

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



973

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Four Nineteen Building

other names/site number _____

2. Location

street & number 419 E. 83rd Street not for publication

city or town Chicago vicinity

state Illinois code IL county Cook code 031 zip code 60619

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

William C. Wheeler 6-30-99
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Edson H. Beall
Signature of the Keeper

8/12/99
Date of Action

Four Nineteen Building
Name of Property

Cook, Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal
- building(s)
- district
- site
- structure
- object

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

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

Number of contributing resources previously listed in the National Register
n/a

6. Function or Use

Historic Functions
(Enter categories from instructions)

Commerce/specialty store

Current Functions
(Enter categories from instructions)

vacant not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: house with canopy and bays /gas station

Materials
(Enter categories from instructions)

foundation concrete
walls brick
roof ceramic tile
other wood

Narrative Description

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

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

FOUR NINETEEN BUILDING

Four Nineteen Building: Narrative Description

The Four Nineteen Building is located at 419 E. 83rd Street, in Chicago's Chatham neighborhood. Now vacant, Four Nineteen was erected in 1928 and stands as a wonderful example of the pre-1945 House with Canopy and Bays filling station type. This one-story, rectangular building has a concrete foundation, load-bearing brick walls, flat roof and parapets. A gabled canopy supported by two brick piers is attached to the center of the front (north) elevation, which is flanked by two garage bays on each side. Four Nineteen is fronted by a concrete driveway, and ringed by a small, open lot with an alley behind to the south, and alleys to the east and west. The structure faces 83rd Street, which is primarily residential, with some commercial structures. Its immediate neighbors consist of a multi-unit apartment building to the east, a Kentucky Fried Chicken to the west and townhouses directly across 83rd Street.

The exterior of Four Nineteen has retained its integrity, and all elevations have original steel casement windows, concrete sills and wood lintels. The structure's brickwork is especially distinctive, as all elevations are composed of clinker bricks, which have a swelled, cracked appearance created by overexposure to heat during the coal-fired kiln process. Some of the clinker bricks are marked "IBCO," indicating that they were produced by Illinois Brick Company in Chicago. These hard, durable bricks are laid in an English bond pattern, and the brickwork is skintled, meaning that the bricks are set roughly at different angles, recessing or projecting beyond the wall line. The clinkers are also used to create round arches over the north (front) elevation's two doorways. Together, the clinker bricks and skintled brickwork create a rough, textural appearance, providing visual interest to a building that is devoid of ornamentation. Efflorescence is evident along the center of the north elevation, and on the canopy's brick piers.

The central house portion of the front (north) elevation has a steel double-casement window composed of thirty panes, which is flanked by two arched wood doors with vertical paneling. The westernmost door opens onto the office, while the easternmost door opens onto the ladies' rest room. These doors appear to be original, and each features brass hardware composed of metal strap hinges, handles and deadbolts. Originally, both doors had four small panes (about 3" x 3") that were arranged in a square and covered with clear glass. However, these panes have been replaced on the westernmost door with one square glass pane. The easternmost door has retained its four panes, although the original clear glass has been replaced with frosted glass.

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FOUR NINETEEN BUILDING

The north elevation's central office is flanked by two garage bays to the east and two to the west. The bays are separated by brick piers, and all four openings have been covered by plywood. The garage bays originally had wood overhead doors,¹ which were later replaced by aluminum overhead doors, two of which still exist in the east bays. The garage bays all have wood half timbering and stucco above, and the north elevation is terminated at each end by brick piers topped by limestone coping.

The north elevation parapet is composed of a front facing brick gable in the center, and Mission tiles in burnt red, mustard yellow and olive green above the garage bays. According to markings on various Mission tiles, they were manufactured by the Ludowici-Celadon Company in Chicago. Parapets along the north, east, and west elevations are topped by clay tile coping manufactured by the Streator Drain & Tile Company in Streator, Illinois. Original copper gutters situated directly below the north elevation's Mission tile parapet have largely been removed by vandals. Four Nineteen's flat roof is covered with sheet metal, and originally had a glass skylight above the ladies' rest room. This skylight was destroyed by vandals after 1980, and the opening subsequently covered with plywood.

Four Nineteen's gabled canopy has wood roof decking covered by Mission tiles identical to those used on the north elevation's parapet. Wood beams placed about 1' apart span the underside of the canopy, where an original, metal shade light fixture can still be seen. The front of the canopy features a wood pediment resting on the two brick piers. The pediment has vertical stickwork and two scrolled wood brackets beneath. In 1949, a large, round surface clock was mounted onto the center of the canopy's wood pediment. Manufactured by the Electric Time Company in New York, this Telechron motored advertising clock was stolen by vandals in July 1994. Two gasoline pumps were originally situated upon a narrow concrete island that stretches between the canopy's two brick piers. A second narrow, concrete island located on the front driveway housed an additional two pumps and two light standards. The posts of the light standards still exist, although all four pumps were removed by 1980.

¹ Information obtained from Yvonne Polk's Jan. 15, 1999 phone interview with Roy Johnson. Johnson worked at Four Nineteen as a youth in 1929, and for many years afterward. He also owned Four Nineteen briefly in 1980, prior to Ms. Polk's purchase of the building.

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FOUR NINETEEN BUILDING

The east and west elevations each have two steel casement windows, which are composed of sixteen panes. The south (rear) elevation has a total of six steel casement windows. The third window to the left of this elevation has thirty panes, while the other five have sixteen panes each. The south elevation originally had two door openings—one opening onto the east bays and one opening onto the west bays. The east opening was infilled with brick at an unknown date. The lower portion of the west opening was later connected to a concrete block storage area, standing about 3' high, while the top portion was infilled with brick. The date of this alteration is unknown. A square concrete coal bin abuts the central portion of the south elevation, and opens onto the office via a small opening in the concrete foundation. This coal bins stands about 3' high, and was constructed the early 1930s, replacing a wood shed on the premises that originally stored Four Nineteen's coal.² A non-original red brick chimney with concrete coping is located along the south elevation.

