

United States Department of the Interior
National Park Service

SENT TO D.C.

9/28/95

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 Chicago, Rock Island and Pacific Railroad Depot

other names/site number _____

2. Location

street & number 150 Washington Street not for publication

city or town Marseilles vicinity

state Illinois code IL county LaSalle code 099 zip code 61341

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. Weber / SHPO 9-26-95
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

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

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail related

Current Functions
(Enter categories from instructions)

Health Care/clinic

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th & 20th Century Movement/Craftsman

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
Stucco
roof Tile
other _____

Narrative Description

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

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.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1917-1945

Significant Dates

1917

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Peak, T. S., Architect

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 # _____

Primary location of additional data:

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

Name of repository:

Name of Property

County and State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>357240</u>	<u>4576450</u>
Zone	Easting	Northing	
2			

3			
Zone	Easting	Northing	

4			
---	--	--	--

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 Joseph M. Jakupcak

organization _____ date June 5, 1995

street & number 523 Union Street telephone 815-795-2171

city or town Marseilles state IL zip code 61341

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 Joseph and Janet Jakupcak

street & number 523 Union Street telephone 815-795-2545

city or town Marseilles state IL zip code 61341

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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Description

The Chicago, Rock Island & Pacific Railroad Depot is a one-and-one-half story building located on the north side of the former Rock Island Railroad just east of Main Street in Marseilles, Illinois. Since its construction in 1917, it functioned as one of the many stops along that railroad until 1974 when the line ceased operation. The Rock Island Railroad abandoned the building, then sold it privately in 1984 when it was remodeled and served as a restaurant until 1988. In 1990, all the restaurant fixtures were removed and the building was again abandoned. The current owners acquired the property in 1993 and converted it into a modern medical clinic. The depot retains much of its exterior original appearance and serves as a significant reminder of the rail transportation history within the Illinois and Michigan Canal Heritage Corridor.

The depot has a rectangular plan, approximately 90 feet by 25 feet, with central projecting bays on the north and south sides. The central bay on the south functioned as the ticket office. The north bay contained public rest rooms. The west wing held one large common passenger waiting room. The original 15-foot high plaster-on-mesh ceiling in this room was found collapsed onto the floor in 1993 when the building was purchased by the current owners. An arched brick passageway connects the west and east wings. The south wall of this passageway contains the ticket window and the north wall held an inset water fountain. One-third of the east wing contained a baggage room and the remaining two-thirds was a freight area.

The majority of the original materials are present and are in good condition. Reddish brown brick in a stretcher bond pattern and white stucco make up the two major components of the exterior facade. A band of Indiana limestone caps the brick all around the building and serves as a base for the stucco. A concrete base lies below the brick wall on the lower half of the depot, while brick quoins around the doors and windows add decoration to the white stucco on the remainder of the building. Doors and window trim are currently dark green. The green gabled-on-hip tile roof has had replacement tiles of different colors added over the years as original tiles have been damaged. The chimney exits through the ridge about in the middle of the east wing. The brackets, rafters, and eaves are white, as well as the gutters and downspouts. Minor changes have occurred to better facilitate

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existing uses. For example, the ticket window on the south central bay has been converted into the main entry. A concrete ramp has been added, starting at the east end of the building and ending at the new door.

Beginning at the east end of the north elevation which faces Washington Street is a wooden freight door that allowed trucks and wagons to load and unload freight. The door is original and used to swing up and in, but is now in a permanently closed position. Three, four-light rectangular windows serve as a transom above the door. To the west of this door is a triple set of windows with a central six-over-one window and four-over-one windows on either side. All windows in this building are set on Indiana limestone sills. The north central extended bay has a small four-over-one window facing east, a four-over-one window, a brick panel, and a four-over-one window facing north, and another small four-over-one window facing west. Above the brick panel and facing north, the bay is crowned by an arched triple set of windows with a central nine-light window and five-light windows on either side. Past the central bay and in the west wing are two, six-over-one windows on either side of a triple set of windows which has a central six-over-one window and four-over-one windows on either side.

In the west elevation facing Main Street is one triple set of windows with a central six-over-one window and four-over-one windows on either side. The lower south corner of the large central pane has the word "winders" scratched into its inside, probably by a young, bored passenger-in-waiting testing a new pocket knife.

