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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: Downtown Plainfield Historic District

Other names/site number: _____

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: Lockport Street bounded by Division and Main Streets

City or town: Plainfield State: Illinois County: Will

Not For Publication: Vicinity: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 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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

		<u>7/24/13</u>
Signature of certifying official/Title:		Date
_____ 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:)

for Eason H. Beall
Signature of the Keeper

9.18.13
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>45</u>	<u>7</u>	buildings
<u> </u>	<u> </u>	sites
<u>4</u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>50</u>	<u>8</u>	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- Commercial
- Social
- Domestic
- Religious
- Industry
- Transportation
-

Current Functions

(Enter categories from instructions.)

- Commercial
- Domestic
- Religious
- Transportation
-
-

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7. Description

Architectural Classification

(Enter categories from instructions.)

- Greek Revival
- Italianate
- Richardsonian Romanesque
- Queen Anne
- Prairie School
- Commercial Style
- Bungalow/Foursquare
- International/Miesian

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Wood, Stone, Metal, Synthetic

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

Downtown Plainfield encompasses the historic downtown area and reflects a wide variety of architectural styles from the mid-19th century through the mid-20th century. Only four blocks long and facing Lockport Street, the downtown district includes a dense block of masonry commercial buildings and three other blocks with a mix of commercial, ecclesiastical and residential structures. The district is very intact and has few significant alterations to the buildings or modern intrusions.

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Narrative Description

Downtown Plainfield runs along Lockport Street for four blocks between Illinois Route 59 (Division St.) at the east and James Street/Main Street at the west. This four-block stretch consists of the historic commercial and civic core of the village. Although commercial development has spread beyond these historic boundaries, the district retains a high degree of integrity representing the architecture and commerce during the period of significance. The district runs east-west and consists only of street-facing properties on the north and south sides of Lockport Street.

At the far east end, the downtown district has a more residential and religious character, especially on the north side of the street. Two of the most historic churches in town are located here: the former Universalist/St. Mary's Immaculate Catholic Church and the Congregational Church. The most compact portion of the district runs the single block between Illinois and DesPlaines Streets (Figure 1). This block is flanked on both sides with masonry commercial buildings built lot line to lot line. And despite several fires, the block's historic character is virtually intact within the period of significance. To the west of DesPlaines Street, the dense commercial development begins to break down into stand-alone commercial structures and finally into single family residential structures. Most of the residential structures have been recently converted to commercial uses and are inter-mixed with some historic commercial buildings in the district.

The architecture of the district is very diverse and includes Greek Revival, Italianate, Queen Anne, Richardsonian Romanesque, and the International Style. There are also vernacular house types like upright and wing, bungalows, American foursquares, and vernacular 20th century commercial structures. Some of the earliest structures and most of the residences are constructed of wood framing. A succession of fires in the 1880s and '90s resulted in most buildings after that period to be built of masonry. This broad range of styles, building types and materials reflect over 100 years of development of the downtown from the 1840s through the 1960s.

The streetscape of the district was completely redone in 2009. The streetscape features new concrete sidewalks, parkway areas with multi-colored brick pavers, planting beds with stone walls, period gas-light style street lamps and various street furniture. There has also been extensive restoration work to many buildings, storefronts and façades since 2006. Almost all of the restoration work has been within the Secretary of the Interior's Standards for Rehabilitation.

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The integrity of the district is excellent. Of the 53 properties in the district, only seven are non-contributing (13%).

The non-contributing properties are geographically dispersed and do not adversely affect the overall historic character of the district. Three structures are non-contributing because of modern alterations, but it is believed that the historic structures are intact behind those later façade alterations. These include 24044 Lockport, which has a wood slipcover over the original brick façade. This structure could be considered contributing if the slipcover is removed. 24216 Lockport is the former Aurora, Plainfield and Joliet Railway Maintenance Shop and has significant historical associations. It was heavily altered in 1965 with side additions and a façade veneer but the original structure is reportedly intact behind the existing façade (Figures 2, 3). The rear elevation along Main Street is intact. This structure could be considered contributing if the 1965 alterations were removed and the original façade restored. 24109 Lockport is a wood-framed structure that has been covered with brick veneer at the façade. If the brick veneer was removed and the wood/stucco siding restored or replaced, it could be considered contributing.

There are several open lots in the district, but these do not detract from its overall historic character. The lot to the west of 24104 Lockport has been vacant for many decades. The lot across the street from that, just west of 24103, has also been vacant for decades. There are various paved parking areas adjacent to some of the residential structures.

One property is individually listed on the National Register of Historic Places: the former Texaco Oil Gas Station (the Courtyard) at 24103 Lockport (Figure 4). Since its listing on the National Register, the structure has been significantly expanded, but it still retains sufficient integrity to contribute to the district.¹

¹ The property was listed and described as a Standard Oil Gas Station, however recent research by Michael Lambert has shown that it was always operated as a Texaco Oil Gas Station franchise.

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PROPERTY INVENTORY

Notes:

Properties are listed in geographic order moving from east to west, starting with the north side first.

The addresses for Plainfield were recently changed. For ease of reference to earlier documents, especially the 2006 architectural survey, the old street number is included in parenthesis.

24004 (401) Lockport Street - Contributing

Architect/Builder: Attributed to Herbert Cowell
Date: c. 1914, alterations 1977
Architectural Style: American Foursquare with Prairie School influences
Historic Name: Dr. John Payne Browne House
Current Name/Use: Paul Wheeler Attorney/Fazio Insurance

A former single family residence for Dr. John Payne Browne and his wife Maude, the brick and stucco American Foursquare now serves as commercial offices. The structure is two stories with a hipped roof. Its ground floor is clad in brown brick; the second floor is stucco. The front porch has been enclosed with glazing and there is a rear addition. Despite its conversion to retail and offices, the structure retains its residential character.

Dr. Browne had his office in a front room that could be closed off from the rest of the house. After the death of Doctor Browne in 1927, his second wife, Alice Graves Browne, operated a "tourist house." She rented rooms to travelers along the Lincoln Highway. When U.S. Route 66 was re-routed down Division Street in 1939, she had more travelers to rent rooms to. She also rented rooms to local teachers through the late 1950s.

24008 (403) Lockport Street - Contributing

Architect/Builder:
Date: c. 1903, altered c. 1910
Architectural Style: Gable front vernacular cottage
Historic Name:
Current Name/Use: Retail

A small wood framed gable-front cottage that was originally Garland Furnace and Stoves. The structure is 1 1/2 stories tall and clad with wood clapboards. It rests on a faux stone, concrete block foundation and was reportedly moved here from the Congregational Church about 1910. Overall the structure retains good integrity. It was later the office of Dr. Harry Spangler, DDS, who was also a mayor of Plainfield. A series of doctors used it as their office in the 1940s and '50s.

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24012 (405) Lockport Street - Contributing
Architect/Builder: Attributed to Herbert Cowell
Date: 1912, altered 1977
Architectural Style: American Foursquare
Historic Name: St. Mary Immaculate Parsonage
Current Name/Use: Offices

The former parsonage for St. Mary's Church next door, this brick and stucco American Foursquare now serves as commercial space. The structure is two stories with a hipped roof. Its ground floor is clad in brown brick; the second floor is stucco. The front porch has been enclosed with glazing. Its first resident was Reverend Henry Epstein. For several decades in the 1930s, '40s and 50s, it was the home for Reverend Herman Ezell. Despite its conversion to retail and offices in 1977, the structure retains its residential character.

24018 (407) Lockport Street - Contributing
Architect/Builder:
Date: 1868, altered 1909
Architectural Style: Neo-Gothic Revival
Historic Name: Universalist Church (until 1907), St. Mary Immaculate Catholic Church
Current Name/Use: Vacant

Built as a Universalist Church in 1868 in the Italianate Style, the building was converted to a Catholic church in 1907. In 1909 the church was renovated with a more Neo-Gothic character. It is a wood framed structure resting on a limestone foundation with wood clapboard siding and a bell tower entry at the front. The sanctuary windows are tall, pointed arch windows with art glass. The windows were altered and art glass was added by the Catholic Church. The entry doors also have pointed arches altered by the Catholic Church. The Catholic church moved out in 1971 and it was used for many years as a series of restaurants. There is a small concrete block addition, added in 1978, to the side rear and the tower roof was rebuilt after a 1930s fire, but the structure retains excellent integrity.

24022 (409) Lockport Street - Contributing
Architect/Builder:
Date: 1850, 1906 addition, 2002 addition
Architectural Style: Greek Revival
Historic Name: Plainfield Congregational Church
Current Name/Use: Plymouth Congregational Church

Built as a Congregational Church in 1850, the structure has been expanded and modified over the years but still remains in use as a church. It is a wood framed structure resting on a limestone foundation with wood clapboard siding (siding dates from 1906). At the center of the front

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elevation is an entry pavilion flanked by Ionic columns and topped with a classical pediment. The central entry is the original portion of the building; the east wing was added in 1906. The wings have classical pilasters and tall art glass windows. The west wing and a rear addition in 2002 greatly expanded the building, but was built in a compatible Greek Revival Style. The existing spire was rebuilt in 1973 and is similar to its historic appearance but has aluminum siding.

The church was an enlistment center at the beginning of the Civil War. After the fall of Fort Sumter in April 1861, the congregation encouraged volunteers and 70 men reportedly enlisted in a single day.

24026 (501) Lockport Street - Contributing

Architect/Builder:

Date: 1869

Architectural Style: Greek Revival

Historic Name: Chittenden Building, Corbin & Chittenden, A.T. Corbin, A.C. Steiner

Current Name/Use: Retail

Though much reconstructed, this building is one of the oldest extant commercial buildings in Plainfield. It is a wood framed structure resting on a limestone foundation with wood clapboard siding. It is two stories with a gable front roof and a wood-framed storefront. The building was built in 1869 by George Chittenden for use as a general store and was sold in the 1880s to employee A.T. Corbin. Corbin sold the store to A.C. Steiner in 1913, and it remained in the Steiner family as a general store and dress shop through the 1980s. In 2009, the exterior was largely reconstructed with new wood clapboard, eaves and brackets. Several non-original windows on the east elevation were removed but a second story was added over a rear wing. A new entry was also added to the rear wing on the east elevation. The new storefronts, which are period appropriate but not historic, were expanded partially down the east elevation. Despite these changes, the building remains in use as a retail shop and largely retains its historic appearance.

24028 (503) Lockport Street - Contributing

Architect/Builder:

Date: 1876

Architectural Style: Commercial Italianate

Historic Name: Centennial Building, Tobias Drugstore

Current Name/Use: Retail

One of the older commercial buildings, this is a two story brick building covered with stucco. It has an original storefront with cast iron columns and wood window framing and bulkheads. The cast iron was manufactured by H. Humphrey of Joliet, Illinois. The upper floor windows have slightly arched openings. A stone nameplate lists the building as built in 1876 by F.R. Tobias as the Centennial Drugstore. In 1885 it was the Clippinger Drugstore. By 1893 it was being used

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as a harness shop. It was an A & P Grocery in the 1930s and '40s and then was the Zimmerman Firestone tire store and paint shop. It remains today as a retail shop. The brick was covered with stucco in 1995 and the original cornice is now a plain parapet, but it otherwise retains its historic character and has one of the most intact storefronts.

24030 (505) Lockport Street - Contributing

Architect/Builder: Sweetwood and Reynolds (builder)

Date: 1877

Architectural Style: Commercial Italianate

Historic Name: Fraser and Smiley Grocers

Current Name/Use: Retail

One of the older commercial buildings, this is a two story brick building. The storefront was modernized in 1961 with blue and white tiles. The upper floor windows have arched brick hood molds with stone keystones. The keystones are inscribed with an "S", "&" and "F" to indicate the Smiley and Fraser Grocery. In the 1940s and '50s, the storefront was Kreb's Drug Store and soda fountain. The original cornice has been removed and is now a plain parapet and the upper floor windows have been partially infilled with brick. However, the overall historic character remains.

24032 (507) Lockport Street - Contributing

Architect/Builder:

Date: c. 1893

Architectural Style: Commercial Vernacular

Historic Name: Dr. David Jump's Drugstore

Current Name/Use: Miller's Old Fashioned Butcher Shop

One of the buildings replaced after the 1891 fire. It is a two story brick building with a vernacular commercial appearance. The storefront retains several cast iron columns and has brick bulkheads with period-appropriate wood-framed windows and canvas awnings. The upper floor has two pairs of double hung windows covered with canvas awnings. There is an original corbelled brick cornice. Originally used as Dr. David Jump's Drugstore, the building remains as a retail establishment and retains excellent integrity.

24034 (509-11) Lockport Street - Contributing

Architect/Builder:

Date: c. 1893

Architectural Style: Commercial Vernacular

Historic Name: Jones' Hardware

Current Name/Use: Coldwell Banker Offices

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Though built as separate buildings after the 1891 fire, the structure had a unified façade and is now united on the interior. It is a one story brick building with a vernacular commercial appearance. The storefronts were rebuilt with wood in a period appropriate style several years ago and have original cast iron columns, a steel beam and new canvas awnings. The upper façade is brick with brick corbels under a rebuilt metal cornice. Historically the separate storefronts were used as grocery and hardware stores. Originally the Capps and Jones hardware store, it was operated by Jones' son, Ira, from about 1919 until the 1980s. Ira Jones was a prominent member of the Plainfield School Board for many years and has a school named after him. The storefronts and cornice were rebuilt after removing a slipcover added in 1973. This recent restoration work has restored its historic character.

24036 (513) Lockport Street - Contributing

Architect/Builder:

Date: c. 1892
Architectural Style: Commercial Vernacular
Historic Name: Retail
Current Name/Use: Retail

This building was built soon after the 1891 fire. It is a two story brick building with a vernacular commercial appearance. The storefront was rebuilt with wood in a period appropriate style several years ago but retains an original cast iron column and steel beam. Because of poor original construction in 1892, the upper façade had to be rebuilt several years ago but largely restored its original appearance based on historic photos. There are four double hung windows with stone hood molds. A brick corbelled cornice is divided by three vertical brick pilasters that are capped with stone finials. One of the new stone pilasters is inscribed "Conklin," who is responsible for the building's restoration. The building originally housed a meat market and later sold agricultural implements; from 1940-65 it was a grocery store. It remains as a retail establishment.

24038 (515) Lockport Street - Contributing

Architect/Builder:

Date: c. 1892
Architectural Style: Romanesque Revival
Historic Name: Retail
Current Name/Use: Retail

After the 1891 fire, only the stone side and rear walls remained of the 1869 building on this site, but it was quickly rebuilt. Portions of the stone walls are still visible from the alley. It is a two story brick building with Romanesque Revival detailing. The storefront has been rebuilt with wood in a period appropriate style and includes a canvas awning and newer brick piers. The upper façade has four large double hung windows with blind brick arches above each window. The windows are separated by cast iron columns. The cornice has brick and terra cotta corbelling and ornamentation. Other than the storefront, the building retains excellent integrity

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and detailing. Charles Sonntag operated his pharmacy and soda fountain out of the storefront from its construction until just before World War I. Later the building housed a grocery store and from the 1920s through the mid- '40s, it was Owen's Restaurant and Café. It remains as a retail establishment. The upper floor was a social hall for the Modern Woodmen of America for many years.

24040 (517) Lockport Street - Contributing

Architect/Builder:

Date: c. 1892

Architectural Style: Commercial Italianate

Historic Name: Retail

Current Name/Use: Retail

This building was built soon after the 1891 fire. It is a two story brick building with Italianate detailing. The storefront has been recently rebuilt with wood in a period appropriate style but has an original steel beam. The upper floor windows have arched brick hood molds with brick keystones. The cornice has a brick dentil course and stone cap that has been partially rebuilt. This building has a very similar character to 24030 West Lockport Street, though it was built about twenty years after. Other than the storefront, the building retains excellent integrity. At the turn of the 20th century, the building housed a meat market with a printer on the upper floor. In the 1940s it was a telephone exchange. The storefront currently houses an office.

