

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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, Burlington, & Quincy Railroad Depot

other names/site number _____

2. Location

street & number 101 West Main Street not for publication

city or town Plano vicinity

state Illinois code IL county Kendall code 093 zip code 60545

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 7-29-93
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

C. B. & O. Railroad Depot
Name of Property

Kendall, 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

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Current Functions

(Enter categories from instructions)

Social/civic

Social/meeting hall

7. Description

Architectural Classification

(Enter categories from instructions)

Classical Revival

Craftsman

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick

Limestone

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

1913-1943

Significant Dates

1913

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Eidelgeorge, Reuter, and Co., Builder

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:

C. B. & Q. Railroad Depot
Name of Property

Kendall, Illinois
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 37 19 50 46 13 20 0
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 Alan Langguth

organization Beautification Committee, City of Plano date August 1, 1993

street & number 7 North James Street telephone (708) 552-8275

city or town Plano state Illinois zip code 60545

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 City of Plano

street & number 7 North James Street telephone (708) 552-8275

city or town Plano state Illinois zip code 60545

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.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1
Chicago, Burlington, & Quincy Railroad Depot

Description

The Chicago, Burlington, & Quincy Railroad Depot is strategically located in the center of downtown Plano, Illinois on West Main Street. On the south side is the Burlington Northern railroad tracks. To the north is Main Street with its row of commercial buildings. On the east and west ends are city parking lots. The building was constructed in 1913.

The following physical description of the proposed new depot was printed in the Kendall County News, June 4, 1913:

This building is one of the three which they are now erecting, one at Macomb, one at Sandwich, and the other here in Plano, - all of about the same size and construction, and all meeting the pressing needs for station accommodations in the towns named.

Plano's new depot is to be on the north side of the C. B. & Q. Tracks, directly opposite the old depot site. It will cost approximately \$15,000. The measurements over all, will be 100 feet long by 24 feet wide, by 16 feet high with a five foot extension on either side at the center to provide a main entrance, on the city side, and a larger room for the ticket office and operator's room on the track side. Already eighteen men are at work on the concrete foundations, which had to be put down six feet beneath the former ground level before a sufficiently solid footing could be secured. The old park area is to be graded up to within six inches of the level of the station floor, which will be eighteen inches higher than the track. The space not occupied by the actual depot and its surrounding brick platform will be sodded and graded and will add a great deal to the beauty of the main street in Plano.¹

The building is a narrow rectangle that sits east/west on the site, parallel to the railroad. It is a one-story brownish red brick building with a basement for the mechanicals at the west end, and a crawl space under the center section. The red tile roof is gabled with its ridge parallel to the main length of the building. At the center of the building is a higher roof that

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2
Chicago, Burlington, & Quincy Railroad Depot

has a ridge perpendicular to the main roof. This perpendicular roof is used to highlight the building entrance on one side of the building and the ticket office on the other side. The building has a single chimney located in the western 1/3 of the building. The foundation of the building is concrete. The trim and water table is Bedford limestone. Most of the windows are double-hung and have wood frames.

On the north elevation the centrally located entrance protrudes northward from the adjacent building walls to clearly designate the entrance. The entrance has two aluminum and glass doors (these originally were wooden) and a large transom above. Two metal bracket light fixtures flank either side of the doors, with three-over-one windows on either end that provide light and ventilation for the restrooms, completing the entrance. East of the entrance are two sets of two, one-over-one windows with three-pane transoms above. This configuration is repeated directly to the west of the entrance. The westerly quarter of the north elevation has two pairs of three-over-one windows.

The east elevation has at its center a wooden door with two panels on the lower half and a glass panel in the top half, with a four-pane transom window above. On either side are single, one-over-one windows with a three-pane transom above.

