

United States Department of the Interior  
National Park Service

**SENT TO D.C.**

3-7-08

USDI/NPS NRHP Registration Form

305 E. Pine Street

McLean County, Illinois

Historic and Architectural Resources of Route 66 Through Illinois

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 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 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 **Sprague's Super Service**

other names/site number **305 E. Pine Street (Preferred)**

**2. Location**

street & number **305 E. Pine Street**

not for publication

city or town **Normal**

vicinity

state **Illinois**

code **IL**

county **McLean**

code **113**

zip code **61761**

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

Richard L. Lohr / SHP  
Signature of certifying official

3-7-2008  
Date

State or Federal Agency or Tribal government

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

305 E. Pine Street  
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County and State

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper      Date of Action

<input type="checkbox"/> entered in the National Register	_____	_____
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the	_____	_____
National Register		
<input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the	_____	_____
National Register		
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain): _____		
_____	_____	_____

5. Classification

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing	
<input type="checkbox"/> 1	<input type="checkbox"/> 0	buildings
<input type="checkbox"/> 0	<input type="checkbox"/> 0	sites
<input type="checkbox"/> 0	<input type="checkbox"/> 0	structures
<input type="checkbox"/> 0	<input type="checkbox"/> 0	objects
<input type="checkbox"/> 1	<input type="checkbox"/> 0	Total

Number of contributing resources previously listed in the National Register    N/A

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

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6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: **TRANSPORTATION/road related** Sub: \_\_\_\_\_  
**COMMERCE/restaurant**  
**DOMESTIC/multiple dwelling**

Current Functions (Enter categories from instructions)

Cat: **VACANT/NOT IN USE** Sub: \_\_\_\_\_

7. Description

Architectural Classification (Enter categories from instructions)

**Other/house and canopy gas station (Tudor Revival)**

Materials (Enter categories from instructions)

Foundation **Concrete**  
Roof **Asphalt**  
Walls **Brick, Stucco, Concrete, Wood**  
other \_\_\_\_\_

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

**SEE CONTINUATION SHEETS**

8. Statement of Significance

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

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

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Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

Period of Significance 1931-1940

Significant Dates 1931

Significant Person (Complete if Criterion B is marked above)

\_\_\_\_\_

Cultural Affiliation N/A

Architect/Builder William W. Sprague, contractor

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

SEE CONTINUATION SHEETS

**9. Major Bibliographical References**

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

SEE 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 # \_\_\_\_\_

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Primary Location of Additional Data  
 State Historic Preservation Office  
 Other State agency  
 Federal agency (**National Park Service**)  
 Local government  
 University  
 Other  
 Name of repository:

#### 10. Geographical Data

Acreage of Property 0.45

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	332201	4486882	3	_____	_____
2	_____	_____	_____	4	_____	_____

\_\_\_\_\_ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

**SEE CONTINUATION SHEET**

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

**SEE CONTINUATION SHEET**

#### 11. Form Prepared By

name/title **Dr. Terri Ryburn, President**

organization **Ryburn Enterprises, Inc.**

date **February 23, 2007**

street & number **108 E. Sycamore St.**

telephone **309/452-5325**

city or town **Normal**

state **IL**

zip code **61761-1605**

#### 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 black and white photographs of the property.

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

305 E. Pine Street  
Name of Property

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**Property Owner**

-----  
(Complete this item at the request of the SHPO or FPO.)

name **Dr. Terri Ryburn**

street & number **108 E. Sycamore St.**

telephone **309/452-5325**

city or town **Normal**

state **IL**

zip code **61761-1605**

=====  
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.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to range from approximately 18 hours to 36 hours depending on several factors including, but not limited to, how much documentation may already exist on the type of property being nominated and whether the property is being nominated as part of a Multiple Property Documentation Form. In most cases, it is estimated to average 36 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form to meet minimum National Register documentation requirements. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, 1849 C St., NW, Washington, DC 20240.

