

United States Department of the Interior
National Park Service

Sent to Washington
July 6, 1992

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 *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 Amboy Illinois Central Depot

other names/site number _____

2. Location

street & number 50 South East Avenue not for publication

city or town Amboy vicinity

state Illinois code IL county Lee code 103 zip code 61310

3. State/Federal Agency Certification

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

William L. Wheeler, SHPO 6-25-92
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State of Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Amboy Illinois Central Depot
Name of Property

Lee County, Illinois
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

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

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

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/Rail-Related

Current Functions

(Enter categories from instructions)

Recreation and Culture/Museum

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian

Italianate

Materials

(Enter categories from instructions)

foundation Stone

walls Brick

Limestone

roof Metal

other

Narrative Description

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

Amboy Illinois Central Depot
Name of Property

Lee County, Illinois
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

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)

Transportation

Period of Significance

1876-1942

Significant Dates

1876

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nocquet, James

Egan, Francis

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1Amboy Illinois Central DepotNarrative Description

The Amboy Illinois Central Depot is located in the northwest quadrant of the intersection of Main Street and East Street in Amboy (both streets are on diagonal alignments). The two-story rectangular brick building stands on the west edge of the Amboy Business District and along side the former mainline (now removed) of the Illinois Central Railroad. The building is separated from East Street by a 24-foot lawn and is separated from Main Street by a 10'-9" brick paved area and an additional 157-foot-long bituminous paved parking lot. On the northwest, southwest and southeast sides of the building is the paved brick passenger boarding area (see site sketch plan).

The Amboy Illinois Central Depot was constructed in 1876 within the dedicated right-of-way of the Illinois Central Railroad. It measures 32 feet by 88 feet and has masonry exterior bearing walls consisting of red brick with extensive limestone trim. The exterior design of the building illustrates the importance of the depot to the Illinois Central Railroad. The building is an imposing and elegant structure because of its size, height, design and ornate detailing of both brick and stone. It also is notable for its date of construction for the large percentage of the building's exterior devoted to windows, generously supplying the interior with natural light. There have been no additions or renovation to the original structure. The only exterior changes since the time of construction was the modification to the top of eight chimneys after the introduction of central heating to the building and the removal of one window from the northeast side to install a freight loading door. These revisions could be readily reconstructed, and neither represents an irrecoverable alteration.

The Amboy Illinois Central Depot is built of red brick laid in a six-course common bond on a stone foundation. The building is a full two stories in height with an attic above it (with no windows) used for storage. It has a flat metal roof drained by drain pipes on the northeast side. It is a free standing structure with no attachments or additions. The structure is constructed with eight brick pilasters/chimneys, one at each corner and two each are located along the two 88-foot facades. These divided the building into three bays along its long (88 foot) dimension. As they are hollow, they were also used as chimneys for individual stoves in the rooms.

Both the base and capital of each pilaster, along with a decorative first floor element, is a 3.5-foot square limestone block. The first floor and capital block each contain carved decorative elements. In addition, each group of windows is topped by a limestone lintel. Each window has a limestone sill, and the brick along each window and door is placed upon a limestone base.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Amboy Illinois Central Depot

Above the second story windows the brick work contains a row of dentils. At an elevation equal to the top of the limestone capitals is a limestone belt course around the entire perimeter of the building. Above the belt course are stone corbels supporting bricks built into a 20-layer brick frieze formed into a repetitive pattern of varying setback. This is topped by a brick cornice defined by two limestone belt courses.

All but one set of original windows and all original doors of the depot remain. All windows are double-hung wooden windows varying in size from four-over-four to eight-over-eight. There are five original wooden doors in the building, each with six recessed panels with overhead transoms. One window was replaced by a freight door added to the northeast side from which freight could be loaded and unloaded.

On the southwest side, each of the three bays contain a pair of wooden doors with six recessed panels and topped by a four-pane glass window. On the second floor, above each door is an eight-over-eight window. In the two outer bays the door and second floor window are flanked by a pair of four-over-four windows. In the center bay, the door and second floor window are each flanked by single six-over-six pane windows. The northeast side has symmetrical openings and decorations to the southwest facade, although six window openings were bricked up. The northwest side contains eight six-over-six windows, while the southeast facade has six such windows and two more six paneled doors identical to those on the southwest side.

The interior of the Amboy Illinois Central Depot is of wood-framed construction. The flooring is narrow (2 1/4") hard maple throughout. Access to rooms is by wood panel doors, some with overhead transoms. The interior consists of wood-framed partitions, some load bearing. The first floor rooms are 12'4" in height and the second floor is 11'9" in height. The first floor rooms contain wainscoting of various heights. Above the wainscot in the first floor (and entirely on the second floor) the original walls are all the original plaster. The ceilings are also the original plaster ceilings. All original interior doors and all exterior windows are trimmed with wood on the inside of the building. All such trim remains, with the exception of the remodeled area of the first floor.

The second floor is accessed by a 90-degree, curved stairway with curved walnut handrail leading upwards from the center pair of doors on the southwest facade. The stairway contains treads which are on a varying angle with respect to the side of the staircase in order to accommodate the 90 degree curve in the stairs. The original newel post of the stairway was apparently

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Amboy Illinois Central Depot

replaced, but the staircase otherwise remains intact. The second floor contained the management function of the railroad division (see Section 8 for explanation of a railroad's divisional job functions).

