

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Enniss Auto Service Station

other name/site number Enniss Texaco Service Station

2. Location

street & town 11651 S. 700 East not for publication

city or town Draper vicinity

state Utah code UT county Salt Lake code 035 zip code 84020

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this

nomination
 request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant

nationally statewide locally. (See continuation sheet for additional comments.)

_____/SHPO
Signature of certifying official/Title Date

Utah State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper _____ Date of Action _____

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Enniss Auto Service Station
Name of Property

Draper, Salt Lake, County, Utah
City, County and State

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.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

<u>Contributing</u>	<u>Noncontributing</u>	
1	0	buildings
		sites
		structures
3	0	objects
4	0	Total

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

Number of contributing resources previously listed in the National Register

Historic and Architectural Resources of Draper, 1849-1954

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: road-related (vehicular)

COMMERCE/TRADE: specialty store (service station)

COMMERCE/TRADE: specialty store (auto repair)

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

MODERN MOVEMENT:

foundation CONCRETE

OTHER: Post-War Modern Service Station

walls OTHER: CONCRETE BLOCK

roof SYNTHETICS

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

8. Description

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

COMMERCE

ARCHITECTURE

Period of Significance

1950-1973

Significant Dates

1950, 1955, 1956 , 1973

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builder (1950): Dan Enniss, Alva Enniss, Norman Brown

Builder (1955): Ronald Ralph Sylvester

See continuation sheet(s) for Section No. 9

Enniss Auto Service Station
Name of Property

Draper, Salt Lake, County, Utah
City, County and State

10. Geographical Data

Acreage of Property 0.42 acres

Latitude/Longitude Coordinates
(Place additional boundaries of the property on a continuation sheet.)

Latitude: 40.539450° Longitude: -111.871039°

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

Parcel #1: BEG 314 FT E & 864 FT N FR SW COR SEC 20 T 3S R 1E SL MER E 200 FT N 70 FT W 207.25 FT S 5°52' E 70 FT M OR L TO BEG.

Parcel #2: BEG S 89°53'40" E 47.87 FT ALG 1/4 SEC LINE & S 6°52'40" E 1625.1 FT & N 83°07'20" E 53 FT & S 6°52'40" E 97.88 FT FR W1/4 COR SEC 20, T 3S, R 1E, SLM; E 119.8 FT; S 88°08'21" E 88.74 FT; S 0°07'05" E 17.01 FT M OR L; W 207.25 FT TO E LINE OF 700 E ST; N 6°52'40" W 19.04 FT M OR L TO BEG.

Property Tax No. 28-20-352-002, 28-20-352-042

Boundary Justification (Explain why the boundaries were selected.)

Parcel #1 is the original parcel and legal description for the property in 1951. Parcel #2 was part of an agreement in 1981 to provide space for the business dumpster, and to serve as a buffer between the service station and recent development to the north.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Korral Broschinsky and Adrienne White
organization prepared for the Draper Historic Preservation Commission date May 16, 2024
email kbro@kbropreservation.com, adrienne@housegenealogy.us telephone (801)-913-5645

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs: Representative photographs of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title Wayne Enniss
email ennissauto@gmail.com
street & number 11651 S. 700 East telephone (801) 571-2021
city or town Draper state UT zip code 84020

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. 470 *et seq.*).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Enniss Auto Service Station
Draper, Salt Lake County, UT

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 Enniss Auto Service Station, built in two phases between 1950 and 1955, is located at 11651 S. 700 East in Draper, Salt Lake County, Utah. The building consists of two distinct sections. In the rear is the automotive service-bay workshop, built in 1950. The workshop is constructed of concrete blocks with bow-string trusses made of welded pipe. In 1955, an office and service station was built on the front of the workshop, obscuring approximately two-thirds of the 1950 façade. The service station portion is an oblong box with an asymmetrical storefront flanked by two service bays. The station was constructed with pink, rock-faced concrete block on façade (west elevation) and plain concrete block on the secondary elevations. The storefront projection features angled plate-glass windows giving the building a modest Post-War Modern style. The property includes three contributing objects installed in 1955-1956: a Texaco sign and two gas pumps (inoperable since 1973). Overall, the property retains its historic integrity, particularly in the quality of the design, and meets the registration requirements for the Multiple Property Submission, *Historic and Architectural Resources of Draper, Utah, 1849–1954*. As the only unmodified historic service station in Draper, the Enniss Auto Service Station is a locally recognized landmark.