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Narrative Description:

Setting

The Tudor Revival-style building at 305 E. Pine Street in Normal was completed in 1930-1931 by William W. Sprague, a Bloomington contractor, in order to take advantage of traffic-related business along the original Route 66 alignment, which came through Normal on Pine Street. The first story of the building housed a restaurant, gas station, and garage. Upstairs, Sprague provided a large owner's apartment with plenty of natural light, and an attendant's apartment. It stands on a lot that measures 150 feet x 132 feet (0.45 acres), on the corner of Walnut and Pine Streets. One original metal sign pole and one 1970s era sign pole stand on this corner.

Exterior

The building at 305 E. Pine Street originally measured approximately 54 feet across by approximately 28 feet deep. Two additions have increased the measurements to approximately 74 feet across by 42 feet deep. The original side-gabled building was a rectangle, intersected by cross gables. It was one unit deep and three units wide; the additions have increased the dimensions to one-and-a-half units deep by four units wide. It had a symmetrical appearance when originally built, with large display windows on the east balancing a large garage door on the façade's west end. The double-hung exterior windows appear to be original to the building; each has six panes on the upper sash.

The two-story building was constructed on a concrete-slab foundation, with a small basement area provided for the boiler, the source of the building's radiator heat. The first story was constructed of brick; the second story and attic area was covered by stucco that was finished with a decorative "swirl," and decorative half timbering. (The additions are of concrete blocks.) The materials appear to be original to the building. Paint is flaking off the brick and stucco, which have been painted a light beige color; paint is peeling off the wood, which has been painted a dark brown. Worn asphalt shingles cover the patched, steeply-pitched roof.

The **first-floor north façade** contains three original doors: from east to west, the first leads to the restaurant, the second to the gas station office, and the third to the upstairs apartments. Two original and two apparent replacement windows, along with a large garage door, dominate the façade. A 1967 after-thought of a one-bay garage, with accompanying garage door, completes the facade.

A prominent cross-gable contains an approximately 13-foot wide by 13-foot deep room that juts out over the gas station **canopy**. It is centered along the north-facing front of the building. Two square, brick columns frame the canopy, above which is a sunroom, part of the owner's apartment. (The canopy projects north over the two doors that lead to the restaurant and gas station office.) The gas pumps have been removed from the island, but two metal light poles remain. There are three windows in each of the north, west, and east sides of the sunroom (One window on the east side has been boarded up.), and one boarded-up attic window in the gable. A course of light sockets outline the soffit that runs around the building and the canopy. Two steeply-pitched dormers project on either side of the

second story; each has two double-hung windows. Two double-hung windows are on the west end

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and three double-hung windows are on the east end of the second story. The dormers are covered with worn asphalt shingles. The garage door consists of twenty-seven wooden panels and eighteen glass panes, and is manually operated.

The **east façade** has a modernized entry way in the north corner, consisting of a glass entrance door and a large corner display window. A small casement window is in the original first story and two double-hung windows are in the second story. A 1948 concrete-brick addition projects to the south; a modernized separate entrance and display window are visible. It appears that there may have been a garage door in this wall, later bricked in, that was used by one of the many businesses to occupy this site prior to 1973. A brick planter box has been overgrown by scrub trees.

The **south façade** of the building is approximately 74 feet across; the first floor of the original building is visually altered by a concrete and brick addition which has a sloped roofline. The one-story **1948 addition** accommodated the increased traffic along Route 66 post-World War II. The addition permitted an enlarged restaurant, a full-sized kitchen, a walk-in cooler, and storage. There appear to have been four windows in the first-floor, which were later boarded up. A metal door, serving as an exit from a storage area, is on the west end of the building. The **second story** continues the symmetrical appearance of the original building, with a cross-gable enclosing the bathroom of the owner's apartment and the stairway from the first floor to the owner's apartment. Two large windows in this projection have been boarded up. A brick chimney is on the west side of the projection, but with no evidence of a fireplace in the building, it is assumed to be the vent pipe for the boiler. There is a door that apparently was to an outdoor staircase but now opens onto the addition's rooftop. Shed dormers on the east and west ends of the building contain two windows each, although one window has been boarded up on the west end.

