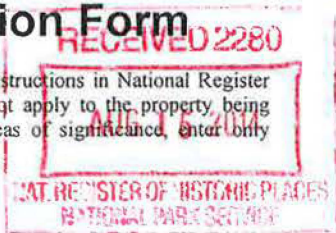


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United States Department of the Interior
National Park Service

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Seller's Standard Station and Pullman Diner

Other names/site number: Reames' Café, Reames Pullman Diner, Hayworth's Corner

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 101 & 103 N. Polk Street

City or town: Morocco State: Indiana County: Newton

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

<u>Matthew K. Zell</u> Deputy SHPO		<u>August 1, 2014</u>
Signature of certifying official/Title:		Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Jan Edson M. Beall
Signature of the Keeper

9.30.14
Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>1</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE/specialty store/gas station and automobile garage

COMMERCE/TRADE/restaurant

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE- under restoration

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/ Bungalow/Craftsman
OTHER/Vernacular/ early 20th Century Diner

Materials: (enter categories from instructions.)

foundation: CONCRETE
walls: WOOD/Weatherboard
WOOD/Shingle
roof: WOOD/Shingle
ASPHALT
other: _____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Seller's Standard Station and Pullman Diner site consists of two vernacular structures constructed using Craftsman attributes. These structures are not the product of a single design or build but have evolved over a period of fifty years. Additions made to the structure accommodated the increased demand placed upon them over the years by their pass-through automobile customers. The first dining establishment, the Reames Café, began in 1919, in a long-since demolished building, located where the c.1935 service station is now. As automobile traffic increased through Morocco, along first the Adeway and then U.S. 41, so did the need for a larger structure to fully take advantage of the newly mobile American public. The complex evolved into a concept that the modern traveler takes for granted today; it would offer the highway traveler a one stop experience providing fuel and service for the automobile and refreshment for its passengers. This transition began in 1930 with the building of the current Pullman Diner. Later, c.1935, the south end of the dining structure was added and at the same

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time the first portion of the service station complex was built. In 1940, the owner added a service bay to the station, completing the evolution into a one-stop convenience for the automobile traveler passing through Morocco.

The service station remains intact as it was when it was in operation. The diner was altered to accommodate residential tenants after the café closed in 1988. Both structures are now in the process of being restored to their original condition by *Renewed Heritage*, a 501(c) 3 nonprofit organization operating in Morocco. Within their brochure (see Appendix A) they describe their intentions for this project:

Renewed Heritage has secured the rights to this building at the corner of State St. and Polk Street. Through private donations and volunteer labor, we will rehabilitate this landmark to recapture the charm it possessed as the *Sellers' Service Station*. This project is intended to demonstrate the potential of restoration in uncovering Morocco's assets. Original materials will be refurbished and reused whenever possible. We plan to use this building to support other projects and training efforts in restoration and preservation.

Narrative Description

The Seller's Standard Station and Pullman Diner complex is located on the northeast corner of Polk and State Streets in Morocco, Newton County, Indiana. Newton County is located in the northwest corner of Indiana and the town is situated on the prairie about fifteen miles south of the Kankakee River. The area between Morocco and the river, once known as Beaver Lake, was once part of the Kankakee wetlands that were drained around the turn of the twentieth century. Seller's Standard Station and Pullman Diner are both located on Lot 6 of Block 16 in Kennedy's Addition to Morocco which is situated in the northeast corner of Morocco, approximately two blocks east on State Street from the center of the town.

The topography around the complex and throughout Morocco is rolling prairie. Lot 6 of Block 16 was sub-divided into north and south portions in 1929;¹ the south portion being the smaller than the north. The diner was constructed on the north portion and the service station on the south portion. Both of the buildings face the west towards Polk Street which was the route of the old Adeway, a named and marked highway, and old U. S. Route 41 (photo 1). The lot in front of both structures has been paved to accommodate automobile traffic. Located on the pavement in front of the service station building is the original concrete gasoline pump island which existed at least as early as the late 1930s (see historic photo Appendix B). There is one non-contributing structure on the site, a wood-framed storage shed that is not original to the complex.

¹ Newton County Transfer Book, March 1,1922 to March 1,1926, dated May 14, 1929. Non-paginated.

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Seller's Standard Service Station - contributing

This structure was constructed in four sections; the original shingle-covered, one-story structure in c.1935, the two-story high service bay attached to its south side in 1940, a large room (c.1955)² attached to the east elevation of the c.1935 structure and a large drive in garage (c.1965) attached to the east wall of the 1940 two-story addition.

Exterior

The main façade of the service station structure (photo 2) faces east towards Polk Street, old U.S. 41. The one story part of the structure, the north half, was the original filling station constructed in c.1935. The taller south half is the service bay and was added in 1940 (see historic photo Appendix B). The entry into the one-story structure is centered on its façade. The wood door with a single light in its upper half is not original to construction. The door way sits at ground level and is protected by a gabled hood that extends forward from the façade at its roofline; each side of the hood is supported by a wood knee bracket. Immediately adjacent to, and on both sides of, the entryway is a grouping of three square, wood-framed, single-light windows, these are original to construction. The elevation is covered with cedar shingles and is painted red below the window line and white above it.³ The structure is covered by a low-pitched hipped roof from which a clerestory arises. The clerestory is glazed with a grouping of five transom lights centered on its elevation. The clerestory is capped with a hipped roof; the roof is covered in wood shingles. Today the south elevation of the c.1935 structure is attached to the service bay that was constructed in 1940.

The service bay is two stories in height, but contains only one room, the height was needed to accommodate an auto-lift. The main façade has two bays on it. There is a square, single light, wood-framed window identical to those on the one-story façade just described; it is possible that it was reused when the service bay was attached. A large, multi-paneled, roll up door provides access for vehicles into the service bay; it does not appear to be original to construction but may date to the 1950s. The façade continues the use of shingles painted in red and white. The structure is capped with a low-pitched hipped roof with a clerestory at its roof ridge. There are no transom lights visible in this clerestory and whether they ever existed is not known at present; its walls are covered with wood shingles.

The south elevation (photo 3) consists of the 1940, two-story service bay, west end, and a wood framed, weather board covered addition. There are two, wood-framed, 6/6, double-hung windows on the elevation of the 1940 service bay; they are about three feet apart and are set near the center of the elevation. These are original to construction. The blind clerestory is visible on

² Note: The exact dates for the large additions to the rear of the c.1935 and 1940 portions of the structure could not be identified and the circa dates were provided by *Renewed Heritage*.

³ Note: These are the colors found when the modern siding was removed by *Renewed Heritage*. It is also the colors that are mentioned in the [Morocco Courier](#) article from November 14, 1940 announcing the opening of the two story service bay.

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top of the low-pitched, shingle covered hipped roof. The one-story addition to the east end of the service bay is clad in weatherboard and covered with a very low-pitched asphalt covered shed roof. It also sits at a lower elevation the rest of the structure. There are two, wood-framed, fixed windows with six lights each; they are symmetrically placed on the elevation of the rear section.

The east elevation (photo 4) is the rear of the complex. This photo reveals the four different additions that make up the service station structure. The two additions to the rear, with their shed roofs, are closest to the viewer. The original 1910 structure is visible behind shed roof additions on the north, or right side, and the 1940 two-story service bay is visible on the south, or left, side. Centered in the elevation of the service bay at the second story level is a square, wood-framed window with six fixed lights. The south side of the elevation has a sliding wood, batten door covering the large drive-in bay opening located near the south edge of the elevation. A single square window with six fixed lights is centered in the north end of the elevation which it is set back about four feet from the line of the south end of the elevation; this window is identical to the two on the east end of the south elevation. A door is located near the south edge of the east elevation of the original structure; it has been covered over with boards. The five transom windows in the clerestory are visible; they are identical in construction as those described on the main façade.

The north elevation (photo 4) of the shed roof addition to the rear of the original structure has four bays evenly spaced along the elevation; the third from the east is a door the remaining are windows. The windows are square with wood-frames. The window furthest west has six fixed lights while the two eastern windows have a large single light. The entry is covered by a plain wood door and is not original. The walls of the elevation are covered in the same weatherboard that the east elevation and the east end of the south elevation are covered in. The north elevation of the c.1935 structure is covered in wood shingles and has a group of three windows centered on the elevation; these windows are identical to those described on the main façade of the structure. Above these in the clerestory is a grouping of two wood-framed transom windows.

Interior

The interior of the c.1935 structure is one large room (photo 5) and is located in the northwest corner of the structure. The entry door is centered on its east elevation with a three-window grouping, described in the exterior description of this portion of the building, extending across the full width of the elevation on each side of the door opening. There is another identical, three window grouping centered on the south elevation of the room. The east elevation has an entry door situated near the south end of the elevation and a large opening has been cut through the east wall to access the shed roof addition directly behind it. At present, most of the interior finishes have been removed from the interior. This exposed the interior of the clerestory (photo 6) that had been covered by a modern drop panel ceiling. The floor, as are all floors in the structure, is poured concrete.

The one-story addition directly behind the c.1935 structure is one large room (photo 7); it is located in the northeast corner of the structure. Centered on the east wall of the room is a single, square, wood-framed window with six lights. The north wall of the room has four bays evenly

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spaced across it; the third bay from the east end is an exterior entry door. The west elevation has a large opening to access this room from the original structure. The south wall of the room has one door that leads to the service bay; it is about ten feet from the west end of the wall. Immediately to the west of this door, set into the southwest corner of the room is a washroom. It has a door on its east elevation and another near the west end of the room's north elevation. The roof rafters are exposed in the room.