Trackside on the south elevation, beginning at the west end, are two, six-over-one windows on either side of a central triple door and window group. Three concrete steps lead up to the original pane-over-panel oak door that opens inward. A three-light transom tops the door with four-over-one windows on either side of the door. These windows sit on pine panels that extend down to the plinth. The south central bay has two small four-over-one windows facing west and east. From the west, four concrete steps lead up to the main entrance, a pane-over-panel steel door set in the center of the south bay. There is a six-light window above the door and six-over-one windows on either side of it. This bay

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is also crowned by an arched triple set of windows with a central nine-light window and five-light windows on either side.

Continuing east along the south elevation, to the right of the south bay is the original pane-over-panel oak door that opens inward to the former baggage area. A three-light transom tops the door with four-over-one windows on either side of it. These windows sit on pine panels that extend down to the base. To the east of the baggage door is the opening for the freight door. The original wooden half-doors swung outward. These are gone and the opening is filled with vertical tongue-in-groove wood siding. The arched transom above this opening with its 12 small lights is still intact. Going down the ramp and turning north along the east elevation, is one opening centered in the wall. This was originally a window as seen in the 1917 photo of the building. Sometime in the early 1904's, this window was lengthened down to the base and made into a door. This door opened onto a wooden freight platform that was set on the paving brick along the entire width of the east facade. The current owners removed that platform and closed the opening with the same vertical tongue-in-groove siding that was used to fill the south-facing freight door.

Interior walls are red brick in a stretcher bond pattern below the white plaster. All original oak framing remains intact. Floors are concrete and are covered by the original terrazzo tiles in a diamond pattern. The west wing, containing the passenger waiting area of approximately 40 feet by 24 feet has been divided into 6 clinic rooms. These rooms were constructed around the existing windows, and all added walls are covered with gypsum board and are not load bearing. The outside wall of each room retains the original brick below plaster. The new ceiling height throughout the clinic is approximately 12 feet and consists of textured gypsum board. The south bay ticket office is now the patient waiting room and the connecting passage, with its oak-framed ticket window, has become the business office and reception window. New ADA plumbing fixtures were added to the original rest rooms in the north bay. Both rest rooms retain the original brownish gold brick under white plaster with hexagonal terrazzo tile floors. The original baggage area immediately east of the central bays now contains current patient records and office computers and equipment. The ceiling and red brick walls here

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are identical to those in the clinic area. The unfinished concrete floor in the east wing freight area was covered with a raised floor approximately 2 feet higher than the original. This area now contains all electrical and mechanical systems, old patient records, office supplies, and medication samples. Approximately 10,500 of the original paving bricks surrounding the depot have been relaid; most of these are trackside along the southern exposure.

The setting of the depot remains trackside. CSX Transportation maintains an active freight service with 8-10 trains daily passing the southern facade. South of the depot the ground is open to Lincoln Street. This area, between the depot and the City Hall/fire station complex on the south side of Lincoln, is used for community parking and annual carnivals and circuses. The northern exposure abuts Washington Street approximately one block east of the Post Office and Main Street. The property extends to the east of the depot approximately 200 yards, bounded by Washington Street on the north, the tracks on the south, and Aurora Street on the east. Nearly 100 yards of this is the current clinic parking area.

Statement of Significance

The Chicago, Rock Island & Pacific Railroad Depot is locally significant for Criterion A for transportation for its role in providing passenger, freight, and baggage service for Marseille's citizens, businesses, manufacturing companies, and travellers. The period of significance is from 1917, the year the depot was completed, to 1945, the fifty-year cutoff for the National Register of Historic Places. It is located near the center of the 99 miles of track of the Rock Island & LaSalle Railroad, which would become the Chicago, Rock Island & Pacific Railroad. This section parallels the I & M Canal from Chicago to Peru. This railroad's success brought canal passenger service to an end just as U.S. Route 6 and Interstate 80 drew off the railroad's passengers. The depot, with its well maintained and carefully preserved facade, recalls the high water mark of the Chicago, Rock Island & Pacific Railroad in the Illinois and Michigan Canal Heritage Corridor.

