

United States Department of the Interior  
National Park Service

SENT TO DC  
6-30-94

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 Illinois Central Railroad and Toledo, Peoria, and Western Railroad Freight House

other names/site number \_\_\_\_\_

2. Location

street & number 8 - 10 East Front Street  not for publication

city or town El Paso  vicinity

state Illinois code IL county Woodford code 203 zip code 61738

3. State/Federal Agency Certification

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

William L. Wheeler, SHPO 6-29-94  
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)

Vacant

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and Early 20th Century  
American Movements

Materials

(Enter categories from instructions)

foundation Stone  
walls Wood  
roof Slate  
other Asphalt

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.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References****Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

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

**Areas of Significance**

(Enter categories from instructions)

Transportation

**Period of Significance**

1890 - 1944

**Significant Dates**

N/A

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Primary location of additional data:**

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

Name of repository:

El Paso Public Library

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	116	3298110	4511410
	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 William L. Prochnow

organization \_\_\_\_\_ date April 1994

street & number 75 West Second Street telephone 309-527-4180

city or town El Paso state Illinois zip code 61738

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 El Paso

street & number 52 North Elm telephone 309-527-4005

city or town El Paso state Illinois zip code 61738

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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# National Register of Historic Places Continuation Sheet

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Illinois Central Railroad and Toledo, Peoria  
and Western Railroad Freight House

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## Description

The Illinois Central Railroad and Toledo, Peoria, and Western Railroad Freight House is located at the junction of those two main rail lines in El Paso, Illinois. El Paso is located in southeastern Woodford County, approximately nineteen miles north of Bloomington, Illinois. The L-shaped building sits at the southeast quadrant of the rail intersection, a half block north of U.S. Route 24. The Freight House is a one story wood-framed building and was built in 1890. Wide wooden loading docks skirts the building on the north and west sides.

As the building was shared by the two railroads, the offices were actually divided, like a pie, at the junction of the two wings. Two wide ramps at the south end and at the east end of the building allowed for the movement of freight to and from the depot. The walls are of horizontal wood drop siding. Currently the building is vacant and the roof and exterior are in need of repair. The north side loading dock abuts the T, P, & W Railroad tracks which run parallel to Front Street, the business district of El Paso. The west side loading dock faces the abandoned Illinois Central Railroad tracks which have been converted to a walking trail through an Illinois Department of Transportation Rails To Trails grant.

The building has a gabled roof with a corbeled brick chimney at the junction of the two wings. The north and west sides of the roof have slate shingles, the east and south sides have asphalt shingles. The north elevation of the Freight House has two, four-paneled freight doors with eight-light transoms overhead, the door in the center of the elevation has been boarded up. To the right of the doors are a pair of six-over-six windows with two-light transoms overhead. Next is a two-over-four window, a five-panel door with a four-light transom overhead, and a two-over-four window with a two-light transom. Many of the windows on this side have multi-pane wood storm windows.

The west elevation of the Freight House which faces the former Illinois Central tracks has two, six-over-six windows with two-light transoms. Next is a projecting bay that allowed views of the Illinois Central tracks by the freight officers. This bay has three, double-hung windows, one on each of the three projecting sides. All of the windows on this side have been boarded up but their sash and frames remain intact. Several feet south of the bay are two, five-panel entry doors with four-light transoms

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above. A four-panel freight door with an eight-light transom is located further to the south.

The south elevation has a four-panel freight door and there is evidence that there was at one time an eight-light transom above it. It is now boarded over. Along the south elevation of the east wing is a four-panel freight door with an eight-light transom.

The east elevation has a four-panel freight door with an eight-light transom on the south wing. At the east gable end of the east wing is a center swing open hinged freight door.

The interior of the building is divided by a diagonal party wall reflecting the two different occupants. The office areas have wood fiberboard and car siding ceilings. The walls in the offices are vertical tongue and groove paneling. The remains of a wood freight counter is located in the Illinois Central office. The offices were heated by wood and coal burning stoves situated in the center near the diagonal wall. The stove shared a common flue.

