

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 Hawes, J. H., Elevator other names/site number

2. Location

street & number 2nd Street not for publication city, town Atlanta vicinity state Illinois code IL county Logan code 107 zip code 61723

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private/public ownership and building/site/structure/object categories. Includes a small table for resource counts.

Name of related multiple property listing: n/a

Number of contributing resources previously listed in the National Register 0

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 of certifying official: William L. Wheeler, SHPD Date: 3-28-91 State or Federal agency and bureau: ILLINOIS HISTORIC PRESERVATION AGENCY

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. determined eligible for the National Register. 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)

Agriculture/storage

Current Functions (enter categories from instructions)

Vacant/not in use

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: Wooden grain elevator

Materials (enter categories from instructions)

foundation Brick

walls Wood

roof Metal/steel

other \_\_\_\_\_

Describe present and historic physical appearance.

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J. H. Hawes Elevator

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The J.H. Hawes Elevator is a small country elevator located just one block off historic old Route 66 near the edge of downtown Atlanta, Illinois. The elevator has an easterly-westerly direction fronting onto 2nd Street. The elevator, of all wood construction, is of the studded wall type measuring 36'4" X 34'6" with beveled weather board siding and sitting on a brick foundation. The height of the elevator bin storage area is 43' with a gabled roof on the south side and a half-hipped roof on the north. A gabled cupola, housing the discharge head of the grain leg, the grain distributor and the head shaft drive to the grain leg, is constructed on top of the bin storage area adding another 12' making the total elevator height 55'. The original slate shingle roof has been replaced with steel.

The cupola has two-4 light double hung windows and a single 4 light window in the west and east walls. There is a single 4 light double hung window in the south wall and a hinged door on the north wall opening onto the roof. Immediately above the discharge head of the grain leg is a small man hatch giving access to the cupola roof.

There are two-2 light basement windows in the east, west and north walls of the basement and one-2 light window in the south wall of the basement.

In the decade of the 40's a cradle type pick up truck lift was installed in the driveway for dumping pick up trucks and at some time later a section of the north brick basement wall has been replaced with concrete block. With the exception of those changes and the replacement of the elevator's slate roof with steel, there has been no additions or alterations to the original character of the elevator.

Located just to the east of the elevator was a brick power house. Located in the power house was a single cylinder engine belted to a line shaft extending from the power house through the elevator foundation into the basement and used to drive the elevator grain leg. The concrete pad the engine sat on is all that remains of the power house today.

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J. H. Hawes Elevator

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Approximately 40' to the east and on line with the elevator driveway are all that remains of the foundation for the combination office and scale house. The scale/office house and brick power house were demolished in the late 1970's. These two concrete pads constitute a contributing site.

A 12' wide driveway extends the full inside length of the north wall of the elevator. Wagons of grain entered the driveway on the east and would exit from the west side of the elevator. Located in the driveway floor were 12" wide wooden ramps long enough on which to position both the front and rear wheels of a high wheeled grain wagon. At the rear of the wagon a wooden trap door over the grain receiving dump pit was opened. The narrow ramps were then tilted like a teeter totter allowing the rear of the wagon to lower and discharge its grain into the receiving pit below the floor.

After all grain had flowed from the wagon the operator replaced the wagon end-gate. As the horses pulled forward to leave the elevator, the dump logs, or ramps, were tilted back down to the level of the driveway floor and locked into position in readiness for the next load of grain.

Located above the elevator driveway are three hopper bottomed bins which could either discharge into the wooden elevator leg or into a truck or wagon sitting in the driveway. There is also a truck loading spout located outside the building's north wall for larger trucks.

The working floor is located in the center of the elevator just to the south side of the driveway. Off to the west side of the working floor is a wooden stairwell of seven flights leading to the cupola at the top of the elevator.

Adjacent to the driveway, extending up from the basement through the working floor is the wooden grain leg. In contrast to today's modern grain leg of prefabricated steel built in sections, this leg was built right in the elevator of wood. The grain distributor spout, located at the discharge end of the leg in the cupola, is exposed in contrast with today's totally enclosed weatherproof grain distributor construction. The elevator's distributor spout pivots on a long shaft extending down through the cupola floor to a cast iron bin selector wheel

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J. H. Hawes Elevator

and hand lever mounted at waist height on the working floor to the rear of the leg. The cast iron bin selector wheel has raised numbers embossed on it corresponding to the grain bin number the distributor spout is positioned over in the floor of the cupola.

Just south of the stairway, the working floor is recessed two feet for the remainder of the area. There is a smaller walk-through doorway on the south wall to the rail side of the elevator. The loading chute for shipping by rail is located on the exterior of the south wall just above this door.

Above this work area is a hopper bottom wooden scale bin with the scale beam mounted on the working floor for weighing grain being shipped. The scale bin has a capacity of approximately 500 bushels. Immediately above the scale bin is a hopper bottom garner bin used as a holding bin for the scale. To west side of the working floor area is a stairway leading to the basement.

