this development is relatively new, since most of the town was demolished after an EF4 tornado struck in 1999. In plan view, the nominated property is nearly trapezoidal-shaped with a slight cant between the south and west boundaries. The site boundaries create a long north-south axis that narrows to a shorter property line at the south. Two curb cuts on the west side of the property allow vehicular access to the building. This property and the property directly to the south are both owned by the City of Haysville and together comprise Pride Park.

The building is directly flanked by parking spaces to the north and south. Two concrete gas islands lie directly west of the building and each house two filling pumps that were installed on site in the 2000s. These pumps were taken from a former historic Conoco Station in Wichita and re-branded with the historic Vickers Petroleum logo during a renovation effort.

Directly to the east of the property is the Union Pacific Railroad, which is separated from the property by a gray masonry fence that was built approximately 15 feet from the east property line. The railroad sits atop a high berm that was constructed to allow vehicles to drive under the railroad while trains pass through the city. Between the east fence and the building, there is open land that is covered with grass.

Building – Exterior Shell

The building was constructed in 1954, and its primary material is reinforced concrete. Its most character-defining feature is the hyperbolic paraboloid form that creates a thin shell roof structure. In plan view, the building appears as a slightly skewed square. This "square" is rotated approximately 45 degrees from a line that runs parallel with Main Street, making a North to South (N-S) axis and an East to West (E-W) axis between the 4 points of the hyperbolic paraboloid. The original concrete slab that grounded the interior construction of the station is extant and can be seen painted in red.

[1] Finger, Stan. "The Track of the Haysville-Wichita Tornado of May 3, 1999," The Wichita Eagle (Wichita, KS), May 3, 2011.

The geometrically complex form is created by a convex axis and concave axis that intersect to create the hyperbolic paraboloid. The convex form of the paraboloid runs along the N-S axis, and the concave form runs along the E-W axis, creating the “batwing” that opens to the east and the west (see photo below). Each point of the concave form terminates at a geometric concrete column with two V-shaped angular wings that have a large 48”x48” white-painted cinder block planter as a base on the inner facing side.

Photo: The two axes of the building can be observed. The batwings open to the east and west.

There is a column at the north end of the structure and one at the south. The planters have a six-inch tall by one-foot deep concrete lip that overhangs the two cinder block courses by six inches. There is currently soil in the planter boxes, but no plants. The planters reside at the inner facing side of the concrete column, so that the planter itself is facing towards the building. Each column has two wings that form an “L” with a cant connecting the two wings on the interior of the structure. In the column’s vertical axis, the top and bottom edges both taper towards the center point of the column shaft, creating an offset, obtuse-angled “V”-shaped indentation into the side of each column wing, starting at the planter base and terminating at the underside of the roof shell (see photo below). At the interior and exterior of each of the column wings, three recessed grooves painted in red create patterns providing visual relief to the massive white columns. Where the roof terminates above each column, the column splays from a point near the corner of the planter base back towards the interior of the building, creating a triangular surface at each edge of the roof in the convex axis.

Photo: One of the two large column planters at which the roof shell terminates.

Two cinder block enclosures are original to the building. They both are at a 45-degree angle from a line that runs parallel to Main Street. These enclosures were originally the station's restrooms, and evidence of the former metal restroom signage can be noted where "MEN" and "WOMEN" are now scored into the cinder block. Each enclosure lies near one of the two planter bases and provides an anchor for the more filigree construction that creates the interior space of the building.

The front façade of the building beneath the shell today is a storefront system that is built at a 90-degree angle, with its corner pointing towards Main Street. The storefront system is built from the original concrete slab up to the underside of the roof. It has a trapezoidal transom above an 8' tall row of fixed glass sashes. At the outer corner of the storefront, a red-painted steel "V" extends from the concrete slab to the underside of the roof, symbolizing the Vickers brand. The storefront system has an entry door in its southwest façade that is the only means of access into the current office space. At the east or "rear" façade of the building are two wood-framed, and wood siding-clad walls. These walls are built at a 90-degree angle with its corner facing opposite from the

front storefront system. Both the storefront system and the wood-framed wall seen at the building today are not original and are a result of a 2007 reconstruction effort after an EF4 tornado struck the town in 1999.[2]

Today, the roof shell is covered by a modern-day TPO roof membrane. Historically, this was likely an asphaltic membrane. There are two penetrations through the concrete roof shell, a plumbing vent and an exhaust fan for the furnace. The roof fascia is clad with two strips of red metal that are stacked vertically and are screwed to the side of the concrete shell. A grid pattern adorns the underside of the roof structure. Three-feet by three-feet squares are aligned in rows and are separated by four-inch recesses between each square panel.

Building – Interior Space

Constructed in 2007, the interior of the Vickers Building is 665 square feet and exhibits contemporary finishes and characteristics. Upon entering the entry door in the southwest storefront, there is one large primary space built between the two cinder block enclosures. This space is finished with painted gypsum board, acoustical ceiling tile, and broadloom carpet. At the southeast side of the room, there is a kitchenette with oak cabinets that runs the length of the room. The north cinder block enclosure is accessed from the interior of the building today and houses a modern restroom as well as the mechanical room.

Integrity

Although the interior space has been reconstructed, this property meets the criteria for listing in the National Register of Historic Places. All original exterior masonry construction is intact including most character-defining features, the hyperbolic paraboloid, and exterior columns. The following explain how the seven aspects of integrity are impacted or not by the alterations.