Narrative Description

Exterior

The service bay workshop built in 1950 is a concrete block building with a footprint of 40 by 60 feet with the narrow end facing the street. It is built on a concrete foundation. The bowstring truss roof is sheathed in rolled synthetic membrane (circa 1995). The west elevation (original façade) was asymmetrical with a tall service bay door in the north third [Figure 1]. The front bay opening has a corresponding rear opening so that vehicles can drive through the building without turning around [Photograph 10]. The front bay door was replaced in the 1990s with a metal rolling door, but the rear door is the original wood paneled door with two rows of six windows [Photographs 2 & 6]. A half-glass door in the center of the south two-thirds was the original front entrance. The door is extant within the 1955 addition [Photograph 13]. South of the front door was a six-light fixed metal-sash window (blocked with wood circa 1955). The north and south elevations are divided by three projecting concrete block structural pilasters that correspond to the trusses on the interior. The pilasters divide the side elevations into four bays [Figure 6; Photographs 7 & 9]. The end two bays are blank and the center two bays feature fixed six-light metal-sash window each. Bars have been attached to the south elevation windows making them appear as twelve-light windows. The rear (east) elevation has two openings: the service bay door and a horizontal six-light metal-sash window.

The workshop building was covered in stucco, mostly likely when the service station was added to the west elevation in 1955 [Figure 2; Photographs 1 & 2].¹ The service station and office addition measures 38 feet by 28 feet with the wide end facing 700 East. The addition was offset 15 feet to the south to allow access to the north service bay of the shop building [Photographs 2 & 6]. The service station addition is constructed of concrete block on a concrete foundation. The roof is flat and built-up with a short parapet on the west and north elevations. A membrane roof was installed circa 2011 and drains to the south. The service station has a lower profile than the service bay section. The west elevation

¹ A Salt Lake County Tax Assessor's card for 1959 notes the walls were "stucco on blocks" but the stucco was likely applied soon after the addition was completed.

**National Register of Historic Places
Continuation Sheet**

Section No. 7 Page 2

Enniss Auto Service Station
Draper, Salt Lake County, UT

(façade) is faced with a dark pink rock-faced oversized concrete brick [Photograph 4]. The façade features a slightly off-center projecting entry that measures three feet by 10 feet [Photograph 5]. The entry is Post-War Modern in style with angled glass over the rock-faced brick base [Figures 2-5]. The entry roof is flat. The recessed front entry features the original three-quarter glass door. The entry is flanked by two service bays, both with the original wood panel doors. Each door has three rows of six lights. On the north and south side elevations the service station addition features two twelve-light metal sash windows [Photographs 6 & 8]. A 13-foot section of the addition is visible from east [Photograph 9]. The rest of the addition abuts the workshop building.

Interior

On the interior, the building has approximately 3,500 square feet of space, divided between 2,400 square feet in the workshop and 1,100 square feet in the addition. The front entry features the original built-in cabinets and counters [Figure 7; Photograph 11]. The two service bays in the addition are open with some mounted lighting, ventilation, tools, and workbenches [Figure 8; Photographs 14 & 15]. The storefront area was originally more open. However, between the 1960s and 1970s, the owner reconfigured the storefront and central hall to provide areas for a reception desk and restrooms, with a narrower hall [Photograph 12]. One restroom was later removed and is now used for storage. The finishes of these partitions include both painted surfaces and diagonal paneling. At the rear of the addition, the space opens where the original door and window of the shop building are visible [Figure 9]. There are two steps down to the original half-glass, three-panel wood door of the workshop [Figure 9; Photograph 13]. The workshop window is blocked with wood and partially obscured by a partition to the south service bay, but the opening is still discernable. The addition's south service bay is accessed from a door near the front entrance and at the rear near the workshop window. The north service bay also features a door near the front, which is currently inoperable. There is no partition at the rear entry to the north bay.

The workshop is completely open except for two partitions at the north end [Photograph 10]. Both partitions do not reach the ceiling. The south partition is the main office and has an interior window. A second window is now blocked (circa 2020). The north partition is used mostly for storage. The workshop's service includes several workbenches and mounted tools along the south and east walls, as well as suspended storage shelves. At the rear, the door from the north elevation is blocked. The rear service bay door is still in use. The ceiling is open here and the steel-pipe bowstring roof trusses are visible. The trusses were personally assembled and welded by the owner/builder [Figure 10]. The visible ceiling of the workshop consists of newer foil-backed insulation [Photographs 16 & 17]. All through the building, historic signs, posters, and other service station memorabilia are on display.

Site

The Enniss Auto Service Station sits² on the east half of a rectangular parcel of 0.33 acres at 11651 S. 700 East. The business currently uses the original address of 11717 S. 700 East, but the official parcel and mailing addresses remain 11651 S. 700 East. Because the number 11717 is out of sequence between the adjacent buildings, 11651 S. is used in this nomination. A second parcel provides additional space on the north side of the building. The west property line is slightly angled along 700 East. The front yard of the property is asphalt-covered parking with concrete between the service island and the storefront. The three contributing objects are located on the service island, which never had a canopy. The single pole Texaco sign was installed in 1955 and is painted white with the "Texaco" logo that was used historically between 1953 and 1969. The pumps were installed in 1955 and 1956. They were removed from service in 1973. The pumps are lit by overhead curved florescent lights. The sign and pumps are meticulously maintained by the owner as historic artifacts [Photograph 3]. The building signage is from the late 1960s. A few of the older signs have

² The address number 11651 is also used in the Utah SHPO database of historic resources. The 11717 number was installed on the front of the building in 2017.