On either side of the working floor are four main storage bins, two bins at each side of the elevator. These bins extend from the basement area to the head house and are 12' X 12' in size. There are wooden slide gates and chutes connecting their hopper bottoms to the boot of the leg in the basement. The slide gates are controlled by a wooden lever extending up to the working area through the floor.

The line shaft coming into the basement from the power house runs in poured babbitt bearings. A clutch assembly on the shaft with a control lever extending up through the working floor allows the operator to engage and disengage the operation of the grain leg from that work area.

The 11" wide leg belt has 6" X 4" X 10" cups spaced 12 inches apart. The elevating capacity was near 1,500 bushels per hour. It is a rope drive leg driven from the 36 inch two groove cast iron drive pulley on the line shaft in the basement to another 36 inch driven pulley on a jack shaft in the cupola. A chain drive leaves the jack shaft to a large cast iron sprocket on the head pulley shaft of the leg.

The drive rope is drawn around the drive pulley in the basement and up over the driven pulley on the jack shaft in the head house. From there the rope is allowed to hang down toward the

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working floor forming a long loop before going back up and around the second groove of the jack shaft pulley. It then extends down to pass around the second groove of the drive pulley on the power shaft in the basement where the two ends are spliced forming an endless rope.

A large cast iron idler pulley with a heavy weight attached is then cradled in the loop of the rope left hanging from the jack shaft. This maintains a constant tension on the drive rope preventing slippage on the pulleys. Acting as an idler pulley, this arrangement automatically compensated for any contraction or stretching of the drive rope.

Other than replacement of the original slate roof with corrugated steel, there has been no alterations or additions to the structure since its construction at the turn of the century. Mr. Dave Maurer, a structural engineer with Randolph and Associates, has been in the elevator and is impressed that structurally it shows very little deterioration. The stairway to the head house, the rope drive, the dump logs for high wheeled wagons and the general handling of grain in this elevator presents an era of grain handling few people today have witnessed.

Mr. Ray Thompson, a 96 year old patriarch of the Atlanta Community and having been in the grain elevator business 67 years who still goes to his elevator office each day, said to this writer, "in all his 67 years in the grain trade, he had never ever heard of, let alone had ever seen, an elevator with a stairwell to the head house." Undoubtedly the builder of the elevator had in mind the convenience and safety of the workers when he installed this most elaborate stairway.

NOTES:

1. History of Logan County by Colonel Robert B. Latham, published 1878; copy in Atlanta Public Library.

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J. H. Hawes Elevator

## APPENDIX - Grain Elevator Terminology

The following definition of terminology used in the nomination form for the J. H. Hawes Elevator were taken from a study by Frame, Robert M. III, "Grain Elevators in Minnesota", September 30, 1989, National Register Multiple Property Documentation Form.

In contrast to the massive and complex terminal elevator, the country elevator is relatively small and simple. The country elevators function is to receive grain from the farmer/producer in wagon or truck lots for shipment to a terminal elevator via rail in rail car lots. It will have more or less of a storage function depending on the flow of grain in the market. It will have little to do with grain cleaning and treating.

A small country elevator will have a small addition atop the roof ridge that is termed the cupola. The cupola may be small and short; such as the J. H. Hawes Elevator; or it may be "full length" extending from gable end to gable end. This area of the country elevator will usually house the "head" and drive mechanism of the grain leg and the bin distributor spout or chute.

The elevator leg or grain leg is the unit containing the power-driven vertical bucket conveyor which raises the grain and is what has given the grain "elevator" its name. The top of the leg is called the head; the bottom of the leg is called the boot.

The first floor is usually the working floor, located at about grade level and below any overhead internal storage bins. The J. H. Hawes Elevator has a scale bin and garner bin located above the working floor.

A garner bin is a hopper bottomed container for the temporary gathering of grain, awaiting its input to a machine or scale bin. The scale bin is a hopper bottomed bin mounted on scale beams for weighing the grain being prepared for shipping or processing.

In the engineering and design of an elevator grain is stored in the storage area which is comprised of bins. Bins are usually round or rectangular with sloped bottoms called hopper bottoms to allow the grain to move down and out by gravity.

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Located below the elevator driveway floor will be a hopper bottomed bin called a receiving pit used to receive grain delivered by wagon or truck by the farmer. From this receiving pit the grain flows by gravity through a chute into the boot of the elevator leg.

The country elevators in Illinois usually will have a separate building near the elevator as the power house and another building as a combination office and scale house.

While the bucket elevator in the leg moves the grain up, it discharges at the head into storage bins through spouts, occasionally called chutes. The spout or chute is attached to the head of the leg and directs the grain into a selected bin.


Dump logs are narrow wooden ramps flush with the driveway floor on which the grain wagon is positioned allowing the elevator operator to tilt the wagon dumping its load into the receiving pit.