A hallway running on the northeast side of this floor gave access to the various offices. On the northwest end were the office and the storage room of the division's (civil) engineer. The two rooms directly across from the stairwell were for the trainmaster on duty and the telegraphers, the operational heart of the division. The largest room was the business office where clerks kept the flow of paperwork moving for the railroad including payroll and billing functions and tracking of all shipments through the division. Finally, the southeast end was the private office and conference room of the division superintendent. In addition, this floor contained a vault for storage of important records and money, receipt for both passengers and freight and the payroll for the division's employees.

On the second floor, small doors have been installed between the Division Engineer and Trainmaster Office and between the telegrapher's office and the business office. An obviously non-historic wall has also been constructed (with door) across the hallway at the location shown by dotted lines on the plan. These alterations could easily be removed and the second floor restored to complete as-built authenticity, since no original architectural element was disturbed by these modifications.

The stairway also served to divide the first floor into two different functional areas. To the northwest of the stairs was the area devoted to over-the-road crews and their equipment and storage needs. Locker rooms were provided for firemen and engineers' beginning and ending runs. The largest room was for baggage storage and transfers. The train conductors were provided an office to complete paperwork (waybills) associated with each car on the train they were assigned. A battery storage room and another vault completed this half of the first floor. The battery room contained two 100-cell Calland batteries which provided the power for the telegraph lines operated out of the depot. The baggage area and train crew's room were accessed by the two outside doors on the northwest side of the building.

The southeast half of the first floor was devoted to the needs of a depot facility for the people of Amboy. Here was the ticket selling booth, separate men's and women's waiting rooms, and provisions for lunch that were at that time typical of many small-town depots in Illinois.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Amboy Illinois Central Depot

After the discontinuation of passenger service to Amboy in 1939, the depot was remodeled around 1940. This was established by local interview. The southeast end of the first floor was subdivided into several smaller rooms for use by maintenance and over-the-road crews and by the local dispatcher and Railway Express agent. The remodeled floor plan is shown as an attachment. The former mens' waiting room was redone as crew rooms, and the dispatch office with a vestibule for freight crews to turn in way bills of cars brought in over the line. The former ladies room was remodeled into a freight handling and storage room by the removal of an exterior window and construction of a freight dock. This provided a freight storage area for the still-popular Railway Express Service, which still provided the bulk of long-distance freight shipment for individuals and businesses.

One interior wall in the northwest half of the first floor (formerly separating the freight handlers room from the freight storage room) has been removed. The window shown replaced by "Freight door" on the revised plan on the northeast facade of the building was removed. Several new walls to construct the rooms as described above were constructed as shown on the Remodeled Floor Plan. Although this remodeling did result in a modification to one-half of the first floor, it remains in place as built to document a revised railroad use of the building.

The depot has no basement. There is a 7-foot-high attic, accessed by a narrow (2.5 foot) staircase. Material accumulated and still in place indicates the attic was used only for storage of material typical of railroad operation and paperwork generated by railroad operations. The attic has no windows for ventilation or light.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Amboy Illinois Central Depot

Statement of Significance

The Amboy Illinois Central Depot meets Criterion A for listing in the National Register of Historic Places. It is a locally significant building, as it was built as a division headquarters and depot of the Illinois Central (IC) Railroad. It retains virtually intact exterior integrity and the majority of its interior integrity, thus preserving most architectural elements. Interior modifications consist primarily of additional walls in one-quarter of the building, thus still preserving the overall functional layout of a 19th Century railroad divisional headquarters. The depot was located along the Illinois Central mainline that ran from Cairo to East Dubuque (often referred to as the Charter Line) on the west edge of the Amboy Business District, where it served its function as a division headquarters. The period of significance of this building is 1876-1942, as it was used for railroad purposes this entire time.

The architectural and locational characteristics of the Amboy Illinois Central Depot are representative of divisional headquarters of American railroads in the nineteenth century. The management of American railroads was carried out by autonomous control over sections of track from one hundred to several hundred miles in length designated as divisions. The chief operating officer was the Division Superintendent, responsible for all activities of his division of the railroad. Control of all trains actively moving over all trackage within the division was carried out by the trainmaster on duty. By sending out a continuous stream of telegraphic orders to dispatchers, towermen and depot agents along the line, trains were ordered onto sidings and given specific orders to wait for opposing traffic. By this means, two-way traffic could be maintained on a single-track line, and fast passenger trains could have tracks cleared in order to overtake slow-moving freight trains. Original divisions were usually 100-125 miles in length. This was based on a typical eight-hour trip of trains in the 1850's, the beginning of railroading in Illinois.

In addition, the division headquarters was the central office of the division engineer. He was a civil engineer responsible for maintaining all track, structures, signals, and telegraph facilities within the limits of the division. His office provided a desk, files, plan sheet repositories, and necessary equipment for himself and his crews. The division was also the assigned "home" unit of over-the-road crews who operated the trains over the line of the division. Their equipment and locker facilities were furnished at that building. Here crews started a one-way trip and, with an overnight stay, returned on a train traveling in the opposite direction. The division's town was thus the home of many road crews.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 6

Amboy Illinois Central Depot

The Illinois Central Railroad was the largest railroad in the world when it was authorized by an Act of Congress sponsored by Senator Stephen A. Douglas and signed into law on September 20, 1850. It also established the precedence of the land grant railroad, in which railroads were granted title to sections of unsold government land for every mile of railroad built, which served to subsidize the cost of construction. The railroad was authorized to be constructed with a mainline from Cairo to Dunleith (later named East Dubuque), with a branch line from Centralia to Chicago.