24042 (519) Lockport Street - Contributing

Architect/Builder:

Date: c. 1893

Architectural Style: Romanesque Revival

Historic Name: Robertson Building

Current Name/Use: Retail

This building was built soon after the 1891 fire. It is a two story brick building in the Romanesque Revival Style. The storefront has original cast iron columns and a beam with rosettes and newer wood bulkheads and period appropriate window frames. The cast iron was manufactured by Love Brothers of Aurora, Illinois. The upper floor has three double hung windows with a heavy, rough-faced stone belt course above the windows. The cornice features a central panel flanked by curved piers and brick corbelled arches. An original stone nameplate is inscribed with "Robertson" and is named for its builder, Daniel Robertson. Robertson was also founder of the Joliet, Aurora & Northern Railway. The storefront and cornice were restored in the 1980s; at that time a new nameplate was added in the pediment of the cornice inscribed with "PerryCo." The Perry Company was responsible for the restoration. At the turn of the 20th century, the building was Upton's Confectionary. From 1913-15, it was the original home of the Plainfield State Bank. Between 1923 and the mid-30s, the Alamo movie theater was on the second floor. *The Enterprise* newspaper was located here in the 1940s and '50s. A bakery currently occupies the storefront.

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24044 (521) Lockport Street - Non-Contributing

Architect/Builder:

Date: c. 1892, storefront 1963

Architectural Style: Commercial Vernacular

Historic Name: Retail

Current Name/Use: Office

This building was built soon after the 1891 fire. It is a one story brick building with a wood slipcover. The storefront is limestone and while not original, dates to the period of significance. The building is similar to 24046 West Lockport and was built at the same time by the same builder. The wood siding completely obscures the original brick parapet wall and cornice, which looked just like the neighbor. Because the upper façade is completely obscured, this building is listed as non-contributing; however, if the wood siding was removed to reveal the original brick wall, it would likely be considered contributing.

24046 (523) Lockport Street - Contributing

Architect/Builder:

Date: c. 1892

Architectural Style: Commercial Vernacular

Historic Name: Retail

Current Name/Use: Office

This building was built soon after the 1891 fire. It is a one story brick building with a cornice of brick corbels and dentils. The storefront is not original but is period appropriate wood framing with an original steel beam and a newer canvas awning. The building is similar to 24044 West Lockport and was built at the same time by the same builder.

24048 (525) Lockport Street - Contributing

Architect/Builder:

Date: c. 1892

Architectural Style: Commercial Italianate

Historic Name: Retail

Current Name/Use: Retail

This building was built soon after the 1891 fire. It is a two story building with Italianate detailing. The storefront was recently rebuilt with wood in a manner complementary with the historic character, but does not have traditional large display windows. The upper façade has two pairs of double hung windows with stone headers and sills. The cornice has a base of brick corbels surmounted with a pressed metal decorative cornice painted white. The metal cornice includes ornamented end brackets and molded corbels. The building housed Luce Furniture and Undertaking until about 1940.

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24050 (527-9) Lockport Street - Contributing

Architect/Builder: J.E. Minott (architect), Mall & Doane (builder)
Date: 1892
Architectural Style: Queen Anne
Historic Name: Masonic Block
Current Name/Use: Retail

Built soon after the 1891 fire, this is one of the most architecturally significant and prominent buildings in downtown Plainfield. It is a two story building, occupying two lots and built in the Queen Anne Style. The storefronts have original cast iron columns and beams with recently rebuilt wood bulkheads and window frames and are covered with canvas awnings. The upper façade is brick with three large window openings. The center window is slightly arched; the flanking windows have brick flat arches and all have sides with bullnose brick. The window sash have recently been rebuilt with short double hung windows topped with transoms (replacing glass block). The corner is marked with a decorative pressed metal turret window. The base of the turret has stylized leaves; fluted pilasters divide four double hung windows, each with double transoms. Above the turret windows is a band of stylized leaves and the building's cornice carries across the top of the turret. An onion dome caps the turret. The building cornice is of highly ornamented pressed metal and includes a pedimented peak above the arched window. Within the pediment is a nameplate inscribed with "Masonic Block." The cornice wraps around the corner and continues along the entire length of the west elevation. The west elevation is all brick with no storefronts and only a few punched window and door openings.

The building was constructed in 1892 by Masonic Lodge 536 for their meeting hall and continues to be used by the Masons. It was designed by architect J.E. Minott and built by Hall and Doane; both firms were from Aurora. The storefronts were occupied at various times by a grocery and general store. In the 1930s, the west storefront was occupied by the U.S. Post Office. The storefronts are currently retail.

24102 (601) Lockport Street - Contributing

Architect/Builder:
Date: c. 1912/13
Architectural Style: Commercial Vernacular
Historic Name: Corke Building
Current Name/Use: Retail

There is speculation that this building was built as a way to promote Plainfield's bid to get the Lincoln Highway routed through town. It is a two story brick building with dark brown face brick and Chicago common brick on the side and rear elevations. The storefront has an original steel beam with rosettes and period appropriate wood bulkheads and windows. The entry door is angled at the corner. A smaller storefront matching the Lockport Street one is located halfway down the east elevation. The upper façade includes two windows with limestone lintels and sills.

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The cornice consists of two bands of purple-colored brick corbels and soldier courses with a limestone cap. The building retains excellent integrity.

Charles Corke owned a blacksmith shop on the site, which he opened by 1887 in a wood-framed structure on the lot. Though he was retired from blacksmithing in 1910, he built a new building on the site in late 1912 or early 1913. He ran a confectionary shop in the storefront through the 1920s and directly marketed to travelers on the highway. Corke had an illuminated sign in the window declaring it the "Lincoln Highway Headquarters." The storefront housed furniture stores in the 1930s, including the Hale Furniture Store after 1936. After 1939, the building housed a farm implement store; the east elevation storefront was added then to allow equipment to be moved in and out of the building. In the 1960s the storefront was occupied by Kwik Kafeteria, which produced pre-packaged food for sale to offices and in food trucks. It now houses a restaurant.

24104 (603) Lockport Street - Contributing

Architect/Builder:

Date: c. 1848

Architectural Style: Gable Front Vernacular

Historic Name: Retail

Current Name/Use: Retail

This building is one of the oldest extant commercial buildings in Plainfield. It is a wood framed structure resting on a limestone foundation with wood clapboard siding. The siding is not original but in character with the original vernacular construction. It is two stories with a gable front roof and a wood-framed storefront. The storefront is period appropriate with a corrugated metal canopy supported by iron brackets meant to resemble the original buggy-spring brackets. The upper façade includes two double hung windows with operable wood shutters. According to Wood family records, the building was built by Elisha J. Wood circa 1848. The construction type supports a construction date of that era. Wood operated a general store until his death in 1888 and his widow sold the property in 1894. From 1890-1908 it was a restaurant. It also housed various stores, including a tailor shop run by Peter Molitor for 29 years. The rear portion has been altered and rebuilt several times and is not historic but does not detract from the historic character of the front portion. There is also an exterior steel stair along the west elevation.

24108 (609) Lockport Street - Contributing

Architect/Builder:

Date: c. 1899, rear c. 1912

Architectural Style: Commercial Italianate

Historic Name: Plainfield Jail and Fire Department

Current Name/Use: Vacant

Originally the site of the Plainfield Village Hall and Jail, the current building was constructed about 1899 to serve as a new jail with room for some fire equipment. A new Village Hall and

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Fire Department was constructed across the street (demolished). It is the only extant historic Plainfield government building. It is a one story brick building with an Italianate-inspired pressed metal cornice. The cornice has ornamented end brackets with courses of dentils and corbels in between. The original opening has been infilled with a modern storefront, but retains its original steel beam with rosettes. An original double hung window with a flat brick arch completes the façade treatment. Both side elevations are exposed and built of Chicago common brick and are without fenestration. About 1912, a rear addition was added to expand the jail. The Plainfield Police Department was formally established in 1940 and was housed in the building until 1977.

24110 (613) Lockport Street - Non-Contributing

Architect/Builder:

Date: c. 1940s, remodeled c. 2010

Architectural Style: Commercial Vernacular

Historic Name: Office

Current Name/Use: Office

This building appears to have been built in the 1940s and has undergone significant alterations since. It is a one story brick-clad structure in a T shape with a cross-gabled roof. The exterior was recently re-clad with red brick and limestone and does not retain any historic material or visual integrity. Originally the site was the long-time home of George Frey's wagon shop. Frey operated the wagon shop from 1869 until selling the business to John Leydon, who ran it until 1910. That structure was demolished in 1929 for a never-built movie theater.

24116 (617) Lockport Street - Non-Contributing

Architect/Builder:

Date: c. 1975

Architectural Style: Commercial Vernacular

Historic Name: Retail

Current Name/Use: Vaughn Dance Academy

A modern commercial structure with no historic character. It is a one story frame building with a low-sloped gable roof. The front façade has large display windows over low brick bulkheads. Above the storefront is vertical aluminum siding. The side elevations are without fenestration and clad in horizontal aluminum siding over a concrete block foundation. It has served various retail and commercial uses and is currently a dance academy.

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24120-22 (621-23) Lockport Street - Contributing
Architect/Builder: John Root Kent
Date: 1851
Architectural Style: Greek Revival Style Upright and Wing
Historic Name: Ira Vanolinda House
Current Name/Use: Residential

One of the older homes in downtown Plainfield and one of the few to remain residential. It is an upright and wing plan house designed in the Greek Revival style. The upright portion of the house is a two story wood frame structure with a gable front. The façade has three windows on the upper floor and two at the ground level. The side-hall entry is on the right and is covered with a later, Italianate style canopy. The pediment has short returns but there are no remaining details in the eaves. The side wing is one and a half stories with the second floor windows protruding above the roofline. There is a separate entry for the wing that has an modern canopy. The entire structure has been resided with vinyl siding and the shutters and windows are modern, but the overall massing and character remains. The house was likely built by carpenter John R. Kent in 1851, who was then living next door (24130) and sold it soon after. By 1853, Jeremiah Pratt owned it and a circa 1855 Plainfield map shows it used by Pratt for his store. Pratt lived there until 1864, when merchant Ira Vanolinda bought it and used it for his home and store. After retiring, Vanolinda continued to live there until his death about 1922. Vanolinda was a long serving Police Magistrate for Plainfield. By the 1940s, the house was multi-family and also served as office and retail in the 1960s.

24130 (627) Lockport Street - Contributing
Architect/Builder:
Date: c. 1960
Architectural Style: International Style
Historic Name: Bell Telephone Exchange
Current Name/Use: Telephone Exchange

A modern telephone exchange building built in the early 1960s. It is a one story brick building with a flat roof. The walls are divided into bays with vertical limestone piers and a stone frieze. There is an entrance bay at the east end of the façade that includes a plain steel door and some tinted glazing. Otherwise, the entire building lacks any fenestration.

24136 (701) Lockport Street - Contributing
Architect/Builder: William Wright
Date: 1849-50
Architectural Style: Greek Revival Style Gabled Ell
Historic Name: William Wright House
Current Name/Use: Restaurant

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One of the older homes in downtown Plainfield. It is a gabled ell plan house designed in the Greek Revival style. The gabled portion of the house is a two story wood frame structure with short pediment returns. The façade has two windows on the upper floor and three at the ground level. The side wing is two stories with short second floor ankle windows. There is an enclosed porch protruding from the ell wing that is similar in footprint to the original porch. There is a rear addition that has minimal visual impact on the overall street-side appearance. The entire structure has been resided with wood siding and the shutters and windows are modern, but the overall massing and character remains. The cornice and eaves are original. The house was likely built by William Wright, a carpenter from New York, who lived there from 1849-54. It was the longtime home of Harrison Hamlin and his family into the 1940s.

24140 (703) Lockport Street - Contributing

Architect/Builder:

Date: c. 1905
Architectural Style: Vernacular
Historic Name: Residential
Current Name/Use: Residential

An early 20th century vernacular frame house that has remained residential. It is a two story wood framed structure with a gable front and gabled bays on each side elevation. The building rests on a rock-faced, concrete block foundation and has an enclosed front porch. The windows are all double hung set individually on the elevations. The entire structure has been resided with vinyl siding, but it retains its overall massing and residential character. Originally on this site in the 1850s was a small shoe shop run by John Howser. Later this lot was part of the George Bennett estate. This lot was permanently sub-divided after 1902 and the house was likely built soon after. The rock-faced block foundation was popular between 1905-30. In the 1930s and '40s, it was occupied by Bert Tuttle, a retired farmer. Lulu Zimmerman was living in the house by 1955.

At the rear of the lot is a three bay, two story frame garage. It was built in the 1930s and has been resided with vinyl siding but otherwise retains its overall form and massing. The garage structure contributes to the district.

24204 (705) Lockport Street - Contributing

Architect/Builder:

Date: 1927
Architectural Style: Bungalow
Historic Name: Residential
Current Name/Use: Dental Office

A 1920s era bungalow that has been converted to commercial use. It is a one story brick structure with a hipped roof. There is a small, three window dormer on the front. An original inset porch with a battered corner pier has been infilled with vinyl sided walls. The front

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window bay has been altered with modern storefront windows and an inappropriate modern residential door with sidelight. A new, massive wood deck and ramp has been added to the front and west side of the structure. Despite the front alterations, the overall form, massing and residential character remain. A modern frame garage at the rear of the lot is non-contributing.

24210 (707) Lockport Street - Contributing

Architect/Builder:

Date: 1925
Architectural Style: Bungalow
Historic Name: Residential
Current Name/Use: Vacant

A 1920s era bungalow that has remained residential. It is a one story wood framed structure with a hipped roof. The siding is recently exposed wood clapboard that includes a rope molding at the corners. The living room was expanded out circa 1935, leaving an inset porch with a battered corner pier; the porch floor has been mostly removed during rehabilitation. There is a set of four double hung windows in a ribbon configuration along the façade. The windows are original and have a four-over-one configuration. The same window type is found on the side elevations, though some are boarded over. The house has good integrity, though it is currently undergoing rehabilitation and is vacant.

At the rear of the lot is a two bay frame garage. It was built in the 1930s and has shiplap clapboard siding with a gable front. The garage structure contributes to the district.

24216 (709) Lockport Street - Non-Contributing

Architect/Builder:

Date: 1904, alterations 1965
Architectural Style: Mid-Century Modern Style
Historic Name: Aurora, Plainfield & Joliet Railway Maintenance Shop, Railoc
Current Name/Use: Vacant, Commercial-warehouse

Originally the car barn and maintenance shop for the Aurora, Plainfield & Joliet Railway, the structure was extensively remodeled in the 1960s and adaptively reused for commercial and warehouse purposes. It is a low, two story brick and concrete block structure with three wings across the front façade. The center bay is the original maintenance shed and is currently split in half: one side with brick veneer and the other with horizontal and vertical wood siding around ribbon windows. The side wings are both additions and built of concrete block. The front façade of the eastern wing is the same wood siding and ribbon windows above a foundation of diamond pattern concrete block. The western wing has a base of the same light orange brick with vertical wood siding above. Side elevations are mostly unarticulated and exposed concrete block. The rear elevation faces Main Street. Along Main Street, the central bay retains is original Chicago common brick wall resting on a rusticated limestone foundation. There are fragments of three original double hung windows with lintels of low brick arches. There are two

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service entries cut randomly into the wall. The 1960s side wings also extend to Main Street and retain their unarticulated, concrete block appearance.

This site was originally the DuPage Hotel and Tavern, one of two pioneer hotels in Plainfield (the other, Plainfield Halfway House, was built 1836 and is listed on the National Register). The hotel was owned and operated by George Bradley until 1854. In 1873, the site was bought by George Bennett and used as his homestead until his death about 1902. The current building was built in 1904. As the only remaining building in Plainfield of the Aurora, Plainfield & Joliet Railway, the structure has historical significance despite the architectural changes. The front façade has been altered architecturally, but the central mass of the original shed structure is apparent. The original overhead door frame is reportedly intact behind the brick veneer and there are still tracks inside. Originally the structure had two large bays that allowed the streetcars to enter off Lockport Street. The bays were separated by a brick pier. The 1965 modernization altered the façade with the side wings, as well as providing a Mid-Century Modern styling. It is listed as non-contributing because those changes are less than 50 years old; however, if it were restored to its original appearance, it could be considered contributing.