The 1940 service bay (photo 8) is located in the southwest corner of the building. It is a large room and is two stories in height, although the height has been shortened with the installation of a lower ceiling which is not original to construction. The walls are covered with plasterboard. In the northeast corner of the room there are two doorways; the one on the north wall leads into the northeast room of the complex and the door in the east wall leads into the additional service bay attached to the east elevation of the 1940 service bay. The west wall contains the overhead door which takes up almost the entire width of the room, leaving just enough space for the small, square, wood-framed, six light window that is mounted immediately to the north of the garage door opening. The south elevation of the room has two window groupings consisting of two, wood-framed, double-hung, 6/6, windows in each grouping. These are centered on the elevation with about three feet separating the two groupings. The east elevation has a second story loft that extends outward from the wall approximately ten feet; it has no access stairs or ladder. The loft is illuminated by a small, wood-framed, window containing six fixed lights; it is centered in the elevation. At an earlier time the east wall also had one of these windows at the first story level; it is presently covered and is visible in the room directly behind it.

The room in the southeast corner of the complex is a secondary service bay (photo 9). It has a large drive-in entry door located at the south end of the room's east wall which is covered with a wood sliding door. The south wall of the room has two small, square windows with six lights each symmetrically placed on it. The west wall of the room is the exterior wall of the 1940 service bay and it has two openings. There is a door near the north end that leads into the 1940 service bay; it is accessed by two concrete steps. There is a large window centered on the wall; this window once illuminated the interior of the 1940 service bay. The roof rafters are exposed.

Pullman Diner - contributing

The one-story structure is approximately sixty-two feet in length and was added onto three times. The oldest section is the original diner structure, built in 1930. The two small rooms attached to the south end of this room, were built second, c. 1935, probably at the same time that the older part of the service station was built. The kitchen on the northeast corner of the old diner building was constructed c. 1950. The other two rooms were added after the structure's era of significance had passed, when the structure was converted into a residence.

Exterior

The structure known as the Pullman Diner was constructed with a wood-frame and was covered in weatherboard (see historic photo Appendix B). Covering the wood at present is a modern synthetic siding that emulates weatherboard (photo 10). This is the area covered by the roof with

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the monitor on its ridge. The southern one-third sits on a footer foundation of concrete blocks and the northern two-thirds the foundation consists of a concrete block basement. This is the section of the structure that gave the diner the abstract appearance of a Pullman railroad car; the diner was designed with a roof monitor lined with clerestory windows. A low-pitched hipped roof covers this section; it is covered with asphalt shingles. The second addition to the building is attached to the north end of the west elevation and wraps around the northeast corner of the building and proceeds along the north elevation but stops short of extending westward to join the main façade; it is covered with a low-pitched gabled roof. The third addition is a room that extends outward from the east elevation near its south end; it is covered with a shed roof. The fourth addition is a small, shed roof covered room constructed in the niche created when the second addition wrapped around the north elevation and stopped short of connecting with the northwest corner of the main façade.

The main façade of the diner has an entry vestibule located just to the north of center on the elevation. An entry door is centered on the west elevation of the vestibule; the wood door covering it is not original to construction. The vestibule is illuminated on its interior by two single, square, fixed light, wood framed windows; one centered on both the north and south elevations of the vestibule. These are original to construction and are visible in the historic photo. The vestibule is covered by an asphalt shingled hip roof. On the main façade, immediately to the north and south of the vestibule, are two sets of window groupings, each containing three windows. The north grouping is original to construction and constructed more like a ribbon window with only a narrow muntin separating them; they are fixed in place and are framed in wood. The south grouping consists of three modern sliding glass windows; they do not fit the historic openings and are smaller in size. To the south of this grouping is a single, 1/1 modern double-hung window. This window was once part of the ribbon of windows that extended south from the entry vestibule (visible in the historic photo). The southwest corner of the building is beveled at a forty-five degree angle. Today a single, small window is centered on this beveled elevation. Historically this was a door (see historic photo) into the older section of the structure; it still retains its concrete entry stoop (photo 11).

Offset to the east of center on the south elevation is a single, modern sliding glass window set into the historic window opening (photo 12). There are three openings along the east elevation of the structure. A single, 1/1, double hung window is in the room extension attached near the south end of the elevation. A small door that provides exterior access to the interior basement steps; it sits north of the room extension about halfway between the two additions that come off the rear of the structure. The opening is covered by a wood batten door that appears original to construction. There are two openings on the gable roofed addition that comes off the north end of the elevation; a door is mounted close to the south corner of the elevation and, immediately to the north of the entry, is a small square window that has been filled in. The six panel door covering the entryway is a modern replacement.

The north elevation of the structure (photo 13) has three windows. Two are evenly spaced across the north elevation these open into the room that was believed to have been constructed as a kitchen expansion for the diner; they are modern 1/1, wood framed double - hung windows. A

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small rectangular window with four lights vertically stacked is centered in the north elevation of the small addition constructed in the niche located on the northwest corner of the diner.

Interior

The interior of the Pullman Diner consists of six rooms and a bath (see photo location map for layout). None of the historic fabric of the interior is visible today. The lunch counter and grill are gone and modern drywall has been put up on all interior walls, some of the historic fabric may still exist under it. Three of the six rooms were created within the old Pullman Diner when the structure was converted into a residence sometime after 1989, after the diner closed. The south end of the diner building, c.1935, was divided into two rooms (photo 14) leaving one large room, the original diner structure c. 1930 immediately to the north of these (photo 15). These rooms were once the dining and cooking area of the original diner. Along the west wall of the large room, just to the north of its center, is the main entry door into the structure; on the exterior it is located within the entry vestibule. Immediately to both the north and south of the entry door is a three window grouping; the north windows are original to construction. In the southeast corner of the large room, located on the room's east wall, is a door that leads into a room added sometime after 1989 when the diner closed. This room addition has two, modern, 1/1, windows; one is centered on the north wall and one is centered on the east wall of the room. There is another room located off the northeast corner of the large room; this is the kitchen and was the second addition to the structure and was added in the early 1950s when the Hayworths owned the complex.⁴ This room has two modern, 1/1, windows evenly spaced in its north wall. A rear entry door is located in the southwest corner of the room on the east wall. Also in the southwest corner of this room, located on the south wall adjacent to the rear entry door, is an access door leading to the basement stairs. In the center of the room is a square support pillar that was placed there to support the old northeast corner of the roof over the c. 1930 portion when the original walls were removed to accommodate the addition of this room (photo 16). Along the west wall of the room is a utility closet. Extending off the northwest corner of the original dining area is a short hall. The bathroom is on the east side of this hall, abutting the west wall of the kitchen. At the end of the short hall, set in the northwest corner, is a small room that was added when the structure was turned into a residence after 1989.

Storage Shed – non-contributing

The Newton County Tax records give a 1950 effective date for the structure, which was around the time that the kitchen addition was added to the northeast corner of the diner. This wood-framed, front-gabled structure is covered with pressed board and sits at an oblique angle to the other structures on the lot. Its contribution to the significance of the complex, other than for storage, was not been determined. Its present condition is poor.

⁴ Note: The Newton County tax records indicate an increased value in improvements during the ownership of the property by the Hayworths in the early 1950s. There is also an increase in 1940 when the Hayworths owned it, but this was for the addition of the garage to the south end of the service station structure and is discussed in a newspaper article, "A First Class Station" in the November 14, 1940 edition of the Morocco Courier.

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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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

TRANSPORTATION

Period of Significance

1930-1956

Significant Dates

1930, 1936, 1937, 1940,1950,1956

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder (last name, first name)

N/A

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Period of Significance (justification)

The year 1918 is the year that Orville Reames opened the first establishment at this location to serve the customers that followed the newly marked automobile route known as the Adeway. The Adeway ran between Chicago and Indianapolis and Morocco was one of the communities the new road would pass through. This began an era that brought new commercial opportunities into the rural community of Morocco. The earliest building on the property is the diner which dates to 1930. In 1956 a new route for U.S. Route 41 bypassed the city of Morocco and brought an end to this era.

Criteria Considerations (explanation, if necessary)

N/A

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.)

Under **Criterion A** the Seller's Standard Station and Pullman Café are products of a significant shift in Morocco's commercial opportunities. With the establishment of the Adeway in 1918 (an early marked automobile route that became U.S. Route 41 in 1927), the station and diner complex developed during the named highway era of the 1910s and early 1920s to serve the needs of a new cliental; the automobile traveler. The service station and diner served this mobile cliental until the modern U.S. 41 bypass was constructed in the mid-1950s. The Seller's Standard Station and Pullman Café complex was the first in Morocco to create an entire commercial business centered on this new mode of transportation. Today it is one of the few reminders of the town's early automobile era.

The Seller's Standard Station and Pullman Diner are also eligible under **Criterion C** for its vernacular architecture. The two structures, the diner and service station, demonstrate a local application of building design skills to create a complex of two vernacular structures to service the public traveling along the highway. The gas station/garage is representative of a non-corporate designed service station while the diner was constructed to emulate a Pullman dining car. Craftsman architectural concepts had a significant influence upon the design of both the diner and service station structures. Both structures are locally rare examples of once-common types, the typologies of which have been quantified by scholarly research.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A – Transportation and Commerce

Residents of Morocco brought the first autos to town in the early 1900s.⁵ These vehicles were locally owned and more than likely locally used. The demand for fuel and other supplies to operate them were minimal and were handled by the already existing local establishments, such as hardware stores and liveryes. But, as the automobile population grew and people began to travel away from their homes, the demand for these goods grew along auto routes. It was this connection with the mobile consumer that brought about the establishment of the diner and service station site known as Seller's Standard Station and Pullman Diner.

The earliest automobile routes to pass through Morocco were found described in the 1911 Official Automobile Blue Book.⁶ The Blue Book routes did not follow the present route of U.S. 41, which comes south from the Kankakee River over the bridge between Lake City and Schneider.⁷ One of the earliest marked routes came in from the northeast from Thayer, where there was a bridge over the river, and through Enos, a small town about five miles north of Morocco that once was located near the south end of a large wetland known as Beaver Lake. The draining of these wetlands in the early 1900s would have a direct affect on the route that U.S. 41 would eventually follow through northern Newton County. The other route came in from Momence, to the northwest of Morocco in Illinois, where there was another bridge over the river. Neither of these routes was considered to be a good road and each was marked as such in the guidebooks. These routes probably did not generate much traffic through Morocco due to their condition.