The building still resides at its historic location. Therefore, the building retains its historic integrity in this category. Although most of the surrounding buildings and area have been reconstructed after the tornado of 1999, the setting is similar to what was historically there. At the time of the station's construction, the building sat on a large lot with no other buildings. Today, there is a "big box" store approximately 200 feet to the north of the building. In Figure 7, one can see trees to the north of the building. Although trees today are minimal on the site, the overall density of the area remains similar to its historic setting.

Although the interior reconstruction of the station was built in 2007, the exterior masonry shell of the building retains its original design and characteristics apart from the roof membrane, which is a contemporary TPO membrane. All materials, colors and forms remain the original design. The interior reconstruction was built after the historic interior was destroyed in the 1999 tornado. Today, the new infill is similar, but not exact to the original design. At the front of the building, there is a metal and glass storefront system, but the proportions of the glass panels and mullions do not reflect the original storefront system that spanned from the ground up to the underside of the concrete roof shell. Today's storefront system spans from the ground to a historically inaccurate bulkhead that is approximately one-foot tall. The rear side of the reconstruction is now solid wood-framed infill, whereas Figure 7 suggests that storefront enveloped the former interior space at all of its perimeter. Though the interior reconstruction lacks integrity, the existence of the exterior masonry shell retains most of its historic integrity with its extant hyperbolic paraboloid form.

The materials and workmanship of the masonry shell are well maintained and visible. All geometric ornament that was formed into the concrete remains intact and highly visible. No alterations have been made to the exterior shell, other than the new TPO roof membrane. However, the materials of the interior reconstruction do not reflect the original materials and workmanship. Today, the interior has carpet flooring, wood-framed walls with gypsum board and oak cabinets, whereas the original construction was a large open space with a storefront system on all sides.

[2] A first reconstruction occurred in 1999 as part of the "Pride Project", a rebuilding effort in the area. The reconstruction was redone in 2007 and the storefront was re-designed from what appears in Figure 5.

The feeling evoked by the property reflects its period of significance. With its bold geometric form, the service station easily embodies the character of Post-War Modernism upon seeing it. Having two historic gas islands in front of the station, the property is easily distinguishable as a service station. Considering this and all other aspects of integrity, the property's association to its history is easily recognizable, especially with the indications of "Vickers" by the red steel "V" at the front of the building and the unique design of the building.

In conclusion, this property overall retains its historic integrity. Since the property is significant for its first-of-kind design with the hyperbolic paraboloid form, the building resembles its historic appearance as its most unique, character-defining features are retained.

Vickers Petroleum Service Station
Name of Property

Sedgwick County, KS
County and State

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.)

- [x] 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.
- [x] 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
ARCHITECTURE
COMMERCE

Period of Significance
1954-1968

Significant Dates

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

Cultural Affiliation
N/A

Architect/Builder
John M. Hickman, Architects Associated – Architect

Period of Significance (justification)
The period of significance begins with the year of construction of the service station in 1954 and ends in 1968 when Vickers Petroleum sold the building to Swift & Company.

Criteria Considerations (justification)
N/A

Narrative Statement of Significance

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

Summary

Vickers Petroleum, founded by Jack A. Vickers, Sr. in 1918, steadily rose in prosperity from its inception until its sale to Swift & Company in the late 1960s. The company became known for its innovation not only in oil technology but also in building and construction. By 1954, Vickers's son Jack A. Vickers, Jr. was the president of the company and set out to build transformative and modern service stations after amassing a large fortune for the company. When an EF4 tornado struck the city of Haysville in 1999, little remained in the city other than the first Vickers batwing service station. The community's efforts to preserve the last remaining bit of their town after the tornado displayed the city's desire to rebuild their town and to preserve its history to the largest extent possible. The Vickers Petroleum Service Station is eligible for listing in the National Register of Historic Places under the *Roadside Kansas* Multiple Property Document for Criterion A for COMMERCE, as a representation of the long history of the Vickers Petroleum company. Additionally, it is eligible for Criterion C in the area of architecture as a unique and first-of-its-kind design and construction.

Elaboration

W.W. Hays came to the Haysville area in the 1870s and platted the land to establish a new town. The first businesses there were a meat market, lumberyard, and a blacksmith. A post office was found in 1877, and the Haysville State Bank was built in 1919. In 1892, the Chicago, Rock Island and Pacific Railway purchased land west of Main Street in 1892, and a depot was opened in 1903 connecting passengers in Wichita and Haysville.[3] The Union Pacific Railroad eventually became the primary line in the town east of Main Street.

Jack Vickers and Vickers Petroleum

Jack A. Vickers, Sr., the founder of Vickers Petroleum, was born in Baxter Springs, Kansas. Newspaper articles claim him to have been an industrious man from his youth. As a teen, he worked in a drug store in Liberal, Kansas serving "ice cream sody" and sarsaparilla to customers.[4] Vickers, Sr. married Helen E. Brown in 1916 when he was working in the grain industry.

In 1918, word reached Jack, Sr. that there was abundant oil in Butler County, Kansas.[5] At the time he was living in Wichita working as a traveling salesman for a grain company based in Kansas City, which is how he acquired a deep knowledge of the Midwest and its markets. Upon news of the oil found in Butler County, Vickers rushed out of Wichita to acquire his first oil lease on the Parris farm for $5,000 and established Vickers Petroleum. He soon became successful in the industry after leveraging his interest in his lease and selling half of it to a major company. This success allowed him to purchase stakes in other wells that produced in excess of 500 barrels per day.[6]

After mastering the extraction of oil, he moved into the business of oil processing and started a skimming plant in Potwin, Kansas to alleviate the issue of finding a pipeline that could bring his crude oil to market. Near the

[3] "A Brief History of Haysville with Photos." < https://web.archive.org/web/20121102122844/http://www.haysvilleonline.com/hol/archives/669-A-Brief-History-Of-Haysville-With-Photos.html> Accessed March 14, 2019.