Based upon the length of divisions, the headquarters of the IC Third Division was to be in Lee County. Two farms were purchased in central Lee County, one by a subsidiary of the IC Railroad and the other by officers of the company. At this site the railroad announced it would build its divisional headquarters and the necessary shop buildings to maintain the rolling stock of the railroad over its northern half. Construction of the original division headquarters, and a separate depot/hotel building was begun late in 1853. By February, 1854, parts of the two adjoining farms were subdivided into the Village of Amboy. By 1855, the Village of Amboy was incorporated with an estimated population of 1,000 and was still growing as the start-up of operation of the railroad and completion of the shop facilities offered a major source of non-agricultural employment in northern Illinois.

Although railroad traffic grew appreciably in the next two decades, operations of the railroad were carried out from the original division headquarters building, which had been enlarged in 1863 to manage the surge in railroad traffic during the Civil War. Nonetheless, it was still described in contemporary accounts as inadequate. On November 15, 1875, the adjacent depot/hotel building was destroyed by fire. At this time the railroad's upper management decided to raze the division headquarters and construct a combined depot and division headquarters, with hotel functions to be carried out thereafter by private hotels. The site of the burned depot/hotel building was cleared and in 1876 the current Amboy Illinois Central Depot was built. It was designed to be a spacious, modern division headquarters well provided with natural light. In addition, the southeastern half of the first floor was constructed to serve the needs of a depot for the citizens of Amboy, offering ticketing and waiting rooms typical of the era. This combined building was referred to as the Amboy Illinois Central Depot.

By this time, the entire 345 miles of track between Centralia and East Dubuque was consolidated into the IC Northern Division, operated out of the structure in Amboy. The division headquarters had authority over 53 stations, indicating the relative scarcity of division headquarters buildings in relationship to ordinary depots.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 7

Amboy Illinois Central Depot

Operation continued in this mode until 1894, when the effects of completion of a new east-west rail line from Iowa to Chicago by the Illinois Central across northern Illinois had been assessed. Construction of this new line to Chicago, the nation's rail capital, caused a shift in Iowa rail traffic from its former north-south orientation through Amboy to a primarily east-west orientation. The resultant decrease of scheduled trains and rolling stock assigned to Amboy caused the management of the IC Railroad to downgrade the section of track from Freeport (through Amboy) to Centralia to a sub-division dispatched from Freeport. The locomotive repair facilities in Amboy were largely abandoned with equipment moved to Clinton and Freeport, and the division officers relocated from their former headquarters in Amboy, which was closed as it was no longer necessary.

After the 1894 closure of the Division Headquarters, the Amboy Illinois Central Depot still functioned as a crew-change location and local depot for the Village of Amboy and surrounding populace. Therefore, activities continued in the first floor unabated, while the second floor was largely abandoned. Amboy still served as a crew-change point and freight-checking activities continued on a more modest scale. The wall separating the baggagemen's room from the baggage store room was removed to make one large, freight handling room.

Depot functions were also carried on in the southeast half of the building. The depot served, as in all small towns with railroad services, as the main contact point with the outside world. Here all long-distance trips began and ended, as a lack of road system precluded horse and buggy travel of any length. Telegraph service to individual citizen's still utilized the railroad's wires and any freight shipments consigned to individuals or businesses from beyond the immediate vicinity, ranging from the latest fashions to new, improved farm equipment, also passed through the depot to enrich and advance the lives of the people of Amboy.

By 1940, local bus and car service was such that Amboy could be served by the depot in Dixon and passenger service was dropped. Again, the operations at the depot were consolidated, with the northwest half of the first floor being given over to storage, largely waybills and other documents kept for legal requirements. The upper floor was remodeled into living quarters for the station agent and boarding rooms for workers at the newly-created Green River Ordinance Depot three miles northwest of Amboy, which was hastily built to manufacture and distribute military ammunition as part of the nations' WW II build-up. The southeast half of the first floor was remodeled (as previously described) so that the freight handling and crew-change functions could be accommodated in that half of the first floor. The depot served as the official point of embarkation for all ordinance made and shipped from the Green River Ordinance Depot for both WW II and the Korean Conflict. Local Railway Express shipments and occasional less-than-carload lots were still shipped through the depot, providing a necessary service to the people of Amboy.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Amboy Illinois Central Depot

In the mid-1980's, a wave of railroad abandonment swept Illinois under the auspices of the Staggers Railway Deregulation Act. This Act of Congress recognized the need for American railroads to divest themselves of unprofitable branch lines if they were to achieve profitability and avoid ultimate government ownership.

On June 10, 1984, the Illinois Commerce Commission authorized the Illinois Central to abandon the railroad line through Amboy. The railroad announced intended demolition of the former depot. It was saved by a citizens committee and converted into a museum. It is owned by the committee from the Village of Amboy, which took title to it from the railroad. It remains today preserved as described herein for future generations to view and understand this important aspect of local history.

The Amboy Illinois Central Depot was designed by architect James Nocquet. Prior to his employment by the railroad, he practiced in the partnership of Meriam & Nocquet, located on Cottage Grove Avenue in Chicago. However, in 1871 he took a position as a staff architect for the railroad, and was in their employ throughout the 1870s, including the period when he designed the depot.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 9

Amboy Illinois Central Depot

Bibliography

The Amboy Journal. January 10, 1877

The Amboy Journal. April 16, 1879

The Amboy Journal. November 30, 1893

Corliss, Carlton J. Mainline of Mid-America, New York: Creative Age Press 1950.