The south elevation, which faces the tracks, has, starting on the east and proceeding to the west the following: a pair of one-over-one windows with three-pane transoms flanking a larger one-over-one window with a four-pane transom; a wooden door with two panels on the lower half and a glass panel in the top half, with a four-pane transom window above; the ticket office projects out from the adjacent walls with a pair of one-over-one windows on either side of a three-over-three window, the original three-pane transoms have been boarded over. Repeated to the west, or men's waiting room side of the ticket office is a mirror image of the door/window arrangement from the women's waiting room side. The westerly quarter of the south elevation has two pairs of three-over-one windows. There are single, one-over-one windows with three-pane transoms on both the east and west elevations of the ticket office.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7,8 Page 3

Chicago, Burlington, & Quincy Railroad Depot

The west elevation has a pair of large wooden freight doors with a single seven-pane transom above.

The interior's east end is a large waiting room for women. Near the center of the building is the entrance core, consisting of the entry, vestibule, restrooms, and ticket office. The ticket window has metal bars and decorative glass. West of the entrance core is the men's waiting room. The west end of the building consists of the baggage room and the access to the basement below.

The floors are mosaic tile. The walls have a five-foot high tile wainscoting and plaster above. The woodwork is oak.

Few changes have occurred since the building was built. These include a set of modern glass entrance doors, and the division of the men's waiting room into two smaller office spaces. The walls used to make this division could be removed without creating much damage so as to return the space to its former size.

The condition of the building is good. The interior ticket window is still intact, and most of the interior finishes are still original. There are current efforts to secure funding to do a renovation project on this building and its site.

Statement of Significance

The Chicago, Burlington, & Quincy Railroad Depot meets Criterion A for transportation for listing in the National Register of Historic Places as it is associated with the railroad transportation industry of Plano. The C. B. & Q. Railroad was one of this country's major railroad companies. Freight and passengers were being moved between Chicago and states to the west on the C. B. & Q. Railroad line, with the main tracks to and from Chicago going directly through Plano. The C. B. & Q. Depot was constructed of brick to replace the aging wooden depot and to provide a solid statement of support to the community of Plano from the railroad company. The period of significance begins with its construction in 1913 and continues until 1943, the fifty-year cutoff for the National Register.

Plano was not built upon a river as its neighbors to the east, Yorkville and Oswego, had been. Instead it was built around the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4
Chicago, Burlington, & Quincy Railroad Depot

railroad. When the engineers from the Aurora Branch Railroad were making preliminary surveys, a route through Little Rock which was approximately five miles northwest of Plano, was considered. Lewis Steward suggested a route farther to the south would be less expensive and he promised to build a "good live town" for them--and it was done. "Plano has often been called "The Child of Lewis Steward's Creation."² Lewis Steward laid out the town, planted trees, set up provisions for a water works, and put in a grain elevator.

The name, Plano, Spanish for plain, was suggested by John Hollister. The name refers to the fact that the town does not lie along the river banks but high up on a plain. The town was laid out in 1853, soon after the railroad tracks were laid. Plano was incorporated as a village in 1863 and became a city in 1883.

The first depot was a wooden one, manufactured in Aurora and transported by rail to the site. It was originally located on the south side of the railroad tracks and built in 1855. When the present depot was built in 1913 the wood depot was continued to be used as a freight depot for some time. It was moved in 1978 to its present location at the Kendall County Historical Society's Lyon's Farm and Village in Yorkville, Illinois.

"Altogether, the new depot, besides meeting a need of long standing in Plano is to be a building that Plano may point to with pride. It will be an asset in the general public's estimation of the town, for its appearance is to be such a decided improvement on the old depot."³

"If this is done, and we firmly believe it will be, the citizens of Plano will have a mighty warm spot in their hearts for the good old Burlington R. R. and it will be a black eye, possibly, to a competing electric road."⁴

The depot was built by Eidelgeorge, Reuter and Company of Aurora. It was finished in 1913. For many years much of the activity of the growing community centered around the railroad and depot. Plano became an industrial city and the railroad was of great importance in bringing in materials and shipping out products which were largely farm machinery. The Independent Harvester

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5 Chicago, Burlington, & Quincy Railroad Depot

Company was one of the great benefactors of the freight and passenger system. A memo from E. D. McNamara, the station agent, to William Deering Steward, president of the Independent Harvester Company, dated September 13, 1915, reported that the period of July 1, 1914 to July 1, 1915, had seen the greatest total of carload shipments during one year since the establishment of the railroad at this point.