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Historical background and significance

The city of Marseilles is located within the Illinois and Michigan Canal Heritage Corridor just five miles south of Interstate 80 and almost equidistant between Chicago and Peoria. It has a population of 4,900 and stretches for 2 miles along the Illinois River, its natural southern boundary. Sandstone cliffs form a bluff to the north. Before the time of railroads and paved roads, the river was the highway and was much used by Indians, early explorers, and settlers. Marseilles is at the head of a three mile long set of rapids historically referred to as "the Grand Rapids" and the "Rapids of Maninumba." Lovell Kimball came to the rapids from Watertown, New York in 1833. Kimball, a very energetic and active businessman, knew that the Illinois & Michigan Canal Bill had been passed and that the canal would eventually reach this location. He hired a surveyor to lay out a town site just above the rapids. He chose the name Marseilles for his town under the impression that the French city of the same name was an industrial center of the type that he hoped to develop. The plat was recorded on June 3, 1835. It was subsequently twice revised to allow right-of-ways for both the canal and the railroad.

In 1851, the Rock Island and LaSalle Railroad asked the Illinois legislature to amend its charter by authorizing a change in its corporate title. It also asked for an extension of its rails from the head of navigation of the I & M Canal (LaSalle-Peru) to the city of Chicago. To appease canal commissioners, the railroad offered to pay the I & M board of trustees a toll on all commodities, except livestock, that the canal could carry. The tolls would be equal to the canal rates and were to apply to shipments destined to or from any point between Chicago and a point 20 miles west of LaSalle. The tolls would be paid only when the canal was navigable. The railroad also buried in its lengthy charter language that stated its obligation to pay any tolls ceased by the terms of its act of incorporation as the Chicago and Rock Island Railroad on June 1, 1851. The canal commissioners sued, but by October of 1852, only a small section of right of way remained to be graded between Morris and Marseilles. In less than 6 months the builders had thrown up fill and had readied for rails all but a little less than 8 miles

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of the whole 99 mile stretch between Chicago and Peru. It was a truly remarkable building record.

The rails crossed Main Street in Marseilles along a 100 foot right of way during February of 1853. Freight and passenger service soon followed. A wooden depot and freight house were built south of the tracks and just east of Main Street. Harrison "Kit" Knickerbocker, a Marseilles resident, was one of the Rock Island's first engineers. He drove the "Accommodation", an early morning train that stopped at 7:45 AM enroute to Chicago.

The Chicago markets became readily accessible to local buyers and sellers. Early morning eastbound trains, like the "Accommodation," carried farm produce and livestock into the city. Afternoon westbound trains delivered retail goods and mail-order items to merchants and heavy freight to local manufacturers. By 1900, two rail spurs crossed the canal on swing bridges to deliver raw material and load roofing material and boxboard from the industrial yards along the Illinois River.

In 1911, the Marseilles Hydro Station went into operation. It was built by the Northern Illinois Light and Traction Company, a predecessor of Illinois Power. All material and equipment was delivered to the site by the Rock Island. The plant provided power to the northern division of one of the world's best known electric railways, The Illinois Traction System, or the Interurban. The tracks of the Chicago & Peoria line through Marseilles never did reach either of those destinations before the line closed in 1934. The interurban station was a common transfer point to the Rock Island line for passengers and freight bound for Chicago.

In January of 1917, Marseilles residents won a 40 year battle with the Rock Island Railroad for a new station. Judge Carpenter of the U.S. circuit court ordered the railroad to erect a new station in town at a cost not to exceed \$20,000 dollars. T. S. Peak, a Chicago builder, won the bid and surveyed the land in March, aiming for a June 15th completion. The city council vacated a portion of Washington Street on which to build the new depot. The city also agreed to pave Washington Street east to Aurora Street to improve access.

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The new station opened quietly on Monday morning, August 6, 1917. The work of moving from the old station started Sunday afternoon when George Fisher, the telegraph operator and ticket seller, began to move his effects to the north side of the tracks. The old wooden station, in use since 1867, was purchased by Wedron J. Wanmer and moved to Young Street to become a dwelling.

The first ticket sold in the new station was purchased by Miss Fannie Lee, a student from the University of Illinois, who had been visiting with Miss Winifred Montgomery.