**National Register of Historic Places
Continuation Sheet**

Section No. 7 Page 3

Enniss Auto Service Station
Draper, Salt Lake County, UT

been saved and mounted inside the building. Landscaping near the façade is limited to a few small shrubs. There are trees and large evergreen shrubs near the building on the side yards. The back yard is fenced with chain link and mostly gravel with mature trees around the perimeter.

For almost fifty years, the service station was the only developed frontage property on the block. In the early 1990s, a subdivision was built at the south end of the block along Meadow Wood Drive. A two-story office building setback from the street was built on the adjacent property to the north in 2002 (at 11639 S. 700 East) [Photograph 1]. The rear parking area for this building extends behind the Enniss property. In 2012 and 2019, a pair of two-story office buildings were built on the adjacent property to the south (11693 S. and 11681 S. respectively). The setback of these buildings is similar to the Enniss service station. In the midst of the recent commercial development along 700 East, the Enniss Auto Service Station stands out as a historical landmark in its north Draper neighborhood.

Historic Integrity

The Enniss Auto Service Station has very good historic integrity in the qualities of location, design, workmanship, materials, feeling and association. The setting has been somewhat compromised by recent adjacent development. The exterior has had only minor modifications since the initial construction, including one replacement garage door, as well as some stucco repair and window security bars on the secondary elevations. On the interior, the service bays have not been altered. A few interior partitions, such as office, restrooms, and storage, were modified in the 1960s and 1970s.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Enniss Auto Service Station
Draper, Salt Lake County, UT

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 Enniss Auto Service Station, in Draper, Salt Lake County, was built in two phases between 1950 and 1955. It is locally significant under Criterion A in the areas of Transportation and Commerce, and under Criterion C in the area of Architecture. The Enniss Auto Service Station is significant in the area of Transportation for its unusual location away from the historic commercial and civic center of Draper. The service station is located less than two miles northeast of Draper's town center on 700 East, which in the 1950s was the only direct north-south automobile connection between Draper and nearby Sandy in addition to the main thoroughfare of State Street. In the area of Commerce, the service station represents a number of local businesses that were established by returning service members and their families after World War II. The first owner and war veteran, Dan Enniss, chose to use the mechanical skills he acquired during the war to start the business, rather than reentering the farming and poultry industry in Draper after his military service. The property is eligible under the Multiple Property Listing, *Historic and Architectural Resources of Draper, Utah, 1849-1954*, representing the "Twentieth-Century Community Development and the Poultry Industry Period, 1918-1954" contextual period. However, the period of significance for the property extends beyond the MPS context, spanning from the original workshop construction date in 1950 to 1973, when the fuel service ceased and the focus of the business became auto repair only.

The Enniss Auto Service Station is also significant under Criterion C in the area of Architecture because it has the best historic integrity of any of the extant historic-era service stations in Draper. The property is also architecturally significant as a unique local adaptation of the Texaco franchise architecture in the 1950s. Dan Enniss built the automotive service bay workshop with his own hands in 1950. In 1955, Enniss became a Texaco franchise owner, and built the service station addition in front of his existing workshop addition. He hired a local contractor, R. R. Sylvester, to build the addition, adapting the popular designs of service stations of the period. The unique architectural elements of the Enniss Auto Service Station include: 1) the station as an addition to an existing building; 2) the asymmetrical design with a projecting front entry; and 3) the use of pink rock-faced concrete block on the façade. The Enniss Auto Service Station has excellent historic integrity and contributes to the historic resources of its north Draper neighborhood.

Criterion A: Transportation Significance

The Enniss Auto Service Station is significant under Criterion A in the area of Transportation as a rare surviving post-World War II service station Salt Lake County and for its association with the development of 700 East as a main transportation corridor. The owner, Dan Enniss, chose its location on 700 East with impressive foresight. Prior to the 1970s, 700 East was little more than a rural road connecting the community of east Sandy to Draper. Sandy, which was incorporated in 1893, started as a mining town connected to the larger Salt Lake Community by State Street (the first territorial road and the main north-south corridor in the state). Sandy was also connected by a streetcar line and several railroads to canyon mining communities. In contrast, until the late twentieth century, Draper was an agricultural outpost tucked into the curve of the mountains at the southeast corner of the Salt Lake Valley. Draper's small commercial center was established around the Park School and the Draper Cemetery (12400 South and Fort Street/1050 East) in the late nineteenth century. The main road into town was 12300 South which connected the Draper community to State Street. The area of Draper north of 12300 South was completely rural until the late twentieth century. The landscape was predominantly open fields occasionally dotted with farmhouses. Although 700 East supported automobile traffic by the early 1940s, there was no bridge over Dry Creek Gully. Early automobiles had a difficult time negotiating the slopes of the gully and most Draper residents drove west to State Street.

