

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Marseilles Hydro Plant  
other names/site number The Marseilles Development; Marseilles Hydro Development; Marseilles Hydro Power Station

### 2. Location

street & number Commercial Street  not for publication  
city, town Marseilles  vicinity  
state Illinois code IL county La Salle code 099 zip code 61341

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>3</u>	<u>1</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>1</u>	<u>1</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u>1</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		<u>0</u> objects
	<input type="checkbox"/> object	<u>5</u>	<u>2</u> Total

Name of related multiple property listing:  
NA

Number of contributing resources previously listed in the National Register NA

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

[Signature] 3-16-89  
Signature of certifying official Date  
Illinois Historic Preservation Agency  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date  
\_\_\_\_\_  
State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this 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

**6. Function or Use**

Historic Functions (enter categories from instructions)

INDUSTRY/energy facility

Current Functions (enter categories from instructions)

INDUSTRY/energy facility**7. Description**Architectural Classification  
(enter categories from instructions)LATE 19TH AND 20th CENTURY REVIVALS/  
Classical Revival

Materials (enter categories from instructions)

foundation Concrete, reinforcedwalls Brickroof Ceramic tile, red

other \_\_\_\_\_

Describe present and historic physical appearance.

**Summary Paragraph**

The **Marseilles Hydro Plant Complex** is situated along the north bank of the Illinois River at the southwestern edge of Marseilles about 1600 feet west of the Marseilles Dam. The complex occupies 7.6 acres of land in a property known as the Water Block. The property resources include:

three contributing buildings

1. generator building with head race and trestle
2. storehouse
3. oil shed

one contributing structure

4. forebay

one contributing site

5. coal-fired steam plant ruin

one non-contributing structure

6. substation switchgear and transformer yard

one non-contributing building

7. substation shed

(The numbers correspond to locations on the property map.)

All of the contributing resources date from the early decades of this century as established by maps and records. With the exception of the steam plant ruin, none of the original resources have been altered except for maintenance and repair.

The property is located away from through traffic and resembles its original condition except for the construction of a substation and the removal of Chicago, Rock Island and Pacific Railroad rails and ties and the growth of natural vegetation.

See continuation sheet

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Marseillies Hydro Plant

Physical Description of Property Resources

Generator Building with Head Race and Trestle - a contributing building

The generator building is a classical revival style construction of concrete, brick and steel. It was begun in 1906 and was completed in 1911. With the exception of the lower half of the wooden main doors on the west side, the generator building exterior remains without alterations or additions to the design as it was originally constructed with the exception of necessary maintenance and repair. Parts of the roof were repaired in March 1988. The interior floor plan also remains unchanged without alterations or additions to the design as it was originally built. Much of the original Westinghouse and General Electric generating equipment and the Leffel and Sampson water turbines are still functional.

Water from the Illinois River is diverted by the Marseilles Dam into a channel or race (the north head race) to a pool or forebay on the north side of the generator building. The water flows through a trash rack and into a basement-like chamber. Reinforced, arched, concrete columns support the generator building above this chamber which houses the turbines or water wheels that spin the generators above. The water is discharged back to the river from the tail race on the south side of the building.

The one-story generator building, adjacent to the river is 229'-2" long x 40'-2" wide x 26'-0" high. It has a central extension on the inland side, or on the north facade of the generator building that houses the switchboard and transformer room. Its dimensions are 77'-2" long x 38'-8 1/2" wide x 26'-0" high. The transformer equipment was relocated to an outside substation in 1956. The original switchboard panels which remain are solid marble and are fitted with brass bound meters and gauges as well as copper knife switches. Toward the east end of the generator building is a machine shop equipped with a lathe, drill press, metal saw and grinder -- all driven by leather belts.

The hydro station generator building was originally built in 1911 with seven 400 kilowatt Westinghouse and General Electric generators driven by Leffel and Sampson turbine water wheels. The turbines weigh 24 tons each and spin on ironwood (*Lignum vitae*) bearings (see The James Leffel & Company blueprint). The wood is imported from the Dominican Republic, Haiti, Jamaica, Tobago and Trinidad. Westinghouse generator units 1, 2 and 3 were replaced with General Electric generators in 1939, 1938 and 1943, respectively. The number 4 and 5, 25-cycle units are equipped with a 60-cycle frequency changer. The foundations of the generator building are of reinforced concrete, the superstructure of riveted, single bar latticed, steel columns supporting a variation of Fan-style steel roof trusses. An 18'-1" extension on the east side of the generator building which houses an original forge, boiler room, and turn of the century tools brings the total length to 247'-3".