The official dedication of the new station was held Thursday evening, August 16, 1917. Public ceremonies were held in the presence of hundreds of citizens, followed by a banquet and more speeches at the Thompson Hotel. The Marseilles Military Band led the procession from the hotel to the station. Once there, railroad officials praised the building as being the finest along the entire line.

In 1922, on the seventieth anniversary of its founding, Rock Island officials placed a tree and plaque near the depot commemorating the services of Harrison Knickerbocker. The twelve-by-ten inch bronze plaque set on a three-foot concrete pillar is still located on the south facade and reads in part:

IN AFFECTIONATE MEMORY OF
HARRISON KNICKERBOCKER
WHO BY HIS INDUSTRY COURAGE AND LOYALTY
THROUGH EVERY VICISSITUDE SIGNALLY AIDED IN THE DEVELOPMENT OF THE
CHICAGO ROCK ISLAND AND PACIFIC RAILWAY
INTO A GREAT TRANSPORTATION SYSTEM DEVOTED TO THE PUBLIC SERVICE

Terry Simmons, editor and owner of the Marseilles Plaindealer the city's newspaper, boasted of the city's growth and importance with the publication of a souvenir booklet. In Marseilles, Illinois. A Live Manufacturing City, Simmons bragged that, "No city between Joliet and Moline ships as many tons of manufactured goods on the Rock Island Road as does Marseilles. In fact Marseilles ships out a larger tonnage of manufactured goods than any city of equal size in Illinois." The new depot, built to handle the increased passenger, freight, and baggage demand was part of this new growth and development in Marseilles which included such manufacturing

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concerns as the Plaindealer Printing Plant, Howe & Davidson cardboard box factory, Crescent Paper Company, General Roofing Company, Manufacturers Coal Company, O'Neil Implement Company, Harrow Manufacturing Company, F. J. Jones Garter Company, a concrete block making factory, and several cigar factories.

The Sanborn Fire Insurance maps of Marseilles indicate a population increase from 3,200 in 1913 to 4,000 by 1929. During this period the stationmaster was coordinating rail shipments along spurs that led to the Crescent Paper Mill, Certain-Teed General Roofing Manufacturers, O'Neil Agricultural Implement Company, Marseilles Grain & Supply Company, the G.V. Shaughnessy Grain Elevator, National Sicilate & Chemical Company, and tanks belonging to the Standard Oil Company of Indiana.

Passengers and travellers on the railroad could stay at the Shultz Hotel on Young Street southwest of the depot during the middle 1910s or stay at the newly erected Thompson's Hotel at the southwest corner of Young and Main Streets.

The Rock Island freight service to Marseilles was always busier than its passenger service. It was the major reason that Howe & Davidson was able to build the largest factory building between Chicago and St. Louis here in 1921-1922, when they constructed their eight-story paper pulp mill with material delivered to the site by rail. East of Howe & Davidson was the Crescent Mill Carton Factory. It was later purchased by the National Biscuit Company. For more than fifty years the nine story factory was owned by the National Biscuit Company. Nabisco produced, printed, and shipped all their carton and boxboard from Marseilles. Today, as Federal Paper, it is still the largest employer in town. All its shipping is now done by truck.

The Allender Motor Company, a Ford dealership from the early 1920's through the mid 1930's was located on Washington Street just west of the depot. Mr. Allender took regular delivery of autos direct from Detroit in special boxcars that held four autos each. The autos were rolled down swing-out ramps attached to the boxcar and pushed down Washington Street to the garage for final assembly.

C.B. Seales, director of the Seales-Campbell Funeral Home adjacent to the Allender Motor Company, did not maintain an extensive casket

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inventory. Clients would make a selection from the display models, and Seales would phone the order to the manufacturer in Chicago. As long as he called before noon, the requested casket would be delivered to the depot before 5:00 PM that same day.

The commercial district extended north from the Illinois and Michigan Canal along Main Street three blocks. Businesses such as dry goods, grocery, drug, bakery, jewelry, confectionary, harness, furniture, and hardware stores were aligned along both sides of Main Street and used the depot for the shipping and handling of merchandise.