The freight areas are open to the roof structure. Their walls are two by four studs with wide horizontal car siding. The floor decking on the T, P, & W side is two by ten boards. The floor decking on the Illinois Central side is one by six tongue and groove. A small coal room and set of scales are located in the Illinois Central part of the building.

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Illinois Central Railroad and Toledo, Peoria  
and Western Railroad Freight House

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## Statement of Significance

The Illinois Central Railroad and Toledo, Peoria, and Western Railroad Freight House meets Criterion A for listing in the National Register of Historic Places, for its role in El Paso's transportation history from its construction in 1890 until 1944, the fifty-year cutoff for the National Register of Historic Places. The Freight House served as a shipping center for both railroads for El Paso's industries, businesses, and citizens as well as the neighboring farmers who used the facilities to ship raw materials, merchandise, and manufactured items throughout the country. As the last remaining building associated with both remaining railroad lines in El Paso, the Freight House retains sufficient historic integrity for listing in the National Register of Historic Places.

The land boom in the middle 1800s and the railroads that followed are the sole reasons for the existence of the city of El Paso. When the north-south Illinois Central Railroad line was laid out in 1852, it helped establish the nearby towns of Minonk, Panola, and Kappa north and south of the present site of El Paso. Two land speculators, James H. Wathen and George L. Gibson, knowing that a rail line was also planned from Peoria to the Indiana border line, secured the land at what would become El Paso, where hopefully, the two railroad lines would intercept.

With political allies in Peoria, the pair had their plans for a new community on the drawing board before officials in neighboring communities knew what was going on. When the first train on the Illinois Central line pulled through Kappa and Panola on May 23, 1853, El Paso didn't exist.

The partners envisioned the fine profits they would realize if the proposed eastern extension of the Peoria and Oquawka Railroad crossed the two-hundred foot right-of-way of the newly chartered Illinois Central Railroad at the location where they had secured land. If that plan failed they would still own land which was certain to increase in value because of its proximity to the railroad.

Wathen and Gibson knew Charles E. Denison of Peoria, Illinois who had connections with the Peoria and Oquawka Railroad. Apparently they obtained confidential information from him about the location of the new railroad in return for

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and Western Railroad Freight House

some of the income from the sale of town lots in the newly planned town. Wathen and Gibson had the town plat ready for filing on April 20, 1854, but in order not to alert the neighboring towns about the new town who would also bid for the new railroad crossing, the plat wasn't filed until May 6, 1857.

The neighboring towns of Kappa, Panola, and Oneida (now vacant), learned too late what was happening with the new railroad to match the sharp bidding of Wathen and Gibson, who offered a free right-of-way for the new railroad crossing. For his help in the affair, Charles E. Denison received one-fourth interest in all the town lots the pair sold prior to the arrival of the railroad in El Paso. The name El Paso, wasn't agreed upon until 1858.

On April 5, 1856 the last rails were spiked down on the east extension of the Peoria and Oquawka Railroad to make a junction of the two railroads, almost three years after the completion of the Illinois Central Railroad through El Paso. The contract was also let out to continue the new line to the east so that El Paso would become a crossing rather than junction.

Soon after the crossing was completed, it was busy with the handling of many trains. Front Street, which ran parallel to the Peoria and Oquawka line became the business district. Soon, four blocks along the north side of Front Street were lined with commercial buildings. By 1860 El Paso's population was approximately 890. With the coming of the Civil War the El Paso interchange became important as a shipping and transfer center for recruits and supplies.

Though the old railroad records are lost, it is known that in 1858 the Illinois Central Railroad appointed George H. Campbell its agent for El Paso. The Peoria and Oquawka Railroad later appointed Campbell as its agent. An earlier freight house was built sometime in 1855 or early 1856 by George Bestor. The El Paso Story refers to, "the moving of the little building" to its current location, but it appears that while the freight office may have changed locations, the building was never actually moved.

To handle passenger operations for the Illinois Central Railroad, a depot was built one block south of the present Freight House in 1852. In 1862, George H. Campbell, who saw the economic gains of building a combined depot, hotel, and restaurant, received permission from both railroads to construct a building at the



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northwest corner of the railroad crossing. The three-story wood framed Campbell House, located one block north of the original depot, was completed in 1863 and provided passenger service for both railroad lines. The old depot was demolished in 1863.