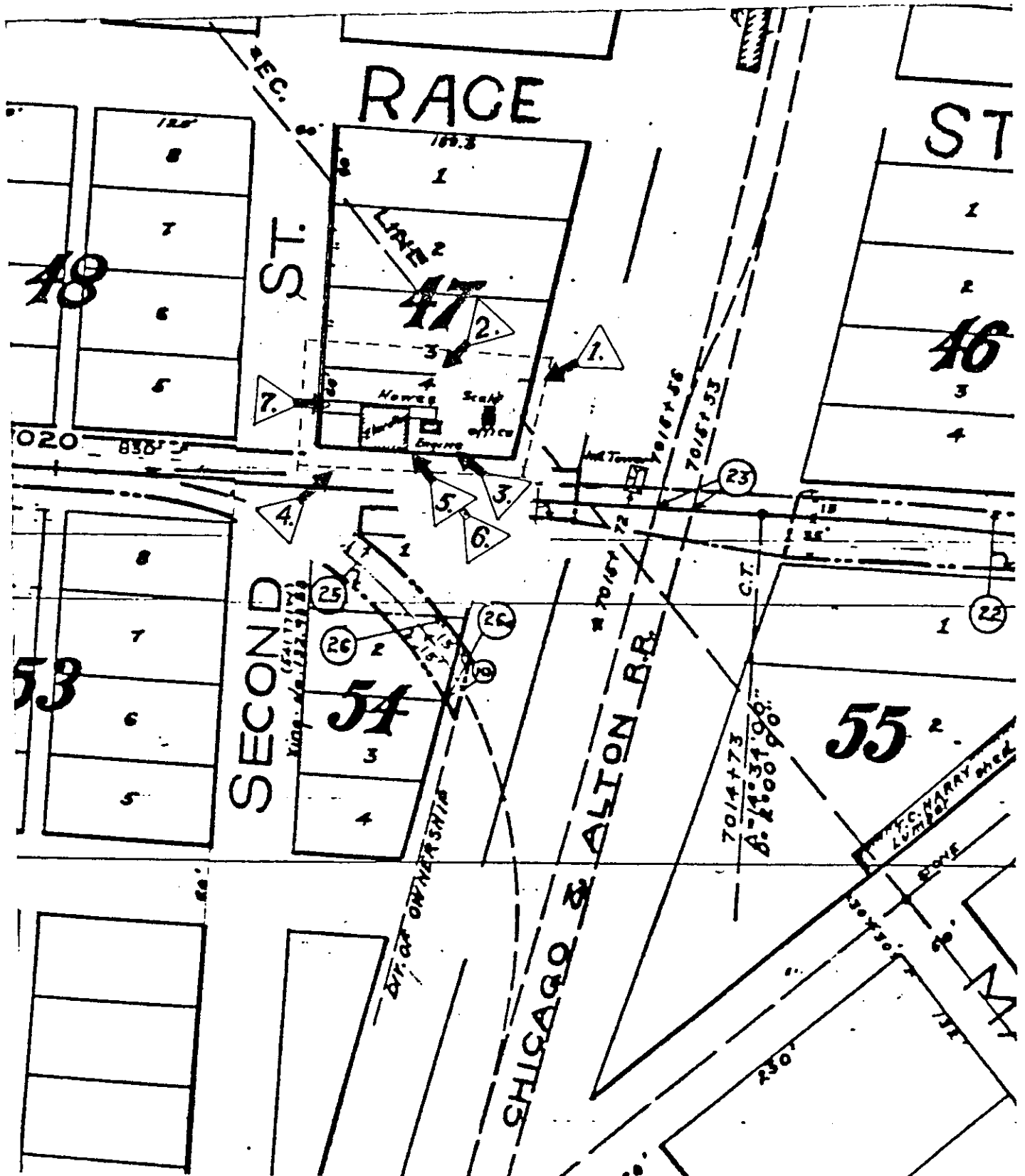
A line shaft is a steel shaft driven by a single power source on which are mounted pulleys or sprockets used in driving one or more machines. The line shaft will be of varying length dependent upon the distance required to transmit power and the number of machines to be driven from that single power source.