By the 1940, the structure housed the Railoc Company. Railoc was founded by Peter Rutten and manufactured grain silo roofs and access systems. Rutten and Railoc hold several patents on the access systems. The company occupied the structure until 1982 and was responsible for the 1960s alterations.

24222 (711) Lockport Street - Contributing

Architect/Builder:

Date: c. 1945

Architectural Style: Modernist

Historic Name: Ward Baking Company

Current Name/Use: Commercial

A simple but modern commercial building representing the westward expansion of the downtown. It is a one story brick and concrete block structure with a bowstring truss roof. The front façade includes a small protruding wing of brick and limestone framing display windows. The windows have been infilled and altered to smaller double hung sash. An opening on the south elevation also has been infilled with plywood surrounding a double hung window and door. Side elevations are concrete block with structural pilasters but no fenestration. Other than the infill of the front façade openings, the remainder of the structure retains its integrity.

The building was built by 1945 for the Ward Baking Company. Ward was a distributor and outlet for Tip Top Bakery products, such as Lucky Cakes. A small storefront housed the outlet store.

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24023 (410) Lockport Street - Contributing

Architect/Builder: Oscar Kleb (1960 remodeling), Phyllis N. Busse (mural)

Date: 1915, alterations 1960, addition 1978

Architectural Style: International Style

Historic Name: Plainfield State Bank

Current Name/Use: Heritage Professional Center

This former bank building is a striking example of the International Style and the only remaining bank building along Lockport Street. It sits on a corner site and has three wings. The corner wing is two stories and is the original portion dating from 1915. A one story wing was added to the east in 1960, and extended further east in 1978. A drive up wing was added to the south of the corner wing in the 1970s. The 1915 corner wing retains its overall massing but was substantially altered in the 1960 project. Its west elevation retains its original stone base, brick walls, brick pilasters and four large window openings but was painted to blend with the 1960 portion of the building. The windows have modern aluminum frames with multiple panes of tinted glass. Its north elevation is now clad in tan Roman brick dating from 1960. Overlapping the north elevation is the one story limestone addition from 1960. This wing includes a large limestone relief mural designed by Phyllis N. Busse titled "Serving the Community." The mural features abstract, low relief carvings representing the community of Plainfield. These include farming (barn and corn), a church, school, houses, commercial and industrial buildings. To the east of the mural is a glazed wall with a granite planter along the base. The 1960 entry used to be in this wing, but was moved one bay east when the 1978 addition was built. The 1978 wing mimics the one story 1960 wing, but also added a bronze-anodized aluminum fascia across the entire parapet. A modern wing on the south side of the building is covered in an Exterior Insulating Finish System (EIFS) and served as the drive-up window bay. It is not compatible with the rest of the building.

The Plainfield State Bank was established in 1913 and originally housed in the Robertson Building (24042 West Lockport St.). A new building was built in 1915 in the Neo-Classical Style in red brick at the southeast corner of Lockport and Illinois Streets. The bank became the Plainfield National Bank in 1940 and was responsible for the 1960 expansion and modernization of the facility. That project provided for a community/civic meeting room as well as modern banking offices, lobby and a drive-up window. The facility is now an office building.

24027 (500-02) Lockport Street - Contributing

Architect/Builder:

Date: 1899

Architectural Style: Queen Anne

Historic Name: Opera House Block

Current Name/Use: Retail

Built after the 1898 fire and recently restored, this is one of the most architecturally significant and prominent buildings in downtown Plainfield. It is a two story building, occupying two lots and built in the Queen Anne Style. The storefronts have some original cast iron columns and an

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original steel beam with rosettes and have been recently rebuilt with wood bulkheads and window frames. The storefront returns several feet on the east elevation. The upper façade is brick with punched window openings with lintels of low brick arches. The original windows have been restored. The corner is marked with a decorative pressed copper turret. The base of the turret has stylized vines; fluted pilasters divide five double hung windows. Above the turret windows are various horizontal bands, ornamental panels and a ring of garlands. There is also a clock. A conical-shaped roof in corrugated copper caps the turret. The building cornice consists of several widely-spaced banks of brick. There is a rebuilt copper pediment on the front façade that has an "Opera House Block" nameplate. The pediment has ball finials and a sunburst pattern. The brick cornice wraps around the corner and continues along the entire length of the east elevation. The east elevation is all brick with no storefronts but the upper floor window pattern continues. At the ground floor are several window and door openings with round brick arches. While the building had adequate integrity prior to the restoration, the recent project has authentically restored the building to its original appearance.

The original Opera House burned in the 1898 fire and was quickly replaced with this building by owner C.W. Marks. The Opera House occupied the upper floor and attracted performances from Chicago. By about 1915, the space was adapted to host both live theater and motion pictures. The movie house was operated by Martin Moran and called the Alamo Theater. As a promotional stunt, Moran placed a beacon light on the building's flagpole, reportedly to attract visitors from as far away as Aurora and driving along the Lincoln Highway. By 1927, the movie house was converted into the Blue Goose Dance Hall, operated by Warren "Bunk" Overman. Overman also ran a soda fountain on the first floor in the 1930s. A popular local band, the Sweets Orchestra, often provided the musical entertainment. The storefronts were occupied at various times by a department store, Hills Dry Goods & Grocery and Burkes Drug Store. Jeremiah Evarts Bank occupied the prime corner storefront from 1899 until it closed in 1913. By 1917, the corner hosted a succession of eateries: Keeley's Café and Soda Fountain until 1929, the Esquire Restaurant in the 1940s and '50s and the Clock Tower Restaurant in the 1960s.

24029 (506) Lockport Street - Contributing

Architect/Builder:

Date: 1899

Architectural Style: Commercial Vernacular

Historic Name:

Current Name/Use: Office

This building was built soon after the 1898 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront has been infilled with brick; leaving only a small window and residential style door. The molded storefront cornice is not original. The upper façade is of yellow face brick. The cornice has ornamental end brackets, corbels and rosette ornaments. It had been the U.S. Post Office before the 1898 fire and remained the Post Office until at least 1912. Despite the storefront alterations, the upper façade retains its essential historic character.

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24031 (508) Lockport Street - Contributing

Architect/Builder:
Date: 1899
Architectural Style: Commercial Vernacular
Historic Name: Sonntag Building
Current Name/Use: Restaurant

This building was built soon after the 1898 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront has original cast iron columns and a steel beam with rosettes. It has been rebuilt in a period appropriate manner with wood bulkheads and large display windows. The upper façade is of red face brick and includes brick piers at each end of the building and brick corbels under the cornice. The cornice has ornamental end brackets, dentils and ornamental panels. There is a half-round panel extending above the cornice line with the name "Sonntag" painted on it. It was constructed by John and Albert Sonntag for their harness and bridle shop. The building housed a drug store in 1912 and Sage's Royal Blue Grocery in the 1940s and '50s. It currently is a restaurant. This building matches the building to the west at 24033 West Lockport and was built simultaneously.

24033 (510) Lockport Street - Contributing

Architect/Builder:
Date: 1899
Architectural Style: Commercial Vernacular
Historic Name: Retail
Current Name/Use: Restaurant

This building was built soon after the 1898 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront is recessed and has been rebuilt with plywood and is not in character with the architecture. The storefront is covered with a canvas awning. The upper façade is of red face brick and includes brick piers at each end of the building and brick corbels under the cornice. The cornice has ornamental end brackets, dentils and ornamental panels. There is a pedimented panel extending above the cornice line with a rosette mounted at the center. The building housed a farm implement store in 1912 and currently is a restaurant. This building matches the building to the east at 24031 West Lockport and was built simultaneously.

24035 (512) Lockport Street - Contributing

Architect/Builder:
Date: c. 1892, storefront alterations c. 1960
Architectural Style: Commercial Vernacular
Historic Name: Retail
Current Name/Use: Tavern

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This building survived the 1898 fire and was built in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront was altered in the early 1960s with stone bulkheads and wood piers. The display window is angled back to a recessed entry. Despite some modifications, the storefront retains its character from that era. There is also a canvas awning covering the width of the storefront. The upper façade is of yellow face brick with very shallow brick corbels under the cornice. The cornice has ornamental end brackets, corbels and ornamental panels. The building housed a bakery for much of the first half of the 20th century and now houses a tavern. While there are reports of this building dating to 1865, this façade does not date earlier than about 1890 and was probably rebuilt after an 1892 fire.

24037 (514) Lockport Street - Contributing

Architect/Builder:

Date: 1900

Architectural Style: Commercial Vernacular

Historic Name: Selfridge Meat Market

Current Name/Use: Tavern

This building was built after an 1899 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront includes original cast iron columns and a beam with rosettes. The display windows remain as large glazed areas, but the bulkheads and transoms have been altered and infilled. However, the storefront retains its basic original character. The upper façade is of red face brick. The simple cornice has fluted end brackets, corbels and several projecting bands. The original tenant was the Selfridge Meat Market.

24039 (516) Lockport Street - Contributing

Architect/Builder:

Date: 1900

Architectural Style: Commercial Vernacular

Historic Name: Retail

Current Name/Use: Office

This building was built after an 1899 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront includes original cast iron columns and a beam with rosettes. The display windows remain as large glazed areas, but the bulkheads and transoms have been altered and infilled. However, the storefront retains its basic original character and includes a canvas awning. The upper façade is of red face brick; most of the upper façade consists of brick headers with alternating indentations and projections. The effect is like a checkerboard. The cornice has end brackets, a dentil course and ornamental panels. The building housed a harness shop for much of the early 20th century and was a food market from the 1940s through the '60s. It is an office currently.

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24041 (518) Lockport Street - Contributing

Architect/Builder:

Date: 1900

Architectural Style: Commercial Vernacular

Historic Name: Retail

Current Name/Use: Tavern

This building was built after an 1899 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront includes original cast iron columns and a beam with rosettes. It has been rebuilt in a period-appropriate manner with wood bulkheads and windows and includes a canvas awning. The upper façade is of plain red face brick. The cornice has a dentil course and ornamental panels matching those to the east and west. It was a billiard hall and one lane bowling alley in 1912; currently it is retail.

24043 (520) Lockport Street - Contributing

Architect/Builder:

Date: 1900

Architectural Style: Commercial Vernacular

Historic Name: Joe Bootz's Saloon

Current Name/Use: Tavern

This building was built after an 1899 fire in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront includes original cast iron columns and a beam with rosettes. It has been rebuilt in a period-appropriate manner with wood bulkheads and windows and includes a canvas awning. The upper façade is of red face brick with protruding diamond patterns and a dentil course below the cornice. The cornice has end brackets, a dentil course and ornamental panels matching those to the east and west. It was a saloon in for many years; currently it is retail.

24045 (522) Lockport Street - Contributing

Architect/Builder:

Date: 1901

Architectural Style: Commercial Vernacular

Historic Name: Lincolnway Barbershop

Current Name/Use: Lincolnway Barbershop

This building was built in a simple commercial vernacular style. It is a one story brick building with a pressed metal cornice. The storefront has been rebuilt in matching red brick and now has only a smaller display window and doorway. This alteration may date from the 1950s or '60s. The upper façade is of red face brick with protruding diamond patterns and a dentil course below the cornice. The cornice has end brackets, a dentil course and ornamental panels matching those to the east. Albert Worst opened a barbershop in 1881, which was located in several buildings. In 1901, Worst had a permanent home for the shop built and his descendents still operate it. In

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anticipation of the Lincoln Highway routing through downtown Plainfield, the name was changed to Lincolnway Barbershop and it has remained operating under that name since.

24047 (530) Lockport Street - Non-Contributing

Architect/Builder:

Date: 1998

Architectural Style: Modern Commercial

Historic Name:

Current Name/Use: Village Center (offices and retail)

The original building on this site was built in 1845 by John Root Kent, who lived next door. The Kent Building housed several businesses over the years. In 1865, James Beggs opened the Central Hotel in the building just south of the corner lot. The hotel was demolished in 1945 and replaced by a Ford dealership. The corner lot was home to Plainfield's first gas station, built in 1918. A fire in 1996 destroyed all remaining structures on the site and this building was constructed as infill. It is a two story brick building designed in a modern commercial style. The storefronts have rough-faced concrete block bulkheads and anodized aluminum display windows with transoms. The upper floor windows alternate between tall rectangular openings and paired openings with half arches. There is a horizontal cast stone band just below a plain parapet cap. A projection on the north façade breaks up the rhythm of the wall. A larger projection on the west façade serves as an entry to the upper floor lobby. The corner at Lockport and DesPlaines Streets is canted and has a stone nameplate with "1998" incised. A stone nameplate above the office lobby entry is incised with "Village Center."

24103 (600) Lockport Street - Contributing (National Register Listed)

Architect/Builder: James Newkirk Construction

Date: 1928, altered 1985

Architectural Style: Commercial Vernacular

Historic Name: Texaco Oil Gas Station

Current Name/Use: "The Courtyard" commercial complex

The only remaining gas station in the district, the former Texaco Oil Station was built to serve drivers on the Lincoln Highway in 1928. It is a one story stucco clad structure with steeply-pitched gabled roofs. The original structure was a small office with a canopy extending out to cover the pumps. At the rear was a garage bay for auto repairs. However, the original structure was extensively added to and altered in 1985. The canopy and garage bay have been infilled with glazing, though their original forms are still apparent. A new wing matching the materials and forms of the original station was added to the west, creating a courtyard between. The complex is now about twice as large as the original and it is difficult to ascertain what is original and what is modern. Another renovation in the 1990s returned the exterior to its original material design, including the pre-formed metal roof with an appearance of Spanish tiles. The current building replaced an earlier gas station in 1928 and was part of the Texaco Oil Company franchise. It remained a gas station until 1984 under the name Welco Gas Port. Because of its

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strong association with the Lincoln Highway, the building has considerable historic significance and was listed on the National Register prior to the '85 alterations. Despite these alterations, the building still retains enough original character to be considered contributing.

24109 (608) Lockport Street - Non-Contributing

Architect/Builder:

Date: c. 1850, moved and altered 1915, altered c. 1980s

Architectural Style:

Historic Name: Rouse Brothers Repair Shop

Current Name/Use: Office

This building was originally built about 1850 as a two story, wood-framed carriage shop. About 1915, the second floor was removed, the structure moved forward towards the street and the exterior covered in stucco with a slightly Prairie Style design. In the 1980s, the entire exterior and storefront was extensively altered and does not retain any historic materials. It is a one story frame structure with a brick façade and vinyl siding along the east elevation. The brick covers the entire front façade and storefront; the stucco siding is reportedly still underneath the brick veneer. There are double hung windows punched into the façade along with a single door. There is a modern wood cornice applied to the top of the façade that includes a dentil band. At the time it was moved and renovated about 1915, the building housed Rouse Brothers machine repair shop. After the renovation, Rouse Brothers ran a Mobil Sinclair Gas Station. Gasoline was sold from a curbside pump out front and there was a garage bay for service repairs.

24113 (610) Lockport Street - Contributing

Architect/Builder: Sid Gray (builder)

Date: c. 1910

Architectural Style: Commercial Vernacular

Historic Name: Horton's Livery, Gray's Machine Shop

Current Name/Use: Office

This building was built about 1910 in a commercial vernacular style. It is a one story brick building with a three-bay storefront. The storefront bays are separated by fluted cast iron piers with the central bay serving as an entry. The side bays have original brick bulkheads and large display windows with original limestone sills. The entry bay was likely a garage door originally but the overall storefront retains excellent integrity. The upper façade is also split into three bays with the central bay extending higher than the sides. There is a limestone band and a row of protruding header bricks atop the storefront. Ornamental limestone caps sit atop the cast iron piers. The cornice includes brick corbels and limestone caps. The brick is a purple-tinted brown color. The building, which replaced a wood-framed blacksmith shop, was built as a livery and later used by Sid Gray for his auto repair shop. It is currently an office.