The Campbell House included long wood boarding platforms that extended along the west side of the Illinois Central line and along the north side of the Peoria and Oquawka line. According to the 1888 Sanborn Map of El Paso, small one-story baggage offices were located north and west of the hotel for passenger use. While passengers and their baggage was handled by the Campbell House at the northwest corner of the railroad crossing, the Freight House at the southeast corner of the crossing handled all incoming and outgoing freight. Both railroad lines maintained freight offices in the Freight House with appointed freight agents. These agents and other railroad employees handled the loading and unloading of freight from the railroad trains and wagons, weighed the freight, and ticketed it.

With the extension of the east-west Peoria and Oquawka Railroad line to Toledo, Ohio and Warsaw, Illinois, its name was changed to the Toledo, Peoria, and Warsaw Railroad. Later the railroad became the Toledo, Peoria, and Western Railroad.

The original freight house was destroyed by fire on May 8, 1889. According to a report in the May 11, 1889 El Paso Journal, the Illinois Central coal sheds south of the freight house caught fire. High winds caused the flames to spread to the freight house and to a nearby storage shed that contained kegs of beer from the local brewery. The coal sheds, freight house, and storage shed were all destroyed. The freight offices were moved temporarily to the baggage offices of the Campbell House and sided box cars were used as warehouses.

The El Paso Journal reported on June 8, 1889 that the general superintendents of the Illinois Central and the Toledo, Peoria, and Western were in town "agreeing on a plan for the new freight house and offices. It has not been learned just what decision they came to but it is thought a building will be erected resembling the old one."

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A January 25, 1890 article in the El Paso Journal reported, "Work on the new freight house has been pushed very rapidly since the start, and the headway the limited force has made, is surprising. The building is enclosed, and before many hours the slate roof will have been put on. Instead of the upright siding and battens, drop siding is being used and the offices are lined with tar paper."

According to the El Paso Journal, by the week of February 1, 1890, the new freight house at the southeast corner of the crossing of the two railroads was ready for occupation. Before the construction of hard roads, the railways offered the main source of transportation for both passengers and freight. El Paso's growth was attributed to its local agricultural production and small industries and businesses. Its population, which was 1564 in 1870 fluctuated between 1300 to 1600 people from 1870 through 1940. Local businesses and industries including the McKinney Lumber Yard, Kent Lumber Company, Graft Planing Mill, El Paso Tile & Brick Works, Wolk & Crane Greenhouse, El Paso Carnation Company, Prairie State Canning Company, Beshers Creamery Company and Cold Storage Plant, Prairie State Hatchery, Kammer Cement Plant, Utility Broom Company, and the Pfister Hybrid Company received and shipped goods by both railroads through the Freight House. With its connections to the north and south through the Illinois Central line and to the east and west through the Toledo, Peoria, and Western line, El Paso continued to prosper.

With the paving of U.S. Highway 24 and 51 through El Paso in the late 1920s and early 1930s, the railroads began to decline. The last regularly scheduled passenger train on the Toledo, Peoria, and Western Railroad came through in 1926. Although occasionally, special passenger trains ran through the 1930s and 1940s. In 1938 due to declining revenues, the Campbell House was torn down. The Illinois Central ceased passenger operations on April 11, 1939.

Operations at the Freight House continued into the 1960s for both railroads. Today, the Freight House is currently vacant and suffers from neglect. Repairs are needed both to the roof and exterior of the building. As the last remaining building associated with El Paso's railroads, the Illinois Central Railroad and Toledo, Peoria, and Western Railroad Freight House is significant for listing in the National Register of Historic Places.

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## Bibliography

El Paso Journal. El Paso, Illinois: May 11, 1889; June 8, 1889; January 25, 1890; February 1, 1890; June 9, 1906; April 14, 1906.

El Paso Story Committee. El Paso Story. El Paso, Illinois: El Paso Public Library Board, 1954.

Federal Writers' Project. The WPA Guide to Illinois, 1939, reprint. New York: Pantheon Books, 1983.

Illinois Central Railroad. List of Stations. Chicago: Illinois Central Railroad, Edition No. 5, July 1, 1954.