From its 1917 opening until the end of World War II, most residents recall the depot as the telegraph office. Here, all telegraphers were also ticket agents. Through the years, numerous children were employed to stop in after school to deliver telegrams around town. Many such trips were made between the depot and Nabisco. Both world wars saw an increase in passenger service. The incredible number of workers at the "Prairie Shipyards" in Seneca dramatically increased passenger service during World War II as men and women used the train to get back and forth between Marseilles and Seneca. These were the depot's busiest years. By the war's end, the Rock Island Railroad was debt free for the first time this century. The post-war rise in automobile use brought about a corresponding decline in passenger service.

In the early 1950's, regular local passenger service was discontinued. Freight service was maintained into the 1960's. All editions of the Chicago daily papers were dropped at the depot by passing passenger trains that also picked mailbags off a trackside hook without stopping. A track maintenance crew worked out of the depot until it closed in 1974.

The adaptive reuse of this building has saved it from further deterioration while providing space for the only doctor still practicing in Marseilles. The building is again available to the citizens it once served in a different capacity. Since its reopening, the depot hosts an average of 100 visiting patients per week. Many recall it as being the start of their first trip to the city, or to school, or to battle. The depot's well-preserved facade continues as a poignant reminder of a time when the Rock Island line was a "mighty fine line."

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Bibliography

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Marseilles Plaindealer. Friday weekly editions, January - September 1917.

Sanborn Map Company, Marseilles Fire Insurance Maps, 1913 - 1935.

Simmons, Terry. Marseilles, Illinois. A Live Manufacturing City. Souvenir Booklet published by the Marseilles Plaindealer. c. 1915-1916.

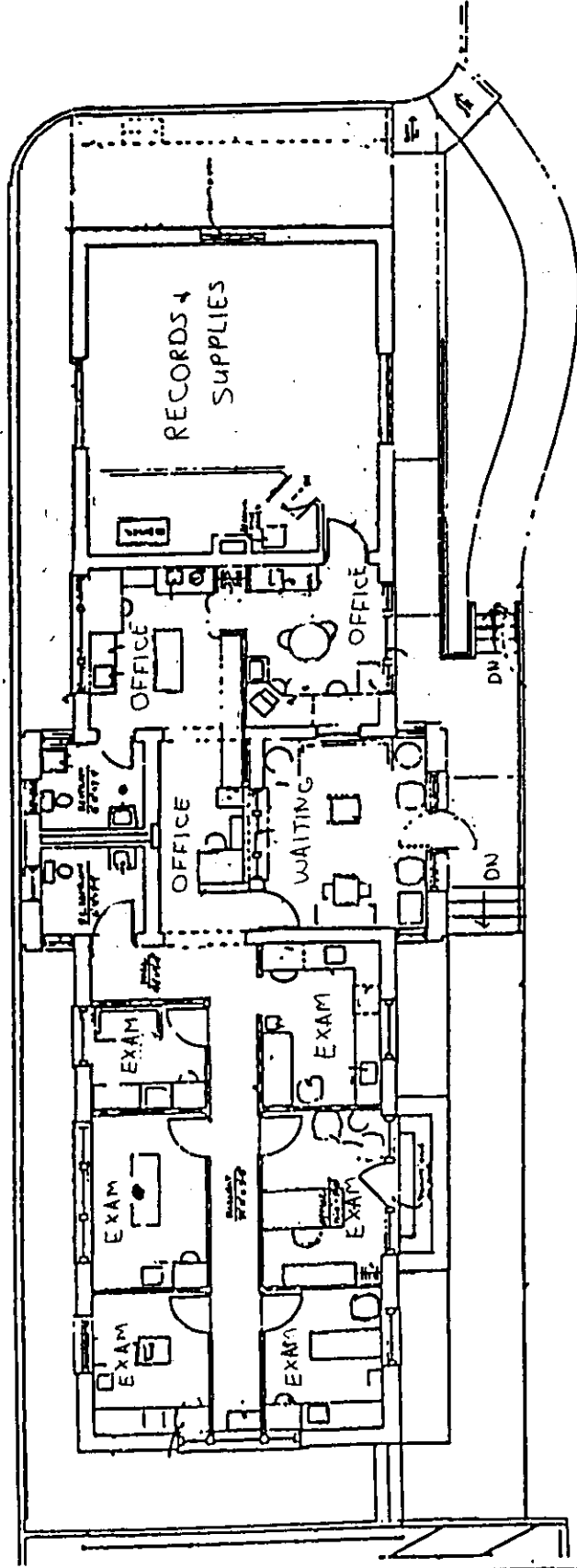
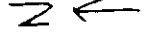
Verbal boundary description