The **west façade** of the building is dominated by the flat-roofed, one-bay garage added in 1967. Built of concrete blocks, it projects upwards approximately 14 feet, in order to accommodate the hydraulic lift that lifted vehicles for repair. Two metal-reinforced windows are visible. This addition caused the two windows in the second floor to be mostly obscured and to be boarded up; an attic vent is in the second-story gable of the original building.

**Interior**

The original interior walls and ceiling of the building were lath and plaster, with the large garage constructed of concrete blocks. The floor is concrete, although there is some original tile in the gas station/garage office. Some of the floors have been carpeted more recently and some of the walls have been covered with paneling and then painted. The first floor was initially divided into a restaurant, an office space for the gas station and garage, and a large garage.

The **restaurant** is approximately 24 feet wide by 28 feet deep, with a modernized, enclosed entryway, with an interior and an exterior door in the northeast corner. There are two **restrooms**, each containing a toilet and sink, in a short hallway that leads to the gas



station garage.

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The **gas station/garage office** is approximately 19 feet wide by 17 feet deep, with an exterior door in the northwest corner. Two small **restrooms** are meant for the gas station/garage clientele. They each contain a toilet and sink, while one of them includes a shower (a possible convenience for the mechanics).

The **large garage** is approximately 19 feet wide by 20 feet deep, and has a concrete floor, including a drain. It appears never to have had a hydraulic lift. The garage door consists of 27 wooden panels and 18 glass panes, and was manually operated, although an electric garage-door opener has been added. The ceiling is the exposed sub-flooring of the attendant's apartment. It appears never to have had ceiling materials.

The **1948 addition** provided an approximately 11 feet wide by 15 feet deep space for the **restaurant**. The **kitchen** addition is approximately 19 feet wide by 18 feet deep; none of the fixtures or appliances appears to be original. The 6 feet by 8 feet, wooden, **walk-in cooler** is original, although the compressor is relatively new.

Behind the kitchen, to the west, there is a **storage space** measuring approximately 14 feet wide by 10 feet deep, with some wood shelving filling the west wall.

Between the storage space and the garage is a large space that may have been intended for **garage storage**. The original exterior windows and back door of the large garage are visible from this area. The storage space is approximately 22 feet wide by 17 feet deep, and has a concrete floor. A grated area covers a small basement that contains the boiler, which provided radiator heat to the building.

The **1967 addition** of the flat-roofed, **one-bay garage** has a dramatic visual effect on the exterior of the building. The addition is approximately 16 feet wide by 20 feet deep, and is approximately 14 feet in height, to facilitate vehicle repairs using the hydraulic lift. The now-rusted lift and a compressor remain. There is a large space heater on the ceiling of the southeast corner. The ceiling was removed in 2005 when the roof was repaired. The garage door consists of 15 wooden panels and 3 glass panes and is manually operated. There is a metal back door on the southwest corner of the room and one on the northeast corner of the room; the name of the garage operator, "Grady Roberson," was etched into the wet concrete of the northeast door jamb.

The **owner's apartment** is reached by climbing 17 carpeted stairs from the front of the building. The stairwell walls and ceiling are lath and plaster. The front door has been replaced in recent years by a steel door. The apartment occupies the east side of the second story, and is large and spacious. The front door opens into the **living room/dining room**. Originally two separate rooms, the divider was removed to enable a later owner to operate a business upstairs. The floor is hardwood but it has been damaged and filled in with rough pieces of lath. Together these rooms measure approximately 30 feet wide by 19 feet deep. The French doors into the **sunroom** appear to be original, as do the three sets of windows on the three exterior walls of the sunroom (One of the windows on the east side has

been boarded up.) The approximately 13 feet wide by 13 feet deep sunroom juts out from the building, serving as the gas station canopy.