The passenger trains served not only the business community but all the townspeople. Many men took the train to work in Aurora, some worked in the Burlington Railroad shops.

In September of 1913 the National Farmer's Congress met in Plano for the First National Conference on Marketing and Farm Credits. In attendance was Governor Dunne of Illinois who arrived on a special train. The whole town turned out to greet the governor for a day of celebration. This celebration was held in the immediate area surrounding the depot. Photographs showing the large crowd standing around the depot are on display at the Kendall County Historical Society's Archives.

Several headlines from 1917 read about special events centered around the trains. "To Welcome Capt. Lord Home, The People of Plano, Regardless of Creed, Station in Life or Color are Going to Give Kendall County's Only Soldier Boy Who Went to The Front a Royal Welcome as He Alights from The Midnight Train Tonight."⁵ Another reads: "The Third Regiment Illinois National Guards are on their way to Houston, Texas, will arrive in Plano Thursday morning, tomorrow, 12 coaches at 9:30 and stop ten minutes. Major Lord and other Plano boys will be on this train. Let Plano give them a grand reception and suitable farewell and make it a royal ten minutes so that the 3rd Regiment will always remember Plano."⁶

The depot was somewhat of a social center. Reporters from the local newspaper regularly met the trains and wrote news items about the comings and goings of the people. In the late 1920s Plano's citizens looked forward to watching a train each week which brought girls from Chicago for a week's outing at Millhurst, a YWCA summer camp south of town. The girls wore the sports clothes of the day and townspeople still recall those baggy, black bloomers that were in style at the time. The girls

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 6Chicago, Burlington, & Quincy Railroad Depot

walked back and forth to town and always created a lot of interest wherever they went.

Mail came to Plano daily on several trains. Pouches were quickly delivered to the Post Office and assorted, and the citizens had immediate access to their mail.

In the days when few people had telephones, the Western Union telegraph office kept the local citizens in touch with the larger world. Western Union served the business community as well. For other people the telegrams often brought news of deaths of family members. During World War II, station agent Frank Young was responsible for notifying families of service men of injuries and deaths.

"Whenever there is talk of railroad activities in Plano from 1917 to 1945 the name of Walter Sanderson enters the conversation. Sanderson came to Plano from Canada in 1917 and immediately became employed at the pumping station east of town near the bridge. Sometime in the early 1930s with the coming of diesel engines, the pumping station was abandoned and Sanderson came into town as gatekeeper at the railroad switch tower on Center Street. During many of these years he worked a seven-day week, fifty-two weeks a year. His faithfulness to duty and his quiet friendliness continues to be remembered by all who knew him."⁷

Still in the memory of many Plano people is the passing through of the Burlington "Zephyr," the new streamlined passenger train, on its non-stop trip from Denver, Colorado to the Century of Progress Exposition in Chicago in 1934. R. A. Graves, Mayor of Plano, issued a statement in the Kendall County News, giving the information that on Saturday, May 26, a whistle one hour before its coming would give the citizens time to get to the tracks. "City Officials, American Legion, Superintendent and Teachers of the schools have agreed to assist in keeping people back a safe distance from the track and it should be understood by every one that to get the best view of the train you should be back at least fifty feet away from the Railroad."⁸ People who remember being there recall the crowd as being the largest they had seen in Plano.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7
Chicago, Burlington, & Quincy Railroad Depot

Currently Amtrak stops at the Chicago, Burlington, & Quincy Railroad Depot on the Burlington Northern tracks, one of the smallest stops in the nation. The Depot today, reminds passengers and Plano's citizens of the historic importance of the railroad to the town of Plano.

Endnotes

1. Kendall County News. Yorkville, Illinois, June 4, 1913.
2. Derry, Vernon. Plano Illinois: Birthplace of the Harvester
Aurora, Illinois: Kelmscott Press, 1954, p. 8.
3. Kendall County News. June 4, 1913.
4. Kendall County News, February 26, 1913.
5. Kendall County News, February 21, 1917.
6. Kendall County News, September 12, 1917.
7. Plano Record, June 27, 1979.
8. Kendall County News, May 23, 1934.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9, 10 Page 8
Chicago, Burlington, & Quincy Railroad Depot

Bibliography

Derry, Vernon. Plano Illinois: Birthplace of the Harvester.
Aurora, Illinois: Kelmscott Press, 1954.