[4] Jarrell, Arch W. "Pluck, Perseverance and Petroleum." *Town Crier—Sunday Magazine Section—of the Wichita Beacon*. 1925: page 10.

[5] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 1.

[6] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 2.

end of 1919, Vickers, Sr. acquired a lease in Greenwood County at the Seeley Field. He continued to acquire leases on oil wells and formed relationships with other well owners in order to stream as much oil as possible to Potwin. It was in 1921 that Jack, Sr. decided to try his hand at the next level of the oil business—service stations. He began by constructing seven stations in the Wichita area but quickly sold off these operations as he was determined to make further strides in leasing and development of the oil fields. By now, Vickers Petroleum employed others that contributed to the engineering and optimization of oil extraction, processing, and refining. Mr. Vickers brought on Curtis L. Henderson in 1922 who developed the technology of "flashing" in the cracking cycle process.[7] Clarence Davis of Pennsylvania came on in 1923 and saw the Vickers pipeline expand from 15 miles to 125 miles in length. During Davis's time at Vickers, the company became the first petroleum corporation to utilize radioactive isotopes to detect issues in its pipelines.

Jack A. Vickers, Sr. passed away in 1940 at 40 years of age. Henderson then became president of the company during which time the company expanded into New Mexico and west Texas.[8] Jack A. Vickers, Jr. joined the company in 1946 as an oil scout. Jack, Jr. eventually became president of the company in 1952 after the construction of a $500,000 pipeline to connect the Potwin refinery to the Great Lakes Pipeline system, allowing Vickers to tap into the lucrative gasoline markets of the north. The company once again ventured into the marketing of Vickers products by creating a major program that included the design and construction of new and innovative service stations.

Aside from being a petroleum mogul, Vickers, Sr. was an avid polo player and had a horse farm outside of Wichita. An article in the *Grinnell Record* from 1928 mentions his 320-acre farm two miles east of Wichita on Central Avenue that had 190 acres of oats. That year, his crops averaged 45 bushels per acre. This farm was where he kept over 40 ponies and the oats he grew there were merely food for his horses. In 1934, Vickers, Sr. leased the oil rights on his horse farm to a major company in exchange for funds to build 'Vickridge,' a magnificent estate that would become the Vickers Petroleum headquarters, as well as the Vickers family home. (See Figure 4). In 1958, a portion of the land and the house were sold by Jack, Jr. to the Catholic Diocese of Wichita to build a girls' Catholic high school. This high school was eventually incorporated into a boys' school and became what is today known as Kapaun Mount Carmel High School.[9] It should be mentioned that there is still a fashionable mid-century neighborhood known as 'Vickridge' in the same location in Wichita today. Jack, Jr. moved to Denver in 1958[10], when Vickridge estate was sold and at approximately the same time that the first houses in what is now Vickridge neighborhood were built.

Hyperbolic Paraboloid Batwing Design

The Vickers Petroleum Service Station at 140 N. Main, with its hyperbolic paraboloid batwing design, was the first product of the new program. It was constructed during the year of 1954 in Haysville, a suburb just south of the company's Wichita headquarters. The innovative form of the building was designed and constructed to embody the technological and ambitious spirit of the company as a whole. It was at the forefront of the Futurism style or "Googie" style. These movements came after the end of World War II when people were looking forward to the technology of the future. This period was the beginning of the "Space Age," which was a source of inspiration for many designers and fabricators of the time.

It is uncertain why Haysville was chosen for the site of the first modern service station, but perhaps its location just off of Interstate 35, only in the planning stages at that time, and right next to the Union Pacific Railroad played a role in the site's selection. In addition, Haysville can easily serve as a pit stop traveling from Wichita to Garvin and McClain Counties in Oklahoma, which are bisected by I-35 and where Vickers Petroleum had

[7] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 4.
[8] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 11.
[9] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 10.
[10] "Jack Aldrid Vickers, Jr." Horan & McConaty. 2019. Accessed March 2019.
< https://horancares.com/obits/jack-aldrid-vickers/>.

multiple wells.[11] (See Figure 1). Perhaps the service station provided a gateway from the company's headquarters into the prime oil land of Oklahoma. The station's location on Main Street in Haysville would have made it an easy site for highway tourists to stop for gas and service during the post-war era when roadside tourism was at its all-time high and Americans were greatly interested in purchasing automobiles and hitting the roads.[12]

The company commissioned John M. Hickman of Architects Associated to design the gas station. Hickman was born in Texas, but spent much of his childhood in Wichita, attending Robinson Intermediate and East High School. He worked as an illustrator for an airplane parts company in high school and moved to California for his senior year to work for Lockheed Aircraft. Hickman moved once again to attend architecture school at the University of Illinois and was an apprentice of Frank Lloyd Wright in Chicago during his university years.[13] After architecture school, he served as a fighter pilot in the Army Air Corps during World War II. Frank Lloyd Wright's influence can be subtly noted in Hickman's designs including the service station, as well as Century II[14] in downtown Wichita. The low-hanging eaves of the roof shell that are a result of the low spring of the convex roof axis resemble the low horizontal planes that Wright designed. The strong, orthogonal form and geometry of the columns and planters resemble Frank Lloyd Wright architecture as well, anchoring the structure to the ground and displaying light, filigree infill with the storefront systems. The Vickers service station also particularly displays notes of Hickman's past in aviation with its batwing design and light, lofty seeming roof shell.