J. H. Hawes Wooden Country Elevator

Photo Index Map

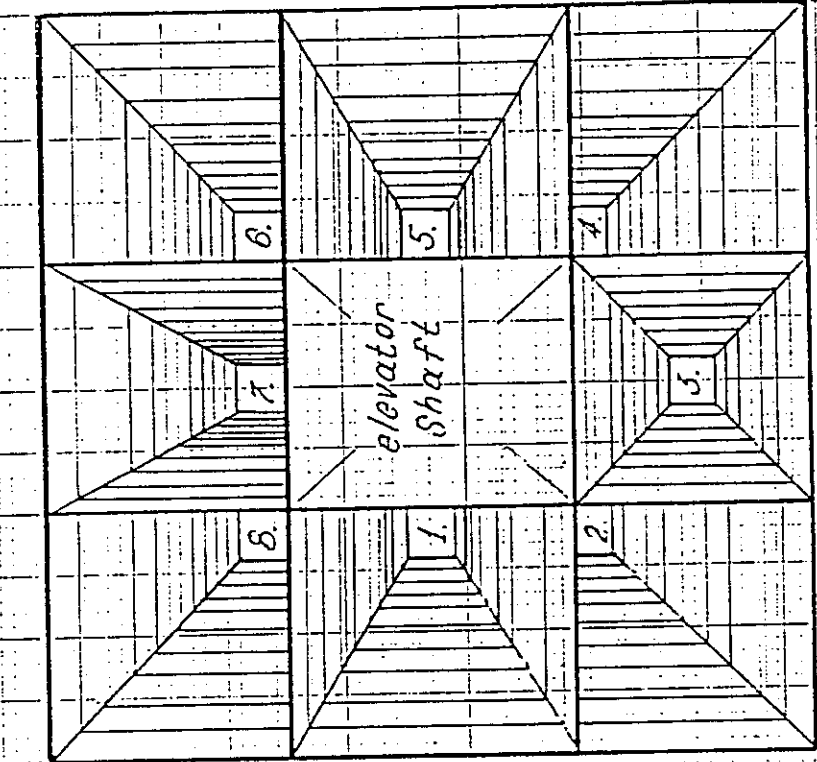
Key:  Indicates Photo # and angle



# ELEVATOR

ATLANTA ILL.

J. H. HAWES



Hopper Bottom Configuration

Photo # and angle

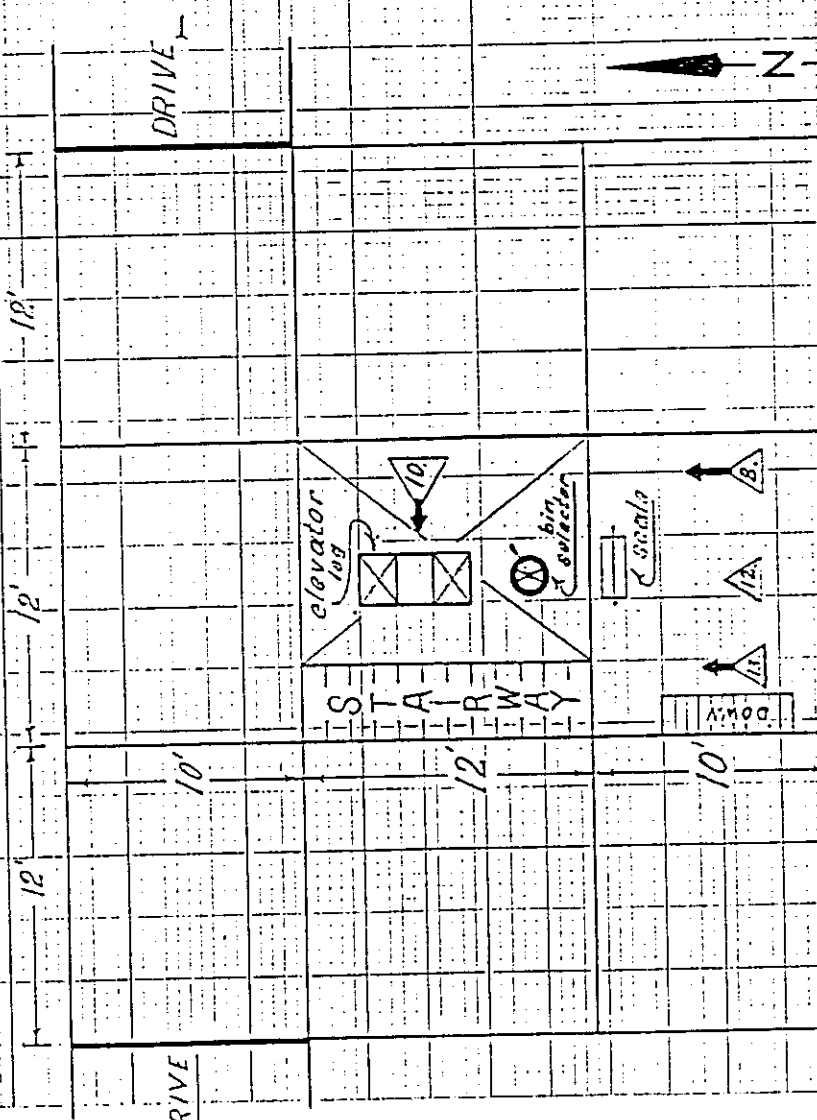


Diagram of Bin Configuration

Indicates

Key: Indicates

**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)

Commerce  
Transportation  
Engineering

Period of Significance

1903-1940  
1903-1940  
1903

Significant Dates

n/a

Cultural Affiliation

n/a

Significant Person

n/a

Architect/Builder

McIntyre and Wykle (builder)

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

See continuation sheet

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The J. H. Hawes Country Elevator near downtown Atlanta, Logan County, Illinois, is significant under Criterion A for commerce because it was historically associated from 1903 to 1941 with grain handling, an important commercial business in Atlanta. The J. H. Hawes Elevator is also significant under Criterion A for transportation because it contributed to Atlanta's commercial growth from 1903 to 1941 as a transportation center for the shipping of grain. Further, the J. H. Hawes Elevator is significant under Criterion C for engineering as a representative example of a country studded elevator.