Four Nineteen's rectangular plan has maintained its original configuration of three primary spaces—a central office flanked by a greasing room in the east garage bays, and a car washing/repair room in the west garage bays. The floors are concrete, perimeter walls are brick, and the partition walls separating the office from its two flanking rooms are hollow clay tile blocks, about 12" square, that are raked with vertical lines and laid in a basket weave pattern. The tile blocks are covered with gypsum board in the office and left exposed in the adjacent rooms.

Originally, the structure's wood roof frame was covered by metal lath and plaster in the office and two bathrooms, and left exposed in east and west garage bays. However, a 1980 furnace fire caused damage to both the office's plaster ceiling and the exposed roof frame in the west garage bays. As a result, the office ceiling was re-covered with wood lath and plaster, while the roof frame in the west bays was covered with gypsum board. Holes in the roof resulting from vandalism during the 1980s and 1990s have caused portions of the ceiling to collapse in these rooms. The exposed wood roof frame in the east bays consists of joists spaced about 15" on center, supporting tongue-and-groove roof decking. The decking boards are about 4" wide.

The concrete floor along the south side of the office is sunken about 15", and this area originally housed the building's coal-fired furnace. A cast iron radiator and furnace dating to 1980 are currently situated in this sunken area, which was originally separated from the office proper by a

² Information obtained from Yvonne Polk's Jan. 15, 1999 phone interview with Roy Johnson.

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FOUR NINETEEN BUILDING

metal lath and plaster partition wall and doorway, the upper portions of which can still be seen. The office's south foundation wall has an opening for coal, which was raked from an exterior concrete bin that abuts the structure.

A ladies' rest room is located between the office and the east garage bays, and can only be accessed by its exterior door on the north elevation. Inspection of this bathroom was not possible, as its door is warped and has been closed for over five years. However, according to the current owner's recollection, this rest room has vinyl tile flooring, a ceramic tile wainscot with plaster walls and ceiling above, a porcelain wall-hung lavatory, water closet and radiator.

The office is connected with the east garage bays by a short corridor, which has a doorway leading to the men's rest room along its south wall. The men's rest room retains its original paneled wood door and hardware, with two ball-tipped hinges and doorknob. The rest room has vinyl tile flooring, a ceramic tile wainscot with plaster walls and ceiling above, a porcelain wall-hung lavatory, water closet and radiator.

The door opening between this corridor and the east garage bays retains its original paneled wood door. The east garage bays feature two full-sized grease pits in the floor, which stretch between the north and south walls, and originally provided "high pressure greasing"³ for its customers' automobiles. Two radiators are located along the south wall of this room.

The west garage bays were also originally built with two full-sized grease pits, according to Roy Johnson, a long-time employee of Four Nineteen.⁴ Mr. Johnson stated that the pits were later filled in with concrete to accommodate car washing in the west bays, but was unable to recall the date that this alteration occurred. A steel trap door is located in the floor of this room, and may have originally led to the grease pits. According to current owner Yvonne Polk, this door now leads to a shallow, sunken opening beneath, measuring about 3' square. A hot water tank is suspended from the ceiling along the south wall, which includes two cast iron radiators and a metal utility sink with three vertical basins. An original door opening along the south wall of the west room leads to an exterior concrete block storage shed. The west garage bays were later used for vulcanizing tires.

³ Original building announcement for the opening of Four Nineteen.

⁴ Information obtained from Yvonne Polk's Jan. 15, 1999 interview with Roy Johnson.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Period of Significance

1928

Significant Dates

1928

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

unknown

Primary location of additional data:

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

Name of repository:

Illinois Institute of Technology

Four Nineteen Building
Name of Property

Cook, Illinois
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

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4	6	2	1	3	9	0
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See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Jean Louise Guarino, Architectural Historian

organization _____ date February 1, 1999

street & number 1243 W. Ardmore, No. 3 telephone 773-989-8927

city or town Chicago state IL zip code 60660

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

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

Property Owner

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

name Yvonne A. and Ola L. Polk

street & number 8379 S. Kimbark Avenue telephone 773-375-2524

city or town Chicago state IL zip code 60619

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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FOUR NINETEEN BUILDING

Four Nineteen Building: Narrative Statement of Significance

The Four Nineteen Building, located in Chicago's Chatham neighborhood, is eligible for listing in the National Register of Historic Places under Criterion C, due to its local significance related to architecture. Now vacant, this structure is a well-preserved example of the combination of two gas station types, the "House with Canopy" and "House with Bays" making it a House with Canopy and Bays gas station type, and stands as one of the few remaining pre-1945 stations on Chicago's South Side. Four Nineteen's period of significance is 1928, the year the building was constructed. Four Nineteen also represents an earlier era when many neighborhood gas stations were individually owned, and therefore exhibits distinctive features, such as the use of clinker bricks laid in a skintled pattern.

Like the automobiles they serviced, filling stations quickly evolved from a novelty to a national institution during the 1910s and 1920s. Originally, gasoline was transported in horse-drawn tank wagons to the local dry goods store, hardware store or blacksmith shop, where it was dispensed into the tin cans of motorists. Gasoline could also be obtained from street vendors who pushed small tank carts. From their tin cans, motorists filtered gasoline through a funnel into the tank of their automobile.¹ This messy process was simplified after 1910, when many local stores installed curbside pumps and underground storage tanks, allowing owners to fill their vehicles directly.

When station buildings appeared during the 1910s, they consisted primarily of brick or metal sheds that served as an attendant's office, and sometimes stored lubricating oils, greases, and equipment. Since the demand for gas exceeded the supply at that time, these utilitarian buildings did not need to project an image to attract customers.² In urban areas, early curbside and the shed-type filling stations were usually located in and around central business districts, while auto maintenance was conducted in the open, or in separate garages.

¹ Daniel Vieyra. Fill-er up: An Architectural History of America's Gas Stations. Collier Books, 1979, p 3.

² Ibid, p. 7.