History of Lee County. Chicago: H. H. Hill and Company. 1881

Chicago City Directory for 1870. Edwards Publishing Co.

Chicago City Directory for 1871. Edwards Publishing Co.

Chicago City Directory for 1880. Edwards Publishing Co.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 10

Amboy Illinois Central Depot

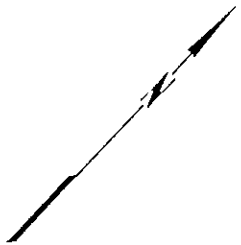
Verbal Boundary Description

The boundary of the Amboy Illinois Central Depot is a 68-foot by 140-foot rectangle whose sides parallel the depot. The northeast boundary is the southwest right-of-way of East Street. The northwest boundary is 51.3 feet from the northwest face, the southwest boundary is 124 feet from the southwest face and the southeast boundary is 10.7 feet from the southeast face.

Boundary Justification

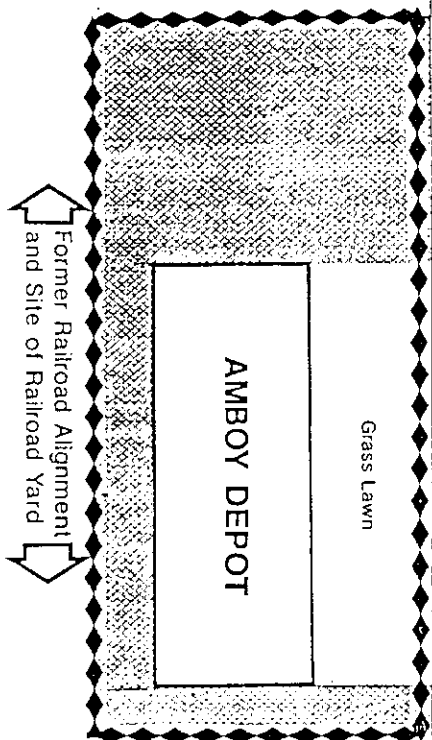
The boundary encompasses the "front lawn" adjoining the northeast side of the depot and all of the remaining brick pavement which was built on the other three sides of the depot. The paving was built along with the depot to provide an all-weather surface for passenger, freight, and crew operations at the depot. The boundary of the Amboy Illinois Central Depot thus encompasses all remaining aspects of the depot associated with the original construction of the structure.

AMBOY DEPOT HISTORIC SITE AMBOY, ILLINOIS



EAST STREET

Curb & Gutter



AMBOY DEPOT

Grass Lawn

Former Railroad Alignment
and Site of Railroad Yard

Bituminous Paved Parking Lot

*** LEGEND ***

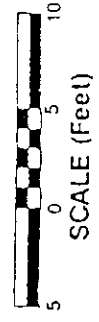
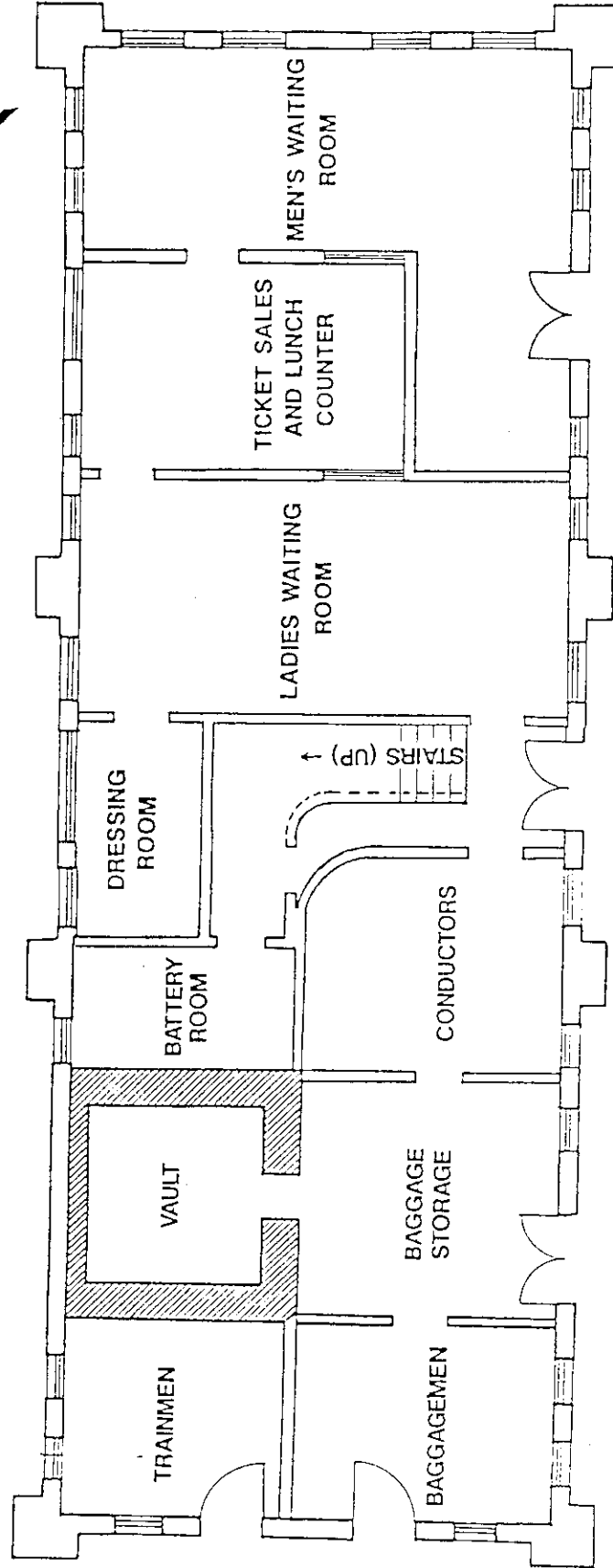
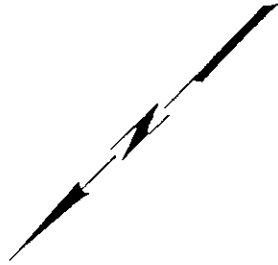
- ▒ = Brick Paved Boarding And Loading Area
- ◆ = Boundary of Amboy Depot Historic Site