### CRITERION A/ COMMERCE and TRANSPORTATION

#### Atlanta's Commerce and Railroad Transportation

The coming of the Chicago & Alton Railroad through central Illinois gave impetus to the founding of Atlanta in northeastern Logan County along its right of way in 1853. The forerunner of the Chicago & Alton Railroad, the Alton & Sangamon Railway was organized by an act of the Illinois Legislature on February 27, 1847 to construct a railroad line from Alton to Springfield. Work commenced on this line in 1849 and was completed in 1852. On February 11, 1851 the Alton & Sangamon Railway's Board of Directors convinced the Illinois legislature to allow them to extend the railroad line from Springfield to Bloomington. By the fall of 1853, construction was completed on the railroad line to Bloomington. In 1856, the railroad line reached Joliet where it joined with another railroad line from Chicago to form the Chicago & Alton Railroad.

When Richard T. Gill, the chief promoter of Atlanta, discovered early in 1853 that the Alton and Sangamon Railway which ran from Alton to Springfield was to be extended from Springfield to Bloomington, he bought a large amount of land where Atlanta stands today. Gill realized that placing a town almost midway on a straight line between Chicago and St. Louis and twenty miles southwest of Bloomington would be ideal as a major transportation and commercial center for central Illinois. Gill immediately had the town surveyed and platted in the spring of 1853 and the first sale of lots was held on June 23, 1853. The town was named Xenia, but after it was discovered that a town in Illinois already existed with that name, it was changed to Atlanta by Gill after Atlanta, Georgia. The town of Atlanta grew rapidly after being platted in May of 1853, with it becoming a stop on the Chicago & Alton Railroad line in the fall of 1853.

Merchants and promoters were soon attracted to the town because of the advantages of the new railroad line with its quick and economical transportation. Farmers saw the advantages of coming to the Atlanta area with its rich soil and the important transportation and shipping stop on the Chicago & Alton Railroad. During 1853 twenty houses, several store buildings, and two grain shipping warehouses were built. By the end

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of 1855 the population of Atlanta had reached five hundred and there were five dry goods stores, two drug stores, two grocery stores, four grain warehouses, and a hotel. In 1856, Atlanta had become a boom town and had eleven dry goods stores, three clothing stores, one book store, four furniture stores, one hardware store, one seed store, two stove stores, five grocery stores, four grain warehouses, one boot and shoe store, two millinery shops, two tailor shops, three hotels, two livery stables, two saddle and harness stores, two jewelry stores, one cabinet shop, two wagon and carriage shops, three blacksmith shops, one steam flour mill, one steam planing mill and sash factory, one printing office, two bake shops, and one saloon. The Logan County Forum Atlanta's and Logan County's first newspaper reported that in 1856 the area's farmers delivered 176,840 bushels of wheat valued at \$212,000, 86,000 bushels of corn valued at \$18,920, and 11,000 bushels of oats valued at \$2,750 to Atlanta's grain warehouses to be shipped on the Chicago & Alton Railroad.

The Panic of 1857 and ascendancy of Lincoln, Illinois ten miles southwest of Atlanta, as the county seat of Logan County slowed down Atlanta's phenomenal growth. By 1860 Atlanta started to grow again and the population had risen to 1,140. Atlanta continued to slowly grow as a commercial and transportation center for the area's farmers and businessmen. In 1909, the city had grown to about 1,350.<sup>1</sup> Atlanta's population dropped to 1,169 in 1930. By 1940, it had slightly risen to 1,290.

The coming of the Chicago and Alton Railroad in the fall of 1853 allowed Atlanta's area farmers to easily ship their grain to markets in the Chicago area, Alton, and St. Louis. The completion of the Illinois Midland Railroad from Peoria to Terre Haute, Indiana in 1874 provided new east-west markets to Atlanta, including the river markets of Peoria and Pekin. The area's farmers could ship vast quantities of grain from Atlanta's grain elevators and warehouses on both the Chicago & Alton, and the Illinois Midland railroad lines. In Colonel Robert B. Latham's History of Logan County, published in 1878, Latham states: "The grain trade was assuming vast proportions and, indeed within a few years Atlanta was the largest grain market on the railroad between the two cities of Chicago and St. Louis." Latham also stated, that on an average, Atlanta was shipping forty car loads of grain per month to the Chicago market. By the late 1800s Atlanta was developing into a significant grain shipping center.<sup>2</sup>

Atlanta remained as an important local railroad shipping center with its two railway lines for the area's farmers and businesses through 1941, the end of the period of significance for the elevator's importance.

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### Grain Handling

Grain handlers in the late 1700s and early 1800s sacked and stored their grain in flat storage warehouses. Occasionally shippers would use barrels to transport grain, especially wheat. These methods were clumsy, slow, and very labor intensive. This system of handling and storage was inefficient, susceptible to contamination by vermin, and costly. The sacks or barrels had to be stored carefully to avoid spoilage from heat. They had to be opened for inspection and grading, then closed, causing immense slowdowns in shipping.

