

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

to D.C.
10-2-97

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 Standard Oil Gasoline Station

other names/site number Sinclair Gas Station, Odell Standard Station

2. Location

street & number 400 S. West Street not for publication

city or town Odell vicinity

state Illinois code IL county Livingston code 105 zip code 60460

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.)

William L. Wheeler / SHA 9-30-97
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of 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:

- 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:)

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Standard Oil Gas Station

Name of Property

Livingston, Illinois

County and State

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

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

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

Historic and Architectural Resources of Route 66 through Illinois

Number of contributing resources previously listed in the National Register

n/a

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation|Gas Station

Current Functions

(Enter categories from instructions)

vacant

7. Description

Architectural Classification

(Enter categories from instructions)

Other|House with canopy gas station

Materials

(Enter categories from instructions)

foundation wood

walls shingles

wood

roof metal

other

Narrative Description

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

Standard Oil Gas Station
Name of Property

Livingston, Illinois
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- 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.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1932-1956

Significant Dates

n/a

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

O'Donnell, Patrick, builder

Narrative Statement of Significance

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

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Standard Oil Gas Station

Name of Property

Livingston, Illinois

County and State

10. Geographical Data

Acreage of Property .28

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid 1: Zone 16, Easting 371420, Northing 4539890

UTM grid 3: Zone, Easting, Northing

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Dorothy R. L. Seratt

organization Route 66 Association of Illinois date April 23, 1997

street & number 408 N. Front St. telephone 815-998-2300

city or town Ode1l state Illinois zip code 60460

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)

Property Owner

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

name Robert Close

street & number 920 W Madison, Apt. 203 telephone

city or town Pontiac state IL zip code 61764

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.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Standard Oil Gas Station

Narrative Description

On February 10, 1932 Patrick O'Donnell purchased from Francis J. and Grace E. Craven a small 60' by 200' plot of land that had been partitioned from a 160 acre section located on the southwest side of Odell, in Livingston County, Illinois. This larger acreage was first recorded in 1869. Mr. O'Donnell, soon after the purchase date, began construction on a gas station. This gas station is today known as the Standard Oil Gasoline Station on old Route 66 in Odell, Illinois. (Refer to National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 through Illinois" for discussion on the history of Route 66).

In the beginning this station sold Standard Oil Company gasoline. Over the years Patrick O'Donnell leased the property to several different managers who dealt with various oil companies. The station at times sold Standard, Philips 66, and Sinclair products. In the late 1930s and prior to 1940, O'Donnell, a contractor, added the service bay area to the north side of the building, thus adding mechanical and body repair services that were greatly needed along Route 66 at the time.

The original building is modeled after a design developed in 1916 by Standard Oil of Ohio which is commonly known as a house with canopy or domestic style gas station (Refer to National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois" for further discussion of gas station styles). This style of gas station was created to give travelers a comfortable feeling they could associate with home. It was thought that this association would create an atmosphere of trust in the commercial and recreational travelers of the day.

The Standard Oil Gasoline Station's office area is 17'6" long and 15' 6" wide. This area includes the office, bathroom, and storage/kitchen space. The bathroom and storage/kitchen space both measure 4'6" by 5'. The rest of the area was used for the office. The bay area, which was added prior to 1940, measures 28' long and 28' wide. This building is located on the west side of the intersection of South West Street (old Route 66) and Deer Street on the southwest side of Odell, in Livingston County, Illinois. Odell is approximately 45 miles northeast of Bloomington, Illinois.

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Standard Oil Gas Station

The one-story frame building has a concrete foundation. There is no basement to the building. The exterior walls of the original building are covered with asphalt shingles while the exterior walls of the service bays is covered with vertical wood siding. The gabled roof of the original building is covered with asphalt shingles while the roof of the service bays is covered with metal. The gabled roof of the original building flares out near the eave line. The gabled roof also covers the canopy of the station. Faint remains of the words "Standard Oil Co." are located on both sides of the gables. The canopy is supported by two wood piers that are covered with asphalt shingles. The service bay roof forms a cross gable to the main roof. The main roof's ridge line runs east to west while the service bay's ridge line runs north to south.