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FOUR NINETEEN BUILDING

After World War I, assembly lines began producing inexpensive cars at a rapid rate, highway construction boomed, and the market for automotive petroleum quickly exploded. Although filling stations began to appear throughout the national landscape, the building type was still very new and unprecedented. Oil companies quickly realized that marketing strategies were necessary for consumers to distinguish one brand from another, and soon adopted logos and various gas station designs to convey a distinct image. In his book, Fill'er Up: An Architectural History of America's Gas Stations, Daniel Vieyra identifies three recurring themes in gas station design that were popular through the 1920s—Fantastic, Respectable and Domestic.

Fantastic gas stations were meant to project a unique, easily identifiable image, and built in the shape of boats, lighthouses, airplanes and space stations. Some stations glorified auto transportation and the related petroleum industry by taking on the form of gas pumps, gas cans and tank cars, while others portrayed cultural themes and exotic architecture, in the forms of icebergs, teepees, and pagodas.

Rather than appealing to curiosity, Respectable stations were meant to create an aura of prestige and grandeur by capturing the flavor of important civic buildings, such as courthouses, banks or university halls. The drive for Respectable stations received its impetus from the contemporary City Beautiful movement, and focused on making the structure a civic asset.³ Elegant and often elaborate stations in the east and northeast were designed in the popular Classical Revival style, often topped by domes or fronted by elegant pedimented porticos. Sections of the west and southwest were graced with stations in the Spanish Mission style, some of which featured white stucco walls, Spanish tile roofs and bell towers.

Four Nineteen represents the more common Domestic station type, which resembled small houses and adopted a range of architectural styles. As service stations moved from central business districts into urban and suburban neighborhoods during the 1920s, Domestic stations were meant to minimize potential community opposition by blending in with their surroundings. In documenting the evolution of the Domestic filling station, John Jakle has identified three different types: House, House with Canopy, and House with Bays.⁴ The Four Nineteen Building

³ Ibid, p. 27.

⁴ John Jakle, "The American Gasoline Station, 1920 to 1970." Journal of American Culture, Vol. 1, 1979.

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FOUR NINETEEN BUILDING

is a combination of two station types a House with Canopy and House with Bays making it a House with Canopy and Bays.

The earliest Domestic stations consisted of a small house with a hipped or gabled roof. The building contained the attendant's office, and sometimes included small storage rooms and/or public rest rooms. The Pure Oil Company pioneered the standardization of the Domestic station and adopted an "English Cottage" style, with a steeply pitched roof of blue tiles, end chimneys, walls of white stucco and shuttered windows on all sides.⁵ Other companies quickly developed their own series of Domestic stations, and many other rural cottage models appeared in rapid succession.

Although English Cottage was the most popular style for Domestic stations, other styles were also adapted, such as Colonial, Classical Revival and Spanish Mission. In all of these company-owned, standardized stations, architectural features were adapted to meet marketing needs. For example, roofing materials and trim featured company colors to remind motorists of the brand and unify the station's design. Many Domestic stations were prefabricated, and facing materials included brick, stucco, zinc or steel. To complete the idyllic setting of the Domestic station, many owners tried to disguise their utilitarian nature by moving or hiding the gasoline pumps at the rear of the structure, while car maintenance functions, such as washing parlors and lubritoriums were typically housed in separate structures.

As the filling station became a more accepted feature of the landscape, gasoline pumps were brought into the open and often situated beneath canopies that were attached to the station and supported by columns. A prefabricated prototype of a House with Canopy was pioneered by Standard Oil of Ohio as early as 1916.⁶ Gulf Refining Company followed Standard's lead with a brick and tile roof station with a canopy supported by four brick columns covering two front

⁵ Keith A. Sculle, "C.A. Peterson: Pioneer Gas Station Architect," Historic Illinois, June 1979.

⁶ Jakle, p. 527.

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FOUR NINETEEN BUILDING

driveways.⁷ Standard Oil of New York added canopies to its “Colonial” stations in 1923, which carried iron balustrades to simulate porches.⁸

After 1925 the House with Bays type emerged, which represented a change in the function of the filling station. No longer used solely for gasoline distribution, this new type of one-stop super station also provided automotive maintenance for customers. The bays were typically equipped with grease pits and lifts, which encouraged motorists to regard the gas station as an alternative to the repair shop. Grease pits consisted of open trenches with walls of poured concrete or masonry. Cars were elevated slightly above the pits on ramps that straddled the trench.⁹ By diversifying the products and services offered at their stations, oil companies hoped to gain a commercial advantage during a period of fierce competition. Besides washing and lubricating, engine, brake and other repair services were usually available. Products such as motor oil, tires, batteries and other accessories became standard in most stations, while courtesy windshield wiping and oil checks aimed to promote goodwill and increase sales.

The Four Nineteen building is located in Chicago’s Chatham community, which is roughly bounded by 79th Street to the north, 91st Street to the south, the Illinois Central tracks to the east and Stewart Street to the west. Chatham’s first structures were corn cribs built in 1860 by the Illinois Central Railroad along its tracks. Most of Chatham remained grassland and swamp until the 1880s, when it was settled by Italian stone masons and railroad workers who erected frame houses in the area. Originally part of the Village of Hyde Park, Chatham was annexed to the City of Chicago in 1889.¹⁰

In 1920, the Illinois Central Railroad opened a 79th Street station in Chatham, signaling the start of a decade-long residential building boom that was fueled by manufacturing growth. Newly

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

¹⁰ Mae Gregory. Chatham 1856-1987: A Community of Excellence. Sponsored by The Friends of The Chicago Public Library, 1989.

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FOUR NINETEEN BUILDING

established factories along the Illinois Central tracks to the east, and between 83rd and 87th Streets to the west, supplied an influx of residents to Chatham, where population increased from 10,000 in 1920 to more than 36,000 by 1930.¹¹ Numerous apartment buildings, bungalows and commercial structures were erected during this time.