The advent of increased mechanization and production exerted extreme pressure on the transport and storage system of grain handling. The development of the elevating system of grain handling removed this pressure. As early as 1785, the elevating of grain by an endless chain bucket system was developed for moving the grain into storage and transport. This allowed the farmer to move his grain in bulk to the elevator for easier and rapid handling.<sup>3</sup>

As Atlanta's farmers began to produce more grain due to improved farming methods and the increase in the number of farm acreage, additional and larger grain elevators were needed to meet the demand to handle and ship this grain. Atlanta had a succession of a long line of grain warehouses and elevators on the Chicago & Alton and Illinois Midland railway lines. For example in 1878, there were two elevators on the Chicago and Alton Railroad line in Atlanta, the Arthur Armington Elevator with a 15,000 bushel capacity and the Seth Turner Elevator with a 10,000 bushel capacity. In the early 1900s research has indicated there were at least four known elevators and granaries located on the two railroad lines.

Prior to 1903, John H. Hawes, an independent private elevator owner, operated an elevator on the north-south Chicago & Alton Railroad. The John H. Hawes Elevator replaced an inclined granary on the east-west Illinois Midland Railroad. Built approximately in 1903, the Hawes Elevator was the last elevator constructed in Atlanta until after World War II. Building an elevator on the Illinois Midland Railroad gave Hawes access to the breweries, distilleries, and river shipping at Peoria to the west, and the milling industries of Decatur and Terre Haute to the east. Atlanta's area farmers and farmers from northeastern Logan County, northwestern De Witt County, southeastern Tazewell County, and southwestern Mc Lean County took advantage of Atlanta's grain elevators to ship great quantities of grain to markets in Peoria, Pekin, Chicago, Alton, Decatur, and Terre Haute, Indiana. The Chicago & Alton and Illinois Midland railroads shipped the majority of Atlanta's grain from the 1850s to World War II. Unfortunately, research so far has turned up no company records for the J. H. Hawes Elevator. It seems to have been a viable grain elevator, contributing to Atlanta's grain shipping industry well into the mid-twentieth century.

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The coming of U.S. Route 66 through Atlanta in 1926 marked the beginnings of the ascendancy of the importance of the railroads' grain shipping capabilities. Soon farmers and independent trucking firms began shipping grain using semi-trailer trucks to markets in St. Louis and Chicago on Route 66. Before long, trucking replaced the railroads as the major grain shippers for Atlanta's area grain industry.

On December 14, 1935, the elevator was purchased from John H. Hawes by Leonard Lake and Lester Fielding.<sup>4</sup> The wife of Leonard Lake, Marie, was a niece of John H. Hawes. The partnership of Lake and Fielding also operated an elevator on the north-south Chicago and Alton Railroad at the time. Lake and Fielding continued to use the elevator to store and ship grain to markets in Decatur and Peoria until 1948. However, the period of significance for the elevator's importance to Atlanta's commerce and transportation network ends at 1941, the arbitrary fifty-year cutoff date.

### CRITERION C / ENGINEERING

#### J. H. Hawes Elevator - Construction

The two common wooden elevator structural types, developed in the 1870s and 1880s, were the studded elevator and the cribbed elevator. These two types remained common well into the twentieth century. Both the studded and cribbed designs were made possible through the development and production of standardized lumber which emerged in the nineteenth century. The studded elevator is simply a building with internal grain bins built on the principle of wooden "studs" as vertical members, which are planked over on the interior to form bins. Between 1899 and 1910 studded elevators were constructed with a total storage capacity in the range of 18,000 to 40,000 bushels.<sup>5</sup>

The late 1890s saw the beginning of experimentation in elevator design and construction. Builders sought material that would provide an inexpensive fireproof elevator. Steel was beginning to be accepted as a fireproof construction material and used in many large terminal elevators. Atlanta had witnessed several fires from the 1860s through the 1900s but John H. Hawes chose to build a cheaper wooden studded elevator with a slate roof. Hawes covered the wooden elevator with a slate roof to avoid fires from the sparks and smoke of passing steam locomotives. Perhaps Hawes thought the roof would provide adequate fire protection.

The local firm of McIntyre and Wykle, who had built the Atlanta High School and the Chicago & Alton Railroad depot, is believed to have built the John H. Hawes Elevator. Records in the Logan County Clerk's offices show the transfer of town lots to John H. Hawes on February 8, 1901, with additional transfers of adjoining lots on December 19, 1903 and April 10, 1907. The 30,000 bushel capacity elevator was sided with beveled weatherboard siding and constructed on a brick foundation. The advantage of studded construction was economy with minimal strength, which worked best in small country elevators such as J.H. Hawes's.

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J. H. Hawes Elevator

McIntyre and Wykle, builders of the J. H. Hawes Elevator used 2 inch X 8 inch studs placed vertically twelve inches apart, center to center. The studs are eight feet six inches in height. At this point a plate of three 2 x 8's were laid flatwise to each other and spiked, then another tier of vertical studding was constructed on that plate raising the elevator height another eight feet six inches. This was continued on up to the cupola. Cross rod bracing is placed through the bins, criss crossing in the center from all four bin walls. Also, a brace rod was placed diagonally at all four corners of each bin. The interior bin walls were lined with tongue and grooved lumber. All exterior walls were lined with 1 X 8 ship lap lumber and then covered with six inch beveled weatherboard siding. The structure sits on a wood sill atop a brick foundation.