The east (front) elevation has the original station building to the south with the service bays to the north. Beginning towards the south of the building is a bank of four, one-over-one wood windows. To their north is a wood and glass door. North of the gas station office is the service bays. There are two wood folding garage doors. The south garage doors have three square shaped windows, one in each fold of the door. The top of the windows are divided into two panes, the bottom being one continuous pane. The north garage doors are rectangular, being longer than they are wide. The bottom panels of the doors have a cross design with panels. The rectangular shaped windows in the doors have four small panes above a larger pane. The office has a gable roof; the two sides facing north and south. The roof extends to the east and becomes a canopy which extends 10', with a 2' overhang past the pump area. The canopy pillars are squared and are each set on a one-foot thick slab of concrete. This concrete extends one foot to the inside of each pillar and is squared off. To the outside of each pillar it extends 3'6" and is rounded to a point at the end. Approximately 5" from the outer wall of the office area, on the underside of the canopy, there are two light fixtures, one north and one south. On the underside of the 2' overhang past the pump area there are six light fixtures, three on the south and three on the north.

The bay area has a gable roof. There is a one-foot overhang on the east elevation with four light fixtures, two over the folding doors on the south and two over the folding doors on the north.

The north (side) elevation shows only the bay area. There is a pair of one-over-one windows to the east, and a one-over-one window placed slightly higher to the west. These are the only openings on the north elevation.

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Standard Oil Gas Station

The west (rear) elevation of the bay area has a small one-over-one window. The south elevation of the bay area extends to the west 12'6" of the office section. A small nine-pane window is located along this south wall. The west (rear) elevation of the office area has two windows, one on the bathroom area, and the other on the kitchen/storage area.

The south (side) elevation has a wood door to the west and a pair of one-over-one windows to the east.

Interior

Starting from the front entryway on the east elevation, 10'6" from this point is the bathroom area on the northwest corner of the office, with the kitchen/storage area adjacent to it. Both of these rooms are 5' long running east and west and 4'6" wide running north and south. The remaining space is the office area. This is an "L" shaped area. On the north interior wall is a wood door leading to the connected bay area. The bay area runs 28' north and south, and 28' east and west. It is a continuous area with shelving along the north, west, and south interior walls.

The office area has a wood floor, walls, and ceiling. The bay area has a cement foundation, wood walls and two three-panel folding doors on the east. The interior south wall is covered with asphalt shingles. This is where the bay area is joined to the original office area. This south interior bay wall was once the north exterior office wall.

While the station is now in a state of disrepair, it contains all of the original materials. It has been examined and declared to be restorable by the village of Odell engineer. The asphalt shingles still remain and are a good example of materials used in that era.

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Standard Oil Gas Station

Statement of Significance

The Standard Oil Gasoline Station is locally significant for listing in the National Register of Historic Places. The building is significant for Criterion C for architecture. It meets the registration requirements for the property type, gas stations as defined in the National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois," as a good example of a house with canopy type with added bays. The period of significance for Criterion C is from 1932 when the building was constructed to c. 1940 to include the addition of the service bays. It also meets Criterion A for commerce and transportation for its role as a gasoline station providing oil, gasoline, and vehicle repair services to motorists along Route 66 as well as to the citizens of the Odell area. The period of significance for Criterion A is 1932 when the building was built to 1956, the cutoff for significance established by the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois." The building meets Criterion Consideration G for properties that have achieved significance within the last fifty years.

Route 66, "The Mother Road", has recently enjoyed a resurgence of interest in its' people and properties. The varied types of commercial enterprises that once flourished along this route are again a topic of interest. The gas station as it once was, is a symbol for most people, of adventure on the open road.

The village of Odell is located in northeastern Livingston County, between Pontiac, to the south and Dwight, to the north. The Odell area was rapidly settled during the construction of the Chicago & Alton Railroad through Livingston County in 1854. The land where Odell is located was surveyed and platted on August 10, 1856 by James C. Spencer and Henry A. Gardner. Spencer soon sold his half of the lands to William H. Odell, who was honored with the name of the town. Stores, warehouses, boarding houses, and hotels were soon erected in the newly platted village. The first railroad car load of grain was shipped in 1855 and in 1861 L. E. Kent erected the first elevator. The village of Odell's government was organized on February 8, 1867. Odell soon became an agricultural shipping town. In 1897 shipments on the Chicago & Alton Railroad from Odell included 1,575 car loads of grain and thirty car loads of livestock. Four trains made daily stops in Odell by the 1900s. In 1908 Odell's elevators were handling nearly two million bushels of grain per year. (Straw, Johnson, and Franzen, editors, History of Livingston County, Vol. II, 1908)

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Standard Oil Gas Station

In 1907 the Public Service Company opened an interurban railroad that served Pontiac to Dwight, including Odell. The interurban became part of the Bloomington, Peoria, & Joliet Interurban system. The interurban continued operations in Odell until 1924.