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The original single **bedroom** on the east end of the apartment has been divided into two separate bedrooms, north and south, each approximately 14 feet wide by 9 feet deep. There is a small closet in the south bedroom. The **breakfast nook** is approximately 9 feet wide by 7 feet deep and occupies the east shed dormer. It features an original built-in cupboard and two double-hung, south-facing windows. The galley **kitchen** is approximately 14 feet wide by 8 feet deep and has original cabinets, knobs, hinges, and drawer pulls. A large window flanked by two small double-hung windows in the south wall provides plenty of light for the kitchen. A door provides access to the back stairwell leading to the first floor restaurant area. A short **hallway** leads to the **bathroom**, approximately 9 feet wide by 5 feet deep. The bathroom has its original black bathtub and pedestal sink, octagon tile on the floor, subway tile on the walls, and the original ceramic soap dish, toilet paper holder, and towel holder. There is a small closet in the hallway. Also in the hallway is a door in the south wall that at one time led to an outside stairway but now opens onto the sloped roof of the 1948 addition.

The walls and ceilings are lath and plaster, with a later application of joint compound to repair damage caused by leaks. Windows are original, with the exception of one in the south bedroom which was replaced when it was damaged by a leak. The woodwork, trim, and molding are mostly original, consisting of white-painted 1x6 boards, capped by quarter round. None of the lighting fixtures are original.

The **attendant's apartment** is to the west directly across the hallway from the owner's apartment. An original interior door serves as the front door, which opens into a small **dining area**. The **kitchen** is galley-style, with two windows on the north wall. There is a built-in, lighted cabinet on the east wall, the enclosed back of which can be seen in the stairwell. A nook for the refrigerator has been created in the kitchen, 3-1/2 feet by 3-1/2 feet deep, which fits into the stairwell. The cabinets, knobs, hinges, and drawer pulls are original. The combined size of the kitchen and dining area is approximately 10 feet wide by 17 feet deep. The **living room** is approximately 8 feet wide by 13 feet deep and has two windows in the north wall. A six-foot high wall separates the approximately 8 feet wide by 6 feet deep **bedroom** from the living room. A small closet is in the southwest corner of the bedroom, and two windows are in the south wall, although one has been boarded up. There is a small **bathroom**, approximately 7 feet wide by 6 feet deep, with one double-hung window. None of the fixtures or flooring appears to be original. The bedroom and the bathroom occupy the west shed dormer. The 14-foot height of the 1967 one-bay garage addition necessitated boarding up the two west side windows in the long, common wall between the living room and the bedroom.

The walls and ceilings are lath and plaster but repairs have been made with joint compound. The windows all appear to be original. The floors are covered with carpeting. None of the lighting fixtures are original.

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Historic Condition

William W. Sprague's construction of the two-story Tudor Revival-style building at 305 E. Pine Street was in response to the need created by travel along Route 66. Although Sprague opened his business during the Great Depression, he could count on travelers and local residents who needed food, gasoline, and car repair. Additionally, providing on-site housing for himself and a gas station attendant meant that the needs of travelers and locals could be met while keeping down the costs of housing.

Sprague's carpentry skill is evident in the fact that the building is intact and structurally sound after more than 75 years. Fortunately for the historic condition, not much money has been spent on remodeling or major alterations over the years. Repairs that were made were clumsy and perfunctory, and as a result, many original features are clearly present in the building. Undoing the repairs will not be as costly as undoing major alterations would be.

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Statement of Significance:

As a road-related service business associated with Route 66, 305 E. Pine Street is locally significant for listing in the National Register of Historic Places, under Criterion A and C. It meets the Criterion C requirement for the property type "gas station" as defined in the National Register of Historic Places Multiple Property Documentation form "Historic and Architectural Resources of Route 66 Through Illinois." It also meets Criterion A for commerce and transportation, for its role as a restaurant, and gasoline station. It provided food, gasoline, oil and vehicle repair services to motorists along Route 66.