20 10 0 10 20 30
SCALE (in Feet)

Curb & Gutter
MAIN STREET

AMBOY ILLINOIS CENTRAL DEPOT HISTORIC SITE

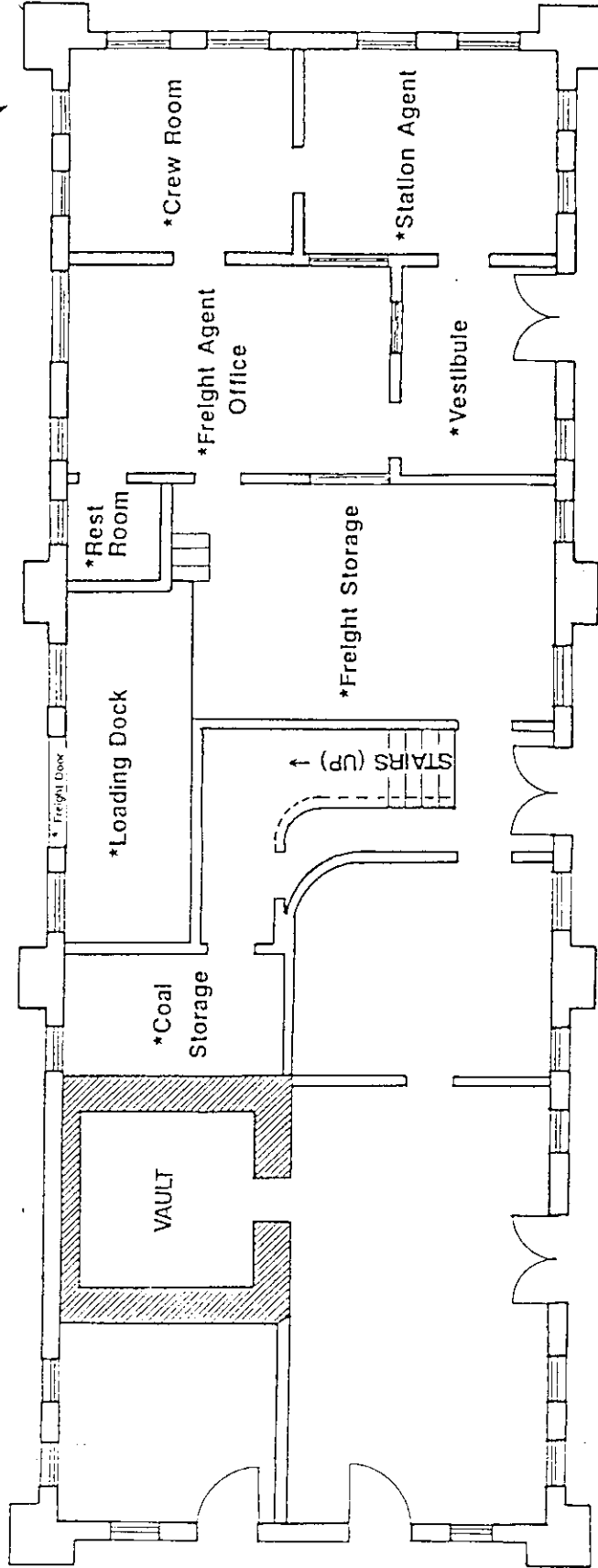
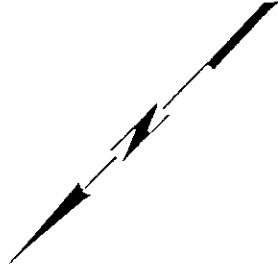
Floor Plan, First Floor