Illinois Central System. Official List, No. 76. Chicago: Illinois Central System, May 1, 1930.

Illinois Central System. Official List, No. 78. Chicago: Illinois Central System, November 1, 1934.

Illinois Central System. List of Stations, No. 2. Chicago: Illinois Central System, April 1, 1945.

Sanborn Map Company. 1888 Map of El Paso, Illinois.

Sanborn Map Company. 1892 Map of El Paso, Illinois.

Sanborn Map Company. 1898 Map of El Paso, Illinois.

Sanborn Map Company. 1906 Map of El Paso, Illinois.

Sanborn Map Company. 1911 Map of El Paso, Illinois.

Sanborn Map Company. 1922 Map of El Paso, Illinois.

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Illinois Central Railroad and Toledo, Peoria  
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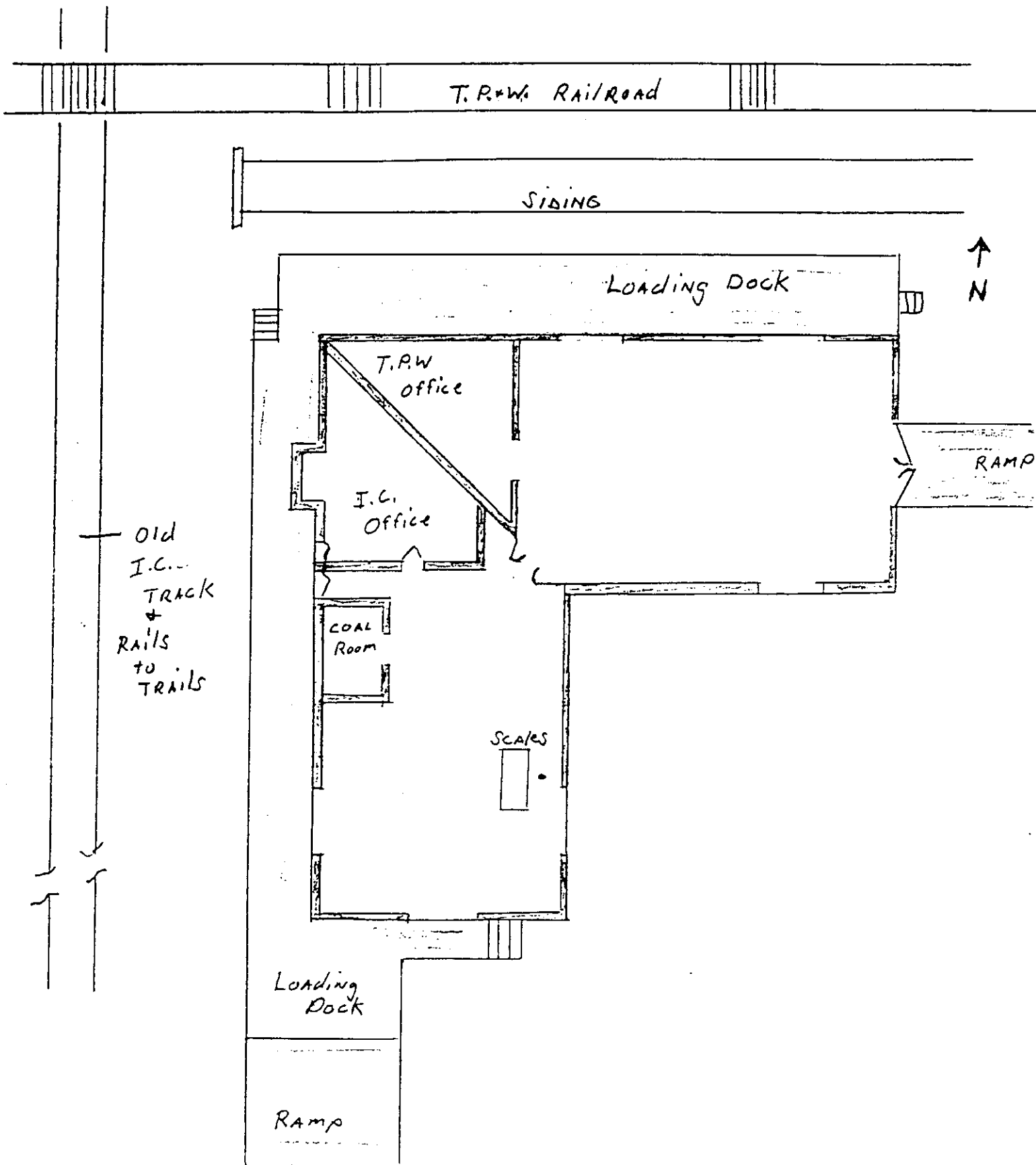
### Verbal Boundary Description