During the early years of automobile travel there were no marked highways that were easy to follow from point to point on a map. The early routes had no signs placed along the route to show the way and the non-local traveler could easily be misled and end up lost. One of the first attempts to solve this was the publication of tour guides that gave you a measured route between destinations with identified landmarks. Some of these directions were as simple and subjective, such as "at the white house at mile 89.6 [from the tour starting point] turn left." If the automobile's odometer was off, or the owner of the identified house had decided to paint it green, the automobile traveler could become easily lost. Often the roads these routes travelled

⁵ Ruth Corbin, Morocco, Indiana 1851-1951; Home of Hoosier Hospitality, (Morocco Centennial Committee, 1951), p. 53.

⁶ Automobile Blue Books, Inc., The Automobile Official 1911 Blue Book, vol. 4, Middle West, (Chicago; NY: Automobile Blue Book Publishing Co., 1911). Route numbers 11, 14, 14a, 239, 239a.

⁷ Note: The route that U.S. 41 would follow from the north into and through Morocco between the years of 1927 and 1956, that crossed over Kankakee River in north Newton County near Lake City, was made possible by the draining of Beaver Lake and its wetlands which then existed between Morocco and the Kankakee River. The bridge was funded in part by the Federal Aid Road Act of 1916 that provided Federal money for the improvement of rural routes. The bridge over the river at this point was constructed between 1917 and 1918 and 1918 is the first year that this route is marked over this route in the Official Automobile Blue Book guidebook.

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over were not more than dirt trails making travel even more difficult and uncomfortable. To promote improvements on these routes many automobile organizations and clubs began to develop marked and named highways such as the famous Lincoln and Dixie highways. The named and marked highway that would pass through Morocco was the Chicago Motor Club's *Adeaway*, named for the Hoosier playwright George Ade.

The named trails, or highways, such as the *Adeaway*, were a product of the pioneer days of auto travel when the Federal government showed little interest in interstate roads and private automobile clubs and organizations led the way. The goal of these trail, or highway, organizations was to promote the use of the automobile along with improved and marked highways. It was the marking and the maintaining of the marked route signage that was the improvement over the measured routes of the earlier Blue Books. The clubs promoted the social benefits and economic opportunities they would bring to the cities they passed through along their way. By the end of World War I the automobile had become a popular form of personal transportation across the nation for those who could afford it. In June 1918 the Chicago Motor Club announced that a new marked automobile route connecting Chicago and Indianapolis had been established and marked with eight signs per mile so that the route would be easy to follow; the route came through Morocco.⁸ The highway would join the ranks of the more famous named roads such as the Lincoln and Dixie highways. By 1919, a use for the nominated property had become firmly established and this usage, as a diner and gas station, would continue through the 1980s.

The demand for better constructed and safer roads came about not by the embracement of the automobile but by an earlier and highly popular mode of transportation, the bicycle. Out of the concerns for better rural transportation came the Good Roads Movement. The early Good Roads Movement can be divided into two periods. The first was approximately between 1880 and 1900, when farmer grange organizations, the U.S. Post Office, and a bicyclist's organization, the League of American Wheelmen, agitated for a system of improved farm-to-market roads. These roads were constructed of graded rock bound together with water, based on the principles that Scottish engineer John Loudon McAdam developed in the late eighteenth century.⁹ The Macadam roads lowered the costs of getting farm produce to local railheads and made rural free delivery of the mail possible. It also provided passable roads for bicyclists, a new mode of inexpensive transportation then sweeping the country.

After 1900, the automobile enthusiasts would prove to be a more powerful lobby for good roads than bicyclists and began the second period of the Good Roads Movement, 1900-1956. The American public's interest in the automobile began diverting the movement away from a farm-to-market road program towards the creation of the nation's main transportation system of the twentieth century.¹⁰ The automobile arrived into a world already settled and dominated by the

⁸ "George Ade has Name bestowed on Motor Trail," The Chicago Daily Tribune, June 28, 1918, p.9.

⁹ David J. Wishart, Encyclopedia of the Great Plains, Website, available at: <http://plainshumanities.unl.edu/encyclopedia/doc/egp.tra.013>. Last accessed 12 February 2013.

¹⁰ David J. Wishart, Encyclopedia of the Great Plains, Website, available at: <http://plainshumanities.unl.edu/encyclopedia/doc/egp.tra.013>. Last accessed 12 February 2013.

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big business of the railroad. Along with automobiles came a sense of freedom and independence; with an automobile a traveler could chose when they wished to travel which had previously been dictated by railroad schedules.¹¹ As Earl Swift wrote in his study of the development of America's highway system, "the machines [the automobile] promised a freedom previously unknown; to truly roam, independent of rails or stage routes; to venture into the country without a care about schedule; to throw off the shackles of the horse."¹² Swift reminds us that within fifteen years of the sale of the first automobile sale it had "changed life in every phase. We move faster, get our mail and freight more quickly, buy and sell our products more surely." This was a seismic shift in how Americans lived and thought about the world around them. The Seller's Standard Station and the Pullman Café benefitted and came into existence as a result of these developments.

By the mid-1910s it was realized that automobile and truck traffic severely damaged the water-bound macadam roads and that a surface that could resist the torque of wheels turned by internal combustion engines was needed. It was proved that concrete and bituminous macadam (often referred to as asphalt, Tarmac and blacktop) highways held up far better although they were considerably more expensive. Federal funding, during this second period, accompanied with the lessons learned during the first period, assisted in the expansion of an improved road system across the entire country between 1921 and 1956. In the early 1920s federal funding of the good roads program provided jobs for World War I veterans who were returning to rural areas.¹³ The Good Road Movement had a huge and enduring impact on mobility across Indiana and the nation. It helped open up a whole new world of opportunity for many rural towns such as Morocco.

A principle automobile route passed through Morocco and directly by the nominated site for over sixty years. As America embraced the automobile its usage would create a need for new types of businesses to serve them. All of the early automobile routes, whether measured (guide books) or marked (the Adeway), and the improved U.S Hwy 41 passed directly by the site from 1911 to 1956. The Seller's Standard Station and the Pullman Café and its preceding entities, the Reames Café and Hayworth's Corner, would provide service from this location and over the years the complex would expand in size to meet the needs of the automobile traveler. Though the old route of U.S. 41 through Morocco has a few other auto-related buildings, Seller's Standard and the Pullman Diner are the most tangible resources from the early auto period in town. More on the building of the complex and a chain of ownership is described in the Developmental History at the end of Section 8.

¹¹ Phil Patton, Open Road: a Celebration of the American Highway, (NY: Simon and Schuster, 1986), p.55-56.

¹² Earl Swift, The Big Roads: the Untold Story of the Engineers, Visionaries, and Trailblazers Who Created the American Superhighways, (Boston: Houghton Mifflin Harcourt, 2011), p.29.

¹³ David J. Wishart, Encyclopedia of the Great Plains, Website, available at: <http://plainshumanities.unl.edu/encyclopedia/doc/egp.tra.013>. Last accessed 12 February 2013.

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With the development of the automobile arose a need; the automobile passenger as well as the automobile itself required the supply of services. Among these services were the need for food and refreshment for the passengers and fuel and mechanical service for the automobile. In Morocco, Seller's Standard Station and the Pullman Café were two of the earliest constructed to provide these services? Neither of the structures were designed by a trained architect or an oil corporation to looking to present a specific image yet they each represent a style and design that was easily recognizable to the automobile tourist as to their functions.

Diners

Webster's Dictionary defines a diner as "a restaurant in the shape of a railroad car." The word "diner" is a derivative of "dining car" and diner designs reflected the styling that manufacturers borrowed from railroad dining cars. In their book, Fast Food: Roadside Restaurants in the Automobile Age John Jakle and Keith Sculle describe the diner as, "the most personalized of all the restaurants," that were, "organized tightly around the lunch-counter plan with the employees and customers in almost intimate proximity."¹⁴ A diner is usually outfitted with a counter, stools and a food preparation or service area along the back wall. This layout was applied to the Pullman Café. Although the interior of the structure today has been refit into a residence the floor plan of the old diner is still intact. Local who used the diner describe the large dining room as having a counter with swivel stools and service walkway along the east wall of the room with booths along the west wall of the room in front of the windows and a few tables set between the booths and the counter.

The original concept of a diner was to provide a quick stop for refreshment and not to be a fine dining experience.¹⁵ Decommissioned railroad passenger cars and trolleys were often converted into diners. This is probably the source that led to the naming of the cafe part of this site "the Pullman Diner." The term diner was coined by Patrick Tierney around the turn of the twentieth century when he remodeled an old lunch wagon in New Rochelle, New York into something that resembled a railroad dining car.¹⁶ Diner historian, Michael Witzel, in his book The American Diner divides diner construction into two categories; 1) pre-fabricated and 2) constructed on site.¹⁷ The Pullman Café fits into the second category; it was built on site with expansion needs met over the years by additions to the structure.

Main Street America was changing, in a great part because of Henry Ford's quest to make the automobile affordable to everyone. Road construction burgeoned and famished travelers needed

¹⁴ John A. Jakle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age, (Baltimore: The John Hopkins University Press, 1999), p.36.

¹⁵ Michael Karl Witzel, The American Diner, (Osceola, WI: MBI Publishing Company, 1999), p.16-17.

¹⁶ John A. Jakle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age, (Baltimore: The John Hopkins University Press, 1999), p.36.