During the period of significance, several types of gas stations could be found along Route 66 in Illinois. These stations were classified by types including the curbside, the shed, the house, the house with canopy, the house with bay, and the oblong box (Refer to National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois" for further discussion of gas station types).

The Standard Oil Gasoline Station is a good example of the house with canopy and with added bays. The original building is modeled after a design developed in 1916 by Standard Oil of Ohio which is commonly known as a house with canopy or domestic style gas station. As competition between gasoline stations increased and oil companies sought to minimize community opposition to the crudeness often associated with early gasoline distribution buildings, image became a selling point. Soon oil companies hired architects to design stations that would look like a small house and blend into the neighborhood. These domestic stations often had low-pitched roofs and were often based on traditional revival styles. Most house type gasoline stations included a small office, storage areas, and public rest rooms.

The addition of a canopy which was often integrated into the roof of the house type produced another distinctive type of gasoline station, the house with canopy type. The canopy provided shelter for service attendants and customers from the inclement weather and often attracted customers who wished to avoid the inclement weather while getting their vehicle serviced. The Standard Oil Gasoline Station is a good example of a house with canopy type with its low-pitched roof, canopy, and domestic scale seen in its banks of double-hung windows and the use of asphalt shingles on the exterior walls.

The addition of service bays to existing stations was common in the 1920s and 1930s according to John A. Jakle and Keith A. Sculle in The Gas Station in America. The authors also state that before 1935 these additions usually adopted the architecture of the original structure. The addition of service bays allowed stations to become "one-stop" places for automotive service. In addition to washing and lubrication, engine,

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Standard Oil Gas Station

brake, muffler, and other repair services were usually available as well as the distribution of gasoline to motorists. The addition of the service bays to the Standard Oil Gasoline Station created a house with bay type of gasoline station.

It is one of the few remaining stations on Route 66 in Illinois that retains the integrity of location, design, setting, materials, workmanship, feeling, and association with gas stations along Route 66 during the period of significance.

On February 10, 1932 Patrick O'Donnell purchased from Francis J. and Grace E. Craven a small 60' by 200' plot of land that had been off from a 160 acre section located on the southwest side of Odell, in Livingston County, Illinois. This larger acreage was first recorded in 1869. Mr. O'Donnell, soon after the purchase date, began construction of the Standard Oil Gasoline Station. In the beginning this station sold Standard Oil Company gasoline. Over the years Patrick O'Donnell leased the property to several different managers who dealt with various oil companies. The station at times sold Standard, Philips 66, and Sinclair products. In the late 1930s and prior to 1940, O'Donnell, a contractor, added the service bay area to the north side of the building, thus adding mechanical and body repair services that were greatly needed along Route 66 at the time.

The Standard Station was but one of ten stations that had existed on the short stretch of Route 66 that runs through Odell. The proprietors of this station needed to offer more services than just oil products in order to compete so soon after the construction of the station, the repair bay area was added before 1940. Before the advent of the four-lane bypass, all transportation on Route 66, whether commercial or recreational, had to travel through Odell, but there was still competition for customers. The more services you offered, the more customers you would attract.

Route 66 made it possible for travelers to go from Chicago, Illinois to Los Angeles, California on one numerically marked federal highway. The gas station was the lifeline for these travelers, and made it possible for them to reach their destination (refer to National Register of Historic Places Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 through Illinois" for further discussion of the history of Route 66).

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Standard Oil Gas Station

The station also served the village of Odell and the surrounding countryside. More than just a gas station, it became a meeting place for the local people--a place to linger over a cold soda and catch up on all the news of friends and neighbors.

Originally, U. S. Route 66 followed West Street through Odell, west of the Chicago & Alton Railroad Tracks. In 1943 construction began on a four-lane bypass west of Route 66 around Odell. The bypass was built approximately 600 feet west of the Standard Oil Gasoline Station and began approximately one-half mile south of the station. Work also began in 1943 in adding two additional lanes, 24 feet wide, alongside the old 18' wide Route 66, north and south of the Odell bypass. This made Route 66 a four-lane road in the area. In 1955, the old 18' wide roadway was removed and a new roadway was built north and south of Odell.