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An electrically driven, 20-ton capacity, traveling bridge crane traverses the length of the building on a linear steel track above the tops of the windows.

The masonry base course, from the ground up to the base of the windows, is common, reddish-brown fired brick. From the base of the windows up, the masonry is blond-colored sandstone concrete brick. The blond brick is fixed with rose-colored mortar. The red-brown brick is fixed with light grey mortar (see color photograph). The blond brick was manufactured with sand from the St. Peter sandstone, a Paleozoic formation which underlies the Illinois River Valley from Marseilles to Ottawa. This Ordovician geologic structure comprises the striking rock formations which were sculpted along the River Valley by glacial runoff at the end of the last ice age some 9,000 to 12,000 years ago, e.g., Starved Rock, Split Rock, Buffalo Rock, Eagle Cliff, South Bluff and Council Cave. Its sands are of exceptional purity and are responsible for the development of the large silica industries near Ottawa, Utica and Wedron. A decorative belt course of red-brown brick encompasses the building near the cornice line.

Four groups of three circular ports measuring 2'-4" in diameter containing ceramic insulators which provide conduit for power cables are situated at the level of the belt course below the cornice line on the north facade of the switchboard and transformer room.

The hip roof is finished with interlocking red ceramic tile, decorative ridge flashing and hip knobs. The eaves are fitted with wood modillions.

Twenty-two, triple-hung, 9/9/9, sash windows which measure 12'-1 3/16" high x 8'-3 5/8" each surround the building. The windows are crowned by pediment shaped concrete lintels.

The old Manufacturers' Terminal Railway trestle that traverses the head race and which once provided rail access for the Chicago, Rock Island and Pacific Railroad to the Boyce pulp mill east of the hydro station is, for this nomination, considered part of the generator building.

Many interurban electric railway depots throughout the state strongly resemble the architectural style of the Marseilles Hydro Station, e.g., Buffalo, Elkhart, Harristown, Joliet, Mackinaw, Mindale, Monticello, Wapella, Wridgley and Union, Illinois (see photo, Monticello).

Other buildings, structures and sites at the Marseilles complex:

**Forebay with its retaining walls -- a contributing structure**

An 18-foot deep pool including the area up to the north boundary of the property. The pool is edged with concrete retaining walls. The portion of the forebay being nominated measures .443 acres, or 19,300 square feet.

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Storehouse (Garage, Warehouse, "Barn") -- a contributing building.

Wood frame, gable roof, building, 45'-0" long x 36'-0" wide x 9'-6" to eaves x 17'-6" to roof ridge with rubberoid roofing and sides. There is a 25' wide x 7' high double door on the west side of the storehouse and a 5'-4" wide by 7'-3" single door in the south side. No windows. Dirt floor.

The storehouse first appears in a May, 1913, Chicago, Ottawa and Peoria Railway Company map of Marseilles. It is also described as above in the Valuation Report of the Northern Illinois Light and Traction Company, 1921.

Oil House ("Oil Shed") -- a contributing building

Wood frame building, 30'-6" long x 15'-8" wide x 9'-6" to eaves x 12'-4" to crown with rubberoid roofing and sides. There are two doors at the west end of the oil shed, one 10'-4" wide x 9'-4" high and one 5'-3/4" side x 7'-1" high. There is one door at the east end, 5'-3/4" wide x 7'-1" high. No windows. Wood floor.

The oil house does not appear on any early maps but it is described as above in the Valuation Report of Northern Illinois Light and Traction Company, 1921.

Coal-fired Steam Plant Ruin -- a contributing site

East wall located 126 feet west-by-north of west wall of hydro station, along the river bank: **Engine room** -- 50' long x 43' wide. It was 49' high with a 1/4 pitched roof supported on wooden trusses, covered with wood sheathing and corrugated, galvanized sheet iron. **Boiler room** -- 101' long x 43' wide. It was 42' high with a 1/4 pitched roof supported on wooden trusses, with a roof monitor and covered with wood sheathing and corrugated, galvanized sheet iron.