¹⁷ Michael Karl Witzel, The American Diner, (Osceola, WI: MBI Publishing Company, 1999), p.9.

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sustenance en route to work or play. New economic opportunity often lay outside of the old historic center-of-town commercial districts and the Pullman Café was a result of this in Morocco.

Although the diner has been converted into a residence in recent years with much of its historic fabric and decorative elements being covered with a modern siding material the diner's historic form can still be recognized easily. It is believed by the organization that is in the process of the restoring the complex that much of the historic fabric exists under the modern materials just as they found in the service station building.

Gas Station

The sale of gasoline early in the automobile era was an uncontrollable market with the hardware store, grocery store or garage owners selling the product at whatever price they thought they felt that the market would bare. The establishment of company-owned and operated gas/service stations was a marketing tool that helped keep retail prices for gasoline under some form of control by eliminating the middleman. In 1907, Standard Oil of California introduced the first gasoline drive-up filling station at its Seattle kerosene refinery and about 1913, the Gulf Refining Company introduced the first full-service filling station in Pittsburgh.¹⁸ During the 1920s, hundreds of stations began to appear across the country. Although Standard Oil did not originate the concept of the company-owned station it was the first to set up and operate stations in the Midwest.¹⁹ Standard's earliest service stations were neither large nor costly to construct, often just one room and the gas pumps and none had restrooms.²⁰ The early stations serviced the fuel and oil needs of the automobile only, not its driver or passengers. These establishments became known as *filling stations* was a place where only gas was sold or dispersed. The filling station received its name in 1905 when a salesman for Bowser Pump Company, Silvanus F. Bowser invented a workable gasoline pump in 1885, enclosed one of the company's pumps inside of an attractive wood cabinet and painted the words "filling station" on the outside of the box. From then on any place that you could pump gasoline into your automobile was called a filling station.²¹ This is how the Reames Café, the earliest structure on the site, operated between 1930 and 1940; besides refreshment it provided fuel for its customers.

Beginning in 1927 Standard Oil of Indiana offered its customers a greasing service at their stations and the filling station began to morph into the service station.²² By the late 1920s

¹⁸ W. Dwayne Jones, A Field Guide to Gas Stations in Texas, (Texas Department of Transportation, 2005), p. 23.

¹⁹ Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.175-176.

²⁰ Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.281.

²¹ John Margolies, Pump and Circumstance: Glory Days of the Gas Station, (Boston: Little, Brown and Company, 1994), p.8.

²² Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.282.

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Standard's stations had evolved into stores for the sale of petroleum products instead of just being a gasoline *filling station*.²³ Other amenities also began to appear, including vending machines and water fountains. Service attendants wiped windshields, checked oil and water, and provided curb service.²⁴ In the early days of the automobile era there was no uniformity in the style of the buildings constructed to dispense the product.²⁵ This changed when market identity became a concern for the petroleum producing companies. Each company came up with its own identifying trademark emblems, color schemes and architectural style. But building its own structure was not always feasible and Standard Oil began leasing privately owned stations where the company leased the pumps and equipment to the property owner and the property owner then acted as an agent of Standard Oil, promising under contract to sell only their products.²⁶ This is how Hayworth's Corner and Seller's Standard Station operated after 1940. The service station was locally owned and built.

The development of what has become known as Seller's Standard Station was an evolutionary process. The dispensing of gas and auto repair was not the original service provided at this site, it was dining, starting in 1919. It would not be until around 1932²⁷ that gasoline began to be sold from the location from what was then known as the Reames Café. At this time both the dining and food sales being handled in the same building, the north one-third of the present diner was all of the structure that existed at that time. Around 1935 the original gas station, which is presently incorporated into the northwest corner of the service station structure, was built. This expansion provided a convenient added service for the automobile traveler and made the complex a double destination for automobile travelers. In 1940, the box-like service bay was added to the south side of the original gas station structure. (More on the sequence of the complexes construction and chain of title is discussed in the Developmental History section of this nomination.) Chester H. Liebs discusses this evolution of development in his book Main Street to Miracle Mile: American Roadside Architecture.²⁸

What became known as Seller's Service Station represents a changing trend in automobile services and filling station location that was taking place between the late 1910s and 1940s across the country. Liebs writes that in the early years of the automobile there were needs to be met, such as fuel and mechanical maintenance and repair. With very few people able to afford an

²³ Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.283.

²⁴ W. Dwayne Jones, A Field Guide to Gas Stations in Texas, (Texas Department of Transportation, 2005), p. 33.

²⁵ Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.176.

²⁶ Paul H. Giddens, Standard Oil Company (Indiana): Oil Pioneer of the Middle West, (NY: Appleton-Century-Crofts, 1955), p.307.

²⁷ Note: Orville Reames advertised his café in the Morocco Courier often, at least once per month and the first time that gasoline being for sale on the premises is in the December 22, 1932 issue.

²⁸ Chester H. Liebs, Main Street to Miracle Mile: American Roadside Architecture, (NY: Little, Brown and Company, 1985), p. 95-115.

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automobile, these new needs were met primarily by already existing commercial establishments such as the blacksmith and bicycle shops for mechanical repair and hardware stores for gasoline. During the first decade of automobile use these two services were seldom available at the same location. These establishments were historically located near the town center, which in Morocco is two blocks west of the complex. This was a time when the automobile was a novelty and curiosity. As auto use grew, the town centers became congested with automobile owners seeking out these services and often disrupting downtown traffic. The storage and dispensing of fuel in the center of town was hazardous and accompanied with the other problems. The novelty with the automobile in the town center soon faded and became a nuisance and a seemingly uncontrollable problem. Many towns and cities across the country began passing ordinances preventing the dispensing of fuel within the old town center. By the early 1920s, the gasoline filling stations were moving outwards from the city center.

It was also during this time that gasoline stations began to evolve into the full service layouts we know today. This outward movement from the town center created the need for structures from which the gasoline pumps could be monitored. Some distributors moved into existing structures and some constructed new ones. New construction provided room for design. According to Liebs the construction of gasoline filling stations designed to resemble residential bungalows or cottages was very popular housing styles during 1920s and 1930s. It was a fashionable way to create a pleasant disguise for the often unpleasant services provided on the premises. The cottage or bungalow style station provided an inviting draw presenting a host of positive associations, such as friendliness, comfort, and security to the traveler.²⁹ The cottage/bungalow design also helped to blend the commercial gasoline stations into residential neighborhoods. The original portion of the gasoline filling station on the site, now incorporated into the northwest corner of the building, was constructed to resemble a bungalow with Craftsman attributes; these are evidenced by the structure's hipped roof, the window groupings and the unboxed eaves with exposed rafters. The wood shingle exterior and double-tiered hip roof also resemble Craftsman / Parks Rustic park shelters of the era. In either case of inspiration, Seller's station evoked a sense of comfort, rest, and shelter. Also, in either case, the Seller's Standard clearly fits into a typology that has been recognized by scholarly research.

During this same period, in order to accommodate the increase in automobile traffic, the gasoline filling station's structure and pumps were being set far back on the lot. The pumps were often placed on a concrete island to protect them from being run into. The pumps were generally set in front of the structure with enough room between them and the station to be able to accommodate two automobiles at the island, one on each side, at the same time. The lot was often paved and could accommodate several automobiles at one time without disrupting the flow of traffic on the street or highway as the earlier curbside dispensing had. This new layout pattern created the drive-in type of filling station that became the mainstay of highway automobile service across

²⁹ Chester H. Liebs, Main Street to Miracle Mile: American Roadside Architecture, (NY: Little, Brown and Company, 1985), p. 100-101.

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the country for most of the twentieth century; Seller's Standard Station demonstrates this change.³⁰

From the mid-1930s until 1940 the complex only dispensed gasoline and sold refreshment; research revealed no reference of automobile repair from this period. But, this changed with new ownership. In the mid 1930s the Hayworths bought the complex. Hayworth owned a hardware store downtown Morocco and was the local Standard Oil distributor. To provide a complete line of automobile services at the station he built, in 1940, the boxy service bay to the south side of the gasoline filling station. Liebs explains that as the Great Depression gripped the nation in the 1930s architectural styles stepped away from the costly residential style station providing functionality first and decorative ornamentation second. The quaint cottage or bungalow style filling station gave way to the cost conservative and functional box.

The opening of Interstate 65, a few miles to the east, in the late 1960s, greatly reduced traffic on US 41 and spelled doom for the service stations and cafes along the old route. Today, there are examples of a few of the old gasoline and service stations and cafes along the old route of US 41 as it passes through and near Morocco. Most of these have been converted into other uses or stand unused. These structures were constructed in the box design of the depression era and later eras. None reflect the first phase of auto traveler services, reflected in the early cottage or bungalow style filling station and the unique form of the Pullman Diner.

The Seller's Standard Station and the Pullman Café is a complex of two vernacular structures that for over sixty years played a significant part in the economic history of Morocco, beginning when the Adeway and then U.S. Route 41 passed through the city. The Seller's Standard Station and the Pullman Café took advantage of the new economic opportunities, created by a new mode of transportation, which arose from the need to supply the new cross-country automobile traveler as well as the local residents. The automobile was a relatively new mode of transportation when the complex opened in 1919 as was using it for cross-country travel and the complex developed over the years to take advantage of, and to serve, this new economic opportunity. The structures were constructed to represent architectural forms that were universally identifiable to the traveler with the structures builder applying Craftsman attributes, very popular at the time of construction, to its design to give the buildings a pleasant and welcoming appearance. The entire complex signifies a movement of the town of Morocco into the Twentieth Century. For these reasons the Seller's Standard Station and the Pullman Café should be placed upon the National Register of Historic Places.

Developmental History/Additional historic context information

The town of Morocco is located near the geographical center of Newton County, Indiana. In 1851 John Murphy laid out the town on a portion of his farm. The town in its first few decades was an isolated farm village that serviced the needs of the local settlers and farmers. The town

³⁰ Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, (NY: Little, Brown and Company, 1985), p. 97-98.