**National Register of Historic Places
Continuation Sheet**

Section No. 8 Page 2

Enniss Auto Service Station
Draper, Salt Lake County, UT

According to the *Historic and Architectural Resources of Draper* Multiple Property Documentation Form, the growth of the poultry industry had a direct impact on road improvements in Draper in the first half of the twentieth century. Draper City became known as the “Egg Basket of Utah” mostly due to the marketing campaigns of the Draper Egg Producers Association. The city gained national prominence when eggs from Draper were shipped to service men overseas during World War II.³ These large-scale plants needed trucks and good roads to import their products. Many of the eggs they packaged came from family farms. According to one Draper historian, at one point, “almost everyone had chickens.”⁴ The rise of the poultry industry gave even family farmers enough money to buy a car or small truck to help transport eggs to the local packing plants. For a time, Henry S. Day’s Studebaker dealership in Draper was known as “Poultry City Service.”⁵

Because of its relative isolation, Draper did not experience a post-World War II construction boom, but there was a slow and steady growth throughout the first half of the twentieth century. Draper resident and World War II veteran, Dan Enniss, was an entrepreneur who believed that 700 East would eventually be extended and improved. Enniss convinced William R. Humphreys to sell him a rectangular parcel of land along 700 East in June 1951. According to family tradition, Dan Enniss founded Enniss Auto Service in 1950 and started building the automotive service bay workshop that year. Although the first few years of business were a struggle, Dan’s prescient vision of 700 East turned out to be correct. After a bridge was built over the Dry Creek Gully in the mid-1950s, 700 East became a primary thoroughfare for traffic between Draper and Sandy to the north. Enniss was the provider of Texaco products in Draper. He leased a second Texaco service station at 9400 South and 700 East in Sandy, which has since been demolished. Dan employed several people at both stations.

Out of over 20 different service and gas stations in Draper and Sandy that were listed in the 1962 Polk Directory, the Enniss Auto Service is the only one that has not been demolished, altered, or rebranded.⁶ Only one other service station remains from the historic era along 700 East in Sandy or Draper, Ereksen’s Utoco Service at 8610 South 700 East, Sandy, (built in 1950) is now called All About Emissions. A second service station, Jim’s Sinclair Service at 10595 South 700 East, was rebuilt in 1981 and is now Emissions Plus. The Henry Day Service Station, built circa 1930, at 896 E. 12300 South was expanded in the 1960s and is now unrecognizable as a dry-cleaning business. The Enniss Auto Service Station is one of only two (out of nine) historic service station buildings in Draper that have survived recent and rapid residential and commercial development. The property’s location in north Draper away from the city center likely contributed to its survival. It served the dual role of a service station and auto repair business for over two decades. However, during the 1973 Oil Embargo, Enniss Auto Service was given a strict ration of fuel to sell. As a result, the Enniss family decided to turn off the pumps and focus solely auto repair. This marks the end of the period of significance. The building is the only service station example that retains historic integrity and represents the rise of automobile transportation in Draper in the post-World War II period.

Criterion A: Commerce Significance

The Enniss Auto Service Station is significant in the area of Commerce as a rare surviving representative of a post-World War II service industry in Draper under the MPS context “Twentieth-Century Community Development and the Poultry Industry Period, 1918-1954.” The service station and repair shop met a vital need beginning in the early 1950s when there was a dramatic rise in automobile and truck ownership in rural Draper. As a World War II veteran, Dan Enniss’ choice to establish his own repair shop/service station rather than return to employment in the poultry industry had a

³ *Historic and Architectural Resources of Draper, Utah, 1848-1954*. National Register of Historic Places Multiple Property Documentation Form: Section E, page 4.

⁴ Ruth Day McGuire Miller, *My Roots Run Deep: Looking Back at Draper, Utah*, ([n.p.] 1977), 101. Quoted in the Draper MPS.

⁵ *History of Draper, Utah, Volume Two*, 314. Quoted in the Draper MPS.

⁶ Polk’s Salt Lake Suburban directory in 1962 was the first to include the Draper area.

**National Register of Historic Places
Continuation Sheet**

Section No. 8 Page 3

Enniss Auto Service Station
Draper, Salt Lake County, UT

long-term impact on the Draper community. Although the business no longer sells fuel, the Enniss family still operates an automobile repair shop in the building.

Willard Dan Enniss was born in Draper on May 18, 1920. As a young man, Dan worked for Burt Smith in his service station at the corner of 1300 East and 12400 South (demolished), in addition to helping out on the family farm. On the 1940 census, a 17-year-old Dan was working in Draper's poultry industry breeding chicks. The United States entered World War II just a few months after Dan graduated from high school. He found a job working as a machinist at Hill Air Force Base. In October 1942, he entered basic training and later completed aircraft mechanic training. When the need for pilots grew, Dan trained to fly in Texas and was getting ready for deployment when the war ended. After returning to Draper, he received certification as a flight instructor and hoped to make flying a career. However, with a lot of competition from returning service members, Dan decided to do what he knew best: mechanics. On the 1950 census, he was listed as a metal works mechanic. In addition to helping on the family farm, Dan worked Henry Day's service station (extant, but altered) during the winter months, before starting his own automotive shop in 1950. Dan's ambition to start his own business was a contrast to most of Draper's World War II veterans who returned to their farms, or work as laborers in Draper's thriving poultry, cattle, and dairy industries.