Part of the Southeast Quarter of Section 13, Township 33 North, Range 4, East of the Third Principal Meridian, all described as follows: Commencing at the southeast corner of said section 13, thence North 1217.57 feet to the center line of the Eastbound Main Track of the Old Chicago, Rock Island and Pacific Railroad Company, thence North 73 degrees 55 minutes 06 seconds West 482.0 feet along the center line of said Eastbound Main Track to a point, thence North 16 degrees 04 minutes 54 seconds East 20.0 feet at right angles to the said center line of the Eastbound Main Track to the true point of beginning, thence continue North 16 degrees 04 minutes 54 seconds East 52.0 feet to a point, thence South 73 degrees 55 minutes 06 seconds East 461.24 feet along a line parallel to the center line of the old Chicago and Rock Island Railroad center line to a point on the East line of the Southeast Quarter of said Section 13, thence South 54.12 feet along said East line to a point, Thence North 73 degrees 55 minutes 06 seconds West 476.23 feet along a line parallel to and 20 feet Northerly of the center line of the said Eastbound Main Track to the point of beginning, all situated in Marseilles; situated in LaSalle County, Illinois.

Verbal boundary justification

The nominated property includes the entire parcel historically associated with the Chicago, Rock Island and Pacific Depot.

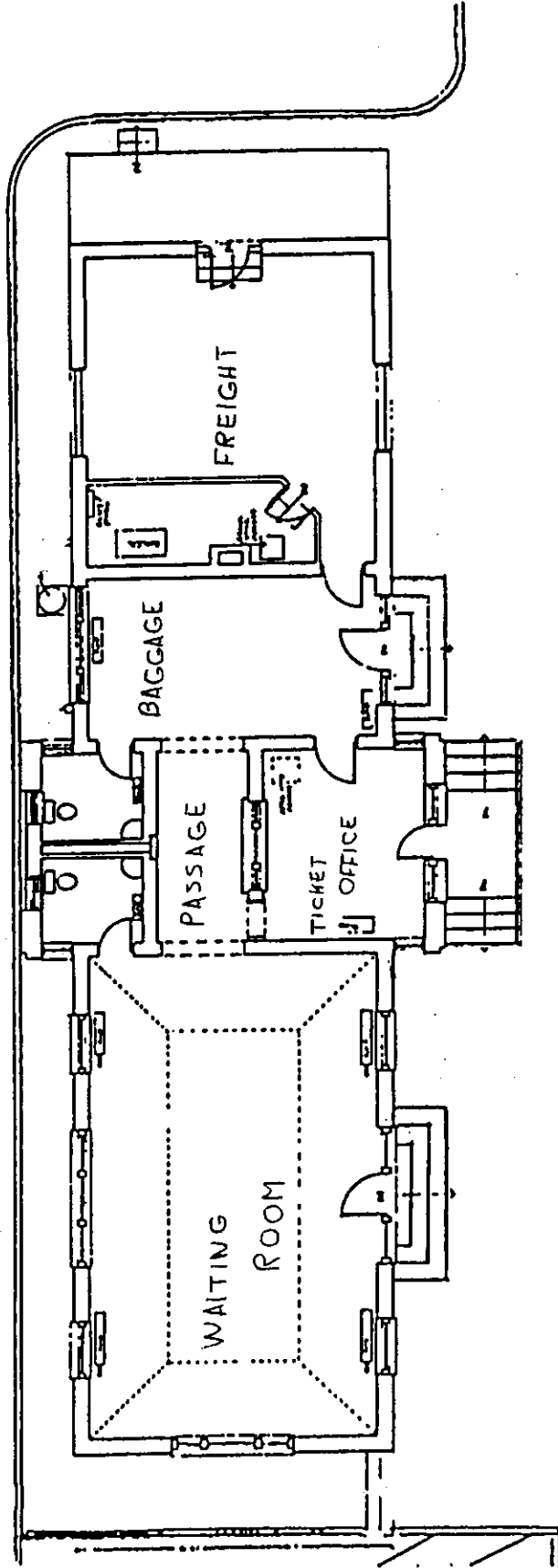
Chicago, Rock Island & Pacific Depot
150 Washington Street
Marseilles, Illinois