ORIGINAL FLOOR PLAN

AMBOY ILLINOIS CENTRAL DEPOT HISTORIC SITE

Floor Plan, First Floor



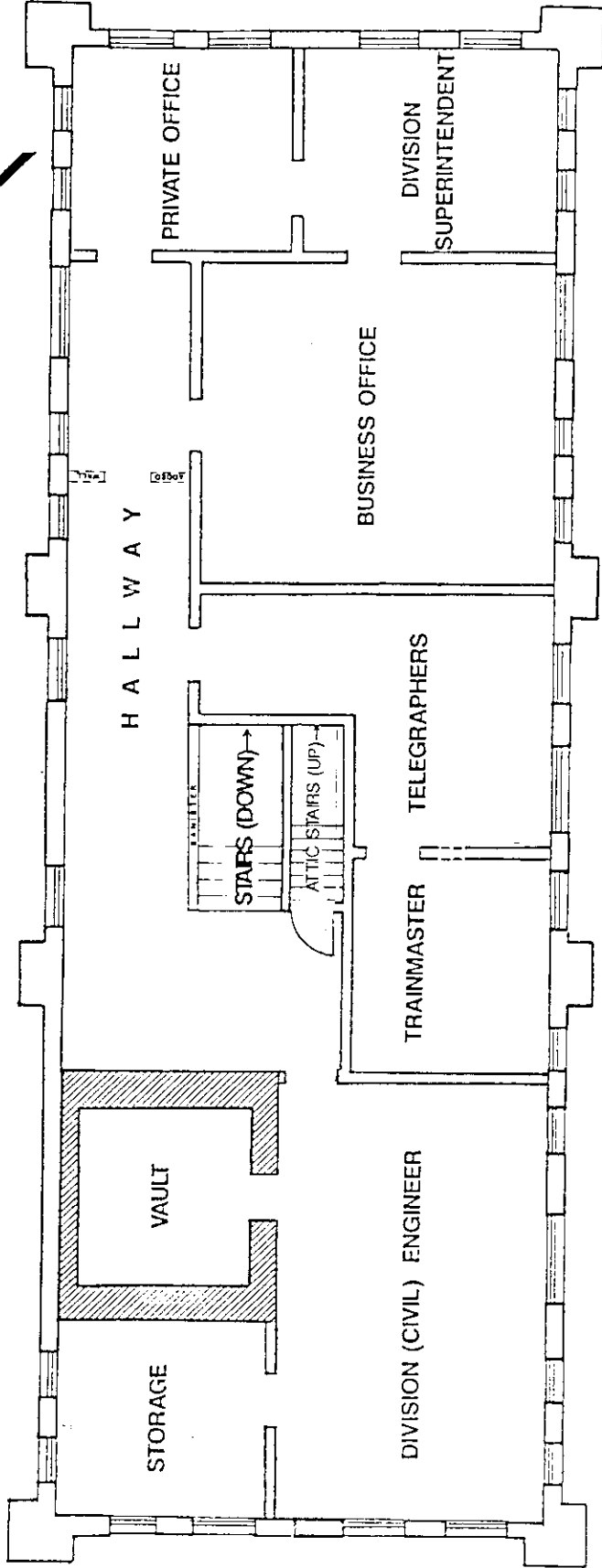
* Function After 1940 Remodeling



FLOOR PLAN AFTER 1940

AMBOY ILLINOIS CENTRAL DEPOT HISTORIC SITE

Floor Plan, Second Floor



ORIGINAL ROOM USE AS IDENTIFIED



United States Department of the Interior



NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO

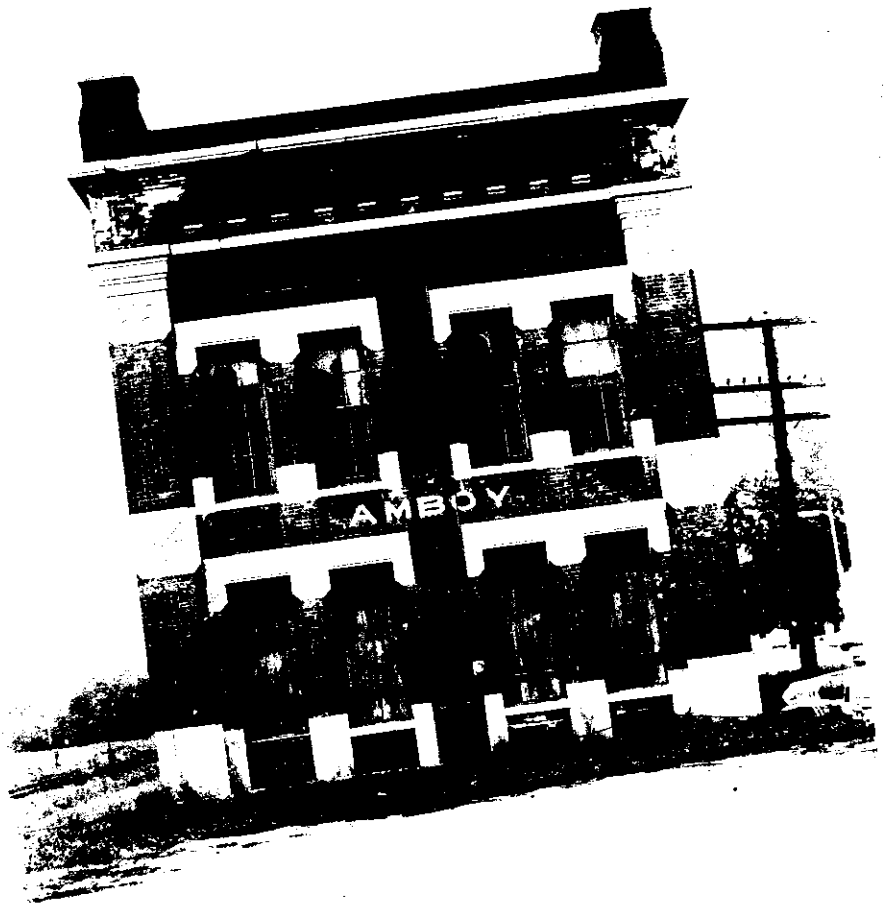
The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