Many other oil companies and service stations subsequently adopted the style including Phillips 66. It was not until 1960 that Phillips 66 architect Clarence Reinhardt introduced their iconic standard of design. This standard included the large triangular canopy that extended from the service station's office and out to a tall metal pier from which a Phillips 66 was usually hung.[15] (See Figure 3).

Residents of Haysville remember that the building housed the Vickers Service Station until at least 1986. Although Vickers Petroleum sold out to Swift & Company in 1968, it remained under the Vickers name until the building became vacant at a date that has not been identified. The building was certainly vacant by 1999.

Natural Disaster and Vickers Service Station

On May 3, 1999, an EF4 tornado tragically struck the city of Haysville just after sunset. Six people lost their lives, and 150 homes and 27 businesses were destroyed. All of the historic district on Main Street was leveled except for the bank vault at the historic bank building. Still standing strong at 140 N. Main Street was the resilient, reinforced concrete structure that was formerly the Vickers Petroleum Service Station. Before the tornado, the service station stood vacant—an empty shell reminiscent of the former prosperity of Vickers Petroleum. An overlooked unused building before the deadly storm, the destruction that the 1999 tornado wreaked on Haysville encouraged community members to restore and protect the service station, being one of the few remnants of life as they once knew it.

According to Rosemarie Corby, a resident of Haysville, after the tornado, a young man needed to complete 250 hours of community service and went to Clem Dickerson of Haysville to see what he could do. Clem rounded up a group of men to restore the Vickers Building, and the young man was able to fulfill his obligation by painting and picking up the building after the tornado. Temporary interior space was constructed at this

[11] "50th '1918…'" *Vickers Petroleum 50th Anniversary Commemoration Book*. 1968: page 5.
[12] Nimz, Dale and Rosin, Elizabeth. "Roadside Kansas." National Register of Historic Places, Multiple Property Documentation Form (2011): E-15.
[13] *The Roy K. Varenhorst Collection of John M. Hickman and Roy K. Varenhorst Papers*. Series 1, Box 18, FF 2. University Libraries: Special Collections & University Archives, Wichita State University.
[14] Century II is a large convention hall in downtown Wichita. Its design is a prominent piece of the area, as its interpretation of the Prairie style and blue domed roof make the building stand out among others downtown.
[15] Jones, W. Dwayne; Moore, Jr., David W.; and Mace, Shonda. "A Field Guide to Gas Stations in Texas." Texas Department of Transportation, 2016: page 7-11.

time. (See Figure 5). In 2002, the Vickers Building was the recipient of community service as part of the "Pride Project." This project utilized volunteer help to re-paint the building once again. It was also adopted into Pride Park along with the parcel directly to the south and receives City protections today.[16] In 2007, an interior space was re-constructed beneath the concrete structure that remained to better match what was originally built as the service station. This interior build-out now houses the Haysville Chamber of Commerce office. A storefront system was built at the front of the office that better match the storefront that originally was there. The mullions and glass now reach to the underside of the roof structure, rather than having a bulkhead above the storefront system and incorrect sash patterns. (See Figure 5). The original construction had storefront systems enclosing both the front and rear facades of the service station store. (See Figure 7).

The restoration and reconstruction of the service station reflect the community's support and admiration of its history. This restoration was part of a larger project that involved the reconstruction of the historic Haysville State Bank around its original masonry vault, the only part of the bank that remained after the 1999 tornado. A historic blacksmith shop destroyed in the tornado was reconstructed next to the bank, and the Wire House was relocated to the Historic Park also. This house was one of the few that remained after the tornado. Trees in the park still contain debris from the tornado that was lodged into the bark during the storm. (See Figure 6).

Closing Points

This service station represents the area of Commerce through standards established in the *Roadside Kansas* MPDF. "Deferred maintenance during World War II and improved economic conditions during the decade following the war led to a boom in road improvements, the purchase of new automobiles, increased tourism and new innovations in roadside attractions."[17] In addition, the Kansas Turnpike Authority was established in 1953 creating a direct network from Kansas City to Wichita. The southern point of this turnpike terminates at Haysville and as a result, the construction of the Vickers Service Station with its innovative design reflects the sentiments of Americans and roadside commerce during the post-war period.

As roadside commerce architecture evolved from evoking the home-like "domestic style" service station of the 1920's, service station owners began hiring architects to set their stations apart with innovative designs that would capture the sentiment of post-war prosperity.[18] After World War II, service stations soon evoked more futuristic, space age design elements such as the batwing design of the Vickers Service Station, which was the first of its kind. These futuristic design elements inspired optimism for the future for Americans.

The Vickers Petroleum Service Station at 140 N. Main reflects the history of oil in the region, the development of East Wichita, the beginning of the Futurist movement, and the architectural skill of its designer. Although the building exhibits some reconstruction with its interior space, this property is eligible for listing in the National Register of Historic Places, because of the building remaining architectural integrity. Although the devasting tornado did not happen fifty years ago, the natural disaster still made a large impact on the city and its historic resources. As one of the last remaining buildings left after the tornado, Vickers Petroleum Service Station in Haysville remains in its original location and retains its historic integrity and character-defining features. It represents a piece of the history of Haysville, the early oil industry, and its unique architecture. The building is eligible for listing in the National Register of Historic Places under the *Roadside Kansas* MPDF for Criterion A as a representative of the oil industry and service station history, as well as Criterion C for its unique and first-of-its-kind architecture.

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[16] Corby, Rosemarie. Interview by Kristy Johnson. Personal Interview. Haysville, March 13, 2019.

[17] Nimz, Dale and Rosin, Elizabeth. "Roadside Kansas." National Register of Historic Places, Multiple Property Documentation Form (2011).: E-14.