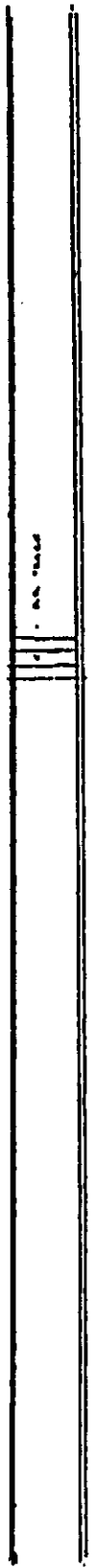
FLOOR PLAN

Architectural sketch of floor plan as of April 1993.

Chicago, Rock Island & Pacific Depot
150 Washington Street
Marseilles, Illinois



FLOOR PLAN - BEFORE REMODELLING
V4-82





IN REPLY REFER TO

United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D.C. 20013-7127



The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places. For further information call 202-343-9542 or 202-343-1572 or you may respond via cc:Mail.

NOV 17 1995

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 11/06/95 THROUGH 11/10/95

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

COLORADO, DELTA COUNTY, Garnethurst, 509 Leon St., Delta, 95001245, LISTED, 11/07/95
COLORADO, EL PASO COUNTY, Colorado Springs City Auditorium, 231 E. Kiowa St., Colorado Springs, 95001244, LISTED, 11/07/95
COLORADO, LAS ANIMAS COUNTY, First Christian Church, 200 S. Walnut St., Trinidad, 95001246, LISTED, 11/07/95
COLORADO, MONTEZUMA COUNTY, Ertel Funeral Home, 42 N. Market St., Cortez, 95001248, LISTED, 11/07/95
COLORADO, OTERO COUNTY, Carnegie Public Library, 1005 Sycamore Ave., Rocky Ford, 95001247, LISTED, 11/07/95
ILLINOIS, GREENE COUNTY, Hotel Roodhouse, 303 Morse St., Roodhouse, 95001238, LISTED, 11/07/95
ILLINOIS, JO DAVIESS COUNTY, Warren Commercial Historic District, 102-165 E. Main St., 204-210 E. Bunett, 102-108 S. Railroad, Warren, 95001241, LISTED, 11/07/95
ILLINOIS, LA SALLE COUNTY, Chicago, Rock Island and Pacific Railroad Depot, 150 Washington St., Marseilles, 95001239, LISTED, 11/07/95
ILLINOIS, LAKE COUNTY, Green Bay Road Historic District, Roughly, area surrounding 10 S to 1596 N Green Bay Rd. and Ahwahnee Rd., Lake Forest, 95001235, LISTED, 11/07/95
ILLINOIS, OGLE COUNTY, Buffalo Township Public Library, 302 W. Mason St., Polo, 95001236, LISTED, 11/07/95 (Illinois Carnegie Libraries MPS)
ILLINOIS, SALINE COUNTY, Eldorado City Hall, 1604 Locust St., Eldorado, 95001237, LISTED, 11/07/95
ILLINOIS, SANGAMON COUNTY, Miller, Bell, Apartments, 835 S. Second St., Springfield, 95001242, LISTED, 11/07/95
ILLINOIS, WHITESIDE COUNTY, First Congregational Church of Sterling, 311 Second Ave., Sterling, 95001234, LISTED, 11/07/95
KENTUCKY, BUTLER COUNTY, Finney Hotel, Jct. KY 403 and Hime St., Woodbury, 95001349, LISTED, 11/07/95
KENTUCKY, ROCKCASTLE COUNTY, Lair, John, House and Stables, Jct. of US 25 and Hummel Rd., NE corner, Renfro Valley, 95001270, LISTED, 11/07/95
KENTUCKY, WOODFORD COUNTY, Clifton Country Club, 1190 Buck Run Rd., Versailles vicinity, 95001271, LISTED, 11/07/95
KENTUCKY, WOODFORD COUNTY, Labrot & Graham Distillery, 7855 McCracken Pike, Frankfort vicinity, 95001272, LISTED, 11/07/95
LOUISIANA, NATCHITOCHE PARISH, Carnahan Store, Main St. (LA 495), Cloutierville, 95001243, LISTED, 11/07/95