The steam plant was used in winter when the Illinois River and the hydro plant were likely to be jammed with ice. The dates of construction and demolition are uncertain. It does not exist in a 1911 Rookery Map of the Manufacturing District of Marseilles; but the steam plant is shown on a May, 1913, Chicago, Ottawa and Peoria Railway map of Marseilles. The hydro plant is shown on both maps. It is also described as above in the Valuation Report of the Northern Illinois Light and Traction Company, 1921. The steam plant was shut down in 1927 according to the Illinois Iowa Power Company: History of Development of Electric Power Supply Facilities.

Only the foundations remain. The site is overgrown with weeds and secondary succession saplings. (See photographs.) Concrete foundations, flooring, and machinery platforms are exposed above ground.

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Marseilles Hydro Plant

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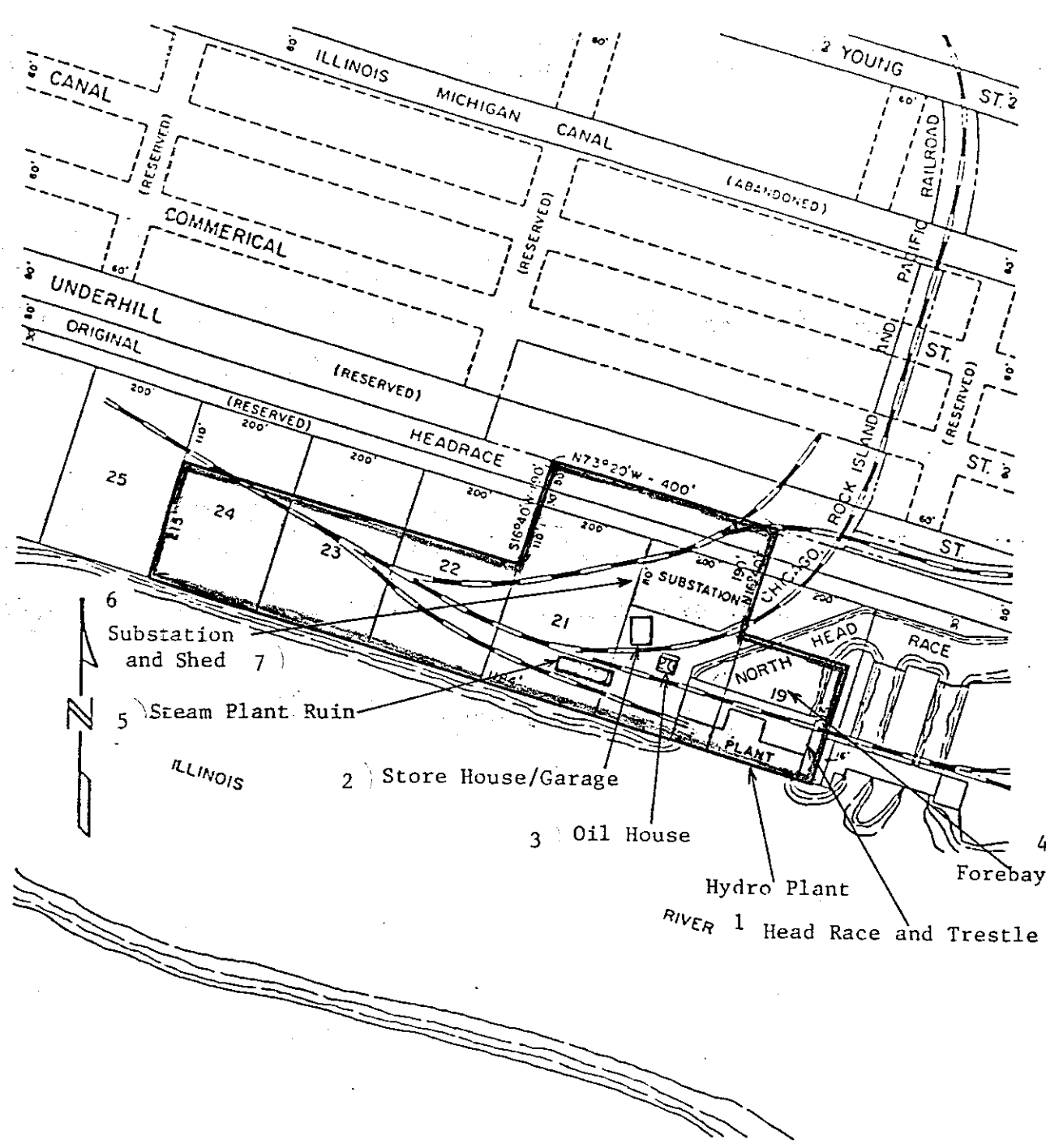
**Substation, switchgear and transformers -- a non-contributing structure**

Transformers and electric transmission and distribution equipment. Fenced, approximately 250' x 150'. Built in 1956.