The open top bins were roofed over with a gabled roof on the south and a half hip roof on the north. The gable ended cupola sits atop the south two-thirds of the elevator roof ridge. A slate roof was originally used to reduce the risk of fire from the sparks of passing railroad locomotives. In terms of fireproof design and construction, the Hawes Elevator was destined to become obsolete. Builders and elevator contractors in the early 1900s were beginning to encapsulate all exposed wood with steel, to protect the elevator from fires and explosions.

The Hawes Elevator was constructed with eight open-top hopper bottom bins. The wrecking of elevators by destructive explosions of grain dust has caused operators seek measures to keep control of all grain dust. Open-top bins are no longer used in elevator construction. Today builders use dust collectors, ventilators, and close fitting sealed spouts to keep the dust in the grain, reducing the number of damaging explosions to elevators.<sup>6</sup>

The cupola floor was used as the grain distributor floor. In the cupola floor beneath the discharge head of the elevator leg are eight port holes with wooden chutes that lead to the eight bins. The metal spout on the elevator head rotates over any one of the ports selected by the operator from the working floor below.

All elevators in the Atlanta area from the same period as the Hawes Elevator were equipped with one-man cable operated lifts counterweighted to carry the operator to the top of the elevator. Interestingly, McIntyre and Wykle built a seven flight stairway into the elevator from the working floor. The stair rises along the west wall of the elevator shaft, to the cupola above.

The grain wagons entered and exited the driveway over planked wooden approach ramps with guard rails on both sides. The narrow tilting dump logs for dumping high wheeled grain wagons still remain in the driveway floor. Under all roof eaves and at the gabled ends of both the cupola and main elevator the builder attached steel rings to the outside walls in order to hang block and tackle for scaffolding to aid in maintaining the building.



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J. H. Hawes Elevator

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Power Source

Steam power was used to drive many of the industries of Atlanta in the late 1800s. Judging from the historical photo of the Hawes Elevator showing a chimney on the roof of the power house, it is locally believed that steam power was used to run the line shaft to the elevator. Old timers of the community say, although the exact date is unknown, the steam engine was replaced in the 1920s with a single cylinder gasoline engine. The gasoline engine was used until 1940-1942 when it was replaced with an electric motor. The last four to five years before the elevator closed, a farm tractor belted to the power shaft was used. Interestingly, the power shaft in the basement and the rope drive to the elevator leg are still intact. The 1 & 1/4-inch manilla transmission rope is missing however.

Usage - Post 1941

Following World War II in the late 1940s farming became more mechanized. With faster harvesting and improved yields from hybrids, came larger volumes of grain to be handled. This place placed an enormous strain on elevator handling capabilities. Elevator owners began upgrading their facilities to handle the increasing volume. Farmers began shipping direct from the farm to the processor using semi-trailer trucks. This change in grain handling reduced the need for a number of country elevators. The small capacity Hawes elevator was relegated to emergency or overflow use because of this change. It had not been upgraded and modernized to keep up with the increased grain handling requirements.

In July, 1948, the Uhleman Grain Company of Chicago and Peoria purchased the elevator and operated it until it was closed in 1975.<sup>7</sup> The only operating elevator in Atlanta today is located on the C & A Railroad and is owned by a local cooperative. It too, was an early elevator but has been completely modernized and updated with steel and concrete bins, steel elevator legs, and grain dryers.

In 1989, the city of Atlanta acquired the J.H. Hawes Elevator. The Atlanta Historical Preservation Council currently is working on plans and funding to restore the elevator to operating condition.

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Notes:

1. History of Logan County Illinois, by Lawrence B. Stringer, Pioneer Publishing Company, Chicago, 1911.
2. History of Logan County, by Colonel Robert B. Latham, 1878; copy in Atlanta Public Library.
3. Whereby We Thrive – A History of American Farming 1907–1972, by John T. Schlebecker, Iowa State University Press, 1972.
4. Logan County Book of Deeds, bk. 123, page 172.
5. "Grain Elevators in Minnesota," Robert M. Frame, III, Ph.D., National Register of Historic Places Multiple Property Documentation Form, September 30, 1989.
6. Grain elevators of North America; 5th Addition, Chicago, Grain & Feed Journals Consolidated, 1942.
7. James R. Dickerson of McLean, Illinois, interview, the last operator before the elevator's closing.