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24117 (612) Lockport Street - Contributing
Architect/Builder: Sid Gray (builder)
Date: c. 1899
Architectural Style: Industrial Vernacular
Historic Name: Wagner & Son Machine Shop
Current Name/Use: Retail

This building was built about 1899 in an industrial vernacular style. It has been reported that the timbers from the beams of the 1835 Mather's Mill, which was demolished in 1894, were salvaged and used to form the structural frame of this building. It is a two story plain brick building with no ornamentation or articulation. There are two openings at the ground level of the front façade, one has modern glazed walls and entries and one is a window opening with a modern glazing system. Each has an original steel lintel. At the upper façade are two double hung windows in punched openings with brick flat arches. Similar window and door openings are found on the exposed west elevation. The brick is a Chicago common brick and the walls are capped with terra cotta coping tiles. The building was built by Sidney Gray, who later purchased the property in 1906 for his machine shop. Gray sold the building to Joseph Wagner in 1914. Wagner & Son manufactured miniature train steam engines that were sold worldwide until 1975, after which time the building was converted to residential and commercial use.

24123 (620) Lockport Street - Contributing

Architect/Builder: Sid Gray (builder)
Date: 1910
Architectural Style: Residential Vernacular, similar to Hall and Parlor Plan House
Historic Name: Loscheider/Saxon House
Current Name/Use: Commercial

This house is reportedly a mid-19th century home moved to the site in 1910. It was one of the first residences in the downtown to be converted to commercial use. It is a two story wood framed structure with a side gable roof built in a plan similar to a hall and parlor with a rear T extension. The main portion of the house remains visible behind a modern, large enclosed front porch. The porch has a low-sloped front gable roof that contrasts with the higher-pitched, side gable main roof. The windows are all double hung set individually on the elevations with casing surrounds. The rear two story wing is taller than the front wing, suggesting that it was newly built or a separate construction incorporated into the moved-wing in 1910. The entire structure has been resided with vinyl siding and sits on a newer concrete foundation, but it retains its overall massing and residential character. The house was moved and re-worked in 1910 by Sid Gray for Howard Gray, and replaced an earlier home. Howard Gray sold it to Henry Loscheider in 1912, and the family lived there until 1941. The house remained residential until 1949, after which lawyer Samuel Saxon used it for his home and law office for many decades.

Also on the rear of the lot is a small wood frame garage with a single bay, built in the 1930s. It is clad with shiplap clapboard and has small, four-light windows with wood casing surrounds.

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The roof is a simple gable. The garage door orientation is to the west facing Fox River Street. The garage is a contributing secondary structure.

24205 (706) Lockport Street - Contributing

Architect/Builder:

Date: c. 1870s

Architectural Style: T-Plan House with Neo-Italianate Detailing

Historic Name: Residential

Current Name/Use: Restaurant

A late 19th century frame house that has been converted to commercial use. It is a two story wood framed structure with a cross gable roof built in a vernacular T-Plan. The main massing of the house remains visible behind a modern, large enclosed front porch that wraps around the front leg of the T. The porch has a low-sloped hipped roof. The windows are all double hung set individually on the elevations with casing surrounds and molded heads. Though two stories, the second floor is of shorter height and windows are only in the gabled ends. An historic one story addition is at the rear. The entire structure has been resided with wood siding and Italianate details, such as corbels and modillions added to the eaves. The eaves never had any ornamentation. Despite the porch addition and new ornamentation, the structure retains its overall massing and residential character. It has been converted to a restaurant.

24211 (708) Lockport Street - Contributing

Architect/Builder:

Date: c. 1870

Architectural Style: Gable Front Cottage with Italianate Detailing

Historic Name: Residential

Current Name/Use: Residential

A mid-to-late 19th century frame house that has remained residential. It is a one story wood framed structure with a front gable roof. The house rests on a rusticated limestone foundation. The front façade includes a small entry porch that likely has newer turned wood posts and railings. The entry is simple with no sidelights or transom. The windows are all tall, double hung sashes with two-over-two lights and wood storms. Each window has a casing surround but not head trim. There is a quatrefoil attic window in the front gable, similar to other houses of that vintage in town. An historic one story addition is at the rear. The entire structure has been resided with vinyl siding, but it retains its overall massing and residential character. The home was owned by the Zimmerman family in the 1940s and '50s.

There is a garage structure that has been altered with a front extension and vinyl siding but still contributes as a secondary structure to the historic character of the district. The front extension was added to house a school bus driven by Jesse Zimmerman.

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24215 (712) Lockport Street - Contributing

Architect/Builder:

Date: c. 1940

Architectural Style: Colonial Revival-Cape Cod

Historic Name: Residential

Current Name/Use: Residential

A late residential construction in the downtown, this is a mid 20th century frame house that remains residential. It is a one and a half story wood framed structure with a side gable roof. The main façade is divided into three sections. The center section has rusticated limestone veneer and a single double hung window. The flanking sections are recessed; the eastern section includes the entry and a small concrete stoop along with three double hung windows. The western section was originally the garage but it has since been enclosed and converted to living space. The infilled garage door now has two small double hung windows. There are three gabled dormers, each with a double hung window. All original windows have six-over-six lights and wood storms. The house is sided with original wide-planked clapboard siding. There is an historic one story wing at the rear. The house has excellent integrity. William Zimmerman lived in the house in the 1940s and '50s.

15105 (607) James Street - Non-Contributing

Architect/Builder:

Date: c. 1890

Architectural Style: Residential T-Plan

Historic Name: Residential

Current Name/Use: Commercial

A turn of the 20th century frame house that has been converted to commercial use and extensively altered. It is a two story wood framed structure with a cross gable roof built in a vernacular T-House plan. There have been additions and alterations on all four elevations, which have fundamentally changed the historic character of the structure. Although the cross gable roofs of the T-Plan are still evident, some of those roofs have been extended over additions and new wings added with their own gable roofs. A stark, modern concrete stoop has been added to a new entry; there is no historic entry remaining. Although the windows are double hung, it is not clear how many of those are in their original configuration. The entire structure has been resided with vinyl siding and inappropriate shutters added to some windows. Due to these extensive alterations, the structure no longer retains its fundamental historic character. By the 1950s the residence was multi-family.

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Name of Property

15102 (608) Fox River Street - Contributing

Architect/Builder:

Date: c. 1882, c. 1920s porch

Architectural Style: Residential Cross-Plan

Historic Name: Winthrop Wright House

Current Name/Use: Commercial

A late 19th century frame house that has been converted to commercial use in recent years. It is a two story wood framed structure with a cross gable roof built in a vernacular Cross-Plan. The main portion of the house remains visible behind a large enclosed front porch that dates from the 1920s. The porch has a low-sloped hipped roof and wood casement windows with a three-over-two light configuration. The north wing of the house has a window bay extension that may date from the 1940s. The windows are all original double hung set with casing surrounds. There is a newer one story addition at the rear and the site has been altered for its newer commercial use. The house rests on a limestone foundation with the porch set over a rough-faced concrete block foundation. The entire structure has been clad in vinyl siding but it retains its overall massing and residential character. The house was likely built soon after the land was subdivided in 1882. Winthrop Wright and his wife, Roxanna, lived in the home until his death in 1902. Wright was a pioneer settler of Plainfield, a town supervisor in the 1850s, postmaster in the 1860s and a long-time dry goods merchant. A series of owners lived there after the Wright family sold the house in 1912.

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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

circa 1848 - 1963

Significant Dates

- 1891
- 1898
- 1899
- 1913

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

- John Root Kent
- J.E. Minott
- Oscar Kleb
- Sidney Gray

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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.)

Downtown Plainfield, Illinois meets National Register Criterion A and C and is being nominated for its association with architecture, commerce and transportation. It is locally significant due to its association as the historic commercial and civic center of Plainfield and for the variety of architectural styles found here. Lockport Street was also part of the Lincoln Highway route established in 1913. The period of significance ranges from circa 1848, when the earliest buildings date from, through 1963, the fifty-year cutoff date.

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

Settlement of Plainfield

The area from which Plainfield would be developed was first inhabited by the Potawatomie Indians. The Potawatomie hunted the dense forests along the banks of the DuPage River and had some semi-permanent settlements. The first Europeans to the area were French fur traders in the 1820s. The traders, such as Vetel Vermette and George Fouquier, traded peacefully with the Potawatomie but did not establish permanent settlements.² By about 1826, American missionaries arrived to Christianize the natives and establish a more permanent settlement. The Reverend Jessie Walker was a Methodist missionary that worked in the area and likely introduced his son-in-law, James Walker, to the region. In 1828, James Walker led a party that established a small settlement and sawmill along the river, just south of present day downtown Plainfield.³

The new settlement was known as Walkers Grove and the sawmill thrived amongst the thick forests in the area.⁴ The DuPage River also provided essential transportation to the settlements at Fort Dearborn at Lake Michigan (now Chicago) and Ottawa along the Illinois River. Walkers Grove was an important link along the water and trail route.

² Smith, Tim and Michelle. *Images of America: Plainfield*. Arcadia Publishing, 2012. 7

³ *Ibid.* 7

⁴ Lambert, Michael. "Original Walker's Grove Nowhere Near Subdivision." *Plainfield Patch*, 16 February 2012.

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Walker's sawmill and the area's timber also supplied the fast growing settlement of Chicago with lumber to build its first wood-framed houses. It is reported that the lumber used to build some of the first wood-frame structures in Chicago was supplied by Reuben Flagg from Walker's Mill.⁵ Walkers Grove is also reportedly the first permanent European settlement in Will County.⁶

During the Black Hawk War of 1832, the area's settlers banded together at Reverend Stephan Begg's farm. The farm, just south of present day downtown, was hastily converted into a stockade fort, known as Begg's Fort, after the Indian Creek massacre near Ottawa.⁷ While there was no reported fighting at the fort and the region's Potawatomis remained neutral or allied with the Americans, the conclusion of the war forced the remaining natives from the region and opened the land for settlement and farming. In 1833, the federal government began land sales in the area and the region began to grow.

Development of Plainfield

The Village of Plainfield⁸ was first envisioned as a town in August 1834 by Chester Ingersoll. Ingersoll platted the town just to the north of Walkers Grove.⁹ Ingersoll laid out a town of thirteen blocks with a grid of streets running east from the DuPage River and named for nearby towns (Figure 5). The north-south cross streets were named for nearby rivers.¹⁰ Ingersoll intended a public square to be the commercial heart of the new village. In December 1834, Levi Arnold bought the land directly north of Ingersoll's (present day Lockport Street and north along Main Street) and began subdividing it. Arnold's Addition was more haphazard and although he leased land to other pioneers to build businesses and homes, he retained sole ownership of the land. Arnold also did not embrace the concept of commercial development on his side of the public square (north). The two founders reportedly could not agree on how the fledgling community should develop.¹¹

As a result of their disagreements, in 1835 Ingersoll abandoned his concept of a commercial square and developed it as a public park, now the Village Green Park, surrounded by housing. Neither Arnold nor Ingersoll stayed long to see their community grow. Arnold left with his family in the spring of 1836 to develop present-day Oswego, Illinois, and died in September 1844. In 1840, Ingersoll settled in nearby townships to farm and finally moved to California in 1847. Ingersoll died in California in September 1849.

⁵ *Ibid.* 12 Walker's Mill reportedly supplied lumber for the Newberry & Dole Forwarding House and the P.F.W. Peck House

⁶ Smith, Timothy J. and Michelle Y. Smith. Postcard History Series: Plainfield. Arcadia Publishing, 2007. 7

⁷ *Ibid.* 8

⁸ Ingersoll initially recorded it as Planefield

⁹ Smith. Images of America: Plainfield. 41

¹⁰ Lambert, Michael. "Why do Houses Line Commercial Street?" Plainfield Patch, 21 December 2011.

¹¹ The History of Will County, Illinois. Chicago: W. LeBaron Jr. & Co., 1878. 487

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Plainfield began to grow in the early 1840s with the construction of the Illinois-Michigan Canal. Lockport, Illinois was a major town along the canal and is only six miles east of Plainfield. As it continued east out of Plainfield, Lockport Road connected the two villages and once the canal was complete in 1848, farm settlement in the area west of the DuPage River accelerated. With increasing area settlement, the village grew significantly after 1850. A residential neighborhood grew in the town around the Village Green and to the south, as well as some residential growth to the north in Arnold's Addition and to the northeast in an area subdivided in 1836 by James Mathers. Initially, commercial development was haphazard in each part of town. But by the late 1840s, it began to concentrate at the junction between the Ingersoll plats and Arnold's Addition, along the west end of Lockport Street (then called DuPage Street). The DuPage Inn and Tavern was located near Lockport and Main Streets (about where 24216 Lockport St. is now).¹² John Howser operated a shoe shop (where 24140 Lockport is now) in the 1850s; that shop was run by Jonathan Hagar in the 1860s.¹³ Jeremiah Pratt and later Ira Vanolinda operated a store in the house at 24120 Lockport in the 1850s and '60s.¹⁴ Just to the east of Vanolinda's shop was a blacksmith and a wagon shop.¹⁵ (Figure 6)

Early Growth of Downtown Plainfield

In the mid-1840s, Isaiah Clippinger subdivided his property along the south side of Lockport Street between Illinois and DesPlaines Streets and sold it for commercial use. A wood-framed building was built on one of the lots and served as a drugstore and later a barbershop (it was destroyed in the 1881 fire). John Root Kent, a carpenter from New York, built a wood-framed commercial building at the southeast corner of Lockport and DesPlaines about 1845 and the house next door.¹⁶ Around the same period, George Bennett moved a dozen wood-framed commercial buildings from elsewhere in the village to the north side of Lockport Street. He placed them between Illinois and DesPlaines Streets with a lot in between each, apparently with the concept that future infill development would be more efficient with existing side walls. These early actions moved the commercial core eastward and established that block of Lockport Street as the core of the commercial downtown.¹⁷

Several religious congregations also established themselves in the area in the 1840s. The Methodist Episcopal Church purchased land along DesPlaines Street (between Lockport and Oak) in 1848 and the Congregational Church bought the northeast corner of Lockport and Illinois Streets in 1849. These locations were central within the various parts of the village and it was probably no coincidence that they were located near the growing commercial center.

¹² *Early Hand-drawn Map of Plainfield*, Collection of Abraham Lincoln Presidential Library. Will County Deed Records.

¹³ *Ibid.*

¹⁴ *Ibid.*

¹⁵ Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slide 237.

¹⁶ *Ibid.* Slides 019 and 080.

¹⁷ The 1891 fire destroyed all of these wood structures

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The Congregational Church was completed by 1850 and still stands (24022 Lockport, with additions). In 1855, the Methodist Church sold their wood structure at the northeast corner of DesPlaines and Lockport for use as commercial and a Masonic Lodge. They purchased land at the northwest corner of Illinois and Chicago Streets and a new stone church was completed by 1866. The Universalist Church built a wood-framed church just to the east of the Congregational Church in 1868 (24018 Lockport).¹⁸ That church was converted into St. Mary Immaculate Catholic Church in 1909 and a few years later, the diocese built a parsonage next door (24012 Lockport).

The settlement grew steadily in the 1850s and the northern portions (Arnold's Addition) were incorporated in February 1861.¹⁹ A two-story limestone structure, the Strannah Block, was built in 1863 on Clippinger's lots on the south side of Lockport Street. In 1866, George Chittenden and James Smiley bought an acre at the northwest corner of Lockport and DesPlaines Streets. It appears that there were already at least two wood-framed commercial structures there, one of which, 24104 Lockport, is still extant. They subdivided the land into ten lots. Chittenden and Smiley also bought land at the northwest corner of Lockport and Illinois Streets in 1867. In 1869, Chittenden erected a wood-framed structure for his business at that corner, which is still extant (24026 Lockport), and lived with his family in the second floor. Chittenden sold the store in the 1880s to his employee Alfred Corbin, who continued to operate the general store until he sold it to A.C. Steiner in 1913. Steiner continued to run a general store for many more decades. Another limestone building, the Jordan-Hatch Implement Company, was constructed on the north side of Lockport Street in 1869²⁰ (all but some side and rear walls lost in the 1891 fire).