AUG 28 1992

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/17/92 THROUGH 8/21/92

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

ARIZONA, MARICOPA COUNTY, Craig Mansion, 131 E. Country Club Dr., Phoenix, 92001013, NOMINATION, 8/18/92
ARKANSAS, LOGAN COUNTY, New Blaine School, jct. of AR 22 and Spring Rd., New Blaine vicinity, 92001007, NOMINATION, 8/18/92
ARKANSAS, PHILLIPS COUNTY, Battery A Site, Battle of Helena, NW of jct. of Adams and Columbia Sts., Helena, 92001012, NOMINATION, 8/18/92
ARKANSAS, PHILLIPS COUNTY, Battery B Site, Battle of Helena, NE of jct. of Liberty St. and Summit Rd., Helena, 92001011, NOMINATION, 8/18/92
ARKANSAS, PULASKI COUNTY, Runyan, J. P., House, 1514 S. Schiller, Little Rock, 92001067, NOMINATION, 8/18/92
CALIFORNIA, NAPA COUNTY, Earl, Thomas, House, 1721 Seminary St., Napa, 92000996, NOMINATION, 8/18/92
CALIFORNIA, NAPA COUNTY, Wulff, Capt. N. H., House, 549 Brown St., Napa, 92000994, NOMINATION, 8/18/92
CONNECTICUT, HARTFORD COUNTY, Burwell, Ernest R., House, 161 Grove St., Bristol, 92001009, NOMINATION, 8/18/92
CONNECTICUT, LITCHFIELD COUNTY, Wilton Center Historic District, Roughly, area around jct. of Lovers Ln. and Belden Hill and Ridgfield Rds., Wilton, 92001003, NOMINATION, 8/19/92
FLORIDA, BREVARD COUNTY, Barton Avenue Residential District, 11--59 Barton Ave., Rockledge, 92001046, NOMINATION, 8/21/92 (Rockledge MPS)
FLORIDA, BREVARD COUNTY, Rockledge Drive Residential District, 15--23 Rockledge Ave., 219--1361 Rockledge Dr. and 1-11 Orange Ave., Rockledge, 92001045, NOMINATION, 8/21/92 (Rockledge MPS)
FLORIDA, BREVARD COUNTY, Valencia Subdivision Residential District, 14--140 Valencia Rd., 825--827 Osceola Dr. and 24--28 Orange Ave., Rockledge, 92001047, NOMINATION, 8/21/92 (Rockledge MPS)
GEORGIA, FULTON COUNTY, Atlanta Buggy Company and Ware--Hatcher Bros. Furniture Company, 530--544 Means St., Atlanta 92001070, NOMINATION, 8/21/92
GEORGIA, LIBERTY COUNTY, Liberty County Jail, 302 S. Main St., Hineville, 92001036, NOMINATION, 8/18/92
GEORGIA, TURNER COUNTY, Ashburn Commercial Historic District, Roughly, Main St. between Murray and Monroe Aves., Ashburn, 92001042, NOMINATION, 8/18/92
ILLINOIS, COOK COUNTY, Wheeler--Magnus Round Barn, 811 E. Central Rd., Arlington Heights, 92001017, NOMINATION, 8/18/92 (Round Barns of Illinois TR)
ILLINOIS, KANE COUNTY, St. Mary's Church of Gilberts, 10 Matteson St., Gilberts, 92001018, NOMINATION, 8/18/92
ILLINOIS, LEE COUNTY, Amboy Illinois Central Depot, 50 S. East Ave., Amboy, 92001015, NOMINATION, 8/18/92
ILLINOIS, OGLE COUNTY, City and Town Hall, jct. of Fourth Ave. and Sixth St., Rochelle, 92001006, NOMINATION, 8/18/92
ILLINOIS, TAZEWELL COUNTY, Herget, Carl, Mansion, 420 Washington St., Pekin, 92001005, NOMINATION, 8/18/92
ILLINOIS, WARREN COUNTY, Weir, William S., Jr., House, 402 E. Broadway, Monmouth, 92001004, NOMINATION, 8/18/92
MASSACHUSETTS, NORFOLK COUNTY, Clapp, Lucius, Memorial, 6 Park St., Sloughton, 92000998, NOMINATION, 8/18/92
MICHIGAN, BARRY COUNTY, Carveth, John, House, 614 W. Main St., Middleville, 92001076, NOMINATION, 8/21/92
MICHIGAN, OAKLAND COUNTY, Pleasant Ridge Historic District, Roughly bounded by Wellington Rd., Woodward Ave., Ferndale and Ridge Rd., Pleasant Ridge, 92000165, NOMINATION, 8/11/92
MICHIGAN, WASHTENAW COUNTY, Salem Methodist Episcopal Church and Salem Walker Cemetery, 7150 Angle Rd., Salem Township, Salem, 92001054, NOMINATION, 8/18/92
MISSISSIPPI, WARREN COUNTY, Bethel African Methodist Episcopal Church, 805 Monroe St., Vicksburg, 92000858, NOMINATION, 7/30/92 (Vicksburg MPS)
MISSISSIPPI, WARREN COUNTY, Blum House, 1420 Cherry St., Vicksburg, 92000859, NOMINATION, 7/30/92 (Vicksburg MPS)
MISSISSIPPI, WARREN COUNTY, Vicksburg Public Library, Old, 819 South St., Vicksburg, 92000857, NOMINATION, 7/30/92 (Vicksburg MPS)
MISSOURI, FRANKLIN COUNTY, AME Church of New Haven, 225 Selma St., New Haven, 92001002, NOMINATION, 8/18/92
MISSOURI, JEFFERSON COUNTY, Leight, Valentine, General Store, 4566 Main St., House Springs, 92001014, NOMINATION, 8/18/92
MISSOURI, PIKE COUNTY, Griffith--McCune Farmstead Historic District, MO WW E of jct. with MO D, Eolia vicinity, 92001001, NOMINATION, 8/18/92
MONTANA, LEWIS AND CLARK COUNTY, Kemna, Herman, House, 635 First St., Helena, 92001056, NOMINATION, 8/18/92
NEW YORK, ESSEX COUNTY, Adsit Log House, Point Rd. N of Ligonier Pt., Willsboro, 92001053, NOMINATION, 8/18/92
NEW YORK, RENSSELAER COUNTY, Melville, Herman, House, 2 144th St., Troy, 92001081, NOMINATION, 8/21/92
OHIO, ASHTABULA COUNTY, Conneaut Light Station Keeper's Dwelling, 1059 Harbor St., Conneaut, 92001078, NOMINATION, 8/21/92 (Light Stations of Ohio MPS)
OHIO, ERIE COUNTY, Mertz, John, House, 610 W. Washington St., Sandusky, 92001077, NOMINATION, 8/21/92
OHIO, MONROE COUNTY, Salem Church, 48452 OH 255, Sardis vicinity, 92000989, NOMINATION, 8/18/92