Over several years, gas stations evolved from curbside pumps to crude sheds, before an attempt was made to have the stations blend into residential neighborhoods. The "house with canopy" station was usually a small cottage-style house with a canopy that extended to the pumps to protect against the elements. 305 E. Pine Street is an example of a large "house with canopy," a two-story Tudor-style building designed to fit into a residential neighborhood. The period of significance is 1931, when William W. Sprague opened the restaurant, gas station, and garage, to 1940, the date when the new, four-lane Route 66 opened around the east side of Bloomington.

History

Normal is in central Illinois at a major junction of highways and railroads. By 1931, Normal and its adjoining city, Bloomington, boasted a major employer, the railroads, as well as two universities, Illinois State Normal University and Illinois Wesleyan University, and the Illinois Soldiers' and Sailors' School.

Most people passing through Bloomington-Normal from north or south would travel Pine Street. Entrepreneurs such as William W. Sprague provided services along Route 66 for those who traveled through Bloomington-Normal. It was no coincidence that he built his place of business/residence on Pine Street. Others who followed him in buying or leasing the building had the same vision. From 1938-41, Joseph E. Ruzic operated the gas station and restaurant. The fact that it sat vacant during part of World War II was probably a reflection of the unavailability of gasoline and/or repair parts. Beginning in 1946, immediately after the war, it was operated by a series of owners, who, in addition to running a gas station and restaurant, rented space for the manufacture of agricultural implements, storage of insulation, a welding operation, a cab company, and a rent-a-car system, among other businesses. Beginning in 1951, Olin W. Hetzler, his wife, Helen, and their son, James, lived at 305 E. Pine Street, operating the Cities Service Oil Company, while renting space to Joe's Welding and Boiler Company and Corn Belt Manufacturing Company, as well as operating the Yellow Cab Company and the Avis Rent-a-Car System. By the 1940s, a four-lane Route 66 bypass, called the Beltline by locals, and renamed Veterans' Parkway in the 1970s, began to supplant the original alignment of Route 66 around Bloomington-Normal. Businesses opened or relocated along the Beltline to serve this new route. Enough traffic still took the Business Route 66 into Normal so that the station remained open, although it would change hands many times, with each new owner seeking more diverse business opportunities.

From 1959-62, the station was operated by Eber Sloan, who ran it as Sloan's Cities Service, until 1963, when it became Sloan's Texaco for a year. Russell Lusher operated a Zephyr station along with Irene's Café in 1964, Jerry Fish operated the gas station in 1965, while Grady W. Roberson operated the restaurant. In 1966, Grady W. Roberson and his wife,

Catherine, took over both the gas station and restaurant and ran them until 1971. The gas station was a Zephyr in 1966, becoming a Gulf station in 1967. By 1976, Beverly Hodge was

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utilizing 305 E. Pine Street for a bridal store, cake gallery, and catering operation. She rented the garages and storage areas to various people and rented the upstairs as both meeting space and apartments. The gas tanks were removed in 1979. Hodge sold the building in 2006 to its present owner.

**Architecture**

The Multiple Property Documentation form "Historic and Architectural Resources of Route 66 Through Illinois" discusses the various types of gas stations built along Route 66 in Illinois during the period of significance.

305 E. Pine Street is an example of a house with canopy form. To my knowledge, however, it is the only one on Route 66 in Illinois that was built as a two-story Tudor Revival, with the intention of providing food, gasoline, and repair services, as well as living quarters for the owner and the attendant.

By 1931, most gas stations were affiliated with major oil companies, whose architects provided station designs meant to blend into neighborhoods and to provide a visual cue for the oil companies' products. William W. Sprague seemed to buck this trend, building a large building that was more like a manor house than a station, naming his business Sprague Super Service.