In 1869, the northern and southern portions of the town united as the Village of Plainfield.²¹ In 1876, Franklin Tobias built a brick building for his drugstore at 24028. Known as the Centennial Building, it is the one of the oldest extant masonry buildings in the district.²² James Smiley and H.R. Fraser built their brick building at 24030 Lockport Street in 1877. Smiley and Fraser operated a grocery out of their storefront.²³ Both buildings, as well as Chittenden's frame building, survived the 1891 fire. The unified village was formally incorporated on 30 June 1877. The 1870 population was 723.

Despite those few masonry structures, most of the early commercial buildings were wood-framed. A series of fires in the downtown destroyed almost all of these early structures and led to several major building campaigns. The following is a listing of the major fires and the areas impacted:

¹⁸ Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slide 003.

¹⁹ Past and Present of Will County, Illinois. S.J. Clarke Publishing: Chicago. 1907. 110

²⁰ Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slides 016 and 077.

²¹ Past and Present of Will County, Illinois. S.J. Clarke Publishing: Chicago. 1907. 110

²² Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slide 049.

²³ *Ibid.* Slide 049.

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1888: Fire destroyed wood-framed buildings along the south side of Lockport between Illinois and DesPlaines

1891: Fire destroyed wood-framed and a stone buildings on the north side of Lockport from mid-block to DesPlaines

1898: Fire destroyed masonry buildings at the west end of the south side of Lockport

1899: Fire destroyed wood-framed and masonry buildings on the south side of Lockport mid-block

The first of these fires occurred in 1888 along the south side of Lockport.²⁴ Several masonry buildings were erected as replacements, but most were destroyed by fires in 1898 and '99. The only surviving structure from those fires is at 24035 and dates from about 1892. The 1898 fire destroyed the east end of the block, including a large opera house. Reconstruction after the 1898 fire was rapid; a new Opera House Block was erected the next year.²⁵ The first floor of the new Opera House Block was home to Plainfield's first bank, the Evarts' Bank, which opened in 1887 and lasted until 1913. The second floor theater hosted performances from Chicago and was converted about 1915 into a motion picture theater. The Blue Goose Dance Hall replaced the theater and was run by Warren "Bunk" Overman. Overman also operated a soda fountain in one of the storefronts. The corner storefront was later Keely's Lunch Room for many years.

The building at 24031 Lockport is known as the Sonntag Building and was built soon after the 1898 fire. (Figure 7) It was built by John and Albert Sonntag for their bridle shop.²⁶ The building later housed a drug store. John and Albert were older brothers to Charles. Charles Sonntag was a pharmacist that had trained under Franklin Tobias. By 1895, he had opened his own drug store and soda fountain across the street at 24038 Lockport. (Figure 8) Sonntag's soda fountain was popular for a couple of decades until he closed it around the time of World War I. Charles is credited by some sources as developing one of the first ice cream Sundaes and may be a source for its name. According to popular legend, Sonntag began serving ice cream in a bowl and topped with syrup. Locals referred to it as a Sundae, since Sonntag's name means "Sunday" in German. Although there is no conclusive proof of this story and other communities have more legitimate claims to the origins of the Sundae, a historic photograph of Sonntag's shop does show a window sign advertising "Sonntag's Famous Ice Cream Soda." More likely is that Sonntag developed the ice cream concoction simultaneously to other soda fountain owners and may have heard of it through his connections with the University of Illinois Pharmacy School.²⁷

The 1899 fire destroyed the middle of the block on the south side of Lockport Street between Illinois and DesPlaines. New one-story brick buildings immediately replaced the destroyed wood-framed buildings. These new

²⁴ *Ibid.* Slide 017.

²⁵ *Ibid.* Slide 078.

²⁶ Lambert, Michael. "Plainfield's Tie to 1960s Television." Plainfield Patch, 24 May 2012.

²⁷ Lambert, Michael, interview by Douglas Gilbert. 20 March 2013.

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buildings (24037-43) had brick façades with pressed metal cornices. One storefront (24043) housed a saloon until Prohibition. Another storefront (24041) housed a billiard hall and one-lane bowling alley.²⁸

A fire in December 1891 destroyed almost the entire north side of Lockport Street in between Illinois and DesPlaines Streets. (Figures 9-11) That side of the street was also rebuilt quickly and takes its architectural character from the mid-1890s. A newspaper account following the fire noted that, "The result of the fires is well known. Generally speaking they have proven blessings in disguise, instilling new energy and determination into the losers and resulting in better buildings and better business facilities along the north side of the street."²⁹ The Masonic Block was rebuilt immediately after the fire. The Masonic Lodge 536 occupied the upper floor and various retailers rented the storefronts. All of the other buildings destroyed in the fire appear to have been rebuilt by 1894.³⁰ One of the rebuilt structures was the Robertson Building (24042), which was built about 1893 in the Romanesque Revival Style. Daniel Robertson was one of the founders in 1884 of the Joliet, Aurora and Northern Railway (later absorbed by the Elgin, Joliet & Eastern Railway). It was the original home of the Plainfield State Bank, from 1913 until their new building was built at 24023 Lockport in 1915. Between 1912 and the 1930s, there was a motion picture theater on the upper floor. Starting in the 1950s, the building was home to the *Enterprise* newspaper.

To the west of DesPlaines Street, the commercial district was less concentrated. The wood-framed structure at 24104 Lockport appears to have been built about 1848 by Elisha Wood for then owner William Morgan. (Figure 12) In 1867, Wood bought the building from then owners Chittenden and Smiley to operate a general store. This structure is reportedly one of the oldest commercial structures in Will county. There were other wood-framed commercial structures that are no longer extant, but they were not built as densely as the block east of DesPlaines. From Fox River Street and west, the district was mostly residential after 1875. There is an 1851 Greek Revival house at 24120 Lockport and another at 24136 (built 1850). The houses at 24205 and 24211 Lockport are wood-framed houses from the 1870s.

Increased commercial growth west of DesPlaines Street occurred after 1890. The building at 24117 Lockport was built about 1899 for Sid Gray's Machine Shop. After 1914, the building later became the Wagner and Son Machine Shop. Wagner and Son manufactured miniature train steam engines for about 50 years and had a worldwide reputation.

²⁸ Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slide 039.

²⁹ Smith. *Images of America: Plainfield*. 49

³⁰ Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society. Slides 026 and 031.

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Across Lockport Street at 24108 is the Plainfield Jail, built about 1899. This small Italianate Style structure housed the jail and some fire equipment. About 1912, the jail was expanded with a rear addition. The Plainfield Police Department was formally established in 1940 and was housed in the building until 1977.³¹

Despite some commercial growth east of Fox River Street, the turn of the 20th century saw mostly residential development west of Fox River Street. The house at 15102 Fox River Street was built about 1882 and the home at 15105 James Street was built in the 1890s. The house at 24123 Lockport was built in 1910, but may have been an earlier home moved to the site. All three houses were part of the residential neighborhood to the south and only converted to commercial uses in recent years.

Development in the Early 20th Century

While most of the buildings between Illinois and DesPlaines Streets were rebuilt in the 1890s due to fires, there was some continued development in the district after 1900. In 1915, the Plainfield State Bank erected a new structure at the southeast corner of Lockport and Illinois Streets (24023 Lockport). The new bank was a brick structure designed in the Neo-Classical Style.

More commercial development filled the block east of DesPlaines Street. Charles Corke rebuilt his wood-framed structure at the northwest corner of Lockport and DesPlaines Streets with masonry about 1912. Corke, a retired blacksmith, ran a confectionary shop and ice cream shop that catered to motorists traveling the new Lincoln Highway. He also had a cigar manufacturing facility on the second floor. Two auto repair shops were operating at 24109 and 24113 Lockport in the 1910s and '20s. One of Plainfield's earliest gas stations was a curbside pump outside 24109 Lockport.³² This probably reflected both the impact of the new Lincoln Highway and the increased significance of the automobile. This is especially true of the Texaco Oil Station built in 1928 at the southwest corner of Lockport and DesPlaines. (Figure 4)

In 1904, the Aurora, Plainfield and Joliet Railway built its railcar maintenance shop at 24216 Lockport Street. The shop was located near the western end of the district, but this area remained largely residential well into the 20th century. There are two bungalows from the 1920s at 24104 and 24110 Lockport. A small Cape Cod style house was built about 1940 at 24215 Lockport.

³¹ Lambert, Michael, interview by Douglas Gilbert. 20 March 2013.

³² *Ibid.*

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Following World War II, downtown Plainfield saw some commercial growth and a transition of the western end from residential to commercial. The Plainfield State Bank significantly enlarged and modernized its headquarters at 24023 Lockport Street in 1960. (Figure 13) The original 1915 structure was retained but was altered to give it a more modern appearance in harmony with the new addition to the east. That addition was designed by Oscar Kleb in the International Style and included a public art mural designed by Phyllis Busse.

The McClester-Nimmons Public Library was built in 1941 on Illinois Street just north of Lockport. Though it was not included in the district due to alterations, the library's construction just off Lockport Street is further evidence of the civic importance the downtown area had well into the 20th century.

The commercial building at 24222 Lockport was built by 1945 for the Ward Baking Company and was one of the first modern commercial buildings at the west end of the district. Samuel Saxon used his home at 24123 Lockport for his law office after 1949. Bell Telephone built an exchange building on the site of a home at 24130 Lockport about 1960. After 1940, the Railoc Company made roof and components for grain silos in the old railcar maintenance shed at 24216 Lockport. After the period of significance (1963), there have been few changes or new construction. In the latter part of the 20th century, many of the residential structures at the far east and west ends were converted to commercial uses. Many of the storefronts have been restored or renovated in a manner that meets the Secretary of the Interior's Standards.

The Impact of Transportation on Downtown

The Village of Plainfield, and its downtown, has been integrally linked to transportation routes since its settlement in the 1830s. Walkers Grove, and later Plainfield, were founded along the DuPage River, which served as a north-south waterway. Located between the DesPlaines River on the east and the Fox River on the west, the DuPage linked those rivers with settlements to the north, such as Naperville and Winfield.

Plainfield also served as a major link in the land route between Chicago and Ottawa. (Figure 5) The Plainfield Road went northeast from town to Chicago; the intersection of Lockport and Main Streets is the western terminus of the route. Much of that route is still named Plainfield Road, although it is known as Ogden Avenue within the City of Chicago. It was along this road that Reuben Flagg carted the lumber for some of Chicago's earliest buildings in the 1830s. The road continued southwest from Plainfield, leading to Ottawa.

Although Plainfield's growth was ultimately limited since it was not located along the Illinois-Michigan Canal, the completion of the canal in 1848 did provide a boost to the settlement of the area and the development of the

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village.³³ Farmers in nearby DuPage, Kendall and Will Counties could transport their produce by water and land to Plainfield, then overland to Lockport. The Lockport Road was a major link for these farmers to the granaries and canal at Lockport.³⁴ The road led east from town and was initially known as DuPage Street within Plainfield. That the street was renamed within the village to Lockport Road in the 1870s is a testament to the significance of this road.³⁵ A plank road was built in the 1850s that linked Oswego with Joliet and passed through downtown Plainfield, sharing Lockport Street.

In August 1886, the Joliet, Aurora & Northern Railway (later acquired by the Elgin, Joliet & Eastern Railway) was completed and passed through Plainfield.³⁶ Although the railroad passed through town at the northeast side, the EJ&E Railway did later build a spur along the western bank of the DuPage River and provided some service nearer to the downtown. The railway allowed Plainfield to serve as a transit link for farmers and industries in the immediate vicinity, but also meant that more remote farmers and industries could bypass Plainfield altogether. The DuPage River, once a vital transportation link, was not navigable for larger ships and barges of the late 19th century. These factors significantly limited Plainfield's growth after the turn of the 20th century.

An interurban railway, the Aurora, Plainfield & Joliet Railway, was completed in 1904.³⁷ This railway served passengers and provided an easy link for residents to the larger cities of Aurora and Joliet. The line ran down Lockport Street and the company built its railcar maintenance shop at 24216 Lockport Street. (Figure 3) Though significantly altered in 1965, it is the last remaining structure associated with the interurban line. To boost ridership, the company developed Electric Park along the banks of the DuPage River just to the southwest of downtown. The park was a popular summer camp, Chautauqua and festival spot in the early 20th century and featured an auditorium, overnight cabins, a restaurant, sports fields and boating along the river. Regional residents could take the interurban line through downtown Plainfield to a park station at the west end of Lockport Street (southwest corner of James and Lockport Streets). The charms of Plainfield were part of the park's advertising.³⁸ In one postcard showing the park, Plainfield is described as an "enterprising and up-to-date" village with "good, honest merchandise at reasonable prices and fair dealing."³⁹ Local merchants, such as butchers, ice men and grocers would make daily deliveries to the cabins.⁴⁰ The park closed in 1923 when the interurban line shut down, and most of the facilities and cabins on the east bank of the river were sold.⁴¹ A few of the canvas-clad cabins were converted into permanent homes. The west-bank auditorium continued to be used for concerts, roller skating and events through

³³ Lambert, Michael. "How Lockport Street Became our Main Street." Plainfield Patch, 14 December 2011.

³⁴ *Ibid.*

³⁵ Lambert, Michael. "Why do Houses Line Commercial Street?" Plainfield Patch, 21 December 2011.

³⁶ Smith. Images of America: Plainfield. 32

³⁷ Smith. Images of America: Plainfield. 78

³⁸ *Ibid.* 91

³⁹ Smith and Smith. Postcard Images of America: Plainfield. 49

⁴⁰ *Ibid.* 55

⁴¹ Smith. Images of America: Plainfield. 92

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the 1970s. The auditorium was destroyed by the 1990 tornado and other than a few converted cabins, there are no remaining structures associated with the park.

The most significant transportation route through downtown Plainfield was the Lincoln Highway. The highway was the brainchild of Carl Fisher, a maker of headlights and auto enthusiast. In September 1912, Fisher envisioned a transcontinental highway reaching between New York City and San Francisco. He expected it to be completed for the 1915 Panama-Pacific Exposition in San Francisco. The route would be fully paved and privately funded.⁴² From the start, his plan hit snags; auto industrialist Henry Ford refused to assist with the funding, which significantly slowed its development. But Fisher did find support from Packard Motor Car President, Henry Joy. It was Joy who suggested it be named to honor the 16th President and who led many of the fundraising efforts.⁴³

The route was officially established in September 1913 with the guiding principal that it be the most direct route between the two coastal cities. To achieve this goal, it bypassed the congestion of Chicago and some other cities. It was fully intended to be a transportation highway, not a tourist drive.⁴⁴ Yet the Lincoln Highway Association funded construction through popular subscriptions and fundraisers from communities along the route. Each community had a consul that was in charge of local fundraising and support. When fundraising fell far short of the goals, the Association built "Seedling Miles" to spur local interest. Seedling Miles were mile-long stretches of concrete highway that local drivers could test out and ultimately add to.⁴⁵ Despite these efforts, much of the route remained unpaved well into the early 1920s. The Federal Highway Acts of 1916 and 1921 ultimately provided most of the funds to pave the highway. The federal money matched state funds and far surpassed the private fundraising originally envisioned. But because the route had already been established and some areas paved, the Lincoln Highway was one of the first routes to take advantage of the government investments in interstate routes.