[18] Nimz, Dale and Rosin, Elizabeth. "Roadside Kansas." National Register of Historic Places, Multiple Property Documentation Form (2011): E-20.

9. Major Bibliographical References

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

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2. A Brief History of Haysville with Photos." <https://web.archive.org/web/20121102122844/http://www.haysvilleonline.com/hol/archives/669-A-Brief-History-Of-Haysville-With-Photos.html> Accessed March 14, 2019.

3. Corby, Rosemarie. Interview by Kristy Johnson. Personal Interview. Haysville, March 13, 2019.

4. Finger, Stan. "The Track of the Haysville-Wichita Tornado of May 3, 1999," The Wichita Eagle (Wichita, KS), May 3, 2011.

5. "Jack Aldrid Vickers, Jr." Horan & McConaty. 2019. Accessed March 2019. < https://horancares.com/obits/jack-aldrid-vickers/>.

6. Jarrell, Arch W. "Pluck, Perseverance and Petroleum." *Town Crier—Sunday Magazine Section—of the Wichita Beacon*, 1925: Page 10.

7. Jones, W. Dwayne; Moore, Jr., David W.; and Mace, Shonda. "A Field Guide to Gas Stations in Texas." Texas Department of Transportation, 2016.

8. Nimz, Dale and Rosin, Elizabeth. "Roadside Kansas." National Register of Historic Places, Multiple Property Documentation Form (2011).

9. *The Roy K. Varenhorst Collection of John M. Hickman and Roy K. Varenhorst Papers*. Series 1, Box 18, FF 2. University Libraries: Special Collections & University Archives, Wichita State University.

10. Vickers Service Station: Specifications book for Vickers Petroleum Company Service Station No. 2. *The Roy K. Varenhorst Collection of John M. Hickman and Roy K. Varenhorst Papers*. Series 1, Box 18, FF 2. University Libraries: Special Collections & University Archives, Wichita State University.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____

Primary location of additional data:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: KHRI

Vickers Petroleum Service Station
Name of Property

Sedgwick, KS
County and State

____ recorded by Historic American Landscape Survey # _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property .6435

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1	37.565360 (Latitude:)	-97.351870 (Longitude:)	3	_____ (Latitude:)	_____ (Longitude:)
2	_____ (Latitude:)	_____ (Longitude:)	4	_____ (Latitude:)	_____ (Longitude:)

OR

UTM References
_____ NAD 1927 or _____ NAD 1983

1	Zone	Easting	Northing	3	Zone	Easting	Northing
2	Zone	Easting	Northing	4	Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)
The Vickers Petroleum Service Station boundary contains the entire parcel boundary at LOT 1 BLOCK A HAYSVILLE DOWNTOWN ADD.

Boundary Justification (explain why the boundaries were selected)
The boundary encompasses the entire parcel that contains the Vickers Petroleum Service Station provided by the Sedgwick County Appraiser's Office.

11. Form Prepared By

name/title Kristy Johnson
organization Ben Moore Studio LLC date 3/12/19
street & number 513 Leavenworth Street telephone (785) 560-3111 ext. 2
city or town Manhattan state KS zip code 66502
e-mail kristy@benmoorestudio.com

Vickers Petroleum Service Station
Name of Property

Sedgwick, KS
County and State

Property Owner: (complete this item at the request of the SHPO or FPO)

name City of Haysville

street & number 200 W Grand Avenue telephone (316) 529-5900

city or town Haysville state KS zip code 67060-0404

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.

Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial 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.