The structural integrity of 305 E. Pine Street is excellent. Almost all the historic materials are intact and its form as a restaurant, gas station, and garage are still clearly visible. It is significant for its historic and architectural associations with Route 66.

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Bibliography

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McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1991.

Ryburn-LaMonte, Terri. Route 66: Goin' Somewhere, the Road in McLean County. Bloomington, Illinois: McLean County Historical Society, 1995.

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Witzel, Michael Karl. The American Gas Station. New York: Barnes and Noble Books, 1999.

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Verbal Boundary Description

305 E. Pine Street is located on old Route 66, at the corner of Walnut and Pine Streets in Normal, Illinois. It is less than one-half acre, and is legally described as Lots 1, 2, and the East 18' of Lot 3 in Block 3 in the First Addition to Normal Subdivision in the Town of Normal, in McLean County, Illinois. The total property is approximately 150 feet from east to west and 132 feet from north to south. The building is approximately 74 feet from east to west and 44 feet from north to south.

Boundary Justification

The nominated property includes the original 1931 building.

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**National Register of Historic Places  
Continuation Sheet**

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**Photographs**

Sprague's Super Service  
February/August 2007  
Terri Ryburn  
McLean County, IL  
IL\_McLeanCounty\_Sprague's Super Service (SSS)

IL_McLeanCounty_SSS0001	North Façade
IL_McLeanCounty_SSS0002	South Façade
IL_McLeanCounty_SSS0003	South East Corner
IL_McLeanCounty_SSS0004	East Façade
IL_McLeanCounty_SSS0005	North West Corner
IL_McLeanCounty_SSS0006	Exterior Detail
IL_McLeanCounty_SSS0007	Office View 1
IL_McLeanCounty_SSS0008	Office View 2
IL_McLeanCounty_SSS0009	Owner's Apartment Living Room View1
IL_McLeanCounty_SSS0010	Owner's Apartment Living Room View2
IL_McLeanCounty_SSS0011	Attendant's Apt.
IL_McLeanCounty_SSS0012	Two-Bay Garage
IL_McLeanCounty_SSS0013	Restaurant



ILLINOIS, MCLEAN COUNTY,  
Sprague's Super Service,  
305 E. Pine St.,  
Normal, 08000327,  
LISTED, 4/25/08  
(Route 66 through Illinois MPS)

IOWA, PLYMOUTH COUNTY,  
Foster Park Historic District,  
500-900 blks. Central Ave. S. & blocks around Foster Park, Le Mars, 08000329, LISTED, 4/25/08

IOWA, POLK COUNTY,  
Grocers Wholesale Company Building,  
22 W. 9th St.,  
Des Moines, 08000330,  
LISTED, 4/25/08

IOWA, SCOTT COUNTY,  
Community Building,  
428 S. River Dr.,  
Princeton, 08000331,  
LISTED, 4/25/08

IOWA, WOODBURY COUNTY,  
Simmons Hardware Company Warehouse,  
323 Water St.,  
Sioux City, 08000332,  
LISTED, 4/25/08

MISSOURI, TANEY COUNTY,  
Parnell, Samuel T. and Mary B., House,  
220 Angels Trail,  
Branson vicinity, 08000333,  
LISTED, 4/25/08

NEW YORK, ONTARIO COUNTY,  
Smith Observatory and Dr. William R. Brooks House, 618-620 Castle St., Geneva, 08000275,  
LISTED, 4/11/08

NEW YORK, WESTCHESTER COUNTY,  
Scarsdale Woman's Club,  
37 Drake Rd.,  
Scarsdale, 08000110,  
LISTED, 2/29/08

OREGON, JACKSON COUNTY,  
Putnam-Neff House,  
227 N. Berkeley Wy.,  
Medford, 08000337,  
LISTED, 4/25/08