By the mid-1920s, the Lincoln Highway had been joined by numerous others routes across the country, all with names and typically marked with colored stripes on telephone poles and markers. The Lincoln Highway used a series of horizontal red, white and blue stripes. The federal government moved to standardize routes and identification and ultimately established the numbered route system. To avoid further driver confusion, all existing route names were to be abandoned. In 1927, the Lincoln Highway was replaced with U.S. Highway Routes 1, 30, 50 and 40.⁴⁶ Although the highway name disappeared, the association in 1928 used its remaining funds and organization to make the route a memorial to Lincoln. Working with Boy Scout troops across the country, they set

⁴² Wallis, Michael and Williamson, Michael S. *The Lincoln Highway: Coast to Coast From Times Square to the Golden Gate*. W.W. Norton & Co.: New York, 2007. 3

⁴³ *Ibid.* 3

⁴⁴ Ogarek, Cynthia L. *Images of America: The Lincoln Highway Around Chicago*. Arcadia Publishing, 2008. 7

⁴⁵ *Ibid.* 32

⁴⁶ U.S. Route 30 is the Lincoln Highway through Illinois.

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markers with busts of Lincoln along the route, which helped keep the name alive.⁴⁷ Following that effort, the association disbanded and the name eventually faded.

Because the Lincoln Highway bypassed the congestion of Chicago, the route through Illinois went west from the Indiana state border to Joliet. From Joliet it led northwest through Aurora to Geneva, before heading due west for the Iowa border. With a well established network of roads linking Joliet and Aurora, Plainfield was a natural stopping point along the route. The highway entered town from the southeast on what had been the old Joliet plank road, turned north on Division Street (IL Route 59), then turned west down Lockport Street. The highway passed directly through the downtown and crossed the DuPage River before turning northwest for Aurora. In 1927, this same route was re-designated as U.S. Route 30. However, Route 30 was recently re-directed around downtown and no longer encompasses Lockport Street.

For its diminutive size, Plainfield was one of the largest boosters of the new highway from the beginning.⁴⁸ (Figure 14) U.S.G. Blakely, editor and owner of *The Enterprise* newspaper, was the consul for Plainfield and one of the highway's biggest supporters. Blakely used his newspaper to promote the economic and other advantages that the paved route would bring. The *Enterprise* ran editorials, articles and updates of the highway throughout the 1910s. It was largely through the efforts of Blakely's boosterism, and convincing local merchants to support the effort, that the route was established through Plainfield.⁴⁹ Blakely also tied the war effort of World War I into the promotion of the highway, stating in an April 12, 1917 editorial that, "One of the greatest war necessities of this country at this time is good roads. The Lincoln Highway from coast to coast should be completed at once." Despite his efforts however, the highway was not fully paved through Plainfield until 1921, but until that time the paper gave regular updates on the private fundraising and potential state funding. (Figure 15) The traffic generated by the highway was significant though, and helped the downtown thrive. In 1914, as many as 125 automobiles and hour passed through downtown Plainfield on summer Sundays.⁵⁰

Downtown Plainfield has several key associations with the Lincoln Highway. The most direct association is the Lincolnway Barbershop at 24045 Lockport Street. Albert Worst purchased a barber business in 1881 from David Dishman, the first African-American businessman in Plainfield.⁵¹ Worst and his son moved their barbershop at this site in 1890. The building was rebuilt about 1901 after a fire consumed much of the block. At the encouragement

⁴⁷ The markers and busts were designed by famed Chicago landscape architect Jens Jensen. Jensen won a competition to design the new markers.

⁴⁸ Ogarek, Cynthia L. *Images of America: The Lincoln Highway Around Chicago*. Arcadia Publishing, 2008. 24

⁴⁹ Lambert, Michael. Interview by Douglas Gilbert. 20 March 2013.

⁵⁰ Smith and Smith. *Postcard History Series: Plainfield*. 33

⁵¹ Lambert, Michael. "First Black-Owned Biz Opened in 1873." *Plainfield Patch*, 1 February 2012.

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of U.S.G. Blakely to get the route through Plainfield, Worst renamed his barbershop to honor the highway.⁵²

(Figure 16) It has remained the Lincolnway Barbershop since then and is still operated by relatives of Albert Worst.

The various cafes and restaurants in the downtown would have benefitted from the traffic along the highway. One prominent example is Keeley's Café and Bakery. John and Mary Keeley opened a bakery in the prominent corner storefront of the Opera House Block (24027 Lockport) in 1917.⁵³ (Figure 17) John was also a regional salesman for the Sawyer Biscuit Company in Chicago, one of the largest bakeries in the country. By the early 1920s, when the Lincoln Highway was finally paved through town, the Keeley's had expanded their business to include a lunch counter and soda fountain. It was at this time that Louis Keeley and his wife, Edith, took over the business.⁵⁴ Keeley's had a prominent vertical sign projecting from the second floor that would have been visible up and down Lincoln Way in downtown Plainfield.

In late 1912 and early 1913, Charles Corke built a two story masonry building on the site of his former blacksmith shop (24102 Lockport). (Figure 18) It is reported that Corke built the structure as a way to encourage the new highway to be routed through town.⁵⁵ Corke ran a confectionary and ice cream shop in the storefront and was a big promoter of the highway. A 1939 news article on the local history of the highway refers to an illuminated sign in the shop window that declared it the "Lincoln Highway Headquarters."⁵⁶

Across the street from Corke's building, at the southwest corner of DesPlaines and Lockport Street, is the former Texaco Oil Gas Station. The filling station was built in 1928 and was one of the company's standard designs. (Figure 19) It was a small office with a deep portico out front and featured white stucco cladding with a steep tile roof. Although built just after the official end of the Lincoln Highway, it would have served travelers still familiar with the highway and at the time when the association was still promoting the route as an honor to the former president. The station closed in 1984. It has been rehabilitated similar to its original appearance; however, a significant addition was added to the west in 1985.

Though the highway name was officially discontinued after 1927, Plainfield continued its association with the highway well into the 1960s. Businesses along Lockport Street continued to advertise their location along the Lincoln Highway and addresses were listed in the phone books as "Lincoln Way."

⁵² Lambert, Michael. Interview by Douglas Gilbert. 20 March 2013.

⁵³ Lambert, Michael. "Good Eats: Fried Chicken, Ice Cream - Lured Travelers on Lincoln Way." Plainfield Patch, 18 April 2012.

⁵⁴ *Ibid*

⁵⁵ *Ibid*

⁵⁶ Fox Valley Mirror. 1939.

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In 1939, a bypass for U.S. Route 66 was established around the congestion of Joliet. It followed current Illinois Route 126 from the northeast into Plainfield. At Illinois Route 59, it turned south and passed the eastern boundary of downtown (along Division Street). Though Route 66 did not pass through the downtown, it brought travelers through Plainfield, where they could turn and stop at one of the cafes, restaurants or businesses along Lockport Street. It is also the only place in the nation where the Lincoln Highway (by then U.S. Route 30) and Route 66 shared the same alignment.⁵⁷ (Figure 20)

Architectural Significance

Downtown Plainfield is eligible for the National Register under Criterion C for its collection of outstanding architecture. Because the period of significance lasts for over 100 years, the range of architectural styles found in the district is very broad and represents the development of architecture between 1850 and 1960.

Greek Revival:

The Greek Revival was a popular style from the 1820s through the 1860s. It flourished due to its association with the democracy of ancient Greece just as the United States was developing its own democracy. It gained wide popularity in the eastern states, especially New York and Pennsylvania, and then migrated west as the nation expanded in the early decades of the 19th century. Its characteristics include a front gable with a pediment, classical columns or pilasters, corner pilasters, and entablatures over windows and doors. The style was popular with commercial, religious and residential architecture.

Because Plainfield was settled in the 1830s, there are numerous examples of the Greek Revival throughout the village, including downtown. The Plainfield Congregational Church (24022 Lockport) is the best example in the district. It features a classical temple-front with Ionic columns and a pediment, wood clapboards with corner pilasters, a full entablature and small entablatures over the windows. (Figures 21, 22)

A commercial example in the district is the wood-framed store built in 1869 by George Chittenden (24026 Lockport). (Figure 11) It is a much simplified version with influence of the then-popular Italianate Style; the front gable has an open pediment and the eaves have brackets. But the windows have simple entablatures over them and there are corner boards on the clapboard siding.

Two good residential examples are found at the west end of the district: 24120 and 24136 Lockport. The former is a classic upright and wing form. (Figure 23) Although covered in synthetic siding, it has pediment returns, which are a common feature in residential versions of the style. The latter example is a gable-ell type house; it also has pediment returns. Both residential examples date from circa 1850.

⁵⁷ Wallis and Williamson. *The Lincoln Highway: Coast to Coast from Times Square to the Golden Gate*. 128

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Italianate Style:

The Italianate Style was popular from the 1850s through the end of the 19th century. Its basis was Tuscan villa architecture, but various adaptations of the style bore little resemblance to its origins. Residential examples of the style typically had tall, narrow windows with decorative hoods, an asymmetrical massing such as an L-shape plan or with protruding bay windows, and porches with decorative columns and balustrades. The eaves often feature brackets or corbels. The style was also adapted for commercial structures, which featured ornamental pressed metal cornices and tall windows with ornamental hoods. In lieu of pressed metal cornices and window hoods, they could be built of corbelled and decoratively laid brick or stone.

The district features numerous examples of the Italianate Style, ranging from high-style to more vernacular examples. The row of one story storefronts between 24029 and 24045 Lockport Street are typical commercial examples of the style. (Figure 7) Though only one story, the buildings all have elaborately-decorative pressed metal cornices. They also feature decorative brick detailing and corbels in the parapets above the storefronts. The building at 24040 Lockport is a two story example. It features tall, narrow upper floor windows topped with brick-arched hoods. In lieu of a pressed metal cornice, it has brick corbels.

Richardsonian Romanesque Style:

The Richardsonian Romanesque, sometimes just referred to as Romanesque Revival, developed in the 1880s in Boston and remained popular until the end of the 19th century. Buildings of this style were inspired by European Romanesque architecture, which pre-dated the Gothic period of construction. It featured dark masonry construction with rounded arches and heavy massing. Often the masonry was roughly finished to appear less refined.

There are two excellent examples of the style in the district: 24038 and 24042 Lockport Street. The Robertson Building (24042) has belt courses of rough-faced stone. Its restored parapet features rounded-arch corbels and decorative brick. The building at 24038 has rounded blind arches above the upper floor windows, as well as decorative brick and terra cotta detailing in the parapet. (Figure 24) Both buildings date to just after 1892.

Queen Anne Style:

The Queen Anne Style developed in the 1880s and remained extremely popular into the early 20th century. It was heavily used for both residential and commercial construction. It is characterized by asymmetrical massing, often with towers, turrets or window bays. The exteriors were typically clad in a variety of materials, colors and shapes and were heavily ornamented. Mass production of materials and ornamentation allowed for widespread and inexpensive use and was a major factor in the style's popularity. In the later years of its popularity, the features were simplified and buildings became less ornamented as a more modern architectural backlash took hold.

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In downtown Plainfield, there are two excellent examples of high style Queen Anne buildings: The Masonic Block (24050 Lockport) and the Opera Block (24027 Lockport). Both buildings were built after fires destroyed the originals. The Masonic Block was built in 1892, at the height of the style's popularity and utilized a major corner in the downtown. Architect J.E. Minott designed the building in red brick with large windows, some with arched openings and some with transoms. The window openings even have bullnose brick edges. A large pressed metal cornice dominates the upper façade and is highly ornamented and includes a large pediment. The most dominate feature though, is the corner turret with pressed metal ornament and an onion dome roof. (Figure 25)

By contrast, the Opera House Block, built in 1899, is a much more restrained version of the Queen Anne Style. (Figure 17) It also occupies a corner lot, and like the Masonic Block, has a heavily-ornamented pressed metal turret. The rest of the façade, however, is much more simplified. The upper floor windows are standard double hung sash with shallow brick arches. Instead of a decorative pressed metal cornice, the building just has a brick parapet with corbels and projecting bands. The façade is still quite ornamental compared to more modern styles that would follow in the early 20th century, but it reflects the changing tastes during the 1890s.

Early 20th Century Styles and Types:

In the early decades of the 20th century, architectural styles developed a more modern character that eschewed heavy ornamentation and European influence. The best known of these modern styles is the Prairie Style, developed in the Chicago region after 1900. Although there are no Prairie Style structures in the district, that modernist influence can be found in other downtown buildings. The Doctor Browne House at 24004 is an American foursquare with Prairie Style influences. The foursquare was a uniquely American house popular in the early decades of the 20th century. It is characterized as two stories with a cubic massing. Typically there are four rooms on the main level and four rooms at the upper level. The form could have any number of stylistic features applied to it. In the case of the Doctor Browne House, the low hipped roof with deep eaves and the band of stucco cladding at the second floor are characteristics of the Prairie Style often found on foursquares.

Just down the street at 24012 Lockport is St. Mary's Immaculate Parsonage. Built in 1912, it is another foursquare with some Prairie Style influences, such as the low hipped roof, stucco band at the second floor and some horizontal trim. But it also has a front dormer window with a distinctly Colonial Revival appearance, including its Palladian window. (Figure 26)

Contemporary to the American foursquare was the bungalow. The bungalow was a small one story house that was popular from the early 20th century until the Depression. Like its foursquare cousin, the bungalow could have several stylistic characteristics applied to it, or it could be quite modern. There are two examples in the district: 24204 and 24210 Lockport Street. Both examples were built in the mid-1920s and have very modern

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characteristics. They both have low-pitched hip roofs and bands of windows, giving a slight Prairie Style effect to them. (Figure 27)

Commercial Vernacular Type:

Much of the commercial architecture built in the late 19th and early 20th centuries lack any clear stylistic characteristics and is often described as Commercial Vernacular. Such buildings tend to have a more simplified exterior and eschew most ornamentation. Ornamentation that is included is generic in character, either borrowing liberally from historic sources or lacking historic precedent completely.

Two excellent examples of this are at 24113 and 24117 Lockport Street. (Figure 28) The Wagner & Son Machine Shop at 24117 was built about 1899 and is a simple brick structure. The brick is a Chicago common brick, which is a rough-formed brick typically used on secondary elevations. There is no applied ornamentation and the parapet is capped only with a terra cotta tile. Such characteristics were common on more industrial buildings since appearances for customers were not important.

The auto repair shop next door was built about 1910 and has a more refined façade than its neighbor. It has face brick with a purple-tint to it and the façade is divided into three bays by piers. There is also some limestone trim. Though more refined in materials, the building lacks almost any applied ornamentation that was so popular in the late 19th century.

Another set of Commercial Vernacular buildings is found on the south side of Lockport between Illinois and Desplaines (24029-45). These buildings were all built in the 1890s and 1900 and lack any clear stylistic characterization. There is some ornamentation provided by the brick coursing in the upper façades and with ornamental pressed-metal cornices. But none of the ornamentation is specific to an architectural style.

International Style:

The International Style became the predominate style for commercial architecture after World War II. Its origins were in Germany in the 1920s, and it was mostly German architects immigrating to the U.S. in the 1930s that brought the style here. In the Chicago region, the style had a more Miesien flair due to the influence of Mies van der Rohe at the Illinois Institute of Technology. The style overall eschewed all ornamentation and simplified a building to its essential construction needs. Mies favored an expression of the structure and his early work at IIT was done mostly in buff-colored brick with steel framing. Later works by Mies featured all-steel framing and large areas of glazing. Other characteristics of the style include flat roofs and simple, monolithic materials.

The Plainfield State Bank building at 24023 Lockport is an excellent example of the International Style. The existing Neo-Classical style bank from 1915 was expanded and remodeled in 1960 by Aurora architect Oscar Kleb.

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(Figures 13, 29) Kleb modernized the old bank building by cladding the front façade with buff-colored Roman brick outlined with limestone. He added a one story limestone addition to the east, which had a deeply recessed glass window wall with aluminum frames. The west elevation of the original bank was also modernized by removing the entablature and the addition of a simple brick and stone parapet, but the Classical pilasters were retained. Local artist Phyllis Busse designed a modern art mural that was carved in stone relief and installed on the front façade. A 1970s addition to the east retained Kleb's overall design, though it did add an aluminum fascia that somewhat alters the clean character of the 1960 design.