Hill, Lee. A Guide to Architecture in Kendall County.
Yorkville, Illinois: Kendall County Historical Society, 1976.

Johnson, Oliver C. and Anna French. Atlas and History of Kendall County. Aurora, Illinois: Friendly Map and Publishing Co., 1941.

Kendall County News. February 26, April 16, June 4, 1913;
September 15, 1915; February 21, September 12, 1917; May 23,
1934.

Plano Record. June 27, 1979.

Verbal Boundary Description

That part of the former Burlington Northern Inc. station grounds in the Southeast Quarter of the Southwest Quarter (SE 14, SW 1/4) of Section 22, Township 37 North, Range 6 East of the 3rd Principal Meridian, City of Plano, County of Kendall, State of Illinois, described as follows:

Beginning at a point on the western boundary of Center Street 50 feet northerly of the center line of the Burlington Northern's southern main line railroad track; thence southwesterly along a line parallel with said track line 225 feet to the true point of beginning. From the true point of beginning continuing southwesterly along a line parallel with said track, 128 feet more or less to a point 190 feet northeasterly of the eastern boundary of West Street, as measured along said parallel line; thence northwesterly along a line parallel with the eastern boundary of West Street, 55 feet more or less to the southern boundary of Main Street; thence northeasterly 128 feet along the said southern boundary of Main Street to a point 225 feet from the western boundary of Center Street as measured along the said southern boundary of Main Street; thence southeasterly 55 feet more or less to the true point of beginning.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

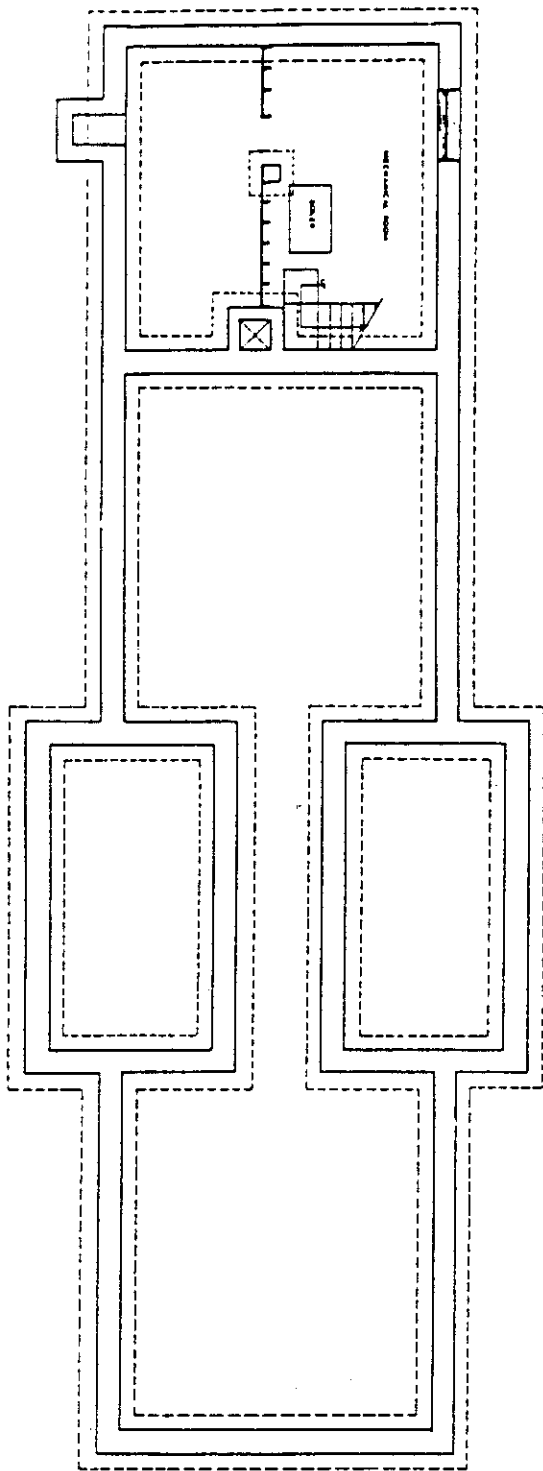
Section number 10 Page 9 Chicago, Burlington, & Quincy Railroad Depot