Four Nineteen was officially opened for business on December 21, 1928,¹² during Chatham's most prosperous decade. The structure was constructed as a business venture by owners William D. Meyering and David L. Sutton, both of whom were involved in the real estate business and prominent members of the local community. In 1923, William Meyering started his own real estate and insurance company, and began a stint as Chicago's 8th Ward Alderman that lasted until 1930. Meyering also served as Sheriff of Cook County from 1930 to 1934.¹³ David Sutton was President of Sutton and Peterson Inc., a real estate firm located at 8124 Cottage Grove Avenue, Chicago, and served as 8th Ward Alderman from 1931 to 1935.¹⁴

Four Nineteen was constructed rapidly, as Meyering and Sutton assumed ownership of the property on August 24, 1928, and the structure was completed just three months later. The owners' original building announcement described Four Nineteen as a "Deluxe Gas Station and Greasing Palace," and stated that "Our modern equipment and skilled mechanics guarantee complete satisfaction." According to this announcement, the station was originally serviced by Shell gasoline. However, on April 9, 1929, the structure was leased to Marland Refining Company, which transferred its lease to Conoco Oil Company on September 3, 1929.¹⁵

¹¹ Steven Neufeld and Annie Ruth Leslie. *Community Area 44: Chatham*. In: *The Chicago Fact Book Consortium, ed. Local Community Fact Book, Chicago Metropolitan Area, 1990*. Chicago: Academy Chicago Publishers, 1995, p. 142.

¹² The opening date of Four Nineteen and the names of its original owners were obtained from an original building announcement for the structure. This announcement was given to current owner Yvonne Polk by Lawrence Betz, one of the structure's previous owners.

¹³ *Who's Who in Chicago and Vicinity*. The A.N. Marquis Company, 1941.

¹⁴ *Chicago Tribune*, obituary for David L. Sutton, January 2, 1965.

¹⁵ Chain of Title for the Four Nineteen building. Source: Cook County Recorder of Deeds.

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FOUR NINETEEN BUILDING

Four Nineteen stands as an excellent example of the combination of two filling station types, a House with Canopy and Bays filling station, and has retained its original integrity in terms of materials and plan. The house is represented by the north elevation's central portion, which is visually distinguished by a front facing gabled brick parapet. A gabled canopy supported by two brick piers is attached to the house portion of the structure, which is flanked by two garage bays on each side. Aside from the removal of its original garage doors, Four Nineteen's exterior is unchanged from its original appearance. All elevations have retained their original steel casement windows, concrete sills and wood lintels. The north elevation features two original wood paneled doors and hardware. The north parapet and gabled canopy have also retained their original, multi-colored Mission tiles, while original wood stick work can be seen above the garage bays and the canopy's wood pediment.

Inside, Four Nineteen's rectangular plan has maintained its original configuration of three primary spaces—a central office flanked by a greasing room in the east bays, and what was likely a car washing/repair room in the west bays. Especially noteworthy are the two full-sized grease pits that remain in the east bays, stretching between its north and south walls. These pits originally provided “high pressure greasing”¹⁶ for customers' automobiles. After 1925, rotary lifts operated by air compressors gradually replaced grease pits in most stations.¹⁷

In addition to standing as a well-preserved example of a House with Canopy and Bays filling station, Four Nineteen is also distinctive for its use of a Chicago innovation (according to the Cleveland, Ohio based publication, Building Economy)—clinker bricks laid in a skintled pattern. Clinker bricks have a swelled, cracked appearance created by overexposure to heat while they were baked in coal-fired kilns, and come in a wide variety of colors, such as reds, yellows and browns. Clinkers were traditionally considered cast-off bricks and sent to the dump heap. Chicago architects began to use them as a facing material in the 1920s, and their popularity quickly spread throughout the country. A May 1927 issue of Building Economy documented the changing taste in façade treatments, reporting that “brickwork is rapidly undergoing a radical change at the hands of the leading architects in this country... Today the

¹⁶ This phrase was printed on Four Nineteen's original building announcement.

¹⁷ Jakle, p. 527.

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FOUR NINETEEN BUILDING

brickwork which catches the public eye must be rough, very rough. And the brick themselves must be of the same order. *Clinker brick, which only a few years ago had no market at all, are now in perhaps the highest favor of them all.*¹⁸ (Emphasis added.)

A skintled wall is created by laying bricks roughly at different angles, recessing or projecting them beyond the wall line. In January 1927, Building Economy noted that the “Chicago practice of laying up skintled brickwork has been to sprinkle the surface liberally with the fused, blackened and glossy clinker brick, which in the last few years have leaped so strongly into popular favor...Irregularity is the predominant feature of any wall of skintled brickwork, yet the mass effect is extremely pleasing both as to color and texture.”¹⁹

It is also interesting to note that architects and builders considered skintled brickwork to be very compatible with a Mission tile roof, a combination that was used in Four Nineteen. A May 1927 issue of Building Economy praised Mission tile when used in connection with a wall of common brick, noting that “Some of the most appealing examples in the Chicago district are those where the *combination is tile and skintled brickwork.*”²⁰ (Emphasis added.)

Clinkers and skintled brickwork were likely chosen Four Nineteen because the combination was considered both inexpensive and visually attractive. Today, structures composed of clinkers are a rarity, as they can only be produced the old-fashioned way—in coal fired kilns. As a result, The Brickyard in Harrisonville, Missouri²¹ and Colonial Brick Company in Cayuga, Indiana²² are among the few companies that currently produce clinker bricks. Both of these companies purchased abandoned brick plants and use kilns built in the early part of this century. The use of

¹⁸ “*Two Doorways Which Speak for Common Brick.*” Building Economy. May 1927, No. 3, No. 4.

¹⁹ “*Dozen Kinds of Brick in These Skintled Walls.*” Building Economy. July 1927, Vol. 3.

²⁰ “*Tile Roofs Add a Very Definite Distinction.*” Building Economy. May 1927, No. 3, No. 4.

²¹ Marketing materials from The Brickyard, Harrisonville, Missouri.

²² Andy Shaw, “*His Devotion to bricks is more than a ‘clinker’.*” Chicago Tribune. June 28, 1998.

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these materials is also notable for what it represents—the choice of individual owners to select the design and materials for their stations, as opposed to company-owned stations that utilized standardized designs and prefabricated materials.