Photograph Log

Name of Property: **Vickers Building**

City or Vicinity: **Haysville**

County: **Sedgwick** State: **KS**

Photographer: **Kristy Johnson**

Date Photographed: **March 11, 2019**

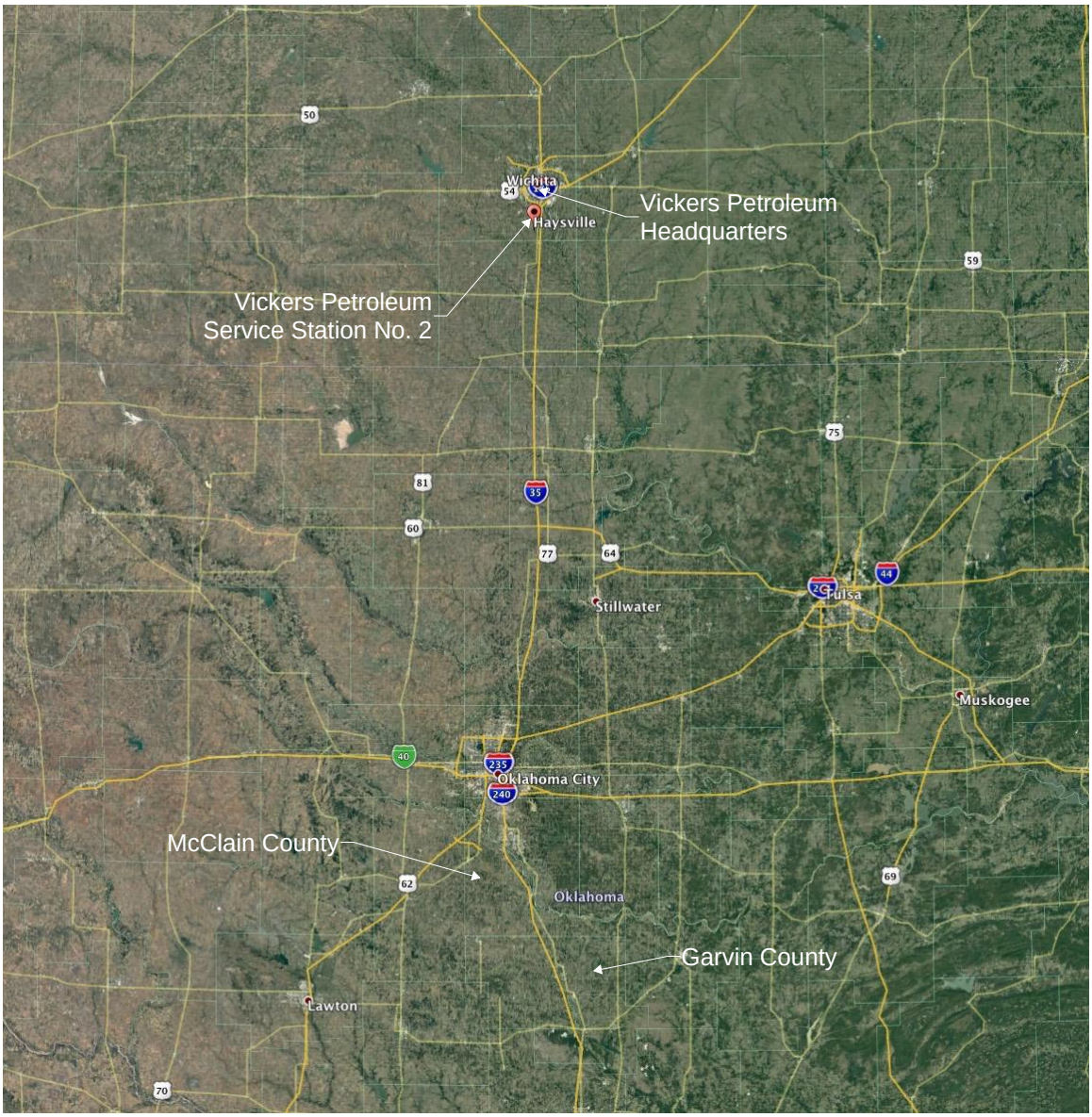
Description of Photograph(s) and number, include description of view indicating direction of camera:

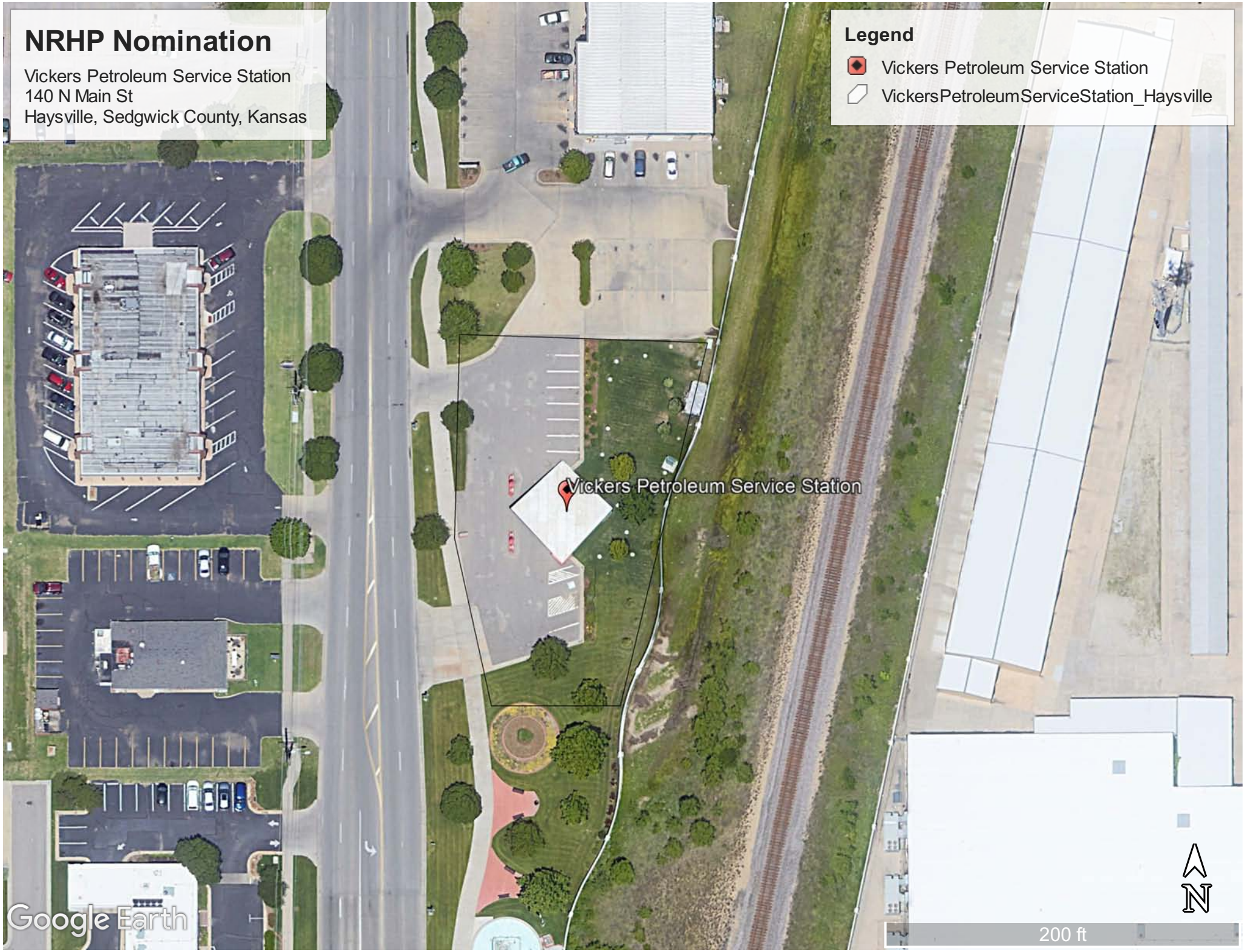
1 of 18: Looking northeast towards the service station. Roof shell and southwest storefront are visible. Non-original gas pumps in the foreground. "V"-shaped steel ornament is noted at the corner created by the storefront system.
2 of 18: Looking north. This photo shows the south base point of the convex axis springing from the column resting on the planter base.
3 of 18: The southeast façade. South cinder block enclosure can be seen and the 2007 wood-framed wall that was re-constructed.
4 of 18: Northeast façade of the building. The reconstructed wood-framed wall is visible near the north base point of the roof's convex axis.
5 of 18: The north point of the convex axis.
6 of 18: Northwest façade of storefront system. To the left of the storefront, the cinder block north enclosure is still extant. The grid pattern on the underside of the roof shell can be noted.
7 of 18: Looking east, the "batwing" can be clearly seen with the "V" steel ornament adorning the storefront system. Union Pacific Railroad in background.
8 of 18: South cinder block enclosure. The location of former metal letters seen in historic photos can be seen where "WOMEN" is indented into the block. The enclosure originally served as a restroom.
9 of 18: The south column structure and block planter base. The grid pattern of the roof underside is visible.
10 of 18: Underside of the roof at the west point of the concave axis.