**Substation Shed -- a non-contributing building**

The substation yard contains an aluminum utility shed 25'-11" long x 20' wide. From the top of the 8" concrete base mat, the roof is 9'-6" to the eaves and 13' to the ridge. There is one window on each of the north and south walls. Built in 1956.

# MARSEILLES SUBSTATION AND HYDRO PLANT



6 Substation and Shed 7

5 Steam Plant Ruin

2 Store House/Garage

3 Oil House

Hydro Plant

4 Forebay

1 Head Race and Trestle

LOCATION: LA SALLE COUNTY  
NORTH SIDE OF ILLINOIS RIVER AND WEST  
OF MAIN ST, MARSEILLES, ILLINOIS

AREA: 7.60 ACRES

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

ARCHEOLOGY/HISTORIC - NON-ABORIGINAL

Period of Significance

1911 - 1934

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Humphrey, C. W.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

**Statement of Significance**

The Marseilles Hydro Power Station contributed directly to the cultural renewal and modern development of the 19th century towns of the Illinois River Valley by providing power to the state's first electric traction railway. The electrically-driven railway facilitated clean, quiet and fast public transportation and trade between the towns and provided access to communities and markets beyond the River Valley. More than any other institution, the Interurban Express was responsible for revitalizing the peaceful and scenic towns along the abandoned Illinois and Michigan Canal. The power to operate the Interurban came from the Marseilles Hydro Power Station. The steam plant site is significant under Criterion D for its potential to contribute to the knowledge of early 20th century power plant operations.

**Statement of Historic Context**

The Marseilles Hydro Power Station was built by the Northern Illinois Light and Traction Company during the first decade of this century. It went into operation in 1911 at the dawn of the modern electric age and during the lifetime of the pioneers of electric invention -- Thomas Edison, Nikola Tesla, Charles Steinmetz and George Westinghouse.

The hydro station was designed and built under the direction of C. W. Humphrey, a consulting and designing engineer who had his offices at the Rookery, at 209 South La Salle Street, Chicago. In 1913, a week of performance tests of the Marseilles Station was conducted by a team of engineers led by Mr. Humphrey and Daniel H. Burnham, one of the most outstanding turn-of-the-century architects and co-designer (Burnham and Root) of the Rookery. D. H. Burnham also designed the Chicago lakefront park system.

In June, 1910, the property on which the hydro station is located was acquired by a warranty deed from publisher, explorer and humanitarian, William Dickson Boyce, President of the Marseilles Land and Water Power Company and Founder of the Boy Scouts of America. The property was received by H. Eugene Chubbuck, Vice President, Executive and General Superintendent of the Chicago,

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Marseilles Hydro Plant

Founder of the Boy Scouts of America. The property was received by H. Eugene Chubbuck, Vice President, Executive and General Superintendent of the Chicago, Ottawa and Peoria Railway. He assigned the property to the Northern Illinois Light and Traction Company of which he was General Manager. He was also Vice President, Executive and General Manager of the entire Illinois Traction System. Chubbuck was recognized in the United States and in other nations as a mastermind in the construction and systematizing of interurban railways. Between 1903 and 1909, Chubbuck resided in Ottawa at 1434 Ottawa Avenue. His grandfather pioneered in the development of electric traction technology.

Before the turn of the century, electric traction systems began to operate in many towns as local, independent, street railway or electric trolley car lines that began as horse ("hay burner") railway companies. Tracks were laid on main streets to serve business districts and shoppers. By 1903, in Illinois, the systems began to expand to operate on intercity routes and serve distant towns.

The development of alternating current by George Westinghouse in 1894 enabled the introduction of transformers that facilitated the efficient long distance transmission of electricity and the construction of distribution systems which could serve more customers in distant towns.

Three-phase, 33,000 volt alternating current was transmitted from the hydro station and reduced in voltage by step-down transformers at rail depot substations and changed to 600 volt direct current by rotary converters. Rotary converters were single unit machines -- a combination alternating current motor driving a direct current generator.