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grew slowly. Getting to any distant location required foot or horse travel, it was uncomfortable and took time. In 1888, the Chicago & Eastern Illinois Railroad (later the Attica and Southern Railroad) arrived in Morocco and it became a shipping point for local agricultural products. The railroad provided a much more comfortable connecting link to the outside world.

This connection spurred some growth in the town and as a result several additions to Morocco were added. One of these was Joseph Kennedy's Addition, platted by Joseph Kennedy, his wife Martha, and Catherine Roadruck, a widow, on June 22, 1888.³¹ The addition is located in the east and northeast limits of Morocco.³² It was within this addition on lot 6 of block 16 that Seller's Standard Station and Pullman Café would develop. The property was transferred by Kennedy to his wife, Martha Ham Kennedy;³³ who then transferred the property to Catherine Roadruck, her daughter.³⁴ The property remained in the hands of Mrs. Roadruck until her death in September 1909 when the title was transferred to her daughter Cynthia Iva (Roadruck) Purkey.³⁵ Cynthia was the wife of Alonzo E. Purkey who owned and operated a pharmacy in downtown Morocco from 1884 to 1919.³⁶ When Catherine Roadruck transferred lot 6 to her daughter Cynthia Purkey on June 10, 1910 there was a \$200 improvement shown on lot, but its location on the lot is not identified.³⁷ What the property was used for between 1910 and 1919, when the Reames Café opened at the location, is not clear. It is possible that it was the site of *Purk's* soda fountain that advertised in the Morocco Courier between 1910 and 1918.³⁸

³¹ Newton County Plat Book, June 22, 1888, p. 78.

³² Louis H. Hamilton, ed., A Standard History of Jasper and Newton Counties Indiana, (Chicago: The Lewis Publishing Company, 1916), p.335.

³³ Undated entry in Newton County Transfer Book, June 1, 1886 to June 1, 1892, non-paginated.

³⁴ Undated entry in Newton County Transfer Book, June 1, 1886 to June 1, 1892, non-paginated.

³⁵ Newton County Transfer Book, April 1, 1907 to April 1, 1911, June 10, 1910, non-paginated.

³⁶ "Alonzo Purkey Buried Sunday," The Morocco Courier, November 4, 1937, p. 1, col. 2.

³⁷ Newton County Transfer Book, April 1, 1907 to April 1, 1911, June 10, 1910, non-paginated.

³⁸ Note: *Purk's, Soda Fountain* operated in Morocco for about eight years, 1910 -1918, according to advertisements in the Morocco Courier. Sometimes the advertisements for the soda fountain stood alone and sometimes they were mixed in with the advertisements for *Purkey's Drug Store* located in the town center. Neither advertisements listed a location for the fountain, but they did refer to the fact that the fountain had limited Sunday hours but does not say anything about the drug store being open on Sunday, which seems strange. To the author the evidence points to *Purk's Soda Fountain* being located in a building that once stood approximately where the service station is now located. This structure was also the original site of the *Reames's Café*. The 1927 road elevation survey map, see Appendix C, shows a building whose footprint does not match the footprint of the current structure, the service station, that is on the site now. If it was *Purk's* before it was *Reames's Café* the infrastructure would have been in place, providing an easy transition for Reames to continue in the same type of business (the early ads for *Reames's Café* advertised that it was a soda fountain and the 1927 Newton County survey describes the structure as "soft drinks" and not a café or eatery). To the author this evidence makes it highly suspect that before the *Reames's Café* opened up on the property in 1919, the structure used had operated previously as *Purk's Soda Fountain*.

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In 1911, Morocco begins appearing in automobile tour books such as The Official Automobile Blue Books.³⁹ These routes are identified within these guides as being in a highly unimproved condition, dirt roads, and advises their use only in good weather. Then in 1918 the Chicago Motor Club named a marked highway running between Chicago and Indianapolis and named in honor of the Indiana playwright George Ade; it was called the Adeway. This route followed the best improved roads leading to the destination, it changed routes several times through Newton County, and was marked by eight marking signs per mile.⁴⁰ This route traveled by the Seller's site. On May 30, 1919, there was a help-wanted ad in the in Morocco Courier for three waitresses to work at the Reames Café. These ads are the first time that any mention for the Reames Café is found in the newspaper. Since these are the first mentions of the business, it is probably in the spring of 1919 that the Reames Café opened. Orville Reames never owned the property, he was a tenant.

In 1927, U.S. highway 41 was under construction through Morocco. This would be an improved, engineer designed, all weather road, constructed of concrete. The route marked in 1927 would pass by the complex until the mid-1950s when the new highway was re-routed to pass east of Morocco.⁴¹ In 1927, Newton County did an elevation survey of the route. The map of the survey places a building marked "soft drinks" on the northeast corner of State and Polk Streets (U.S. 41) on land owned by A.E. Purkey (see Appendix C-1927 survey map). This is the first indication that the site of the original Reames Café was located on the south half of lot 6, which would later be the location of the service station. This is further supported when, in 1929, lot 6 is subdivided by Cynthia Purkey. Purkey retained the south half and sold the north half to Fred Richmire. The north half was sold undeveloped.⁴² This information places the improvement shown for lot 6 since 1910 as being situated on the south half of the lot confirming what was shown on the elevation survey map in 1927.

Sometime around 1930, Fred Richmire constructed the first portion, the north end, of the diner on the north half of lot 6. This would become the Pullman Café adding an improvement value of \$1400 to the property. This construction is corroborated by a note "add[ition]1930" written next to the lot's improvement value.⁴³ Orville Reames was still the proprietor in 1932 when Christmas

³⁹ Automobile Blue Books, Inc., The Automobile Official 1911 Blue Book, vol. 4, Middle West, (Chicago; NY: Automobile Blue Book Publishing Co., 1911), Route numbers 11, 14, 14a, 239, 239a.

⁴⁰ "George Ade has Named Bestowed on Motor Trail," Chicago Tribune, June 28, 1918. Also in "Adeway-Chicago Indianapolis Route," The Newton County Enterprise, June 20, 1918, p1, col. 1.

⁴¹ "National Highway to be Paved Through Morocco this Year" - The Morocco Courier - March 25, 1927, p. 1, also "Contractor's unloading equipment for building of State Road 41" - The Morocco Courier - June 10, 1927, p. 1, also Cement Road [Rt. 41] now open through to Chicago" - The Morocco Courier - October 7, 1927, p. 1.

⁴² Newton County Transfer Book, March 1, 1922 to March 1, 1928, dated May 14, 1929. Non-paginated.

⁴³ Newton County Transfer Book, March 1, 1928 to March 1, 1932, not dated, page 62.

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ad in the Morocco Courier for the "Pullman Lunch and Gas – O.R. Reames, proprietor."⁴⁴ This is also the first mention indicating that the complex was dispensing fuel.

Fred Richmire passed the north half of the lot to his brother George (it appears as if he is acting as executor of his brother's will) in 1932 who then immediately sold it to Clinton Hayworth.⁴⁵ Also, in 1932, Cynthia Purkey sold to Farmer's State Bank of Morocco the south part of lot 6.⁴⁶ The bank sold the south part of the property to the Wilkinson Lumber Company on April 3, 1934⁴⁷ who then sold it to Clinton Hayworth on March 28, 1935.⁴⁸ Clinton Hayworth was now the owner of both the north and south portions of lot 6. But, it was almost two years before the Hayworths started operating the complex.⁴⁹ When the Hayworths operated the complex it became known as Hayworth's Corner.

The sequence of construction for service station is not totally clear. The deed records and the building footprint shown on the 1927 survey map give the indication that something happened to the structure that was located on the south end of lot 6, it was possibly destroyed or removed sometime between 1929 and 1935 when Clinton Hayworth became the owner of both halves of lot 6. Within the deed records for the sale of the north half of lot 6 to Fred Richmire, May 29, 1929, there is an improvement shown on the south half of the lot which was retained by Cynthia Purkey. The 1927 survey map shows a structure on the south end of the lot; its footprint does not match what is now there. Then, within the deed record from when the Farmers State Bank sold the property to the Wilkinson Lumber Company in April 1934 there is no improvement recorded for the south end. What happened to it could not be found. This changes within the next year when in May 1935 the lumber company sells the property to Clinton Hayworth; the property at this time is listed with an improvement of \$1,800. This is double the \$900 value on the improvement on the south end of the lot when Purkey sold the north half of the lot to Fred Richmire in May 1929. Though nothing could be found in the records, or the newspapers, it is probable that this was when the first part of the service station was built, replacing what had previously been there, and the south end of the diner was added, all probably being built by the lumber company before the property was sold to Clinton Hayworth. This sequence would make the appearance of the complex shown in the circa 1937 historic photo in Appendix B possible.

In 1940, Clinton Hayworth added a two story addition (15'x25') on south side of his filling station, it had a new 800 lbs. capacity hoist and the exterior of the building had been painted red and white with a steel gray interior.⁵⁰ In 1944, Bud Sellers started managing the station for

⁴⁴ "Christmas Greeting Advertisements," The Morocco Courier, March 25, 1927, page not recorded.

⁴⁵ Newton County Transfer Book, March 1, 1928 to March 1, 1932, not-dated. Non-paginated.

⁴⁶ Newton County Transfer Book, March 1, 1932 to March 1, 1936, not-dated. Non-paginated.

⁴⁷ Newton County Transfer Book, March 1, 1932 to March 1, 1936, not-dated. Non-paginated.

⁴⁸ Newton County Transfer Book, March 1, 1932 to March 1, 1936, not-dated. Non-paginated.

⁴⁹ "Hayworth Takes Over Station," Morocco Courier, July 22, 1937. p.1., col. 6.