The Bell Telephone Exchange Building at 24130 Lockport Street is also in the International Style. The building reflects the Miesien Style from his work at IIT. It has buff-colored brick and the columns are expressed with limestone. There is also a simple limestone parapet.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

In addition to the sources cited in the bibliography and within the nomination, general credit is given to the following for their reviews, additions and corrections of the Narrative Description, Building Inventory and Statement of Significance: Tina Beard, Michael Bortel, Michael Lambert.

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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

Acree of Property 13 acres

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Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 41.609197 | Longitude: -88.208750 |
| 2. Latitude: 41.609478 | Longitude: -88.202333 |
| 3. Latitude: 41.607889 | Longitude: -88.202270 |
| 4. Latitude: 41.607852 | Longitude: -88.208552 |

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

Lockport Street bounded by Division Street (Illinois Route 59) on the east and James/Main Streets on the west. Extending approximately to the alleys on the north and south sides of Lockport Street.

Boundary Justification (Explain why the boundaries were selected.)

The district boundaries are based on the historical development of downtown Plainfield between 1840 and 1963. The downtown runs along the north and south sides of Lockport Street, between Illinois Route 59 at the east and the intersections with James and Main Streets at the west. For the most part, the alleys to the north and south of Lockport Street are the boundaries. There is modern commercial development along Route 59 (Division Street), but it is not historic and/or was not part of the historic development of the downtown. The downtown ends at the DuPage River but there are non-historic commercial structures at James and Main Streets that have been excluded. To the west of the river are modern commercial developments and the new Village Hall.

There has been some expansion of the downtown to the north and south of Lockport Street, but few of these structures are historic or retain sufficient integrity to be included in the boundary. On the north side of Lockport Street, the Plainfield Public Library at 15025 Illinois Street was original built in 1941, but was significantly enlarged

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in 1991 and no longer has sufficient integrity. There is a modern fire station and other modern development to the north on DesPlaines Street.

To the south of Lockport Street, the Plainfield United Methodist Church at 15114 Illinois Street was built in 1866 (with later additions) and is an excellent example of the Gothic Revival Style. The church however, is more related to the residential neighborhood south of Chicago Street. There are also commercial structures south of the alley on DesPlaines Street. All but one of these structures would be non-contributing due to recent alterations or construction. The residential structure at 15119 South DesPlaines Street has sufficient integrity to be considered contributing and has been converted to commercial use, but is isolated from Lockport Street by the other non-contributing structures and can more directly relate to the residential neighborhood south of Chicago Street. The structures along Fox River and James Streets are all residential.

The main commercial core of the downtown falls along the two-block stretch between Illinois and Fox River Streets. The east and west ends of the district take on a more residential character, but there is also historic commercial development mixed in with the residences.

11. Form Prepared By

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date: April 24, 2013

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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

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, 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: Plainfield Downtown Historic District

City or Vicinity: Plainfield

County: Will State: Illinois

Photographer: Douglas E. Gilbert, AIA

Date Photographed: June 19, 2012

Number of Photographs: 21

Description of Photograph(s) and number, include description of view indicating direction of camera:

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Photo #1

View at east end of Lockport Street facing northwest

Photo #2

View of 24023 Lockport Street

Photo #3

Detail of mural at 24023 Lockport Street

Photo #4

View of 24022 Lockport Street

Photo #5

View down Lockport Street from Illinois Street and facing northwest

Photo #6

View of 24027 Lockport Street

Photo #7

Detail of storefront at 24028

Photo #8

View of façades down Lockport Street from Illinois Street and facing southwest

Photo #9

View down Lockport Street from DesPlaines Street and facing southeast

Photo #10

View of Lincolnway Barber Shop at 24045 Lockport Street

Photo #11

View of façades down Lockport Street from Illinois Street and facing northeast

Photo #12

View down Lockport Street from DesPlaines Street and facing northeast

Photo #13

View down Lockport Street from DesPlaines Street and facing east

Photo #14

View down Lockport Street from DesPlaines Street and facing northwest

Photo #15

View of 24113 and 24117 Lockport Street

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Photo #16
View of 24120 Lockport Street

Photo #17
View down Lockport Street from Fox River Street and facing west

Photo #18
View of 24136 Lockport Street

Photo #19
View of 24211 Lockport Street

Photo #20
View of 24216 Lockport Street

Photo #21
View down Lockport Street from James Street and facing northeast

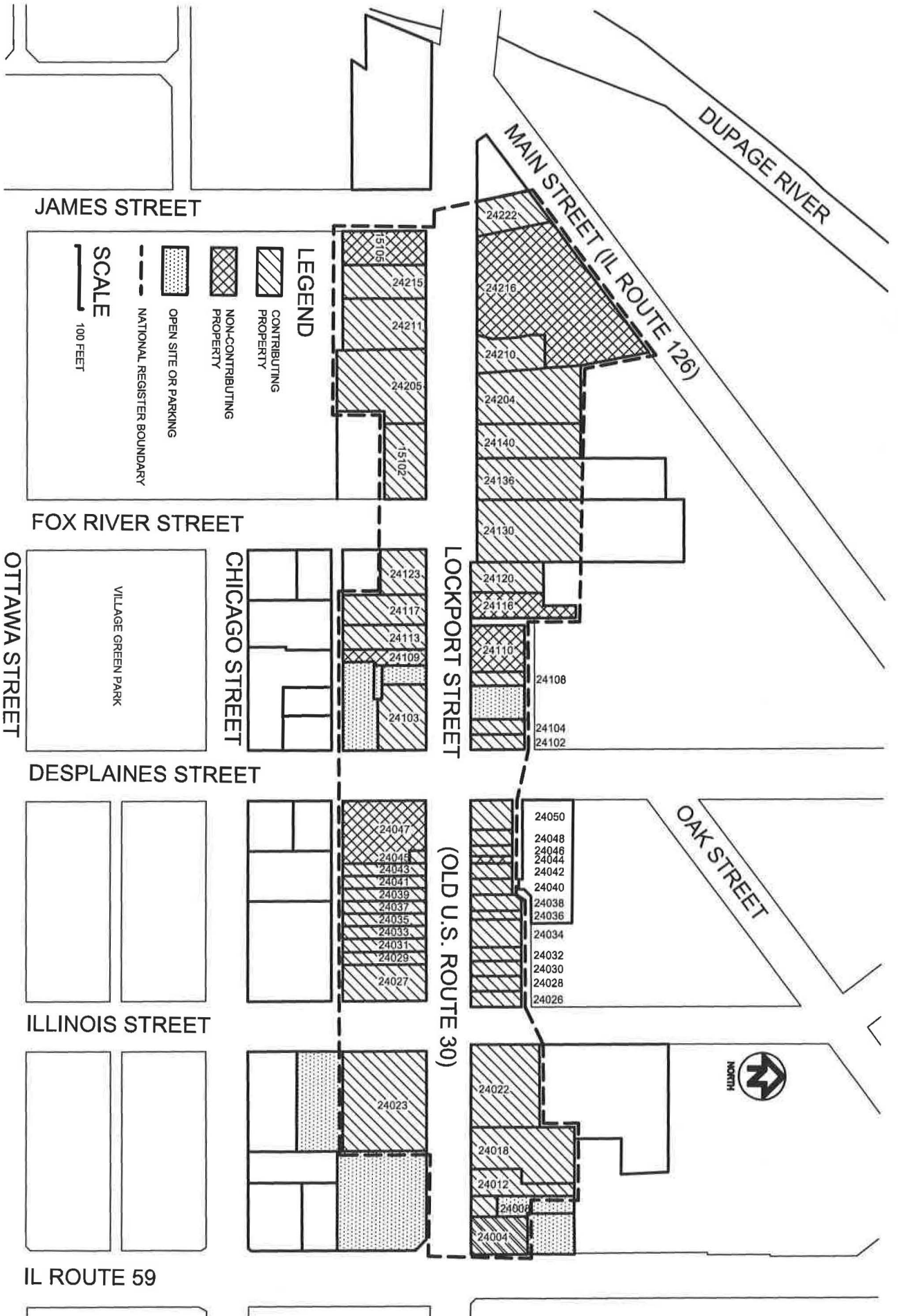
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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.





DUPAGE RIVER

MAIN STREET (IL ROUTE 126)

OAK STREET



LEGEND

-  CONTRIBUTING PROPERTY
 -  NON-CONTRIBUTING PROPERTY
 -  OPEN SITE OR PARKING
 -  NATIONAL REGISTER BOUNDARY
- SCALE**
100 FEET

JAMES STREET

FOX RIVER STREET

OTTAWA STREET

VILLAGE GREEN PARK

CHICAGO STREET

LOCKPORT STREET
(OLD U.S. ROUTE 30)

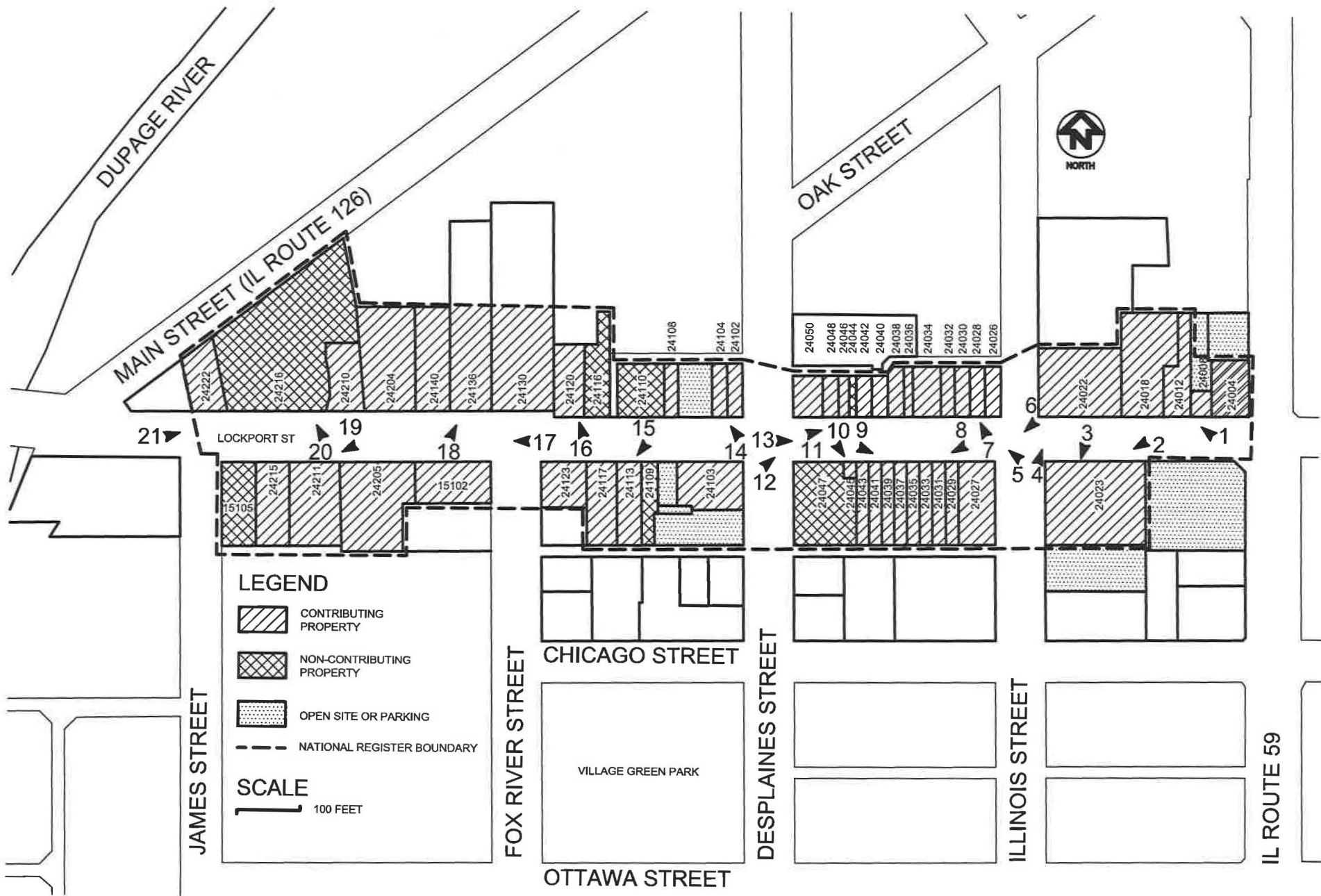
DESPLAINES STREET

ILLINOIS STREET

IL ROUTE 59

DOWNTOWN PLAINFIELD HISTORIC DISTRICT, WILL COUNTY, IL
DISTRICT BOUNDARY

PREPARED BY DOUGLAS GILBERT ARCHITECT
APRIL 2013



DOWNTOWN PLAINFIELD HISTORIC DISTRICT, WILL COUNTY, IL
PHOTO LOG

PREPARED BY DOUGLAS GILBERT ARCHITECT
APRIL 2013

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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Figure 1 - View of Lockport Street from DesPlaines and looking northeast at the range of commercial architecture concentrated in this block. Source: Douglas Gilbert, AIA



Figure 2 - View of 24216 Lockport Street, the former Aurora, Plainfield and Joilet Railway Maintenance Shop. It was extensively remodeled in 1965 and is no longer contributing, though it could be restored to its original appearance. Source: Douglas Gilbert, AIA

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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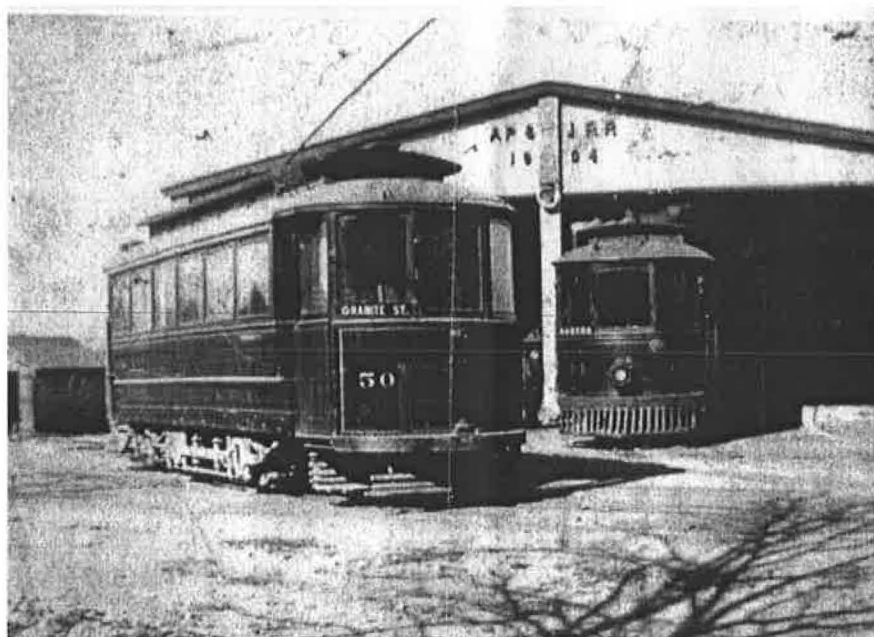


Figure 3 - The historic view of the AP&J Railway Maintenance Shop. Note that the original massing remains at the center of the remodeled building. Source: Plainfield Historic Preservation Commission



Figure 4 - View of 24103 Lockport Street showing the former Texaco Gas Station. This property is individually listed on the National Register. Source: Douglas Gilbert, AIA