LOUISIANA, VERMILION PARISH, Downtown Abbeville Historic District, Roughly bounded by State and First Sts., Vermilion Bayou, Pere Megret and Concord Sts., Abbeville, 95001261, LISTED, 11/07/95
MISSISSIPPI, ADAMS COUNTY, Woodlawn Historic District, Roughly bounded by Martin Luther King St., E. Stiers and Old College Lns., Elm and Bishop Sts., Natchez, 95001250, LISTED, 11/07/95
MISSISSIPPI, HINDS COUNTY, Houses at 500, 505, 512 and 513 North State Street, 500, 505, 512 and 513 N. State St., Jackson, 95001249, LISTED, 11/07/95
MONTANA, LEWIS AND CLARK COUNTY, Appleton House No. 9, 1999 Euclid Ave., Helena, 95001264, LISTED, 11/07/95
MONTANA, LEWIS AND CLARK COUNTY, Childs Carriage House, 318 E. Sixth Ave., Helena, 95001263, LISTED, 11/07/95
NEW JERSEY, CUMBERLAND COUNTY, A.J. MEERWALD (Schooner), 22 Miller Ave. on Maurice River, Commercial Township, Bivalve, 95001256, LISTED, 11/07/95
NEW JERSEY, ESSEX COUNTY, Canfield--Morgan House, 899--903 Pompton Ave. (NJ 23), Cedar Grove, 95001265, LISTED, 11/07/95
NEW YORK, CAYUGA COUNTY, Moravia Union Cemetery, NY 38, Moravia, 95001278, LISTED, 11/07/95 (Moravia MPS)
NEW YORK, MONROE COUNTY, Chase Cobblestone Farmhouse, 1191 Manitou Rd., Town of Parma, Hilton vicinity, 95001279, LISTED, 11/07/95 (Cobblestone Architecture of New York State MPS)
NEW YORK, MONROE COUNTY, Covert, William, Cobblestone Farmhouse, 978 N. Greece Rd., Greece, 95001280, LISTED, 11/07/95 (Cobblestone Architecture of New York State MPS)
NEW YORK, ONEIDA COUNTY, Western Town Hall, Main St. at jct. with Stokes--Westernville Rd., Westernville, 95001277, LISTED, 11/07/95
NEW YORK, OTSEGO COUNTY, East Main Street Historic District, Roughly, E. Main St. from Church St. to the Richfield Springs reservoirs, Richfield Springs, 95001282, LISTED, 11/07/95
NEW YORK, SUFFOLK COUNTY, Parsons, Ambrose, House, Springs--Fireplace Rd. at jct. with Old Stone Hwy., Town of East Hampton, Springs, 95001276, LISTED, 11/07/95
NEW YORK, WAYNE COUNTY, Baker, J. and E., Cobblestone Farmstead, 815 Canandaigua Rd., Macedon, 95001281, LISTED, 11/07/95
PENNSYLVANIA, BERKS COUNTY, Morgantown Historic District, Roughly, area surrounding Main St. between Walnut and Washington Sts., Caernarvon Township, Morgantown, 95001255, LISTED, 11/07/95
PENNSYLVANIA, BUTLER COUNTY, Butler County National Bank, 302 S. Main St., Butler, 95001251, LISTED, 11/07/95
PENNSYLVANIA, CAMBRIA COUNTY, Old Conemaugh Borough Historic District, Roughly bounded by Railroad, Adams, and Steel Sts., and Church Ave., Johnstown, 95001253, LISTED, 11/07/95
PENNSYLVANIA, SOMERSET COUNTY, Uptown Somerset Historic District, Roughly bounded by N. Kimberly, Main, Columbia, and W. Catherine Sts., Somerset, 95001254, LISTED, 11/07/95

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