⁵⁰ "A First Class Station," Morocco Courier, Nov. 14, 1940. Page not recorded

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Hayworth.⁵¹ By Christmas of 1950 the gas/service station began being called Seller's Service Station even though the Hayworths still own the property. The restaurant was still known as the Pullman Diner.⁵² In 1956, the new bypass for U.S. 41 was completed around Morocco, running about a mile east of the town. This diverted traffic from Polk St and took the complex out of the mainstream automobile traffic.⁵³ This marked the end of the Seller's Standard Station and the Pullman Café's era of significance.

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⁵¹ Morocco Times, vol. 3, No. 7, p.9. Copy available at Newton County Historical Society.

⁵² "Christmas Greeting Advertisements," The Morocco Courier, December, 1950, page not recorded.

⁵³ Morocco Times, vol. 3, No. 7, p.9. Copy available at Newton County Historical Society.

Seller's Standard and Pullman Diner
Name of Property

Newton County, Indiana
County and State

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Newton County Transfer Book, March 1, 1922 to March 1, 1928.

Newton County Transfer Book, March 1, 1928 to March 1, 1932.

Seller's Standard and Pullman Diner

Newton County, Indiana

Name of Property

County and State

Newton County Transfer Book, March 1,1932 to March 1,1936.

Newton County Plat Book, June 22, 1888.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property less than one acre

Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 16 Easting: 462129 Northing: 4532895

2. Zone: Easting: Northing:

Seller's Standard and Pullman Diner

Newton County, Indiana
County and State

Name of Property

3. Zone: Easting: Northing:

4. Zone: Easting : Northing:

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

Near the northeast corner of the intersection of Polk and Main Streets, is the southwest corner of the property line of Lot 6 of Block 16 of Kennedy's Addition to Morocco, from this point travel north along the west side of Polk Street one-hundred-thirty-seven (137) feet to the northwest corner of Lot 6, turn east and travel one-hundred and two (102) feet to the northeast corner of Lot 6. Turn south and proceed along the east boundary line of Lot 6 one-hundred-thirty-seven (137) feet to the southeast corner of Lot 6. Turn west and proceed along the north side of Main Street one-hundred and two (102) feet to the starting point.

Boundary Justification (Explain why the boundaries were selected.)

This boundary is a combination of the two legal boundaries for both the north and south halves of Lot 6, Block 16 of Kennedy's Addition to Morocco where the two structures are located.

11. Form Prepared By

name/title: Gregg Abell
organization: Partners in Preservation, Inc.
street & number: 8167 Patterson Street
city or town: Dyer state: Indiana zip code: 46311
e-mail: gabell@bsugmail.net
telephone: 813-312-3483
date: March 5, 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Seller's Standard and Pullman Diner
Name of Property

Newton County, Indiana
County and State

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Seller's Standard Station and the Pullman Diner

City or Vicinity: Morocco

County: Newton State: Indiana

Photographer: Gregg Abell

Date Photographed: Photo 1, July 1, 2012, photos 2-13, November 23, 2012 and photos 14-16, March 28, 2012.

Description of Photograph(s) and number:

- 1 of 16. Southwest perspective of complex. Diner on left and service station on left. View to the northeast.
- 2 of 16. Service station main façade. View to the east.
- 3 of 16. Service station south elevation. View to the north.
- 4 of 16. Northwest perspective of service station. View to the southwest.
- 5 of 16. Interior of 1910 section of service station southwest perspective. View to southwest.
- 6 of 16. View of clerestory from interior of 1910 section of service station. View to southeast.
- 7 of 16. Interior of room addition attached to rear of 1910 section of service station. View to east.
- 8 of 16. Interior of 1940 service bay. View to east.
- 9 of 16. Interior of service bay attached to east elevation of 1940 service bay addition. View to east.

Seller's Standard and Pullman Diner

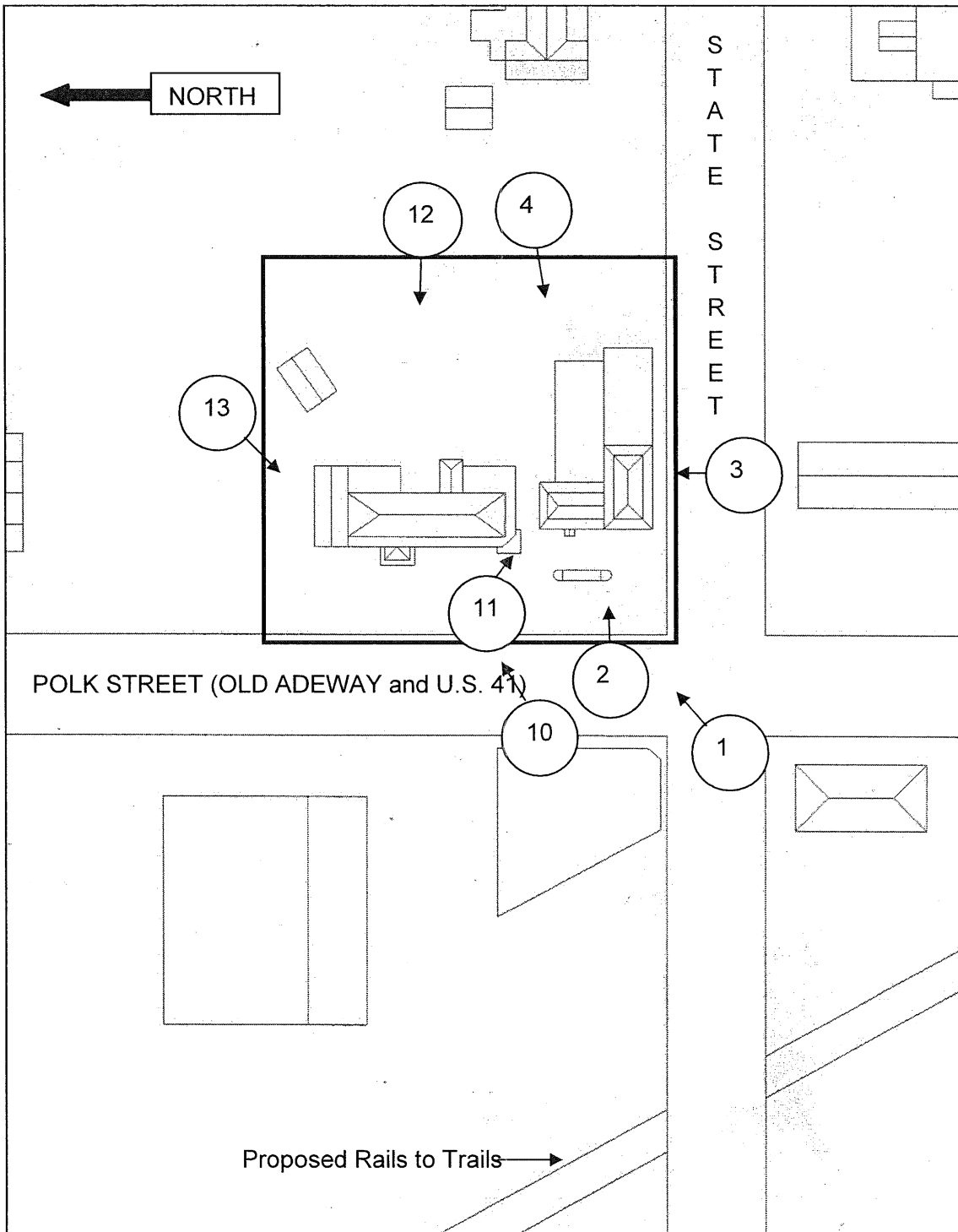
Newton County, Indiana
County and State

Name of Property

- 10 of 16. Southwest perspective of Pullman Diner. View to northeast.
- 11 of 16. Perspective view of the location of historic entry door shown in historic photo in Appendix B. View to southeast.
- 12 of 16. East elevation of Pullman Diner. View to west.
- 13 of 16. Northwest perspective of north elevation of diner. View to southwest.
- 14 of 16. Interior of diner, original dining room area. View to south.
- 15 of 16. Interior of diner, original dining room area. Perspective view towards northwest corner of original dining room area.
- 16 of 16. Interior of c. 1950 kitchen addition to northeast corner of original diner. Perspective towards northwest.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