Beginning in the 1930s, companies began to opt for stripped-down, functional filling station designs known as oblong boxes—featuring flat roofs, large expanses of plate glass and walls of porcelain enamel—in response to the harsh economic times.²³ As a result, Four Nineteen stands today as one of the few remaining House with Canopy and Bays stations on Chicago's south side. For this nomination, a January 1999 windshield survey was conducted over a broad area encompassing 67th Street on the north, 115th Street on the south, Lake Michigan on the east, and Ashland Avenue on the west. A total of sixteen pre-1945 stations, located in ten different neighborhoods, were identified. These sixteen stations include three Houses, one House with Canopy, nine Houses with Bays, and three Houses with Canopies and Bays.²⁴

Four Nineteen exhibits the best exterior integrity of these sixteen Domestic stations, and is the only one constructed of clinker bricks. In addition, only one other station demonstrates skintling, albeit on a very limited scale, with occasional bricks protruding beyond an otherwise smooth wall plane. Very few of these stations have retained their original doors, windows or roofing materials, while some have been drastically altered, and most exist in a deteriorated state. Of the three House stations (7701 S. Racine; 7820 S. Vincennes, 9201 S. Manistee), all have lost their original doors, windows and roofing materials. The one House with Canopy (7659 S. Ashland) has lost its original entrance door, windows and roofing material, and has been converted to a dry cleaning establishment.

Of the nine Houses with Bays, three stations appear to have retained at least one original steel sash window (8437 S. Commercial; 9200 S. Ashland; 7714 S. Exchange), while only one station appears to have retained its original entrance door (7714 S. Exchange). Four of these stations have paneled wood overhead garage doors (8437 S. Commercial; 8059 S. Vincennes; 9200 S. Ashland; 7714 S. Exchange), although it is difficult to determine whether they are original. Five of the Houses with Bays appear to have retained some original roofing material, in the form of

²³ Jakle, p. 530.

²⁴ See attached continuation sheet with charts showing breakdown of south side Domestic gas stations identified by windshield survey.

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slate or clay tiles (8437 S. Commercial; 9310 S. Commercial; 9200 S. Ashland; 10130 S. Michigan; 7714 S. Exchange).

Of the three Houses with Canopies and Bays, all appear to have received their bays at a later date. On one structure, the canopy's two original brick columns have been replaced with iron posts (7342 S. Exchange). Only one station appears to have retained its original door, along with steel sash windows (7256 S. Ashland). None of these stations has retained original roofing materials.

The loss of historic filling stations on the south side of Chicago constitutes an irreplaceable gap in one component of the City's architectural heritage. Four Nineteen is an important example of a dwindling number of Domestic gas stations that were once common features throughout Chicago's neighborhoods. The structure's use of clinker bricks laid in a skintled pattern also represents an innovation that originated in Chicago, quickly gained popularity and spread to other parts of the country. Clinker bricks are rarely used on buildings today, as they are only produced by a handful of brickyards that have coal-fired kilns. As a wonderful remnant of Chicago's early automotive history, Four Nineteen is certainly worthy of recognition and listing in the National Register of Historic Places.

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House

Station Address	Zip Code	Community	Construction Date
7820 S. Vincennes	60620	Grand Crossing	1920s
9201 S. Manistee	60617	Calumet Heights	1923
7701 S. Racine	60620	Auburn Gresham	1924

House with Canopy

Station Address	Zip Code	Community	Construction Date
7659 S. Ashland	60620	Englewood	1923

House with Bays

Station Address	Zip Code	Community	Construction Date
8437 S. Commercial	60617	South Chicago	1930s
9310 S. Commercial	60617	South Chicago	1937
7901 S. Avalon	60619	Avalon Park	1930
8059 S. Vincennes	60620	Chatham	1930s
8800 S. Ashland	60620	Auburn Gresham	1920s
9200 S. Ashland	60620	Washington Heights	1931
10130 S. Michigan Ave.	60628	Roseland	1930s
11244 S. Wentworth	60628	Roseland	1930s
7714 South Exchange	60649	South Shore	1927

House with Canopy and Bays

Station address	Zip code	Neighborhood	Construction Date
7342 S. Exchange	60649	South Shore	1929
7256 S. Ashland	60636	Englewood	1926
8597 South Chicago	60617	Avalon Park	1924

* Note: Construction dates were obtained from the 1994 Cook County Property Index records. This composite information is derived solely from records of the Cook County Assessors Office.

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FOUR NINETEEN BUILDING

Four Nineteen Building: Bibliography

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Four Nineteen building announcement, dated December 21, 1928. Source: Yvonne Polk, current owner.

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“*Swelled Brick Fast Coming Into Their Own.*” Building Economy. December 1927, Vol. 3, No.

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FOUR NINETEEN BUILDING

"Textures in Brick." Building Economy. January 1928, Vol. 3, No. 12.

"Tile Roofs Add a Very Definite Distinction." Building Economy. May 1927, No. 3, No. 4.

"Two Doorways Which Speak for Common Brick." Building Economy. May 1927, No. 3, No. 4.

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FOUR NINETEEN BUILDING

Four Nineteen Building: Geographical Data

Verbal Boundary Description

Lots Forty-Nine (49) and Fifty (50) in Whiteside and Totten's subdivision of Block Three (3) of E.A. Warfields Subdivision of the West Half (W ½), of Southeast Quarter (SE ¼) of Section Thirty-Four (34), Township Thirty-Eight (38), North, Range Fourteen (14), East of the Third Principal Meridian.

