

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Standard Oil Gasoline Station

and/or common Welco Gas Port

2. Location

street & number 600 West Lockport Street not for publication

city, town Plainfield vicinity of

state Illinois code 012 county Will code 197

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition [<input checked="" type="checkbox"/> in process <input checked="" type="checkbox"/> being considered]	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object		<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
		<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name G. G. Wing

street & number 3330 Sundance Drive

city, town Bozeman vicinity of state Montana

5. Location of Legal Description

courthouse, registry of deeds, etc. Will County Courthouse

street & number 14 West Jefferson Street

city, town Joliet state Illinois

6. Representation in Existing Surveys

title none has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Welco Gas Port, at Plainfield, Illinois, was originally built in 1932 as a Standard Oil gasoline station and has changed relatively little since then. The original shape of the detached, one-story, single-bay building was rectangular. It consisted of a square, enclosed office and restroom connected to a square, canopied open bay. Presently, however, the shape is that of an ell due to a later (circa 1960) addition to the south.

The original building is constructed of brick with a stucco wall finish. The roof is composed of two pitched sections. The major section with its street-facing gable covers the office area and open bay with its ridge running north-south. The other section is more steeply pitched with an east-west running ridge. The original metal roofing, imitative of mission tile, is still intact. Finials are positioned at the apex of each gable.

The simple and unobtrusive addition, which served as a car wash, is constructed of cement block and has a flat roof. A wood-shingled, pitched false roof runs along the exposed north side of the addition.

Other features of the station include four piers which protrude through the roof and are crowned with opaque glass-globed electric lights. The north piers are decorated only by a simple belt course near their tops; the south piers are unadorned. The open eaves conceal receptacles for tiny electric bulbs which originally dramatically flooded the walls with light at night. The underside of the canopy is sheathed in tongue and groove beaded siding. A simple stuccoed chimney rises from the point where the roof ridges meet.

The metal sash windows vary in size but each is comprised of multiple lites. Each of the two wooden doors of the original building has three horizontal recessed panels below a six lite window; one door opens to the office from the bay and the other opens from the east into a restroom. A transom runs above the north-facing windows and office door. Doors into the addition include a flush wooden door and two overhead fiberglass garage doors. The original building rests on a protruding concrete sill. Window sills are exposed brick.

Although some stucco has loosened in a few areas and some panes of glass are missing, the building, overall, is in good physical condition since it has been continually occupied and well-kempt until recent months.

Since its construction, the station has remained virtually intact. The trademark red, white and blue paint scheme has been replaced by an orange and yellow scheme. But it appears that only two of the station's original exterior appointments are missing; the gasoline pumps which stood between the north piers and the octagonal neon clock which was once mounted in the street-facing gable.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates constr. 1932; ca. 1960
car wash addition