Later, a bar and restaurant was built a few yards north of the station. The building later became a house and was destroyed by fire a few years ago. A sidewalk leading from the gas station to the restaurant still remains. In the mid-1930s a softball field was built by the Works Progress Administration to the west of the station. The softball field was equipped with lights and an access road ran from the station to the ball field. Both the softball field and the road are now gone.

Robert Close leased this station in 1952 from Patrick O'Donnell. He continued dealing with the Sinclair Oil Company, the previous proprietor. In 1957, with the death of Patrick O'Donnell, Robert Close bought the property at auction for the sum of \$1,550. Mr. Close continued to operate it as a Sinclair gas station until 1967 at which time he discontinued the sale of gasoline and other products. He then operated it as an auto repair shop until his retirement in the mid 1980s.

The only other historic gasoline station left in Odell is Stoney's Marathon Service Station at 102 West Avenue. The concrete block station was built in the early 1950s and is classified as an oblong box type. The station has service bays and an office area.

Other gas stations in Odell in 1954 included Fogarty's Mobil Gas Station and Restaurant, which was an oblong box type (demolished). Al's Service Station sold Standard Oil products and was an oblong box type (demolished). Kelso's Mobil Service Station was also an oblong box type (demolished). The Holdridge Cafe and Standard

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Standard Oil Gas Station

Service Station was located one mile south of Odell on Route 66. The frame building housed both the restaurant and service station. It could not be classified as a gas station type and had no architectural style (demolished).

The integrity of design, materials, and workmanship is good for the Standard Oil Gasoline Station. The original materials including concrete, wood, and asphalt shingles remain intact. The design is a highly recognizable style known as the house with canopy with added bays, and the workmanship is intact. The integrity of location, setting, feeling and association with the years of significance of this submission is good. The station is located in its original location just a few yards off Route 66. Little has changed in this part of Odell in the immediate area of the station. The feeling and association with Route 66 and with gas stations of the years of significance is excellent.

Bibliography

Please refer to the Bibliography in the Multiple Property Documentation Form "Historic and Architectural Resources of Route 66 Through Illinois " for entries on gas station types.

Odell Centennial Committee, Odell Centennial 1854-1954. Odell, Illinois, 1954.

Strawn, Christopher, Johnson, Fordyce B., and Franzen, George H., History of Livingston County, Volume II. Chicago: Munsell Publishing Company, 1908.