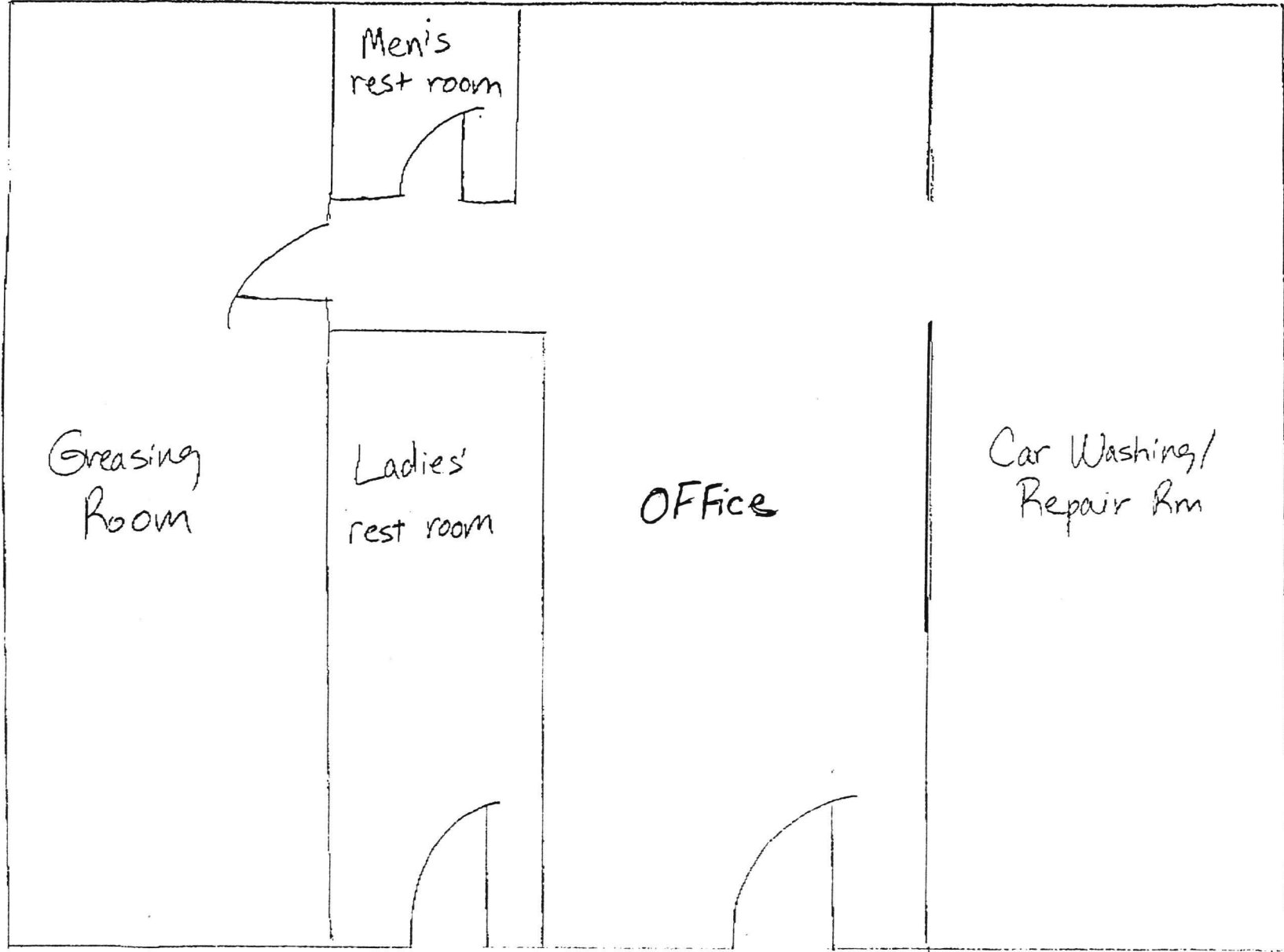
Source: Cook County Assessor's Office, Chicago, Illinois.

Boundary Justification

The Four Nineteen building retains its historic boundaries as stated in the Verbal Boundary Description.

North
↓

419 Building
Chicago, IL



Greasing
Room

Men's
rest room

Ladies'
rest room

Office

Car Washing/
Repair Rm

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Four Nineteen Building
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 7/16/99 DATE OF PENDING LIST: 7/27/99
DATE OF 16TH DAY: 8/12/99 DATE OF 45TH DAY: 8/30/99
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 99000973

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 8.12.99 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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