Beginning at a point at the southeast corner of the crossing of the former Illinois Central Railroad right-of-way (now abandoned) and the Toledo, Peoria, and Western Railroad right-of-way in the City of El Paso, Woodford County, Illinois, then proceeding easterly a distance of 100 feet along the south right-of-way line of the Atchison, Topeka, and Santa Fe Railroad, then proceeding southerly a distance of 130 feet, then proceeding westerly a distance of 100 feet toward the east right-of-way of the former Illinois Central Railroad, then proceeding northerly a distance of 130 feet along the east right-of-way of the former Illinois Central Railroad to the point of beginning.

### Boundary Justification

The nominated property includes the building with loading platforms on the north and west sides. The west loading dock faces the abandoned Illinois Central tracks which have been converted to a walking trail. The north side loading dock abuts the Toledo, Peoria, and Western Railroad siding and track which runs parallel to Front Street. The remainder of the property is graveled.

# ILLINOIS CENTRAL RAILROAD AND TOLEDO, PEORIA, AND WESTERN RAILROAD FREIGHT HOUSE





# United States Department of the Interior



NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D.C. 20013-7127

IN REPLY REFER TO:

RECEIVED

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.

SEP 2 1994

Preservation Services

AUG 26 1994

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/15/94 THROUGH 8/19/94

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

ALABAMA, CALHOUN COUNTY, Southern Railway Passenger Station and Freight Depot, 126 W. 4th St., Anniston, 94000795, OWNER OBJECTION, 8/11/94

ARIZONA, PINAL COUNTY, Magma Hotel, 100--130 Main St., Superior, 94000981, NOMINATION, 8/19/94

ARIZONA, YAVAPAI COUNTY, Prescott Armory Historic District, Roughly bounded by E. Gurley, E. Willis, N. Arizona, E. Sheldon and N. Rush Sts., Prescott, 94000829, NOMINATION, 8/15/94

ARKANSAS, CLEBURNE COUNTY, Dill School, AR 5/25 W side, N of Ida, Ida vicinity, 94000854, NOMINATION, 8/16/94 (Public School in the Ozarks MPS)

ARKANSAS, CLEBURNE COUNTY, Woman's Community Club Band Shell, NE corner of Spring Park, Heber Springs, 94000849, NOMINATION, 8/16/94

ARKANSAS, CLEVELAND COUNTY, Attwood--Hopson House, AR 8, N side, New Edinburg, 94000848, NOMINATION, 8/16/94

ARKANSAS, CRAIGHEAD COUNTY, Nash--Reid--Hill House, 418 W. Matthews Ave., Jonesboro, 94000852, NOMINATION, 8/16/94

ARKANSAS, GREENE COUNTY, Gulf Oil Company Service Station, Jct. of Main and S. Third Sts., SE corner, Paragould, 94000850, NOMINATION, 8/16/94

ARKANSAS, INDEPENDENCE COUNTY, Bartlett--Kirk House, 910 College St., Batesville, 94000856, NOMINATION, 8/16/94

ARKANSAS, LOGAN COUNTY, Chism, Dr. Stephen N., House, AR 23 E side, S of jct. with AR 217, Booneville vicinity, 94000853, NOMINATION, 8/16/94

ARKANSAS, POPE COUNTY, Riggs--Hamilton American Legion Post No. 20, 215 N. Denver Ave., Russellville, 94000855, NOMINATION, 8/15/94

ARKANSAS, PULASKI COUNTY, First Baptist Church, Jct. of 12th and Louisiana Sts., SW corner, Little Rock, 94000823, NOMINATION, 8/09/94