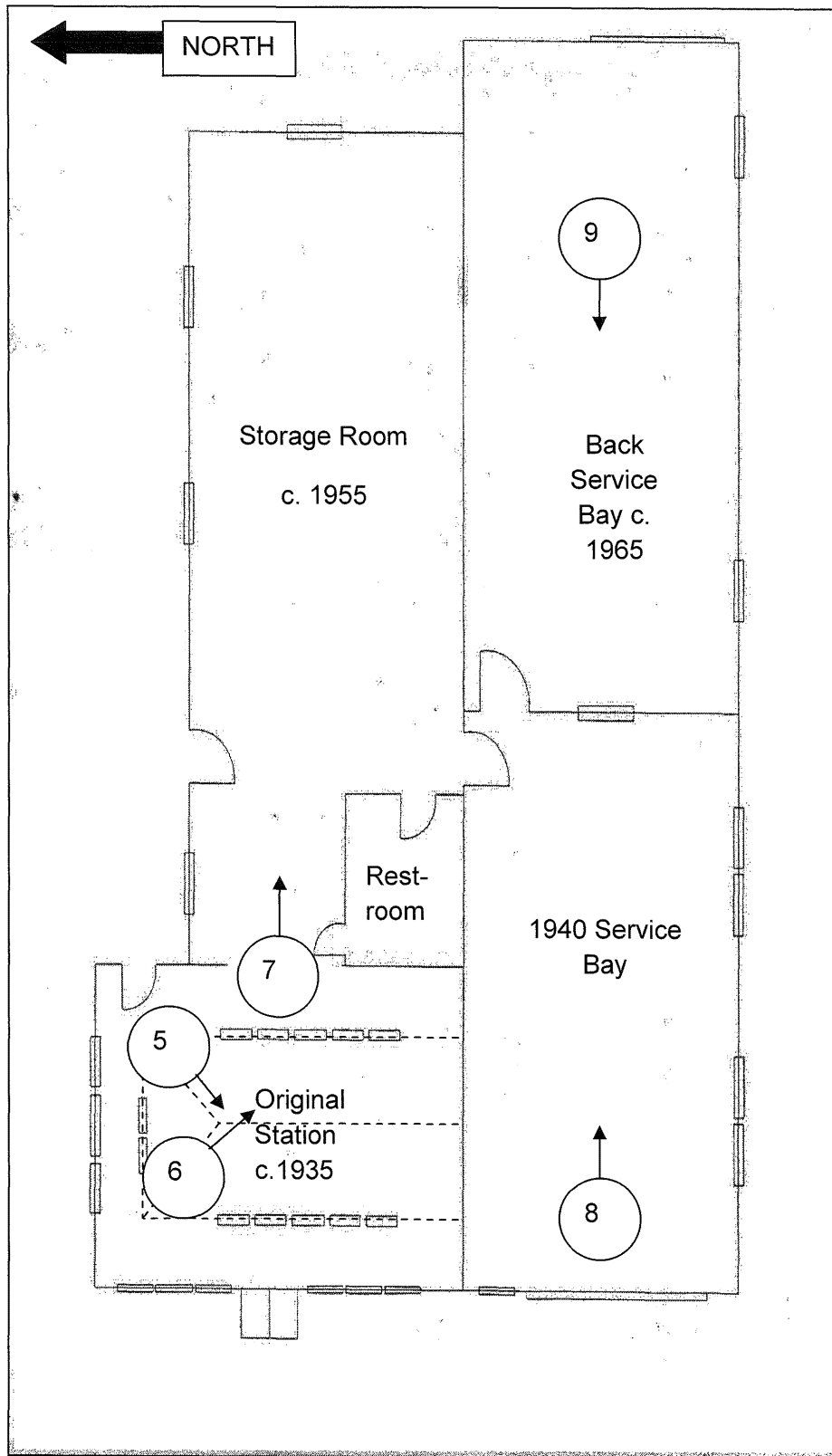


Seller's Standard Station and Pullman Cafe – District Boundary and Photo Location Map - Morocco, Newton County, Indiana

- Approximate District Boundary
- ← (X) Photo Number and Direction of Camera

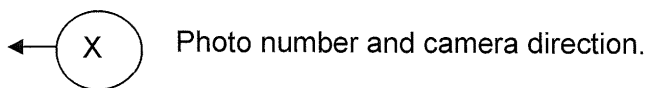
Map not drawn to scale.

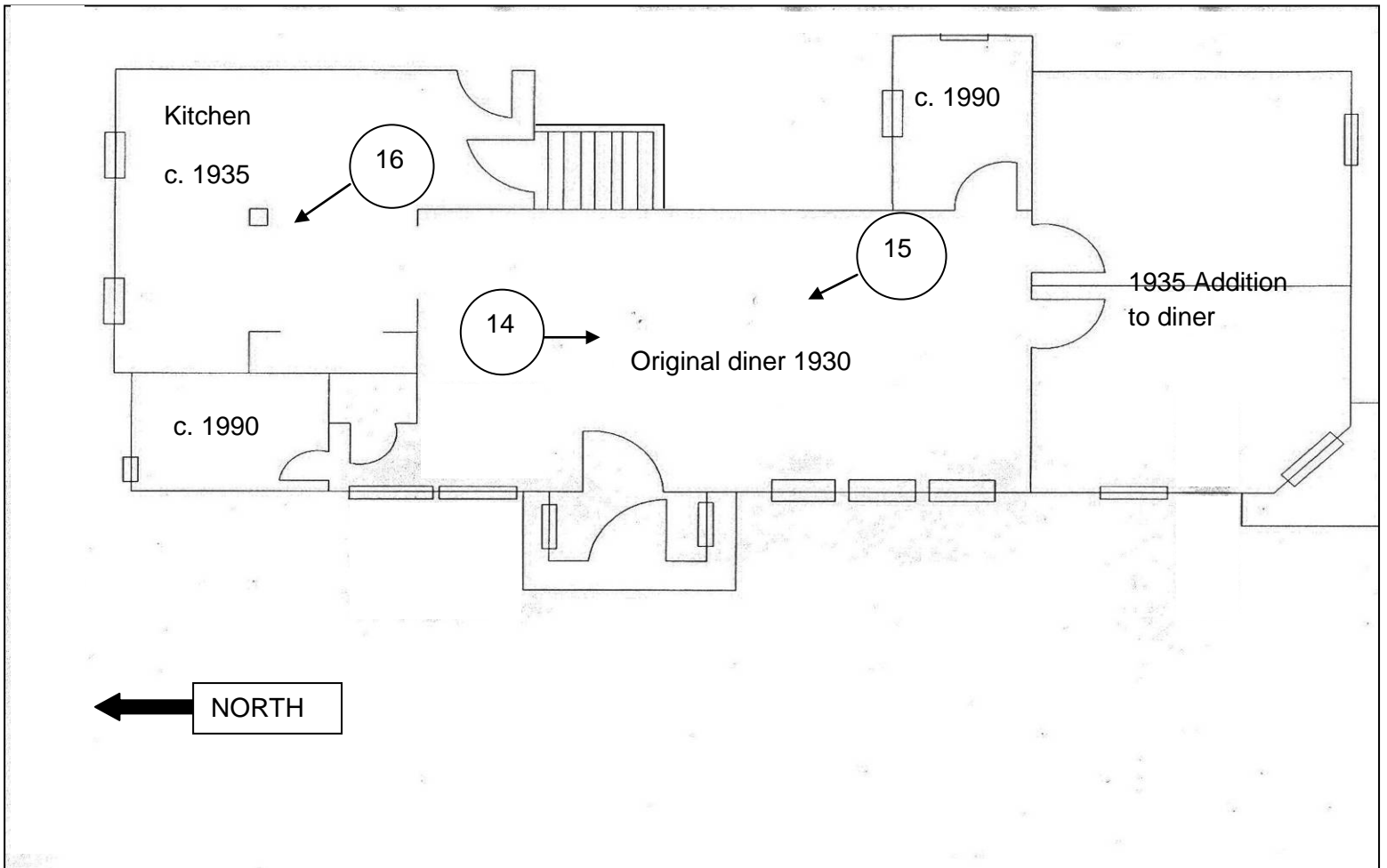
Map created by Gregg Abell



Seller's Standard Station Interior Photo Location Map. Morocco, Newton County, Indiana.

Map not to scale. Map created by Gregg Abell.





Pullman Diner - Interior Photo Location Map. Morocco, Newton County, Indiana.

Map not to scale. Map created by Gregg Abell.

← (X) Photo number and camera direction.

IN-LAKE COUNTY - MOROCCO - SELLER'S STANDARD STATION & FULLMAN DINER



Produced by the United States Geological Survey
 North American Datum of 1983 (NAD83)
 World Geodetic System of 1984 (WGS84) - Projection and
 1 500 meter (340) Universal Transverse Mercator, Zone 18T
 20 000 meter false Northing Coordinate System of 1983
 (best form)

Images: NAD, August 2003
 Roads: US Census Bureau TIGER data with local USGS features, 2002
 Names: GNS, 2005
 Hydrography: National Hydrography Dataset, 2005
 Contours: National Elevation Dataset, 2007



INDICATED LOCATIONS

Location	Date	File Data
Demarcation	None	None
Station	Standard	Standard

ADAPTING TO QUADROGRAMS

ROAD CLASSIFICATION

Interstate Road	State Road
US Route	Local Road
Route	RAID

Intersecting Road
 US Route
 State Road

MOROCCO, IN
2010

SELLER'S STANDARD
 STATION & FULLMAN DINER,
 NEWTON CO, IN
 NAD 83 UTM = 16 462129 4532895

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Seller's Standard, Hayworth's Corner,
Reames' Pullman Palace

Name of Property
Lake County, Indiana

County and State
N/A

Name of multiple listing (if applicable)

Section number Appendix A

<p>Avoid Demolition</p>  <p>Morocco is unique in that so many of its downtown buildings remain. The "hole" created by demolition is never filled, even if a new building is erected. Many small towns have chosen to demolish rather than hope for restoration, but it is a sad and scarring decision. Renewed Heritage was formed, in part, to provide an alternative. Our goal in taking on the Laundromat rehabilitation is to show that with community support in labor and donations, a small town really can preserve the buildings that define it. The material cost is not as great as some imagine, but time is short.</p> <p>More inside...</p>	<p>The Potential of Restoration</p>  <p>Renewed Heritage has secured the rights to this building at the corner of State St. and Polk Street. Through private donations and volunteer labor, we will rehabilitate this landmark to recapture the charm it possessed as the <i>Sellers' Service Station</i>. This project is intended to demonstrate the potential of restoration in uncovering Morocco's assets. Original materials will be refurbished and reused whenever possible. We plan to use this building to support other projects and training efforts in restoration and preservation.</p> 	<p>Renewed Heritage</p>  <p>Renewed Heritage, Inc. was formed to provide a way for current and former residents to pool their resources of time, creativity, talent, and money toward a common goal: restoring the assets that make this a great place to live. Much of our current focus is on downtown buildings and homes, but a rich community life is more than that. The practicality and potential of locally grown foods, repair shops, and even small hospitality-related businesses is recognized by many, but help is needed to catalyze these "new" ventures. Our aim is to fill this role. Read on to see how.</p>  <p>A local nonprofit organization.</p>
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Appendix A. Renewed Heritage Brochure (c. 2009) describing the organizations purpose and projects. It was produced before the organization acquired the same rights for the diner. (Reverse side on next page)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Seller's Standard, Hayworth's Corner,
Reames' Pullman Palace

Name of Property
Lake County, Indiana

County and State
N/A

Name of multiple listing (if applicable)

Section number Appendix A

Avoid Demolition

You might recognize the building on the other side as the old Morocco Laundromat, now boarded up and crumbling. It does not have to stay this way. With ingenuity and community support we can rehabilitate this building, demonstrating that the preservation of our town is a choice not a dream. The historic storefront with stained glass is still intact behind the wood panels. The artist's rendering at right shows how the building could look, enhancing the appearance of the downtown area.