Four Nineteen Building
Cook County, IL

Photo #1

Front elevation, looking south

Date of Photograph - Jan. 1999

Location of Negatives -

1243 W. Ardmore

Chicago IL 60660

Photographer - Jean L. Guarino

208

W 85106



SEE WARNING
BEHIND THE TOWER
VEHICLES WILL BE TOWED
BY REQUIRED SERVICE
FOR THIS PROPERTY

Four Nineteen Building
Cook County, IL

Photo # 2

Front Elevation, Facing Southeast

Date of Photograph - Jan. 1999

Location of negatives -

1243 W. Ardmore, #3

Chicago IL 60660

Photographer - Jean L Guarino

9A

2

W 85108



Four Nineteen Building
Cook County, IL

Photo # 3

Detail of front elevation, looking south

Date of photograph - Jan. 1999

Location of negatives -

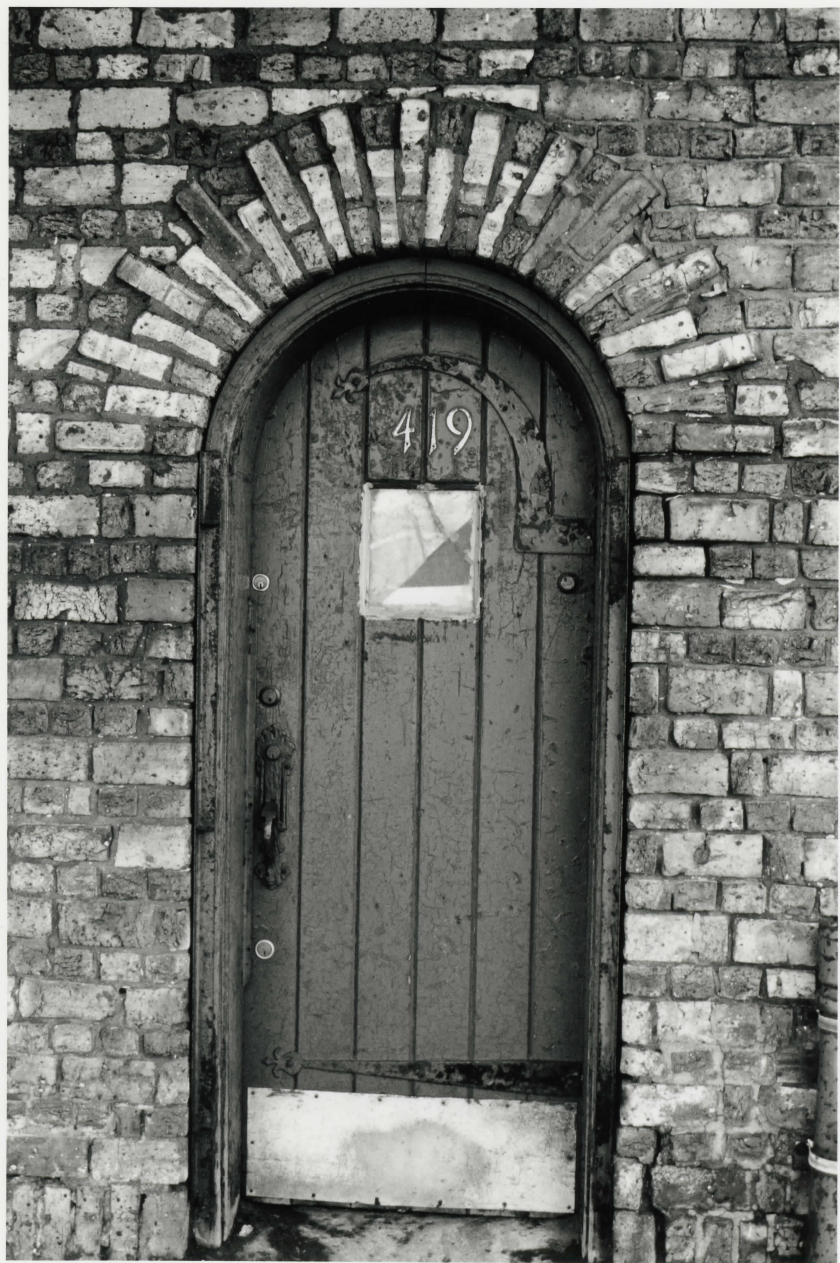
1243 W. Ardmore

Chicago IL 60660

Photographer - Jean L Guarino

10A
②

W 85158 M



W 85108

SA (2)

Four Nineteen Building

Cook County, IL

Photo #4

Entrance door on front elevation,
facing south

Date of photograph - Jan 1999

Location of negatives -

1243 W. Ardmore

Chicago, IL 60660

Photographer - Jean L Guarino



Four Nineteen Building
Cook County, IL
Photo #5

side (west) elevation, Facing Southeast

Date of photograph - Jan 1999

Location of negatives -

1243 W Ardmore, #3

Chicago IL 60660

Photographer - Jean L Guarino

16A

W85108



Four Nineteen Building
Cook County, IL
Photo #6

Prear (south) elevation, Facing north
Date of photograph - Jan. 1999
Location of negatives -
1243 W. Ardmore
Chicago, IL 60660
Photographer - Jean L Guarino