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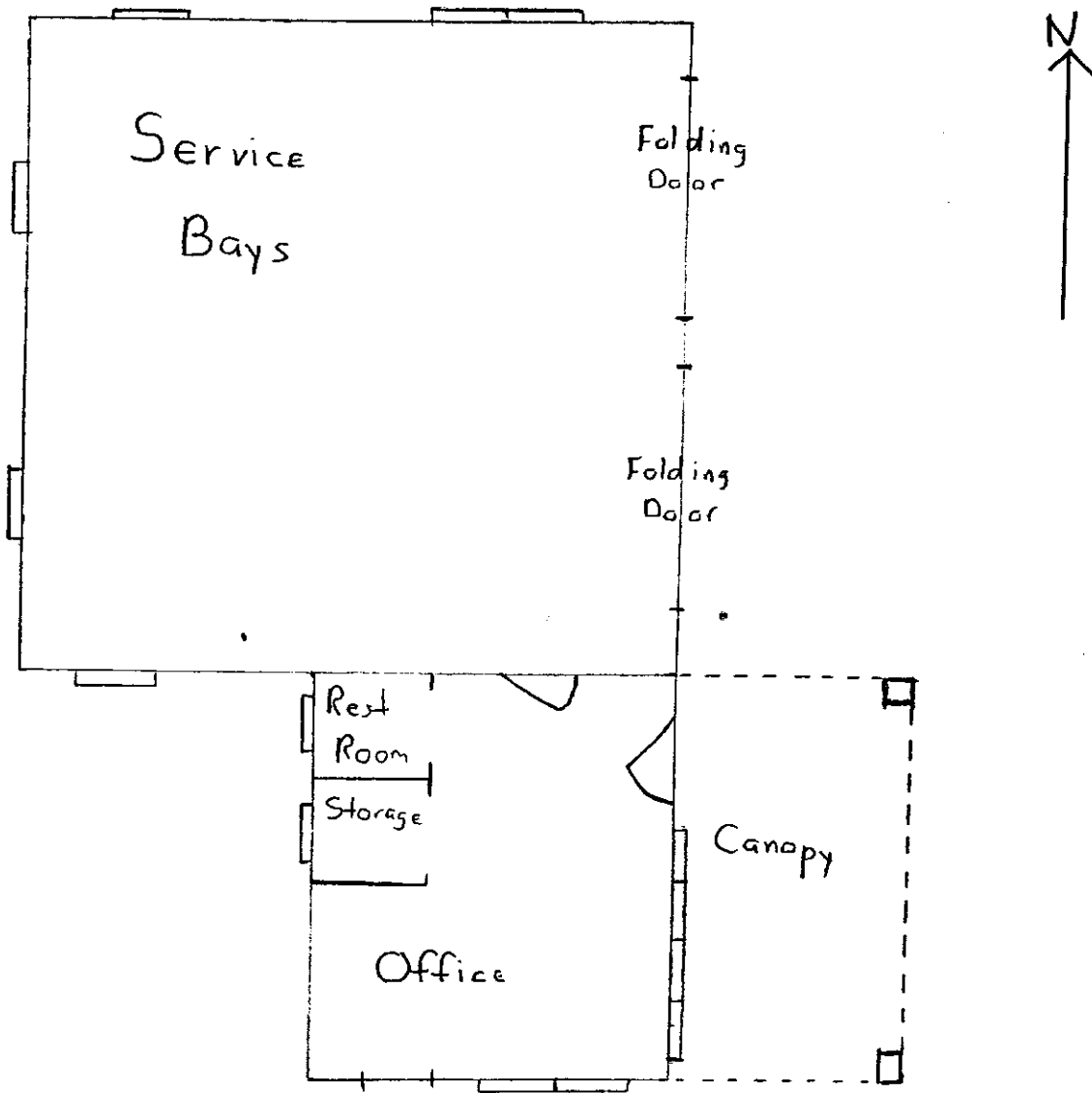
Standard Oil Gas Station

Boundary Description

Starting at a point located on the north line of the S 1/2 NE 1/4 of Section 9, Township 29 N., R. 6 E of the 3rd P.M. 60 feet west of the section line running between Sections 9 and 10 of said Township 29, thence west 60 feet along said north line, thence south and parallel with section line between Sections 9 and 10, 200 feet, thence east and parallel with above mentioned north line 60 feet, thence north along the west line of State Bond Issue Road Route No. 4 (Route 66), as extended, 200 feet to place of beginning, in the village of Odell; county of Livingston.

Boundary Justification

These boundaries were set in 1932 when Patrick O'Donnell bought this part of a larger plot of land belonging to Francis J. and Grace E. Craven. Mr. O'Donnell bought this land for the sole purpose of building the gas station which today is known as the Standard Oil Gasoline Station in Odell, Illinois. The dimensions of the property remain the same today, as does the gas station. The surrounding land adds to the integrity of feeling and association with a gas station during the period of significance.



Standard Oil Gasoline Station
Odell, Livingston County, Illinois



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice
(202) 343-1572, fax (202) 343-1836 or E-mail: Edson_Beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr/nrhome.html>

DEC 12 1997

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 12/01/97 THROUGH 12/05/97

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ARIZONA, COCONINO COUNTY, Lees Ferry, SW of Page at Colorado River, Page vicinity, 76000374, ADDITIONAL DOCUMENTATION APPROVED, 11/16/97

COLORADO, JEFFERSON COUNTY, Rocky Flats Plant, Approximately 2 mi. SE of jct. of CO 93 and CO 198, Golden vicinity, 97000377, LISTED, 5/19/97

CONNECTICUT, NEW LONDON COUNTY, Woodbridge Farm, 29, 30, and 90 Woodbridge Rd., Salem, 97001467, LISTED, 12/01/97

GEORGIA, RICHMOND COUNTY, Bethlehem Historic District, Roughly bounded by Wrightsboro Rd., MLK Jr. Blvd., Railroad, Poplar, and Clay Sts., Augusta, 97001470, LISTED, 12/01/97

ILLINOIS, LIVINGSTON COUNTY, Standard Oil Gasoline Station, 400 S. West St., Odell, 97001338, LISTED, 11/09/97 (Route 66 through Illinois MPS)