Criterion C: Architectural Significance

Enniss Auto Service is a recognized landmark with excellent historic integrity and is significant in the area of Architecture for two reasons: the building is the only unmodified historic service station in Draper and the building represents a unique vernacular adaptation of prevailing popular service station styles in the 1950s. With limited funds, Dan built the concrete block shop on 700 East with his own hands alongside his father, Alva Benjamin Enniss (1892-1988) and a friend who lived next door to the shop, Norman Brown (1922-2011). None of the three men were professional builders. According to the 1950 census, Dan was a mechanic, Alva was a farmer, and Norman was an egg candler at the Draper Egg Company.

In addition to laying the masonry, Enniss welded the pipes to make the bowstring trusses. The construction may have taken a long time since the Salt Lake County tax assessor noted the construction date as 1954. Enniss used the workshop to both repair and sell automobiles. The height of the workshop's service bay openings suggests he was also working on larger trucks and other agricultural vehicles. In 1955, he obtained a lease for a Texaco fuel franchise. However, because the Enniss Auto Service brand was well-established, the service station rarely used the Texaco name in city directories or advertisements.⁷ The Texaco sign and pumps were installed in 1955-1956. There is no canopy over the pumps, which suggests a fueling station that catered to trucks and tractors, as well as private vehicles. Enniss also sold and repaired automobiles at his service station at 9400 South and 700 East. By the 1960s, he also did repair work at a garage built on family property at 13014 S. 1300 East (extant, but not recognizable as a business).

For the 1955 addition, Enniss hired a local contractor, R. R. Sylvester. Ronald Ralph Sylvester (1909-1977) was listed as the builder of the front office and service station addition to the Enniss Auto Service, according to the application for the building permit (#10908) dated September 14, 1955. Sylvester was born on May 13, 1909, in Sevier County, Utah, and moved to Draper in 1942 to raise his five children, remaining there the rest of his life. His obituary states that he was a talented carpenter, a retired building contractor and a World War II veteran. Ronald Sylvester passed away in Draper on March 29, 1977, at age 67. It is unclear whether Enniss or Sylvester was responsible for the design of the service station addition, but the finished building was both typical of the period and unique in several ways.

⁷ The 1962 directory gives the address as 11717 S. 700 East. Notices in local newspapers of the time period did not need specific addresses.

**National Register of Historic Places
Continuation Sheet**

Section No. 8 Page 4

Enniss Auto Service Station
Draper, Salt Lake County, UT

In the 1950s, service stations entered the Modern era. New designs tended toward flat roofs and canopies. As concrete block construction gained popularity, the station styles began to change. In 1934, Texaco hired industrial designer Walter Dorwin Teague to develop a new image for the company's stations. Teague and his team worked with the in-house architects at Texaco to develop five station prototypes to suit a variety of site configurations including corner lots, interior lots and highway locations. Between 1936 and 1964, the Texas Company constructed over 10,000 such stations; however, most of them have since been demolished, replaced or altered beyond recognition. The Enniss Auto Service does not perfectly mimic one of the Texaco prototypes designed by Teague. It is a unique adaptation of the Texaco architectural designs from the 1950s.

The architecture of the Enniss Auto Service Station is unique in three main aspects. First is the obvious distinction of not being a free-standing service station, but its attachment to the existing workshop. Second, this attachment may have informed the asymmetrical design of the façade. The Enniss building can be categorized as an oblong box, according to the typographies of twentieth-century service stations. However, asymmetrical façades were common usually for single bay service stations. Typically, a façade with two service bays flanking a central storefront would be symmetrical. The off-center projecting front entrance with its Post-War Modern angled glass is also unique for a service station of the period. Third, the service station aesthetic of the 1950s was based on clean, white planes with little to no decoration, so that most surfaces could be dedicated to logos and signage. The desired look could easily and economically be achieved with a simple concrete block building and some paint or stucco. The dark pink rock-faced concrete block façade of the Enniss Auto Service Station is a unique design decision and would have been an instant landmark along rural 700 East in Draper.

In the past three decades, the 700 East corridor at the north end of the formerly rural town of Draper has seen rapid commercial and residential development yet the Enniss Auto Service has had only minor modifications since its initial construction. The property includes three contributing objects installed in 1955-1956: a Texaco sign and two gas pumps. Today, owners of vintage cars regularly ask the Enniss family for permission to photograph their cars in front of the building or at the pumps.

Additional Historical Information

Dan Enniss married Virginia Burnham on March 9, 1951. They had four children: Thomas, Dan O., W. Ryan, and Odette. The Enniss boys, Tom, Dan and Ryan, grew up helping at the family business and took over the shop after Dan was forced to retire early due to his Multiple Sclerosis diagnosis in 1966. At that time, Tom was 14 years old and was attending Jordan High School. Tom was quoted in the Salt Lake Tribune in 2005 saying, "Dad had the knowledge, but he didn't have the hands."⁸ The boys helped out with their father by their side in his wheelchair. They learned the ropes of the business from their father who passed the knowledge down to the next generation.