13A
②

W 85198



Four Nineteen Building
Cook County, IL
Photo #7

side (east) elevation, Facing northwest
Date of photograph - Jan. 1999

Location of negatives -
1243 W. Ardmore, #3
Chicago IL 60660

Photographer - Jean L Guarino

11A
2

W 85168



Four Nineteen Building
Cook County, IL
Photo #8

East bays - view of grease pit -
Facing northeast

Date of photograph - Jan. 1999

Location of negatives -

1243 W. Ardmore

Chicago IL 60660

Photographer - Jean L Guarino

SR

W85/08



Four Nineteen Building
Cook County, IL
Photo #9

West Bays, View of south wall,
Facing south

Date of photograph - Jan. 1999

Location of negatives -

1243 W. Ardmore

Chicago IL 60660

Photographer - Jean Guarino

2A

W 85108



Four Nineteen Building
Cook County, FL
Photo #10

East Bays, view of exposed roof
decking

Date of photograph - Jan. 1999

Location of negatives -

1243 W Ardmore

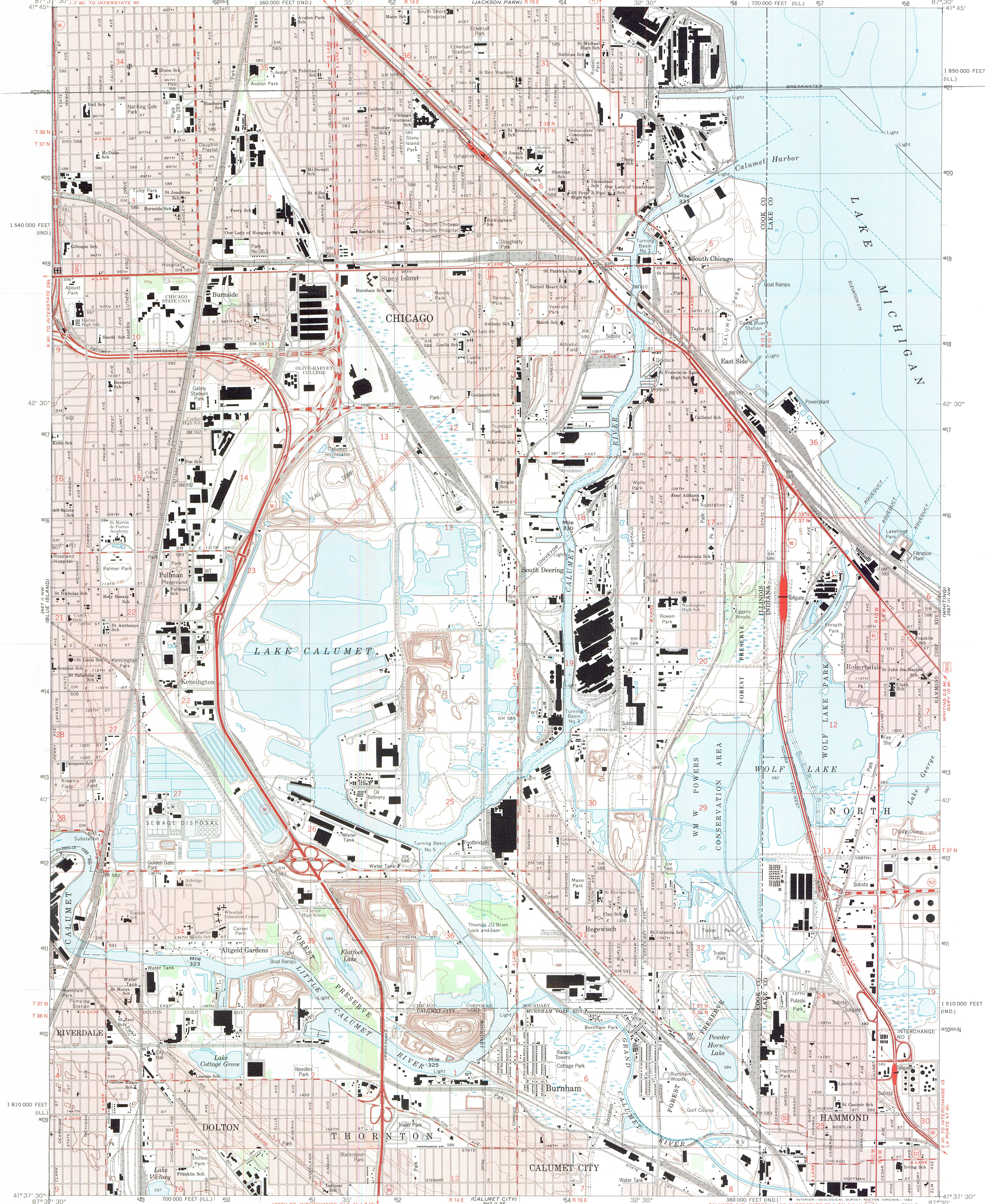
Chicago IL 60660

Photographer - Jean L Guarino

W85108

3A

Four Nineteen Building
419 E. 83rd St. Chicago, IL
20616 E 449 930 N4621390



Produced by the United States Geological Survey
Control by USGS, NOAA and City of Chicago
Topography by photogrammetric methods from aerial photographs
taken 1964 and planetarium surveys 1927. Revised from aerial
photographs taken 1988. Field checked 1991. Map edited 1991
Selected hydrographic data compiled from NOS chart 14905 (1986)
This information is not intended for navigational purposes
Projection: Illinois coordinate system, east zone
(transverse Mercator)
10,000-foot grid ticks: Illinois coordinate system, east zone
and Indiana coordinate system, west zone
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American Datum
The difference between 1927 North American Datum and North
American Datum of 1983 (NAD 83) for 7.5 minute intersections
is given in USGS Bulletin 1875. The NAD 83 is shown by
dashed corner ticks
There may be private inholdings within the boundaries of the
National or State reservations shown on this map
Red tint indicates areas in which only landmark buildings are shown

SCALE 1:24,000
1 000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER
CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET
REFERENCE LEVEL: 508 FEET INTERNATIONAL GREAT LAKES DATUM
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
COMPLIES WITH U.S. GEOLOGICAL SURVEY STANDARDS FOR SPATIAL ACCURACY - CLASS 2
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
AND INDIANA DEPARTMENT OF NATURAL RESOURCES, INDIANAPOLIS, INDIANA 46204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route
QUADRANGLE LOCATION
LAKE CALUMET, ILL.-IND.
41087-F5-TF-024
1991
DMA 3467 II NE-SERIES V863



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

MEMORANDUM

TO: Mayor Richard M. Daley, City of Chicago
Jim Peters, Coordinating Planner

FROM: David Newton, Assistant National Register Coordinator *DN*

DATE: March 8, 1999

SUBJECT: Preliminary opinion of the Four Nineteen Building, 419 East 83rd Street,
Chicago, Illinois

The Four Nineteen Building at 419 East 83rd Street, Chicago, Illinois meets Criterion C for architecture for listing in the National Register of Historic Places. The building erected in 1928 is a good example of a House with Canopy and Bays filling station type. The Four Nineteen Building is locally significant for listing in the National Register of Historic Places. The period of significance is 1928, the year the filling station was built. With its domestic scaled house, front canopy, and service bays the filling station is one of few pre-1945 gas stations remaining in the south side of Chicago that maintains its historic integrity.



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

320 North Clark Street
Room 516
Chicago, Illinois 60610-4711
(312) 744-3200 (Voice)
(312) 744-9140 (FAX)
(312) 744-2958 (TTY)
<http://www.ci.chi.il.us>

RECEIVED

MAY 10 1999

Preservation Services

May 5, 1999

Ms. Ann Swallow
National Register Coordinator
Illinois Historic Preservation Agency
Old State Capitol
Springfield, Illinois 62701

RE: **Four Nineteen Building, 419 East 83rd Street**

Dear Ms. Swallow:

The Commission on Chicago Landmarks has reviewed the nomination for the above-referenced property to be listed on the National Register of Historic Places.

We concur with your opinion that the property meets Criterion C for listing for architecture. Further, this filling station is locally significant as one of few pre- 1945 gas stations remaining on the south side of Chicago that retains its historic integrity. The Commission on Chicago Landmarks is pleased to endorse this nomination.

Please contact our staff if you have any questions.

Sincerely,

Albert M. Friedman
Acting Chair





**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

July 12, 1999

Ms. Beth Boland
National Register Program
National Park Service
Department of the Interior
1849 C Street, N.W.
Washington, D.C. 20240

Dear Beth:

Enclosed please find the USGS quad map for the Four Nineteen Building, Chicago, Cook County. The nomination materials for this property were forwarded to you on July 9, and the map was inadvertently omitted.

Thank you very much.

Sincerely yours,

Ann V. Swallow
Survey & National Register
Coordinator

encl.