ILLINOIS, PULASKI COUNTY, Mound City National Cemetery, Jct. of IL 37 and US 51, Mound City, 97001174, LISTED, 10/08/97 (Civil War National Cemeteries MPS)

IOWA, MONTGOMERY COUNTY, Moore, Josiah B. and Sara, House, 508 E. Second St., Villisca, 97001471, LISTED, 12/01/97

MASSACHUSETTS, SUFFOLK COUNTY, St. Luke's and St. Margaret's Church, 5-7 St. Luke's Rd., Boston, 97001472, LISTED, 11/12/97

MICHIGAN, CASS COUNTY, Jones, Carroll and Bessie E. (Caul), House, 170 W. Main St., Marcellus, 97001482, LISTED, 12/01/97

MICHIGAN, DELTA COUNTY, Sand Lighthouse, 12 Waterplant Rd., Escanaba, 97001474, LISTED, 12/01/97

MICHIGAN, NEWAYGO COUNTY, Hardy Hydroelectric Plant, 6928 E. 36th St., Newaygo vicinity, 97001479, LISTED, 12/01/97

MICHIGAN, WAYNE COUNTY, Ford--Bacon House, 45 Vinewood, Wyandotte, 97001476, LISTED, 12/01/97

MICHIGAN, WAYNE COUNTY, Grindley, Robert M. and Matilda (Kitch), House, 123 Parsons, Detroit, 97001475, LISTED, 12/01/97 (Cass Farm MPS)

MICHIGAN, WAYNE COUNTY, Hook and Ladder House No. 5--Detroit Fire Department Repair Shop, 3400-3434 Russell, Detroit, 97001481, LISTED, 12/01/97

MICHIGAN, WAYNE COUNTY, Warren--Prentis Historic District, Bounded by Woodward, Warren, Third, and alley S of Prentis, Detroit, 97001477, LISTED, 12/01/97 (Cass Farm MPS)

MICHIGAN, WAYNE COUNTY, Willis--Selden Historic District, Bounded by alley N of W. Willis, Woodward, alley S of Selden, and Third Ave., Detroit, 97001478, LISTED, 12/01/97 (Cass Farm MPS)

MICHIGAN, WAYNE COUNTY, Woodbridge Neighborhood Historic District (Boundary Increase), 4304-14 Trumbull Ave. and 3800 Grand River, Detroit, 97001480, LISTED, 12/01/97

MISSOURI, JACKSON COUNTY, Scarritt Point North Historic District, Roughly along Gladstone Blvd., Windor, Bales, Indiana, and Norledge Aves., Kansas City, 97001484, LISTED, 12/01/97

MISSOURI, JACKSON COUNTY, Scarritt Point South Historic District, Roughly along Gladstone and Benton Blvds., and Thompson Ave., Kansas City, 97001483, LISTED, 12/01/97

MONTANA, MCCONE COUNTY, Lewis and Clark Bridge, Over the Missouri R., MT 13, Wolf Point vicinity, 97001451, LISTED, 11/24/97

NEVADA, CHURCHILL COUNTY, Fort Churchill and Sand Springs Toll Road, Address Restricted, Fallon vicinity, 97001383, LISTED, 11/24/97

NEW MEXICO, BERNALILLO COUNTY, Pyle, Ernie, House, 900 Girard Blvd., SE, Albuquerque, 97001103, LISTED, 9/22/97

NEW MEXICO, BERNALILLO COUNTY, Rte. 66, state maintained from Albuquerque to Rio Puerco, Rte. 66, West Central exit at I-40 to the Rio Puerco Bridge, Albuquerque vicinity, 97001396, LISTED, 11/19/97 (Route 66 through New Mexico MPS)

NEW MEXICO, CIBOLA COUNTY, Rte 66, state maintained from McCartys to Grants, Rte 66, from E of McCartys to E of Grants, Grants vicinity, 97001398, LISTED, 11/19/97 (Route 66 through New Mexico MPS)

NEW MEXICO, CIBOLA COUNTY, Rte. 66, state maintained from Milan to Continental Divide, Along Rte. 66, W of Milan to Continental Divide, Continental Divide, 97001394, LISTED, 11/19/97 (Route 66 in New Mexico MPS)