Tom worked long nights and studied in between, earning his Bachelor of Science in mechanical engineering from the University of Utah. Tom married Connie Wright on July 3, 1976. In 1980, Dan and Virginia Enniss deeded the service station property to their three sons. When Tom's new employer required him to move out of state, he refused and chose family instead. He would close up the shop and go over to help his parents who lived nearby. After a twenty-five-year battle with MS, Willard Dan Enniss died on April 10, 1987. Virginia Burnham Enniss, who took care of Dan while having her own struggles with cancer, died over a decade later, on April 2, 1999.

Tom's choice to work at the shop after earning his engineering degree helped save the business and the building. He spent the rest of his working days running Enniss Auto Service while using his father's tools. It was where he was

⁸ Janine Creager. "Pump stuck in 70s but garage rolls on." *Salt Lake Tribune*, June 3, 2005: S1.

**National Register of Historic Places
Continuation Sheet**

Section No. 8 Page 5

Enniss Auto Service Station
Draper, Salt Lake County, UT

happiest over the years, working with his brothers, wife, and son, Wayne. Tom took great pride in everything he did, especially his work. Because his work was attached to the Enniss name, everything had to be done right. Tom's brothers, Dan and Ryan, quitclaim deeded the property that Enniss Auto Service stands on to Tom, Connie, and Wayne in February 2019. Tom passed away on October 2, 2019, leaving the business to his son, Wayne Enniss, who still runs it today.

**National Register of Historic Places
Continuation Sheet**

Section No. 9 Page 1

Enniss Auto Service Station
Draper, Salt Lake County, UT

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National Register of Historic Places
Continuation Sheet

Section No. MAPS, PLANS & PHOTO KEYS Page 1

Enniss Auto Service Station
Draper, Salt Lake County, UT



National Register of Historic Places
Continuation Sheet

Section No. MAPS, PLANS & PHOTO KEYS Page 2

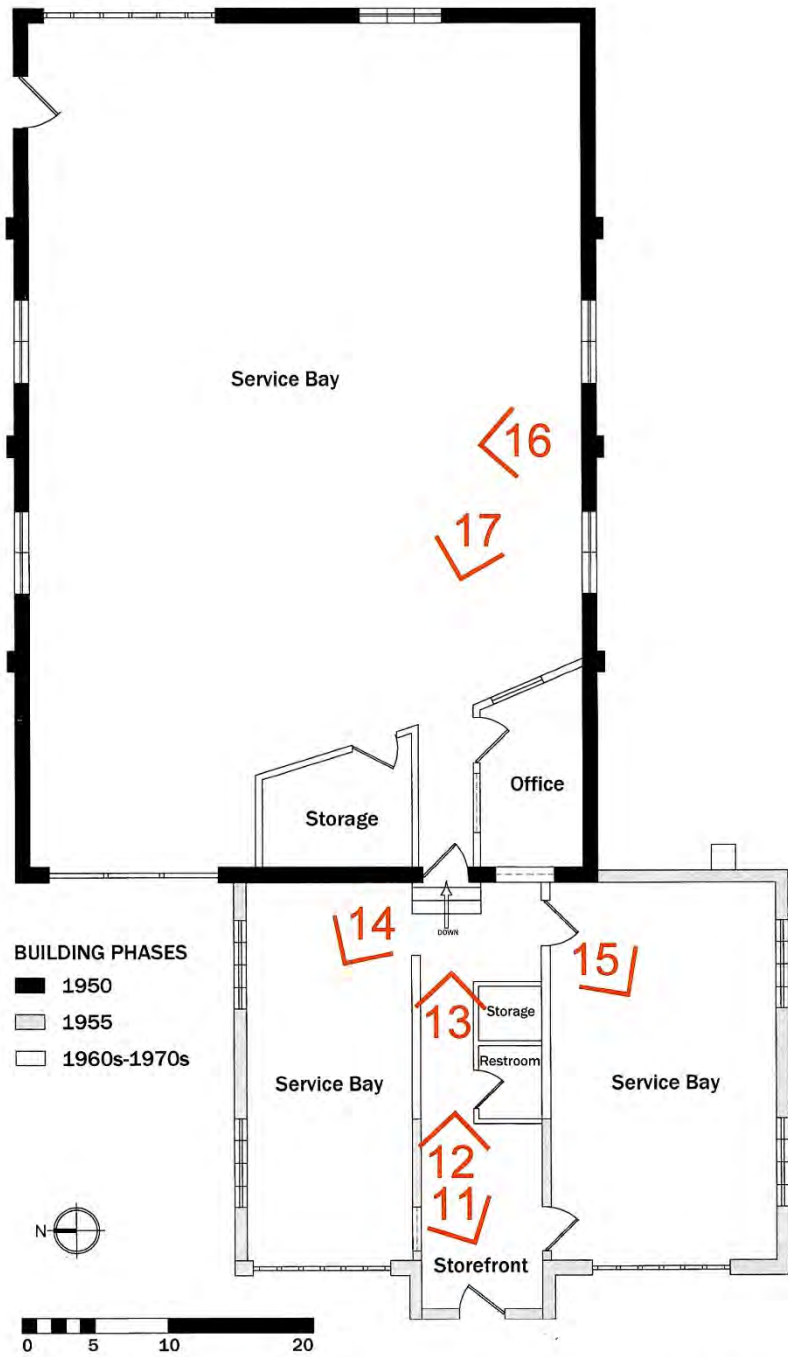
Enniss Auto Service Station
Draper, Salt Lake County, UT