Boundary Justification

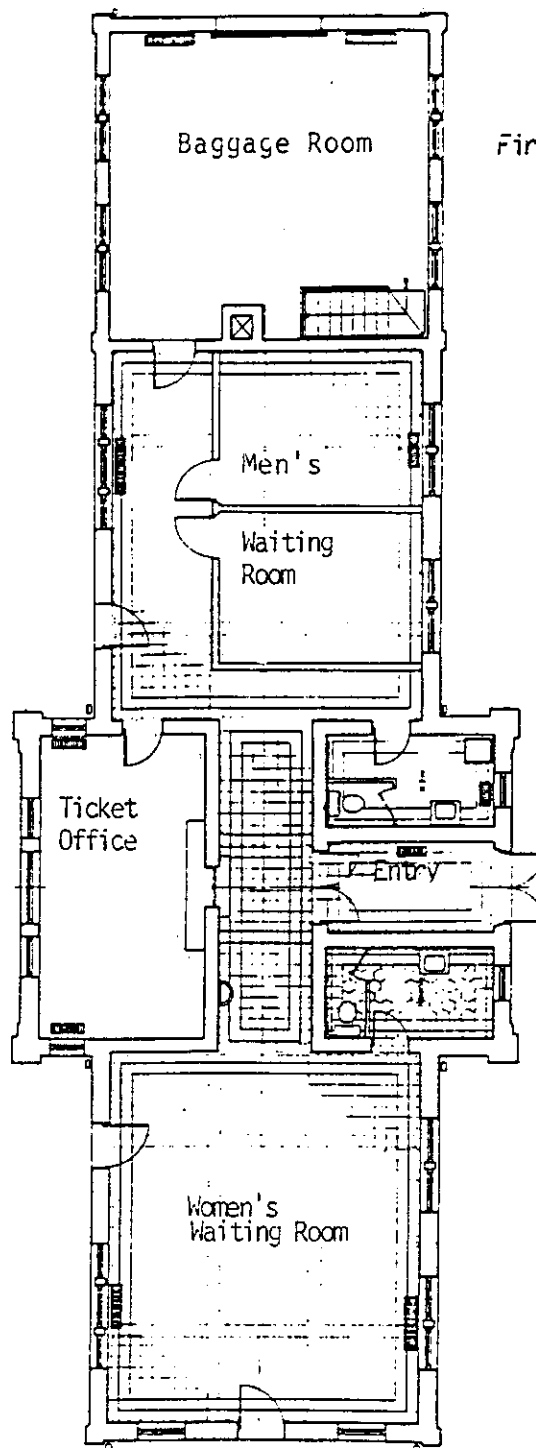
The nominated property includes the building and loading platforms historically associated with the Chicago, Burlington, and Quincy Depot in Plano, Illinois.

CHICAGO, BURLINGTON, & QUINCY RAILROAD DEPOT
Plano, Illinois

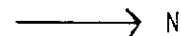
Basement &
Foundation



First Story



Floor Plan
Not to Scale





United States Department of the Interior

NATIONAL PARK SERVICE

P.O. BOX 37127
WASHINGTON, D.C. 20013-7127



RECEIVED
NOV 29 1993
PRESERVATION SERV

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.