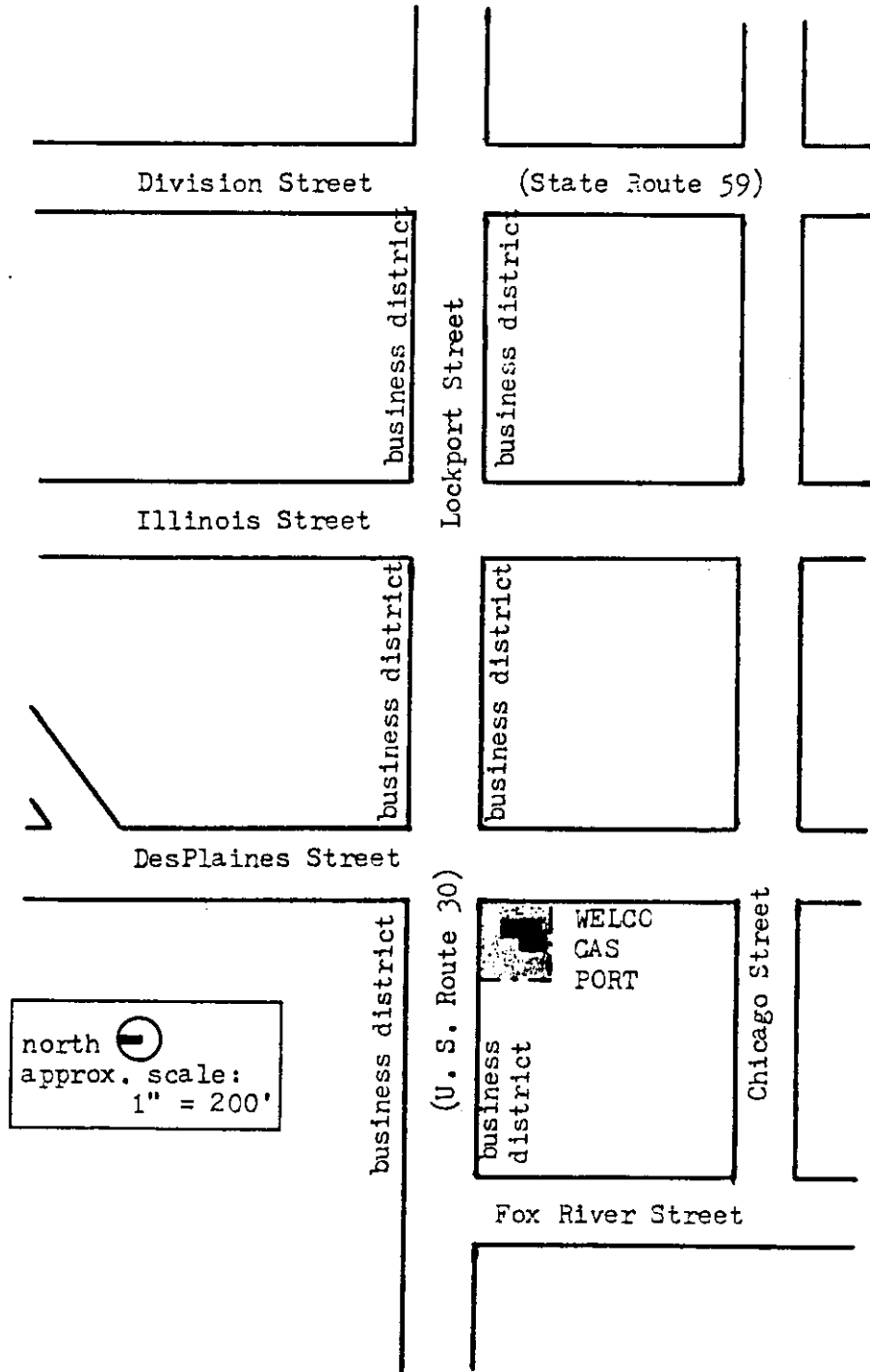
Builder/Architect

Standard Oil Company design

Statement of Significance (in one paragraph)

With the widespread adoption of the automobile after the turn-of-the-century, the American environment underwent many radical changes. The gasoline station was the first structure built in response to the automobile and tackled the problem of gasoline distribution as more Americans could afford the luxury of motoring. While it is probably the most widespread type of American commercial building, it has traditionally been ignored. The fate of early stations seems that of authentic 1840 general stores. The social contacts encouraged between attendants, local customers and cross-country travellers may have been what led Sinclair Lewis to suggest that working in a filling station was the best vantage point from which to study American culture. Since demand exceeded supply, early stations were convenience oriented. As competition increased and oil companies sought to minimize community opposition to the crudeness associated with gasoline distribution, image became a selling point. Three major types evolved: Fanciful, Respectable and Domestic. The Domestic type adopted the appearance of a picturesque cottage, suggesting a link to the family institution--a warm and relaxed association. The Domestic station was most popular in the East; the Spanish mission style in the Southwest. Standard Oil developed the first station chains--small houses or cottages with canopies. Later, they prefabricated a prototype using tile roofing and stucco wall finish. A culmination of these earlier developments, the Plainfield "house with canopy" station--originally constructed as a Standard Oil station--exhibits a curious Midwestern combination of Domestic and Spanish elements. Gasoline stations became a welcomed beacon to the travellers in the early highway days. In 1921, the Lincoln Highway, the first paved transcontinental U. S. highway, was routed through the main street of Plainfield. In 1922, the stretch between Plainfield and Joliet, the only unpaved stretch in Illinois at that time, would be completed within months. As other portions of the highway were completed nationwide and traffic increased, a Plainfield site along the highway (later U.S. Route 30) seemed to be a natural choice as a point of distribution. Corner sites were preferred by the oil companies, able to accommodate necessary driveways and afford access from two streets. However, by the 1930's, some stations broke from individual designs in favor of corporate imagery through uniform buildings and paint schemes. Standard Oil Trust stations, Plainfield station included, adopted red, white and blue schemes appropriate to the company's signage. Although the "house with canopy" style dominated nearly one-third of stations built in 1930, the Depression invited changes in station design. Amounts of plate glass increased with a corresponding reduction in exterior decoration. The 1932 Plainfield station reflects these trends. Possibly one of the last decorative stations in the Chicago area, they became unfashionable when, in the same year, the sleek and functional stations were introduced to America. Since its construction, the building has been almost continually occupied. An interesting interpretation of the Domestic type, the building is intact and in excellent condition for its vintage. The building could be restored easily, serving as a recognizable example of gasoline stations in the early era of American motoring. Hopefully, remaining examples of this roadside architectural style will be recognized, recorded and preserved for future generations.