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

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

8. Specific Date:

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

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

Brief statement of significance: (include all names and dates)
Use additional sheets if necessary. **There is an effort to preserve this elegant and rare railroad station.**

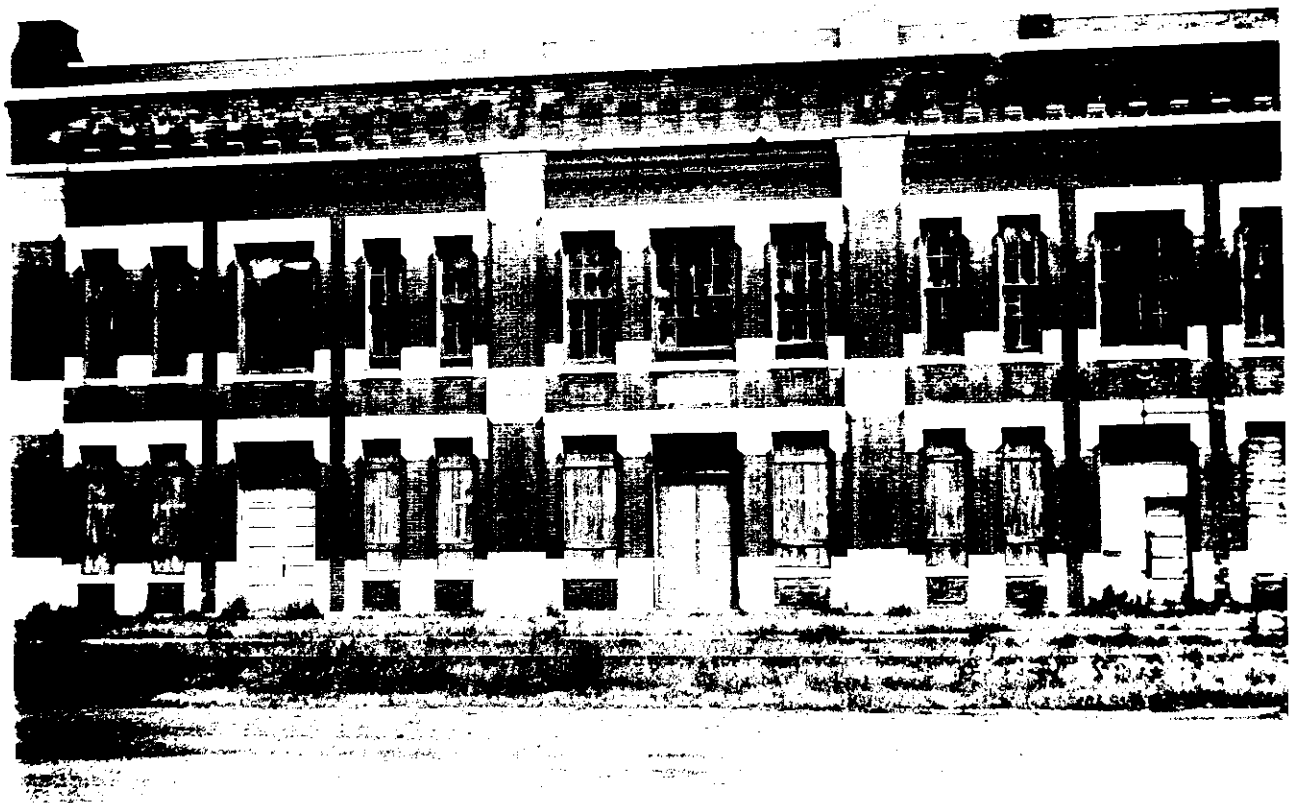
9. Form prepared by:

Name and Title: TS Date _____
Organization: _____ Phone: _____
Street and number: _____
City or Town: _____ County: _____ Zip Code: _____

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

Bibliography

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



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