NOV 19 1993

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 11/08/93 THROUGH 11/12/93

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

ARKANSAS, BENTON COUNTY, Bentonville Third Street Historic District, Roughly, 3rd St. SE. from Main St. to C St. SE., Bentonville, 93001202, NOMINATION, 11/12/93 (Benton County MPS)

ARKANSAS, JEFFERSON COUNTY, Nichol House, 205 Park Pl., Pine Bluff, 93001201, NOMINATION, 11/12/93 (Thompson, Charles L., Design Collection TR)

ARKANSAS, RANDOLPH COUNTY, Old Union School, 504 Old Union Rd., Birdell vicinity, 93001203, NOMINATION, 11/12/93

FLORIDA, MARTIN COUNTY, Lyric Theatre, 59 SW. Flagler Ave., Stuart, 93001204, NOMINATION, 11/12/93

ILLINOIS, FULTON COUNTY, Dilworth, Robert, House, 606 E. Fifth St., Vermont, 93001236, NOMINATION, 11/12/93

ILLINOIS, FULTON COUNTY, Duvall-Ash Farmstead, Off IL 9, 1 mi. E and 1.2 mi. N of jct. with IL 97, Fiatt vicinity, 93001237, NOMINATION, 11/12/93

ILLINOIS, KENDALL COUNTY, Chicago, Burlington & Quincy Railroad Depot, 101 W. Main St., Plano, 93001238, NOMINATION, 11/12/93

ILLINOIS, KENDALL COUNTY, Plano Hotel, 120 W. Main St., Plano, 93001239, NOMINATION, 11/12/93

ILLINOIS, LAKE COUNTY, Lamont, Robert P., House, 810 S. Ridge Rd., Lake Forest, 93001240, NOMINATION, 11/12/93

MARYLAND, HARFORD COUNTY, Lower Deer Creek Valley Historic District, Roughly bounded by the Susquehanna R., MD 543 and Harmony Church and Trappe Rds., Darlington vicinity, 93001143, NOMINATION, 11/03/93

MINNESOTA, HENNEPIN COUNTY, Station 28 Minneapolis Fire Department, 2724 W. 43rd St., Minneapolis; 93001235, NOMINATION, 11/12/93

MINNESOTA, STEARNS COUNTY, Church of St. Boniface, 203 S. 5th Ave. East, Melrose, 93001234, NOMINATION, 11/12/93

MISSISSIPPI, JASPER COUNTY, Archeological Site No. 22-Js-572, Address Restricted, Bay Springs vicinity, 93001150, NOMINATION, 11/10/93

MISSISSIPPI, LEFLORE COUNTY, Murphey Site, Address Restricted, Itta Bena vicinity, 93001151, NOMINATION, 11/10/93

NEW YORK, GREENE COUNTY, Botsford, Henry T., House, NY 81 W of jct. with NY 32, Greenville, 93001224, NOMINATION, 11/12/93

NORTH CAROLINA, RANDOLPH COUNTY, Central School, 414 Watkins St., Asheboro, 93001342, NOMINATION, 11/12/93