RELATIONSHIP OF THE WELCO GAS PORT TO THE CENTRAL BUSINESS DISTRICT
 IN PLAINFIELD, ILLINOIS



9. Major Bibliographical References

Daniel I. Vieyra, Fill'er Up (New York: Macmillan Publishing Co., Inc., 1979.)

John A. Jakle, "The American Gasoline Station, 1920 to 1970," Journal of American Culture, 1:3, 1978.

10. Geographical Data

Acreeage of nominated property less than 1/2 acre, approx. 70' X 81'

Quadrangle name Plainfield

Quadrangle scale 1:24000

UTM References

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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

Lots 1, 2 and 3 in T. C. Hoag's Subdivision of part of Block 3 of Plainfield, according to the plat of said Subdivision, recorded in the Recorder's Office, in PB 1 (part 1), page 25, in Section 16, Twp. 36 North, Range 9, in Will Co., Il. incl. grantor's interest in the vacated alley adjoining said premises on the south.

List all states and countries for properties overlapping state or county boundaries

state _____ code _____ county _____ code _____

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title Michael A. Lambert, graduate student - architectural preservation - Univ. of Ill.

organization none

date June 27, 1984

street & number 907 South Second Street, Apt. 4

telephone 217/ 384 - 6369

city or town Champaign

state Illinois

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

David Kennedy

title

Director

date

9/24/84

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

NOV 23 1984

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places beginning November 11, 1984 and ending November 17, 1984. For further information call (202) 343-9552.

STATE, County, Vicinity, Property, Address, (Date Listed)

ARKANSAS, Mississippi County, Chickasawba Mound (3M55), (11/16/84)

ARKANSAS, Pulaski County, Little Rock, Williamson House (Thompson, Charles L., Design Collection TR), 325 Fairfax St. (11/15/84)

COLORADO, Grand County, Estes Park vicinity, Trail Ridge Road, Rocky Mountain National Park (also in Larimer County) (11/14/84)

HAWAII, Honolulu County, Honolulu, Hocking, Alfred, House, 1302 Nehoa St. (11/15/84)

HAWAII, Honolulu County, Honolulu, Oakley, George D., House, 2110 Kakela Pl. (11/15/84)

HAWAII, Honolulu County, Kailua vicinity, Kukuipilau Heiau, Kalaniana'ole Hwy (11/16/84)

HAWAII, Kauai County, Hanalei vicinity, Haena Archeological Complex, Kuhio Hwy (11/16/84)

HAWAII, Kauai County, Hanalei vicinity, Na Pali Coast Archeological District, Na Pali Coast (11/16/84)

HAWAII, Kauai County, Waimea, Kikiaola, Waimea Rd. (11/16/84)

ILLINOIS, Cook County, Chicago, Cook County Criminal Court Building, 54 W. Hubbard St. (11/13/84)

ILLINOIS, Cook County, Chicago, Emmel Building, 1357 N. Wells St. (11/13/84)

ILLINOIS, Cook County, Chicago, Lake-Side Terrace Apartments, 7425--7427 South Shore Dr. (11/13/84)

ILLINOIS, Cook County, Chicago, Peoples Gas Building, 122 S. Michigan Ave. (11/13/84)

ILLINOIS, Cook County, Chicago, Yondorf Block and Hall, 758 W. North Ave. (11/13/84)

ILLINOIS, Ford County, Paxton, Paxton Water Tower and Pump House, 145 S. Market St. (11/13/84)

ILLINOIS, Hancock County, Niota vicinity, Cambre House and Farm, SW of Niota (11/13/84)

ILLINOIS, Jackson County, Murphysboro, Mobile and Ohio Railroad Depot, 1701 Walnut St. (11/13/84)

ILLINOIS, Lee County, Dixon, Brookner, Christopher, House, 222 N. Dixon Ave. (11/13/84)

ILLINOIS, Rock Island County, Rock Island, Fort Armstrong Hotel, 3rd Ave. and 19th St. (11/13/84)

ILLINOIS, Sangamon County, Springfield, Camp Lincoln Commissary Building, 1301 N. MacArthur Blvd. (11/13/84)

ILLINOIS, Sangamon County, Springfield, Hickox Apartments, 4th and Cook Sts. (11/13/84)

ILLINOIS, Will County, Plainfield, Standard Oil Gasoline Station, 600 W. Lockport St. (11/13/84)

INDIANA, Allen County, Fort Wayne, West End Historic District, Roughly bounded by Main, Webster, Jefferson, Broadway, Jones, and St. Mary's River (11/15/84)

INDIANA, Marion County, Indianapolis, Indianapolis Chair Manufacturing Company, 330 W. New York St. (11/15/84)