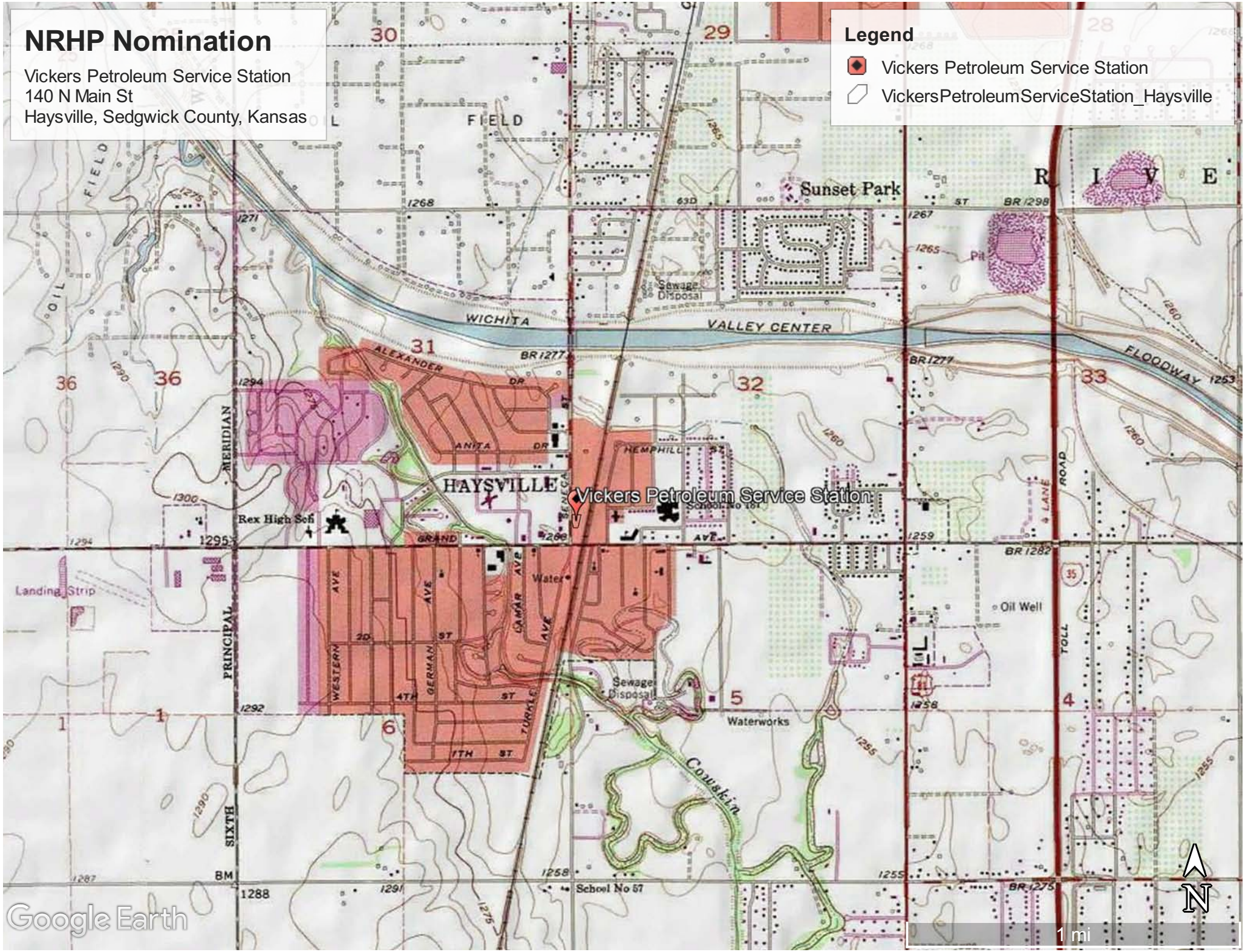
11 of 18: Close-up view of the “V” shaped steel ornament at the storefront system.
12 of 18: Close-up view of the interior enclosure beneath the shell.
13 of 18: Interior photo of the primary space in the 2007 reconstruction looking to the east.
14 of 18: Looking north in the interior space.
15 of 18: A view of the underside of the roof in the mechanical room. The concrete shell and grid pattern can be seen.
16 of 18: The exterior side of the south column structure and planter base. The red grooves can be seen clearly.
17 of 18: The pumps that were re-located from another service station in Wichita. They sit atop the existing historic concrete islands that housed the original pumps. The bollards were installed at the same time as the re-located pumps.
18 of 18: A close-up view of the roof fascia from the south point of the convex axis.