From Marseilles, twenty-five cycle alternating current power lines ran east along the railway to substations at Rockdale, Minooka, Morris and Seneca. Sixty cycle power lines ran west to Ottawa, La Salle, De Pue and Princeton and south to Grand Ridge -- all stops along the interurban route.

According to the Standard Atlas of La Salle County, 1929 the route of the Interurban, when traversing the country side, ran, for much of its course, along the banks of the Illinois and Michigan Canal following, in general, the route of a historic trail that marches out of the warming days of late Pleistocene time at the end of the last ice age some 10,000 years ago and into the 20th century. From primordial time, the Illini Trail was followed by generations of Indians, explorers, trappers, traders, pioneers, settlers and finally, 19th century industrialists.

The Interurban was an American phenomenon that began with the quaint urban electric street trolleys or "dinkies", but with the development of alternating current technology, quickly evolved into rapid transit vehicles of imposing practical splendor and straightforward elegance. The Illinois Times describes them:

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"Beautifully inlaid interiors of mahogany, walnut and imported woods were given an almost cathedral air by the ornate stained glass windows nestled up in the clerestory. There were huge plate glass mirrors and deep rugs, and the passenger had an unobstructed view through floor-to-ceiling windows in the rear."

From 1901, when the Illinois Valley Traction Company was organized to operate the Ottawa, Utica, Ladd interurban line, the various interurban systems in Illinois were operated by a series and succession of more than 30 traction companies that both competed and cooperated with each other. Each segment was built as a separate corporation, most of which by 1904, were controlled by the Illinois Traction System (ITS) which was formed that year.

The Chicago, Ottawa and Peoria Railway Company, which was formed in 1907 and operated over 107 miles in the Illinois Valley between Joliet and Princeton, with branches to Streator and Ladd, became a subsidiary of the Illinois Valley (Illini Trail) Division of ITS in 1908. The Chicago, Ottawa and Peoria Railway never did reach Chicago, nor Peoria -- and it never did link up with the main division of the Illinois Traction System based in Decatur.

Most of the electric traction railways in Illinois were Senator William Brown McKinley properties that by 1911 operated 550 miles of cross country track and 241 miles of street car lines in 19 cities and towns. McKinley's Illinois Traction System was one of the finest and best developed electric railway systems in the world and the largest in the midwest. It ranged from Danville in the east and Peoria in the north through Bloomington, Decatur and Springfield and across the McKinley Bridge into St. Louis, Missouri, in the southwest. By 1923, 37 traction systems merged into the 790 miles of the ITS out of which Illinois Power Company emerged.

Although steam railroads had served the Illinois Valley since the mid-1800's, they did not approach the social, cultural and economic impact of the electric traction railway. The ponderous, chuffing locomotives of the steam railroads pulled heavy freight such as lumber, coal, cattle, corn, ores, steel and heavy manufactured products. Their cars often took hours to load and the trains, sometimes days to assemble.

On the other hand the interurbans were fast, quiet, frequent, versatile, convenient and clean. They ran right down the main streets of most towns, through the downtown business and shopping districts and stopped in the street right in front of the popular stores of any town they served. They stopped by the barber shop, the soda fountain, post office, bank or movie show.

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The interurbans specialized in passengers and in light package and parcel express and mail which could be loaded rapidly and delivered quickly. They transported chickens, perishable produce, dairy products and eggs in refrigerated cars. The cars would stop at highways, township lines and even farm homes if someone flagged them down. (See photograph of Cook family farm depot on La Salle County highway 51, [the Canal Road] between Marseilles and Ottawa on the Borg-Warner property.) A 1988 article in the Illinois Times reminisces:

"Back in the pioneering days of the electric railways, the line that ran through your town was as much of your daily life as supper with the folks, or church on Sundays. The interurban was the family car of the day and shopping, business and courting all demanded the liberal use of the electric train. The short-haul passenger was the most frequent rider. He might have been a farmer going to town with a basket of eggs, or a priest making calls on his parish; he could have been a young boy going out to meet his girl's family, or an older fisherman going down the line a ways to where the track crosses the creek."

An article about the Chicago, Ottawa and Peoria Railway reprinted in Ottawa: Old and New describing the early decades of this century states:

"Not since the canal and steam railroads were built through this section of the country many years ago has any institution come into existence that has meant so much in the development and prosperity of the Valley of the Illinois as has... 'the interurban'... With its hourly passenger service, it has made possible the quick interchange of social and business visits, and has really been the making of such educational projects as Chautauquas, fairs and public gatherings of all kinds. It has brought to reality the visions of the common people living in the cities of an occasional glimpse of the woods and green fields of the country..."