ARKANSAS, RANDOLPH COUNTY, Hillyard Cabin, Old Burr Rd., W side, NE of Warm Springs, Warm Springs vicinity, 94000851, NOMINATION, 8/16/94

CALIFORNIA, CONTRA COSTA COUNTY, Danville Southern Pacific Railroad Depot, 355 Railroad Ave., Danville, 94000860, NOMINATION, 8/16/94

COLORADO, CONEJOS COUNTY, Palace Hotel, 429 Main St., Antonito, 94001013, NOMINATION, 8/19/94

COLORADO, DENVER COUNTY, Lewis, A. T., New Building, 1531 Stout St., Denver, 94001006, NOMINATION, 8/19/94

COLORADO, FREMONT COUNTY, Christ Episcopal Church, 802 Harrison Ave., Canon City, 94001011, NOMINATION, 8/19/94

COLORADO, MESA COUNTY, Handy Chapel, 202 White Ave., Grand Junction, 94001012, NOMINATION, 8/19/94

DELAWARE, NEW CASTLE COUNTY, Walnut Green School, Jct. of DE 82 and Owl's Nest Rd., Greenville vicinity, 94001014, NOMINATION, 8/19/94

IDAHO, IDAHO COUNTY, Cold Meadows Guard Station, NE of McCall; Frank Church--River of No Return Wilderness, Payette NF, McCall vicinity, 94001017, NOMINATION, 8/19/94

ILLINOIS, COLES COUNTY, Railway Express Agency Building, 1804 Western Ave., Mattoon, 94000974, NOMINATION, 8/16/94

ILLINOIS, COLES COUNTY, Starr Hotel, 1913--1923 Western Ave., Mattoon, 94000975, NOMINATION, 8/16/94

ILLINOIS, COOK COUNTY, Edgewater Beach Apartments, 5555 N. Sheridan Rd., Chicago, 94000979, NOMINATION, 8/16/94

ILLINOIS, GRUNDY COUNTY, Coleman Hardware Company Building, 100 Nettle St., Morris, 94000980, NOMINATION, 8/16/94

ILLINOIS, KANE COUNTY, Arcada Theater Building, 105 E. Main St. and 1st Ave., St. Charles, 94000977, NOMINATION, 8/16/94

ILLINOIS, KANE COUNTY, Elgin National Watch Company Observatory, 312 Watch St., Elgin, 94000976, NOMINATION, 8/16/94

ILLINOIS, WILL COUNTY, Heck, John, House, 1225 S. Hamilton St., Lockport, 94000978, NOMINATION, 8/16/94

ILLINOIS, WOODFORD COUNTY, El Paso Public Library, 149 W. First St., El Paso, 94000972, NOMINATION, 8/16/94 (Illinois Carnegie Libraries MPS)

ILLINOIS, WOODFORD COUNTY, Illinois Central Railroad and Toledo, Peoria, and Western Railroad Freight House, 8--10 E. Front St., El Paso, 94000973, NOMINATION, 8/16/94

MARYLAND, CARROLL COUNTY, Union Bridge Historic District, Roughly bounded by Bellevue, E. Locust, Buttersburg Alley, Church, Whyte, W. Locust and the Western Maryland RR tracks, Union Bridge, 94000820, NOMINATION, 8/17/94

MASSACHUSETTS, WORCESTER COUNTY, Grafton State Hospital, Jct. of Westborough Rd. and Green St., Grafton, 94000691, OWNER OBJECTION, 8/08/94 (Massachusetts State Hospitals MPS)

MONTANA, BLAINE COUNTY, Dave's Texaco, 237 Pennsylvania St., Chinook, 94000862, NOMINATION, 8/16/94 (Roadside Architecture Along US 2 in Montana MPS)

MONTANA, BLAINE COUNTY, Young Brothers Chevrolet Garage, 201 Pennsylvania St., Chinook, 94000867, NOMINATION, 8/16/94 (Roadside Architecture Along US 2 in Montana MPS)

MONTANA, HILL COUNTY, Heltne Oil Company, 140 First St., Havre, 94000865, NOMINATION, 8/16/94 (Roadside Architecture Along US 2 in Montana MPS)