**9. Major Bibliographical References**

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 # \_\_\_\_\_

See continuation sheet

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 less than one acre

UTM References

A 

1	6	3	1	0	0	4	0	4	4	5	8	8	9	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

See continuation sheet

Verbal Boundary Description

Lot 4, Block 47, Town of Atlanta. The boundary of the nominated property is contained within the area marked on the accompanying Vandalia Railroad Co. map dated June, 1916 of the City of Atlanta

See continuation sheet

Boundary Justification

The boundary includes the entire original grain elevator complex as it was originally established in the corner of the crossover of the Chicago and Alton Railroad, (now the Southern Pacific Railroad) and the Old Illinois Midland Railroad. (trackage now removed)

See continuation sheet

**11. Form Prepared By**

name/title M. Deane May and Robert Menzies  
organization Atlanta Historical Preservation Council date January 4, 1991  
street & number 100 Race Street, P.O. Box 526 telephone (217) 648-2112  
city or town Atlanta state ILLINOIS zip code 73273

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 202/743-8542.

WEEKLY LIST OF LISTED PROPERTIES  
THROUGH 5/17/91

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

MAY 24 1991

ALABAMA

Calhoun County  
Revision Electric and Gas Company Plant, Old  
Anniston 5/16/91 91000511  
The Pines  
Anniston 5/13/91 91000594

Lawrence County  
Court House  
Roughly bounded by Clinton, Madison, Van Buren, Jefferson, U  
Courtland 5/13/91 91000537

St. Clair County  
Robinson Judge Elijah, House  
US 231 S of Jct. with Rt 23  
Rahville 5/13/91 91000595

ARIZONA

Maricopa County  
Osborn, William Lewis, House  
288 W. Pierce Ave.  
Phoenix 5/13/91 91000594

ARIZONA

Crowder County  
Cherry--Bursion House  
605 E. Cherry  
Van Buren 5/14/91 91000582

Johnson County  
First Presbyterian Church  
212 College Ave.  
Clarksville 5/13/91 91000588

ARIZONA

Maricopa County  
Holly Grove Presbyterian Church  
Holly Grove 5/13/91 91000581

Phillips County  
First Baptist Church  
Jct. of Pine and Carruth Sts.  
Harvell 5/13/91 91000587

Van Buren County  
Van Buren County Courthouse  
Clinton 5/13/91 91000584

CALIFORNIA

Mariposa County  
Mariposa County Historic District  
Roughly bounded by Emerys, Ilhr, James and 4th Sts.  
Mariposa 5/15/91 91000580

FLORIDA

Alachua County  
Tampa Free Public Library, Old  
102 E. 17th St.  
Tampa 5/16/91 91000618

GEORGIA

Chatham County  
Lud--Roupe House  
Dr 241 W. 1st St.  
Savannah 5/13/91 91000558

ILLINOIS

Champaign County  
Chapman House  
1208 W. Oregon St.  
Urbana 5/13/91 91000572

Cook County  
Kenwood Evangelical Church  
Chicago 5/16/91 91000570

DU PAGE COUNTY

Turner Town Hall  
132 Main St.  
West Chicago 5/13/91 91000573

ILLINOIS  
Greene County  
Greenhouse  
Carrollton 5/17/91 91000558

Logan County  
Homes, J. H., Elevator  
2nd St.  
Atlanta 5/17/91 91000571

Sangamon County  
Hawes  
Jct. of Main and Elkhart Sts.  
Millionsville 5/13/91 91000574

LOUISIANA  
Central High School  
1827 Henstock St.  
Shreveport 5/16/91 91000606

MASSACHUSETTS  
Worcester County  
Eln Hill Farm, Historic District  
111 E. 9th St.  
Brookfield 5/16/91 91000606

MDI JERSEY  
Patuxent River  
Public Historic District  
Clem's Landing Rd., Adams Ave.  
Port Republic 5/16/91 91000536

MDI MEXICO  
Santa Clara Hotel  
111 Rufford Ave.  
Hagen Round 5/16/91 91000602

NEW YORK  
Luton County  
Lute Hotel  
111 Rufford Ave.  
Yellowstone National Park 5/16/91 91000637

Multiple Resource Areas are identified by MRA  
Multiple Property Submissions are identified by MPS  
Properties are identified by their National Historic  
NHL designated a National Historic Landmark

The following properties were also entered in the National Register but were excluded from a previous notice:

KEY: Property Name, Multiple Name, Address/Boundary, City, Vicinity, Reference Number, NHL Status

CALIFORNIA  
Monterey County  
Rancho San Lucas  
1100 W. 1st St.  
San Lucas 5/06/91 91000530

INDIANA  
Madison County  
Science Hall  
Architectural Legacy of Proudfoot & Bird MPS  
100 E. 17th St.  
Indianapolis 5/06/91 91000535

TEXAS  
Haley County  
Haley County Courthouse  
927 Lurain St.  
Hosador 5/02/91 91000488

The following actions have been taken on the following properties:

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

INDIANA  
Madison County  
Anderson Place Historic District (Boundary Increase)  
Roughly, 18th Ave. S. from 15th St. to a line S from 18th St  
Birmingham 91000592

BOUNDARY INCREASE 5/15/91  
F. Roughly bounded by 15th Ave. S., 20th St. S., 16th Ave. S., and 18th St. 91000593

BOUNDARY INCREASE 5/15/91