The fittings are all handsome in design and construction, and the clean cool ride along the beautiful valley lures thousands of people during the heated season who take the ride 'just to rest and cool off.'

The power which operates the cars is generated in the large new plant at Marseilles, which has a capacity of about 4,500 horsepower and may be operated by either water or steam." (Page 141.)

An essay, "Split Rock," and a remarkable photograph displayed at the La Salle County Historical Society Museum in Utica testifies to the impact of the advent of electricity and electric traction transportation. (See photograph and essay).

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The electric railway business began to decline in the 1920's with the coming of modern paved highways and improved automobile, bus and truck transportation. The Illinois Valley Division was reorganized in 1929 into the Chicago and Illinois Valley Railroad. The line went into insolvency and was abandoned in May of 1934.

Under Criterion D, the remains of the steam plant have the potential for yielding important information about early 20th century power plant design and operation. Due to the weight of the equipment and the vibration of the building during operation, the foundation is an extremely important feature of the building. Investigation of the site could yield information about the nature of the plant design, specifically the building foundation, chimney stack foundation, wall design, machinery platforms and interior finishes. Further study of the foundation remains would distinguish activity area, which would lead to understanding about the day-to-day operations of the plant. Finally, retrieval of small tools and machine parts in the vicinity of the foundation would provide further information about power plant technology and maintenance.

The Interurban Express today is both history and legend. William Middleton in The Interurban Era commends that bright episode in the history of transportation technology and the almost magical spell wrought by electric traction railways on the vitality of America:

"The Interurban bridged the gap between a horse and buggy nation and a modern America. It broke the isolation of the farm and the provincialism of the countryside. It changed the ways of rural life forever."

The Marseilles Hydro Station is today a functional power plant, illuminating the streets of the canal towns on the Illini Trail. It remains a technological and historic legacy of the adventure and romance of an exhilarating moment in transportation history -- the Illinois Traction System and the Interurban Express.

**9. Major Bibliographical References**

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See continuation sheet

Previous documentation on file (NPS):

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

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property 7.6 acres

UTM References

A 1 6 | 3 5 6 3 2 0 | 4 5 7 6 3 1 0  
 Zone Easting Northing

B 1 6 | 3 5 6 4 4 0 | 4 5 7 6 3 2 0  
 Zone Easting Northing

C 1 6 | 3 5 6 5 6 0 | 4 5 7 6 2 9 0

D 1 6 | 3 5 6 5 8 0 | 4 5 7 6 2 3 0

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Verbal Boundary Description

A tract of land located in the Marseilles Land and Water Power Company's Addition to Marseilles in the Southwest Quarter of Section 13, Township 33 North, Range 4 East of the 3rd Principal Meridian, La Salle County, Illinois, and part of Lots 19, 20, 21, 22, 23 and 24 in Water Block of said Addition, according to Plat thereof recorded in the La Salle County Recorder's Office in Plat Book "H" on pages 44 and 45 described as follows, to-wit:

See continuation sheet

Boundary Justification

Because of its original and historic association with the Northern Illinois Light and Traction Company, the entire 7.6 acres of the property described above is included in this nomination.

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**11. Form Prepared By**

name/title Charles E. Spets, Community Relations Specialist  
 organization Illinois Power Company date 2-3-89  
 street & number 500 South 27th Street telephone 217-424-8329  
 city or town Decatur state IL zip code 62525

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United States Department of the Interior  
National Park Service

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Marseilles Hydro Plant

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National Park Service**

**National Register of Historic Places  
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Marseilles Hydro Plant

Beginning on the Easterly line of said Lot 20 at a point 110 feet Southerly from the Northeasterly corner thereof; thence Northeasterly along said Easterly line and its Northerly extension approximately 190 feet to the Southerly line of Underhills Reserved Street; thence Northwesterly along said Southerly line approximately 400 feet to a point where the Northerly extension of the Westerly line of said Lot 21 intersects the said Southerly line of Underhill's Reserved Street; thence Southerly along the said Northerly extension and the Westerly line of said Lot 21 to a point 110 feet South of the Northwesterly corner of said Lot 21; thence Westerly 600 feet to a point on the Westerly line of said Lot 24, said point being 110 feet Southerly of the Northwesterly corner thereof; thence Southerly 215 feet to the Southwesterly corner of said Lot 24; thence Easterly 1184 feet along the Southerly lines of said Lots 24, 23, 22, 21, 20 and 19 to a point 16 feet Westerly of the Southeasterly corner of said Lot 19; thence Northerly along a line 16 feet Westerly of and parallel to the Easterly line of said Lot 19 a distance of approximately 215 feet to a point 110 feet Southerly of the Northerly line of said Lot 19; thence Westerly to the place of beginning.