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National Park Service

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Continuation Sheet

Downtown Plainfield Historic District

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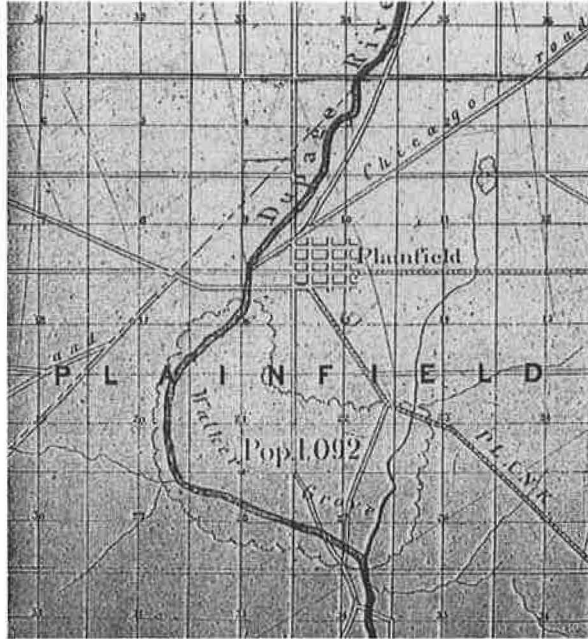


Figure 5 - An early map showing Plainfield and its relation to the original Walkers Grove settlement and transportation routes. Source: Plainfield Public Library

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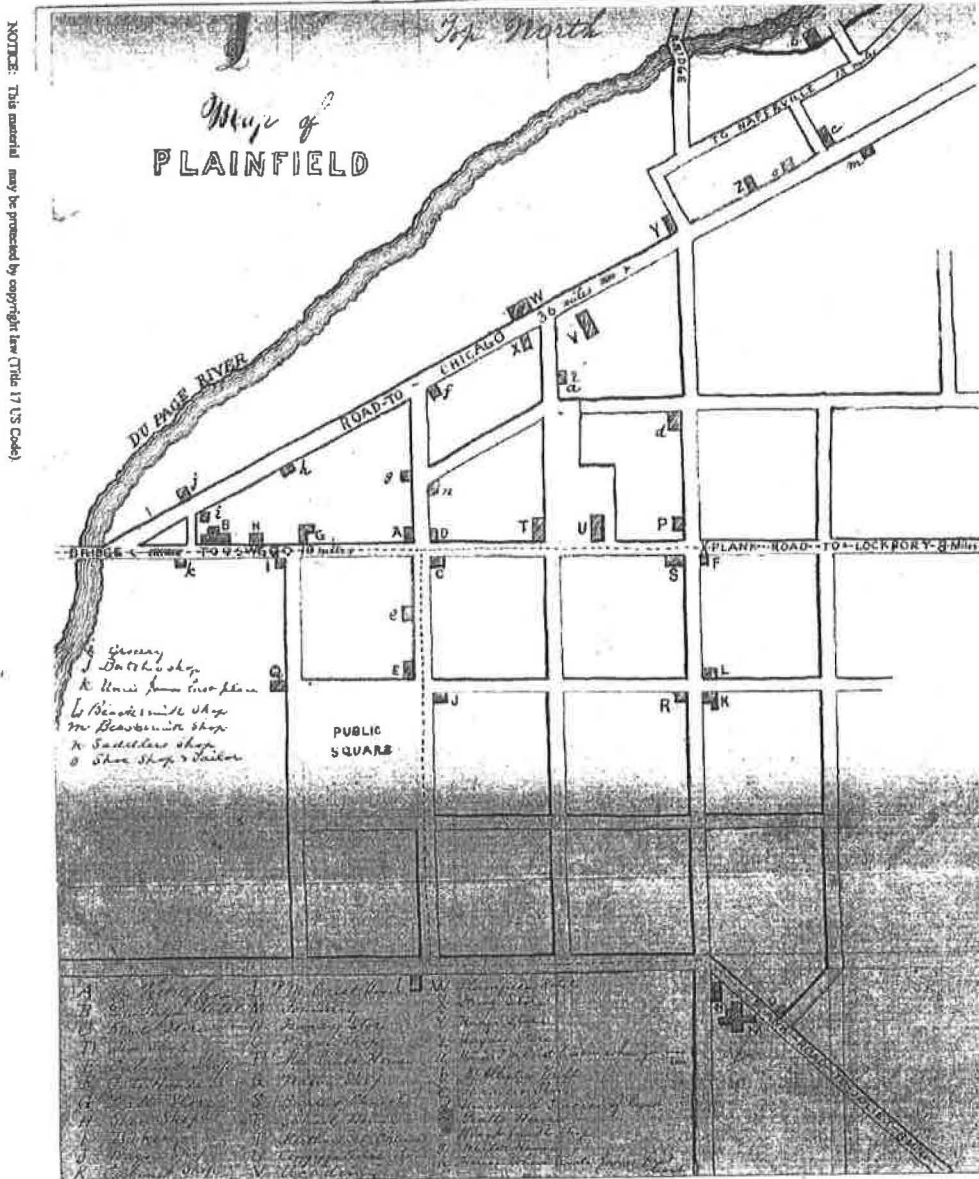


Figure 6 - A circa 1855 map showing the early development of Plainfield. Though scattered, there was a concentration of commercial development at the west end of Lockport Street and along what is now Main Street. Source: Abraham Lincoln Presidential Library

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Figure 7 - View of the Sonntag Building at 24031 Lockport Street. Source: Douglas Gilbert, AIA



Figure 8 - Historic view of Charles Sonntag's Pharmacy and Soda Fountain at 24038 Lockport Street. Note the window add promoting his "Famous Ice Cream Soda." Source: Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society, slide 029

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Figure 9 - Historic view circa 1890 of the north side of Lockport Street looking west from Illinois. Note the wood-framed buildings on both sides of the street. Source: Source: Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society, slide 037



Figure 10 - Historic view after the December 1891 fire that destroyed all but three buildings on the north side of Lockport Street (looking west from DesPlaines). The three buildings in the foreground remain and are contributing structures in the district. Source: Source: Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society, slide

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Figure 11 - View of the north side of Lockport Street as it appears today. Source: Douglas Gilbert, AIA



Figure 12 - Historic view of the north side of Lockport Street looking west from DesPlaines. The second building from the right remains and is a contributing structure (24104 Lockport). Source: Source: Miles V. Hartong Glass Plate Slide Collection, courtesy of the Plainfield Historical Society, slide 018

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Name of Property

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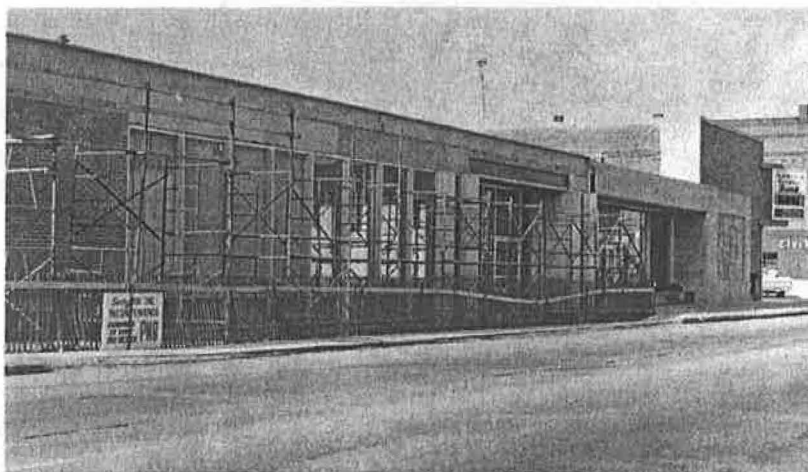
County and State

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Plainfield State Bank founded in 1913. Now Plainfield National Bank.



New addition of the Plainfield National Bank, which is currently under construction.

Figure 13 - Historic views of the original bank building at 24023 Lockport Street and the 1960 addition and remodeling. The addition by Oscar Kleb was done in the International Style. Source: Plainfield Public Library

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Will, Illinois

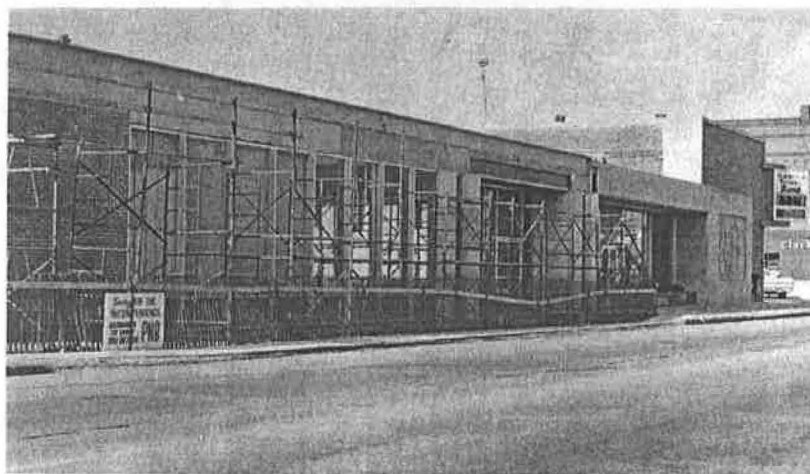
County and State

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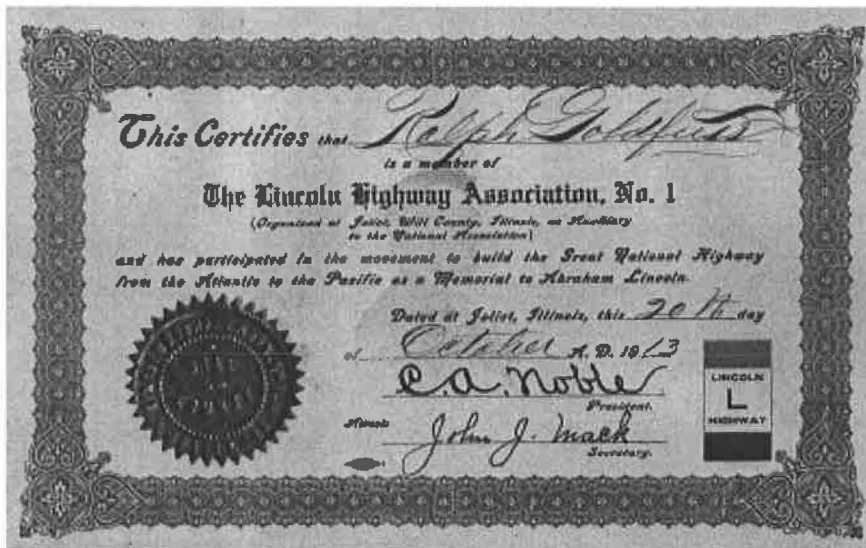


Figure 14 - Copy of a share certification in the Lincoln Highway Association, held by a Will County resident. Such shares were a means of raising funds and local excitement for building the highway. Source: Plainfield Public Library

Motoring parties over the Lincoln Highway from New York to San Francisco are already becoming in evidence. A party camped across the road from Abner Tuttle's, Sunday, enroute and had a complete camping outfit. Last year they motored all season using their tent for the entire trip. Plainfield has already become the Mecca for tourists over the great transcontinental roadway.

Figure 15 - A Plainfield Enterprise article from September 6, 1920 noting that "Plainfield has already become the Mecca for tourists over the great transcontinental roadway." Source: Plainfield Public Library

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Figure 16 - The Lincolnway Barbershop was originally owned by Albert Worst and remained as part of the effort to get the Lincoln Highway routed through Plainfield. Source: Douglas Gilbert, AIA



Figure 17 - Circa 1928 view of the Opera House Block (24027 Lockport) showing Keeley's Café, a popular restaurant in Plainfield along the Lincoln Highway. Source: Plainfield Historical Society

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Figure 18 - View of the Corke Building at 24102 Lockport Street, which housed Charles Corke's Confectionary and was promoted as the "Lincoln Highway Headquarters." Next door to the left is the circa 1848 wood-framed building and to the left of that is the old Plainfield Police Department (24108 Lockport). Source: Douglas Gilbert, AIA



Figure 19 - Historic view of the former Texaco Gas Station at 24103 Lockport. It was built in 1928 in part to serve travelers along the Lincoln Highway. Source: Michael Lambert

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Figure 20 - Historic view of the road signage showing the shared alignment of US Routes 66 and 30 (the former Lincoln Highway). Note the sign pointing travelers down Lockport Street to the "Business District." Source: Michael Lambert



Figure 21 - Historic view of the Congregational Church at 24022 Lockport Street, prior to the west addition. Source: Plainfield Public Library

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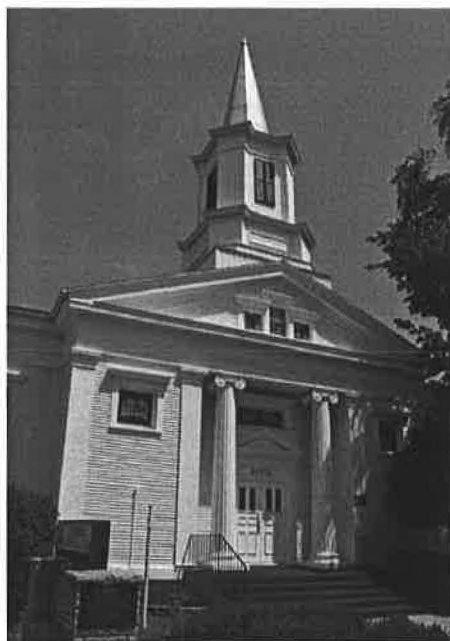


Figure 22 - Current view of the Greek Revival style Congregational Church. Source: Douglas Gilbert, AIA



Figure 23 - View of the Ira Vanolinda House, built in 1851 by John Root Kent. It is a good example of a Greek Revival style upright and wing type house. Source: Douglas Gilbert, AIA

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Figure 24 - View of the round arches and cornice of the Richardsonian Romanesque style building at 24038 Lockport Street.
Source: Douglas Gilbert, AIA



Figure 25 - View of the onion dome turret and elaborately decorated cornice of the Masonic Block at 24050 Lockport Street.
This building is representative of the Queen Anne Style. Source: Douglas Gilbert, AIA

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Figure 26 - View of two foursquare type homes at the east end of Lockport Street. The right building is 24004 Lockport and designed with strong Prairie Style influences. The left building is 24012 and was built as the St. Mary Immaculate Parsonage with some Prairie Style and Colonial Revival Style influences. Source: Douglas Gilbert, AIA



Figure 27 - View of a classic bungalow house at 24210 Lockport Street. Source: Douglas Gilbert, AIA

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Figure 28 - View of 24113 and 24117 Lockport Street. These buildings are representative examples of the commercial vernacular type of building popular in the early 20th century. Source: Douglas Gilbert, AIA



Figure 29 - Historic view of the 1960 addition to the original 1913 Plainfield National Bank Building at 24023 Lockport Street. It is an excellent example of the International Style and features a modernist stone mural by Phyllis Busse. Source: Plainfield Public Library



Google earth





Downtown Plainfield Historic District

Downtown Plainfield Historic District, Will County, IL Latitude/Longitude Coordinates (degrees) 1. 41.607852 -88.208552 2. 41.609197 -88.208750 3. 41.609478 -88.202333 4. 41.607889 -88.202270



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LINCOLNWAY BARBERSHOP

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BARBER SHOP

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Downtown Plainfield Historic District

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Will

DATE RECEIVED: 8/02/13 DATE OF PENDING LIST: 8/26/13
DATE OF 16TH DAY: 9/10/13 DATE OF 45TH DAY: 9/18/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000719

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 9.18.13 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.



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov



July 25, 2013

Ms. Barbara Wyatt
National Register of Historic Places
National Park Service
1849 C Street NW Suite NC400
Washington, DC 20240

Dear Ms. Wyatt:

Enclosed for your review are the following National Register Nomination Forms that were recommended by the Illinois Historic Sites Advisory Council and signed by the Deputy State Historic Preservation Officer:

Ottawa East Side Historic District (Ottawa, LaSalle County)
Glen Ellyn Downtown North Historic District (Glen Ellyn, DuPage County)
Glen Ellyn Downtown South Historic District (Glen Ellyn, DuPage County)
Downtown Plainfield Historic District (Plainfield, Will County)
Beecher Mausoleum (Beecher vicinity, Will County)
Robert and Suzanne Drucker House (Wilmette, Cook County)

Please contact me at the address above, or by telephone at 217-785-4324. You can also email me at andrew.heckenkamp@illinois.gov if you need any additional information or clarification. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp
National Register Coordinator

Enclosures