National Register of Historic Places
Continuation Sheet

Section No. MAPS, PLANS & PHOTO KEYS Page 3

Enniss Auto Service Station
Draper, Salt Lake County, UT



NRHP INTERIOR PHOTO KEY

MAIN FLOOR

Enniss Auto Service Station

11651 S. 700 East, Draper, Salt Lake County, Utah

**National Register of Historic Places
Continuation Sheet**

Section No. PHOTOGRAPHS Page 1

Enniss Auto Service Station
Draper, Salt Lake County, UT

Common Label Information:

1. *Enniss Auto Service Station*
2. 11651 S. 700 East, Draper, Salt Lake County, Utah
3. Photographer: Adrienne White and Korral Broschinsky
4. Date: August 17, 2023, and September 30, 2023
5. Image files available at Utah SHPO.



Photograph 1

West elevation of Enniss Auto Service Station with sign and pumps. Camera facing northeast.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 2

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 2

West and north elevations of Enniss Auto Service Station. Camera facing southeast.



Photograph 3

Texaco signage and pumps in front of the Enniss Auto Service Station. Camera facing northeast.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 3

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 4

West elevation, Enniss Auto Service Station. Camera facing east.



Photograph 5

West elevation, front entrance. Camera facing northeast.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 4

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 6

North elevations, Enniss Auto Service Station. Camera facing south.



Photograph 7

North elevation of workshop, Enniss Auto Service Station. Camera facing southeast.

**National Register of Historic Places
Continuation Sheet**

Section No. PHOTOGRAPHS Page 5

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 8

South elevation west section, Enniss Auto Service Station. Camera facing northeast.



Photograph 9

South elevation of the workshop, Enniss Auto Service Station. Camera facing northwest.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 6

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 10

East elevation of workshop, Enniss Auto Service Station. Camera facing west.



Photograph 11

Interior, front entry and office. Camera facing west.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 7

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 12

Interior, office with view down hall to workshop entrance. Camera facing east.



Photograph 13

Interior, workshop entrance (originally exterior, now on interior). Camera facing east.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 8

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 14

Interior, north bay of front section. Camera facing northwest.



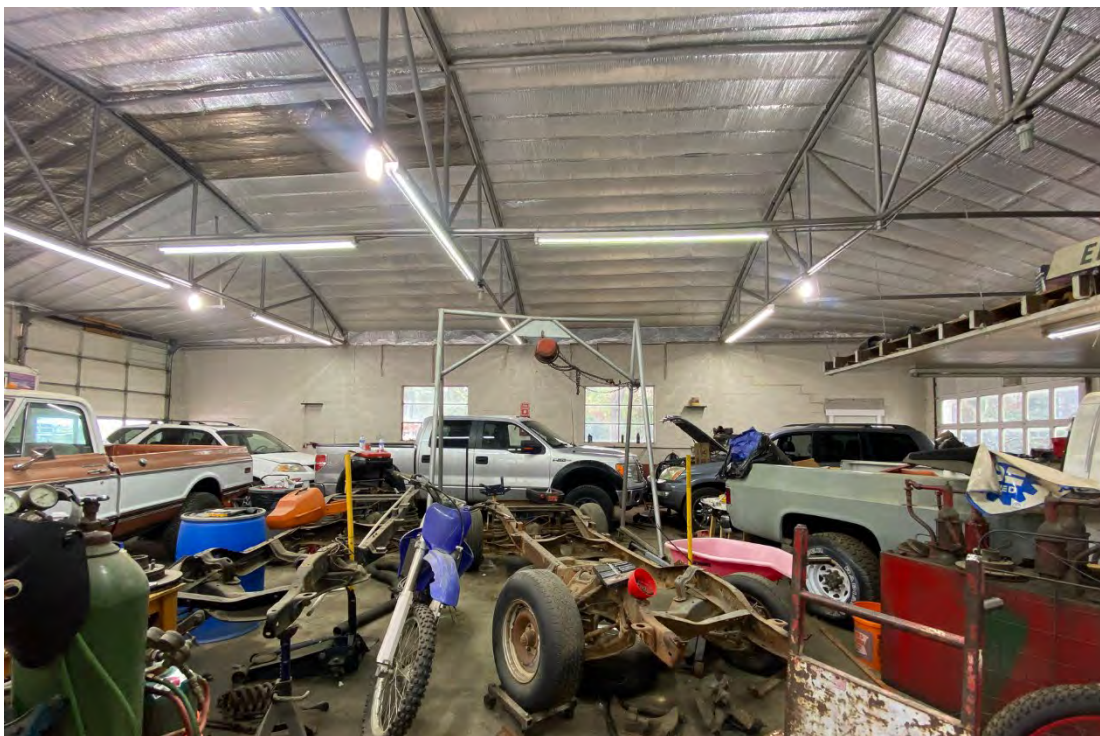
Photograph 15

Interior, south bay of front section. Camera facing southwest.