UTM References Continued:

E Zone 16 E 356560 N 4576160

F Zone 16 E 356310 N 4576250

## SPLIT ROCK

This picture presents a scene known as Split Rock, about two miles east of La Salle, Illinois. At this place, at the time the photograph was taken, there was brought into strong contrast various stages of transportation in this country and in the civilized world in general. On the right is the Illinois & Michigan Canal, with its towpath. Over 50 years ago, canal barges drawn by mules, crept slowly between La Salle and Chicago. A packet company operating between these cities carried passengers from one point to another in 24 hours. This was considered remarkably fast traveling by water.

On the left of the picture, penetrating the solid rock, is the Chicago, Rock Island & Pacific Railway tunnel. The Golden State Limited, one of the most luxuriously appointed vestibuled trains of the 20th century, is just emerging from the tunnel at 60 miles an hour.

While the canal and its towpath represent means of transportation of the past, the steam railway is the method of the present; and passing over both may be seen the transportation of the future -- electric traction.

The Illinois Valley Railway Company trestle spans both the railroad right-of-way and the canal, thus typifying how some day the giant, electricity -- that mysterious cosmic force which man is just beginning to harness -- will supersede all other forms of power in transportation. Electric traction is fast, and there is none of the disagreeable grime and dirt that is now inseparable from steam-drawn cars.

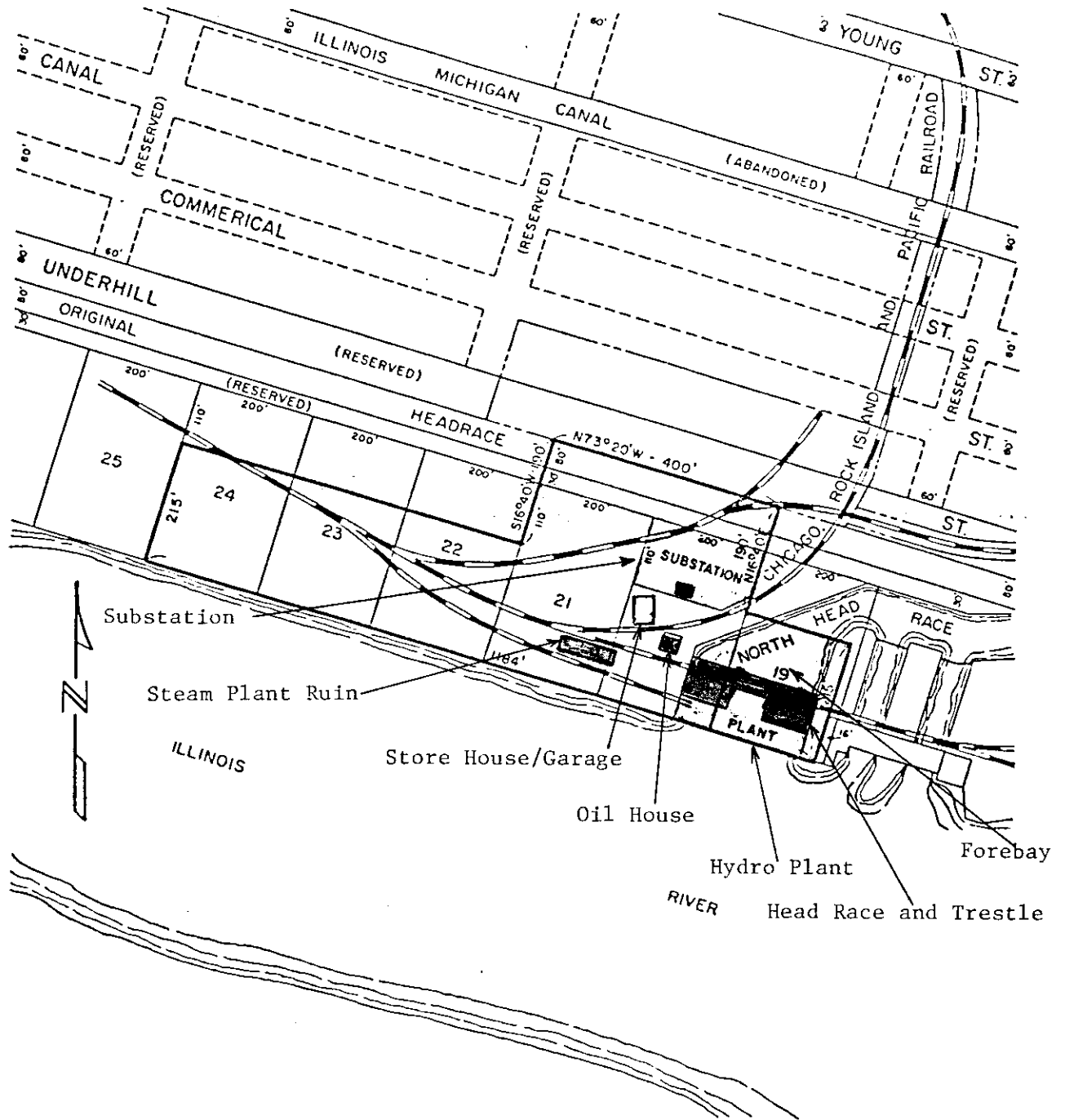
Thrice has Split Rock been pierced by the energy and determination of man, and each time a further step in progress has been recorded. Truly, humanity's history, as the picture shows, is written just as clearly in such places as in the books in libraries.