NEW MEXICO, MCKINLEY COUNTY, Rte. 66, state maintained from Iyanbito to Rehobeth, Rte. 66, from Iyanbito Interchange at I-40 to State Police Stn. Rehobeth, Rehobeth, 97001397, LISTED, 11/19/97 (Route 66 Through New Mexico MPS)

NEW MEXICO, QUAY COUNTY, Rte. 66, state maintained from Montoya to Cuervo, Along Rte. 66, from W of Montoya to Cuervo, Cuervo, 97001395, LISTED, 11/19/97 (Route 66 in New Mexico MPS)

NEW MEXICO, QUAY COUNTY, Rte. 66, state maintained from San Jon to Tucumari, Rte. 66, from E of San Jon to E of I-40 exit at Tucumari, San Jon, 97001399, LISTED, 11/19/97 (Route 66 through New Mexico MPS)

NEW YORK, CATTARAUGUS COUNTY, Oak Hill Park Historic District, Roughly along Laurens, N. Second, Third, Fourth, and W. Sullivan Sts., Olean, 97001495, LISTED, 12/01/97

NORTH CAROLINA, BRUNSWICK COUNTY, Bald Head Creek Boathouse, Smith Island, mouth of Cape Fear R, Smith Island, 97001496, LISTED, 12/01/97

NORTH CAROLINA, SURRY COUNTY, Bank of Pilot Mountain, (Former), 100 E. Main St., Pilot Mountain, 97001497, LISTED, 12/01/97

INFO ONLY
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1. Name of Site:

Common Former Sinclair Gasoline Station & Garage
Historic

304537

2. Location: 4th structure S of Elk St. on W side of West St.

Street and Number Township Section
City or Town Zip Code Range 1/4 Section
Odell
County

3. Livingston
Classification:

Category (check one) Integrity (check one)
() District (X) Building (X) Altered () Unaltered
() Site () Structure () Moved (X) Original Site

4. Ownership:

(X) Private () Public Status (check one)
(X) Occupied () Unoccupied () Preservation work in progress

Access to Public

() Yes () Restricted () Unrestricted (X) No

Present Use (check one or more)

() Agricultural () Industrial () Religious
(X) Commercial () Military () Scientific
() Educational () Museum () Transportation
() Entertainment () Park () Other
() Government () Private Residence

5. Ownership of Property:

Owner's Name Phone Number
Street and Number
City or Town
State County Zip Code

6. Description:

() Excellent () Good (X) Fair () Deteriorated
() Ruins () Unexposed

Is there a program of preservation underway? () Yes (X) No

7. Historical Themes: (check one or more of the following)

- | | |
|---|--------------------------|
| <input type="checkbox"/> Archeological Site | (Pre-Columbian) |
| <input type="checkbox"/> Archeological Site | (Post-Columbian to 1673) |
| <input type="checkbox"/> French Influence | (1673-1780) |
| <input type="checkbox"/> Illinois Frontier | (1780-1818) |
| <input type="checkbox"/> Illinois Early | (1818-1850) |
| <input type="checkbox"/> Illinois Middle | (1850-1900) |
| <input checked="" type="checkbox"/> Illinois Late | (1900-present) |
| <input type="checkbox"/> Famous People | (give names & dates) |

8. Specific Date:

Areas of significance (check one or more of the following)

- | | |
|--|--|
| <input type="checkbox"/> Aboriginal (historic) | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Aboriginal (pre-historic) | <input type="checkbox"/> Military |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Music |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Political |
| <input type="checkbox"/> Art | <input type="checkbox"/> Religion/Philosophy |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Science |
| <input type="checkbox"/> Communication | <input type="checkbox"/> Sculpture |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Social/Humanitarian |
| <input type="checkbox"/> Education | <input type="checkbox"/> Theater |
| <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Industry | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Invention | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Landscape Architecture | |

Brief statement of significance: (include all names and dates)

Use additional sheets if necessary. Although in bad repair, this structure from the early days of automobile transportation is an uncommon structure.

9. Form prepared by:

Name and Title: _____

Date: _____

Organization: _____

Phone: _____

Street and Number: _____

City or Town: _____

County: _____

Zip Code _____

During the course of the Survey we often find it necessary to search for a particular site. When filling out the Survey form, please list according to the following example, published references to the site for which forms are being completed. If a bibliography can be compiled, it will greatly deduct from the Survey's task.

Bibliography

Robertson, Robert, Of Whales and Men. New York, Alfred K. Knopf, Inc., 1954.