National Register of Historic Places
Continuation Sheet

Section No. PHOTOGRAPHS Page 2

Enniss Auto Service Station
Draper, Salt Lake County, UT



Photograph 16
Interior, workshop. Camera facing north.



Photograph 17
Interior, workshop office and trusswork. Camera facing northwest.

National Register of Historic Places
Continuation Sheet

Section No. FIGURES Page 1

Enniss Auto Service Station
Draper, Salt Lake County, Utah



Figure 1

Enniss Auto Service Station, west elevation, circa 1955. Camera facing east.
Courtesy Salt Lake County Archives, tax assessor's photograph.



Figure 2

Enniss Auto Service Station, west and north elevations, circa 1962.
Courtesy Salt Lake County Archives, tax assessor's photograph.

National Register of Historic Places
Continuation Sheet

Section No. FIGURES Page 2

Enniss Auto Service Station
Draper, Salt Lake County, Utah



Figure 3

Enniss Auto Service Station, west and south elevations, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.



Figure 4

Enniss Auto Service Station, west elevation, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.

National Register of Historic Places
Continuation Sheet

Section No. FIGURES Page 3

Enniss Auto Service Station
Draper, Salt Lake County, Utah



Figure 5

Enniss Auto Service Station, west entry, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.



Figure 6

Enniss Auto Service Station, south elevations, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.

National Register of Historic Places
Continuation Sheet

Section No. FIGURES Page 4

Enniss Auto Service Station
Draper, Salt Lake County, Utah



Figure 7

Enniss Auto Service Station, interior west entry, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.



Figure 8

Enniss Auto Service Station, interior south bay, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.

National Register of Historic Places
Continuation Sheet

Section No. FIGURES Page 5

Ennis Auto Service Station
Draper, Salt Lake County, Utah

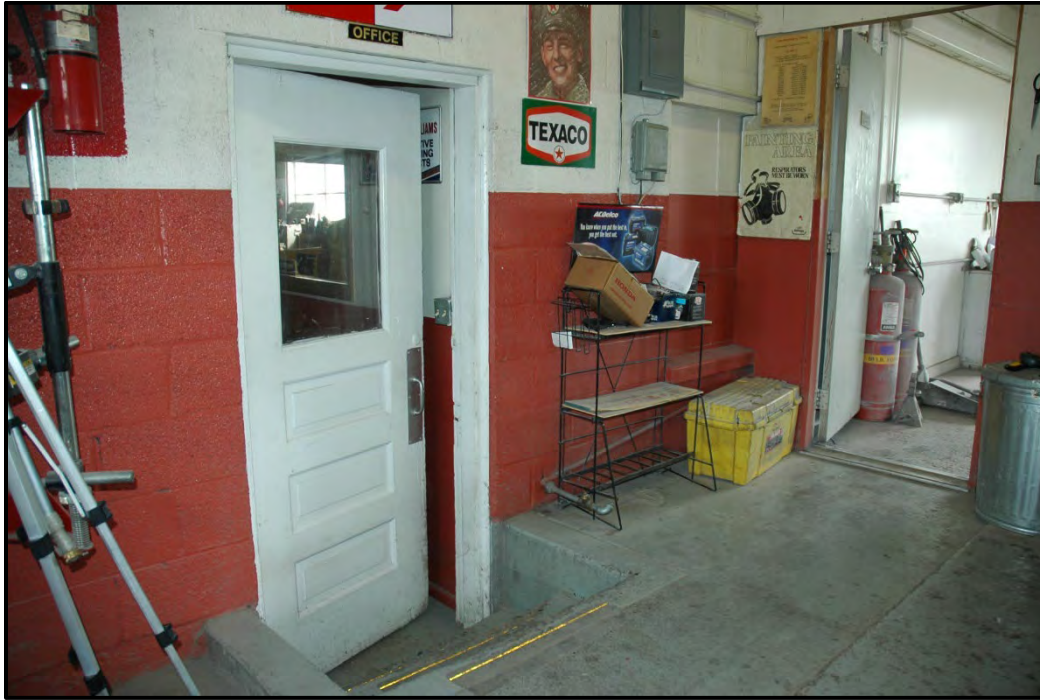


Figure 9

Ennis Auto Service Station, west elevation of 1950 workshop (interior), photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.



Figure 10

Ennis Auto Service Station, interior workshop trusses, photographed 2015.
Courtesy Korral Broschinsky and Utah State Historic Preservation Office.