Figures

Include GIS maps, figures, scanned images below.




NRHP Nomination
Vickers Petroleum Service Station
140 N Main St
Haysville, Sedgwick County, Kansas
Legend
Vickers Petroleum Service Station
VickersPetroleumServiceStation_Haysville
Vickers Petroleum Service Station
Google Earth
N
200 ft


NRHP Nomination
Vickers Petroleum Service Station
140 N Main St
Haysville, Sedgwick County, Kansas
Legend
Vickers Petroleum Service Station
VickersPetroleumServiceStation_Haysville
HAYSVILLE
Vickers Petroleum Service Station
Sunset Park
WICHITA VALLEY CENTER FLOODWAY
ALEXANDER DR
ANITA DR
HEMPHILL ST
GRAND AVE
Rex High Sch
School No 151
Landing Strip
Water
Oil Well
Waterworks
Sewage Disposal
School No 57
Coonskin
PRINCIPAL
MERIDIAN
SIXTH
ROAD
TOLL
LANE
Google Earth
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N

Figure 1: Context Map showing relationship between Vickers Headquarters, the service station, counties in Oklahoma with Vickers wells and I-35. *Background Image from Google Earth Pro*.

Figure 2: Image showing workers cleaning up the aftermath of the 1999 tornado. Little remained in Haysville, but the service station is still standing in the background of this photo. Photo courtesy of Rosemarie Corby, Haysville, KS.

Figure 3: A Phillips 66 gas station with two “batwing” canopies. Taken from “A Field Guide to Gas Stations in Texas.” Source: Allen, Roadside Picture, Flickr

Figure 4: Aerial Photo of 'Vickridge' c. 1935 from "50th '1918…'.": page 10

Figure 5: After the Pride Project in 2002. A first reconstruction was built in 1999 with a wood-framed bulkhead above the storefront. Volunteers painted the building as part of the Pride Project. Photo courtesy of Rosemarie Corby.

Figure 6: A tree in Historic Park with a large piece of metal lodged into its bark.

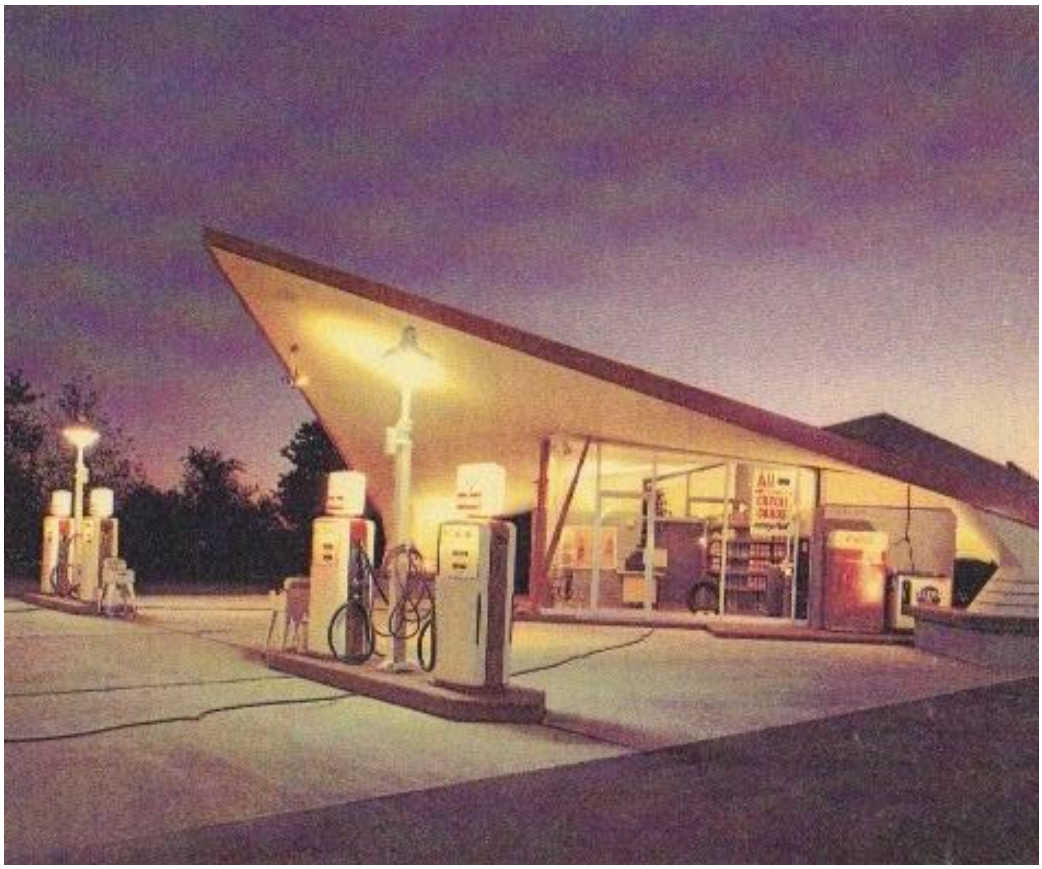

Figure 7: Vickers Petroleum Service Station in Hayesville shortly after it was constructed. This photo shows that there were storefront systems at both the front and rear facades of the interior store space. Photo from "50th '1918…'": page 13.