A word about the geological interest attached to Split Rock...the material of which the Rock is composed is entirely different from any surrounding strata. Ages ago, this mass of sandstone was lifted up by earth forces far beneath the surface. It rises out of the ground at an angle of about 45 degrees and, in primeval days, extended clear across the valley to the South Bluff. Support for this theory is found in the fact that "Little Rock," directly south, is tilted at the same angle and does not belong to any of the surrounding uplifts. What has become of the rest of the barrier nature once threw across the river valley? Erosion by water, that tremendous and inevitable geological force, has worn it away. Geologists agree that an imposing waterfall once existed at this place. So vast was the volume of water, it touched the top of Starved Rock and of Split Rock also, as may be plainly seen by the markings etched by the action of water on both of these natural monuments. That was ages ago, when the Illinois River was the connecting link between the Great Lakes and the Gulf of Mexico -- something that the deep waterway movement is again trying to achieve on a smaller scale. To the casual observer the photograph may have no particular interest, but after some reflection we see that Split Rock is a place where immense forces, both of nature and of man, have been at work to transform not only the shape of the landscape, but the movement of the modern world as well.

Commentary at the La Salle County Historical Museum  
Circa 1908  
Author Unknown



# MARSEILLES SUBSTATION AND HYDRO PLANT

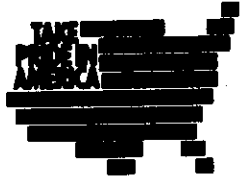


LOCATION: LA SALLE COUNTY  
NORTH SIDE OF ILLINOIS RIVER AND WEST  
OF MAIN ST, MARSEILLES, ILLINOIS

AREA: 7.60 ACRES



# 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.

**MAY 19 1989**

WEEKLY LIST OF LISTED PROPERTIES  
5/08/89 THROUGH 5/12/89

KEY: Property Name, Multiple Name, Address/Boundary, City,  
Vicinity, Certification Date, Reference Number, NHL status

### ARIZONA

#### Pima County

Ronstadt--Sims Adobe Warehouse

Spring, John, MRA

911 N. 13th Ave.

Tucson 5/11/89 88002133

Spring, John, Neighborhood Historic District

Spring, John, MRA

Roughly bounded by W. Speedway Blvd., N. Ninth Ave., W. Fifth St., N. Main Ave., W. Second St., and N. Tenth St.

Tucson 5/11/89 88002131

### FLORIDA

#### Taylor County

Perry Post Office, Old

201 E. Green St.

Perry 5/11/89 89000404

Taylor County Jail, Old

400 blk. N. Washington St.

Perry 5/11/89 89000414

#### Volusia County

Woman's Club of New Smyrna

403 Magnolia St.

New Smyrna Beach 5/11/89 89000410

### ILLINOIS

#### La Salle County

Marseilles Hydro Plant

Commercial St.

Marseilles 5/09/89 89000343