Laundromat Q & A

What will you do with the building when it's complete?

We believe that communities benefit from establishments catering to local art, music, and conversation. An evening-oriented coffeehouse would fill this role well. It requires very little in terms of interior investment, since a rustic look is typical. It could also be reserved for a variety of meeting needs, and private gatherings.

Isn't it too far gone?

Other than the rear wall, the building is in surprisingly good structural condition. Steps were taken in '06 to reduce further deterioration in the walls. An evaluation in May '08 by a historical structural engineer confirmed what local experts had said: As with most old brick buildings, years of neglect can be eased by a committed restoration effort.

Isn't it too expensive to repair?

The material cost is not great. Once the roof is replaced and rear wall stabilized, for under \$20,000, the majority of the remaining work can be done with volunteer labor and expert supervision. Completion expected in '09.

Mentors/Youth/Preservation

Whether it's an orchard, a garden, a repair shop, or an old building, involving energetic youth with a few caring adults can provide great benefits for our community. With the appropriate selection of sites, workers, and mentors, we hope to provide youth and adults with rewarding experiences that enhance our community's appearance and local economy. The work environments we create will be wholesome and educational in terms of history and skill building.

Renewed Heritage seeks opportunities in a variety of areas in line with our goal of uncovering, utilizing, and preserving local assets. Our immediate, primary focus is on building and home restoration, using a mentor/youth approach. Our initial experience in preparing the former Sellers' Service Station and Laundromat for renewal indicates that this method is very enjoyable, rewarding, and effective.

The deterioration of our town is not inevitable or unavoidable, but action is needed. Two other local assets waiting to be uncovered are preservation-minded adults and youth. We believe this is the best way to bring back the best of what we have here. We are seeking funding through donations or private loans to start this process, although we anticipate that this venture will eventually be self-supporting.

Renewed Heritage, as a 501(c)3 nonprofit, accepts monetary tax-deductible donations, but also equipment, salvaged windows and doors or buildings offered at reduced prices. If you would like to invest in Morocco, call 285-6074 to donate or to learn more. Our new website is coming in November 2008, www.renewedheritage.org.



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Seller's Standard, Hayworth's Corner,
Reames' Pullman Palace

Name of Property
Lake County, Indiana

County and State
N/A

Name of multiple listing (if applicable)

Section number Appendix B



Appendix B. This photograph, view towards northeast with the Pullman Café on the left and the service station on right. It was taken when the site was known as Hayworth's Corner sometime between 1936, when the Hayworth's bought the complex, and 1940 when the garage addition, now attached to the south end of the service station, was added. Clinton "Pop" Hayworth is standing by automobile. Notice the three Standard Oil with the visible reservoir and gravity fed fuel pumps. During the 1930s Standard Oil of Indiana used three different colored crowns to reflect three different grades of gasoline. Red was used for regular grade gasoline, white was used for Red Crown Ethyl, later known as White Crown, and blue was used for Solite, later Blue Crown, a high octane fuel.

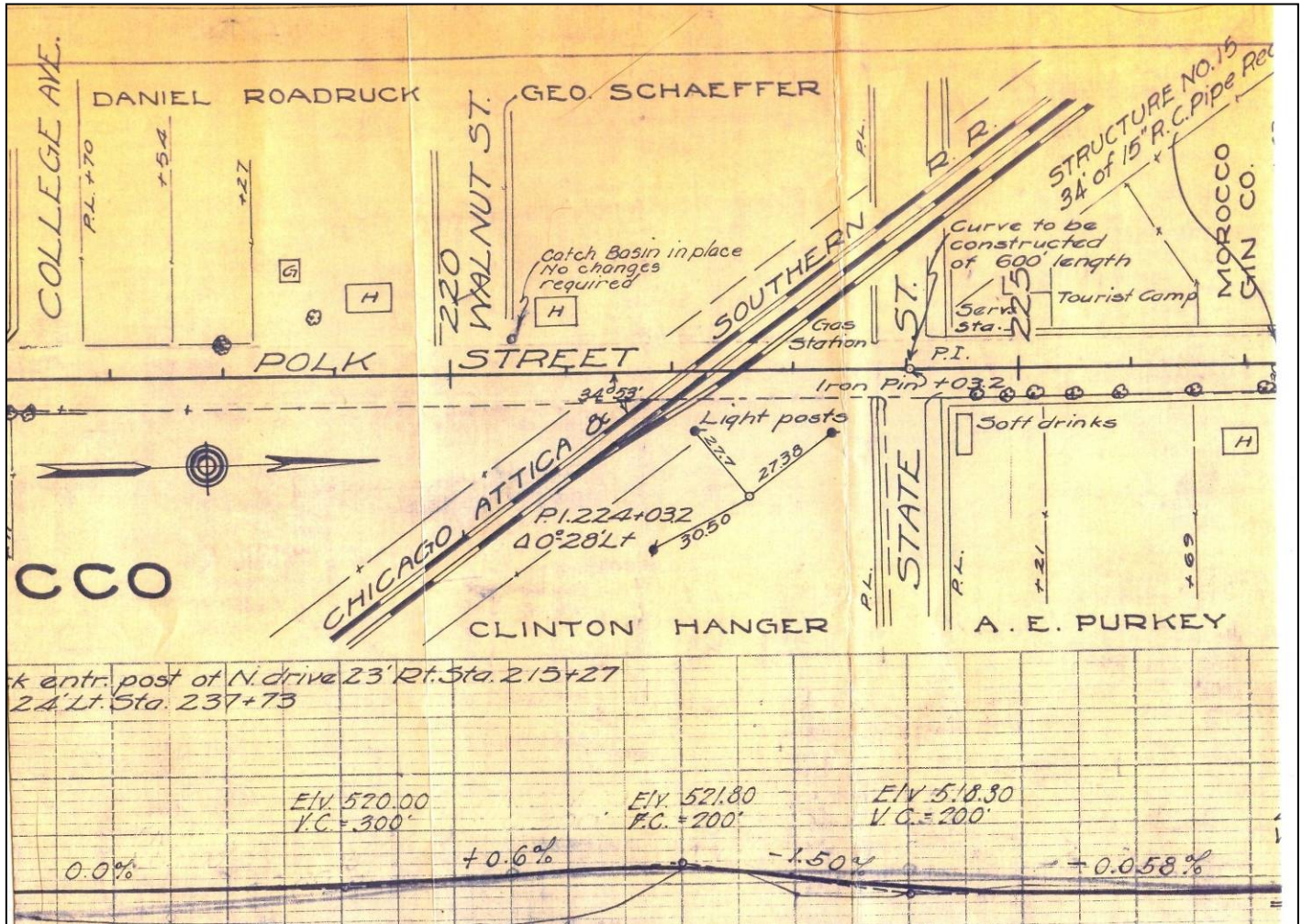
Photograph provided by Tim Story of Renewed Heritage.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number Appendix C

Seller's Standard, Hayworth's Corner, Reames' Pullman Palace
Name of Property
Lake County, Indiana
County and State
N/A
Name of multiple listing (if applicable)



Appendix C. Section from 1927 Newton County Elevation Survey of U.S. Route 41 through Morocco. The map shows the location of the Reames Café, northeast corner of Polk (U.S. 41) and State Streets, the main street through downtown Morocco located two blocks to the west. Note that it sits on property marked as being owned by A. E. (Alonzo) Purkey, the husband of Cynthia Iva (Roadruck) Purkey. The property was titled to Cynthia, not to Alonzo, by her mother Catherine Roadruck who was one of three property owners who platted Kennedy's Addition to Morocco in 1888. The property would be sold to Clinton Hayworth after the death of Mrs. Purkey. The structure is marked as a business that dispensed soft drinks. It is interesting to note the other automobile traveler conveniences that existed in 1927 in the immediate vicinity: a gas station (dispenses gas) on the southwest corner of the intersection, a service station (providing automobile and engine service) on the northwest and the Tourist camp on the west side of Polk Street just north of the service station and south of the Morocco Gin Company. Map provided by Newton County Engineer, Larry G. Holdery.

































UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Seller's Standard Station and Pullman Diner

MULTIPLE NAME:

STATE & COUNTY: INDIANA, Newton

DATE RECEIVED: 8/15/14 DATE OF PENDING LIST: 9/08/14
DATE OF 16TH DAY: 9/23/14 DATE OF 45TH DAY: 10/01/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000808

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9-30-14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

DNR

Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic

July 28, 2014

Carol D. Shull
Interim Keeper of the National Register
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005



Re: Seller's Standard Station and Pullman Diner, Morocco, Newton County, Indiana

Dear Ms. Shull,

Enclosed is a National Register of Historic Places nomination for the Seller's Standard Station and Pullman Diner, Morocco, Newton County, Indiana. The Indiana Historic Preservation Review Board reviewed the application and voted to recommend its approval to the National Register of Historic Places.

The enclosed disk contains the true and correct copy of the nomination for the Seller's Standard Station and Pullman Diner (Newton County, Indiana) to the National Register of Historic Places.

Please address any questions you or your staff may have about this nomination to my National Register staff members, Paul Diebold or Holly Tate.

Sincerely,

Cameron F. Clark
State Historic Preservation Officer

CFC:PCD:pcd

enclosure: nomination package