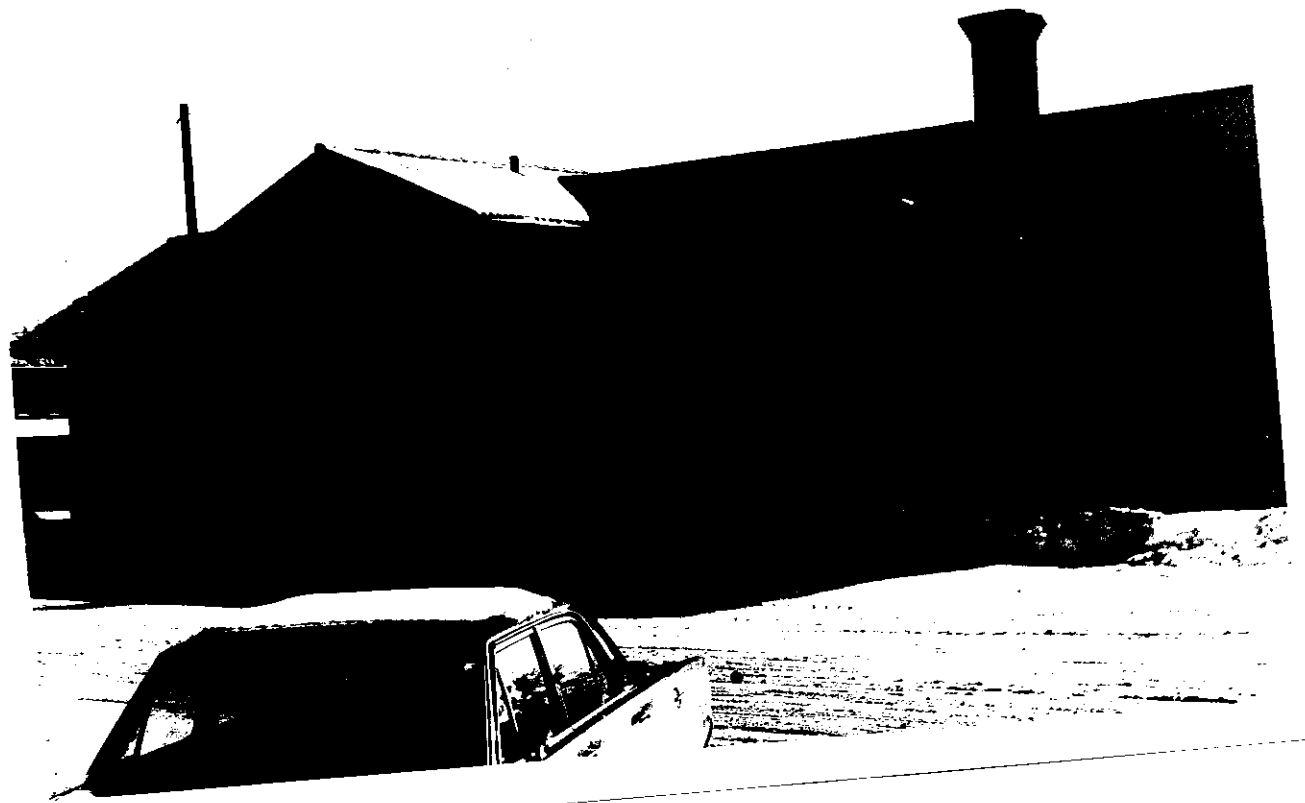
VIRGINIA, CLARKE COUNTY, Greenway Historic District, Roughly bounded by the Shenandoah R., the Warren Co. line, VA 340 and VA 618, Boyce vicinity, 93001133, NOMINATION, 11/04/93

VIRGINIA, ROCKBRIDGE COUNTY, Mackey, William, House, VA 716, .5 mi SE of jct. with US 11, Cornwall vicinity, 93001126, NOMINATION, 10/29/93

WEST VIRGINIA, GREENBRIER COUNTY, Alderson Historic District, Roughly, along Monroe St., Riverview Dr., Railroad Ave. and adjacent streets, Alderson, 93001231, NOMINATION, 11/12/93

WEST VIRGINIA, HAMPSHIRE COUNTY, Capon Springs, Address Restricted, Capon Springs, 93001228, NOMINATION, 11/12/93

WEST VIRGINIA, OHIO COUNTY, Russell, Charles W., House, 75 Twelfth St., Wheeling, 93001229, NOMINATION, 11/12/93



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

- Archeological Site (Pre-Columbian)
- Archeological Site (Post-Columbian to 1673)
- French Influence (1673-1780)
- Illinois Frontier (1780-1818)
- Illinois Early (1818-1850)
- Illinois Middle (1850-1900)
- Illinois Late (1900-present)
- Famous People (give names & dates)

8. Specific Date: ca 1910

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

- Aboriginal (historic)
- Aboriginal (pre-historic)
- Agriculture
- Architecture
- Art
- Commerce
- Communication
- Conservation
- Education
- Engineering
- Industry
- Invention
- Landscape Architecture
- Literature
- Military
- Music
- Political
- Religion/Philosophy
- Science
- Sculpture
- Social/Humanitarian
- Theater
- Transportation
- Urban Planning
- Other (specify)

Brief statement of significance: (include all names and dates)
 Use additional sheets if necessary. **Well-kept bldg well balance with the rest of platform & street.**

9. Form prepared by:

Name and Title: _____ TH _____ 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.