

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 Railway Express Agency Building

other names/site number American Railway Express Company Building

2. Location

street & number 1804 Western Avenue not for publication

city or town Mattoon vicinity

state Illinois code IL county Coles code 029 zip code 61938

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. Lued 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: Signature of the Keeper Date of Action

- 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): _____

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)

Commerce/Warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

Commercial Style

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick

Concrete

roof Asphalt

other Metal

Terra Cotta

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

1918-1944

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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:

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	3 8 1 6 0 0	4 3 7 1 0 9 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 Patrick J. Slaughter

organization _____ date April 1994

street & number 21 Central Drive telephone 217-728-4192

city or town Sullivan state Illinois zip code 61951

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 See continuation sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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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Railway Express Agency Building

The Railway Express Agency Building is a one-story, rectangular, brick and concrete building located at the southwest intersection of the Illinois Central Railroad and the former Cleveland, Cincinnati, Chicago, and St. Louis Railroad (now removed) in the center of downtown Mattoon, Illinois. Directly north of the Railway Express Agency Building are two warehouses. One was the J. A. Roseboom Co., a broomcorn factory. To the east is the Illinois Central Railroad subway tracks and passenger station. At the southeast corner of the intersection is the former Cleveland, Cincinnati, Chicago, and St. Louis Railroad (New York Central Railroad) passenger station which is on the National Register of Historic Places (1983). South of the Railway Express Agency Building is a row of small commercial buildings facing Broadway Avenue. These buildings originated in the early 1900's. West of the Railway Express Agency Building along the railroad right of way is open ground to 19th Street.

The Railway Express Agency Building was constructed in 1918. This one-story, rectangular shaped building is 170' x 24' and was built on a concrete foundation. External walls have a concrete base up to the window sills with brick up to the terra cotta cornice. It has fifteen wood-framed windows, two wooden walk-in doors, two large wooden sliding freight doors, and two wooden sliding overhead doors. All windows and doors are 98% intact but have been boarded over to protect the building from vandalism. The building has a concrete platform extending 20' from the east, north, and west elevations.

The west elevation is 24' wide and consists of a concrete loading platform with two plain, overhead doors capped with a raised, decorative, metal roof with the brick extending up to the terra cotta cornice. The loading dock and the two overhead doors were added in 1947.

It is the north facade that displays the architect's skill in turning a long narrow space, into one of symmetry and character. This elevation is divided into three sections 54' each. The center section is set out 12" from the face of the two adjoining wings. The freight door is in the center of this section. There are two windows, one on each side, centered between the edge of this section and the door. The tops of the windows and doors are the same height. Another feature that gives emphasis to the center section is the placing of a segmental arched parapet that is topped by a large sculpted terra cotta keystone. This parapet is also higher than those of the adjoining wings. The use and placement of smooth, embossed, and raised decorative terra cotta is very important to the visual character. There are terra cotta bands above the windows and doorways in all three sections of the north facade, the east elevation, and the eastern third of the south elevation. The corners have brick quoins which have a brickwork pattern of three raised courses and then one indented course. By combining the variety of materials and the use of

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Railway Express Agency Building

symmetry, the architect has used the center section to establish the focal point of the building.

The west wing of the north facade is identical in character to the center elevation with a lower, flattened gable parapet. This wing has a large sliding freight door and two windows. Also, the use of terra cotta is not as dominant. Both freight doors are protected at the base by metal guards attached to the concrete. A profile of the loading dock can be seen projecting 8' out from the west side of this wing. The east wing of the north facade has a lower flattened gable parapet. This wing has a single walk-in door and a transom window and side lights.

The east elevation is 24' wide which continues the symmetry of the building. The stepped parapet is even lower and simpler. The south elevation consists of two sections, the west section is 108' long and the east section is 54'. The east end is identical to the same section on the north elevation except there are three windows. Towards the west are six smaller windows evenly spaced along this length. A 30' chimney with a ceramic cap is the only break in the back side of the building in this section.

The interior perimeter walls are concrete wainscot and common red brick up to the ceilings. The floor is concrete and the ceilings are plaster. The interior has vertical tongue and groove, wooden walls. This space is divided into one large area with five smaller rooms along the southwest back wall. These consist of a rest room, mechanics, storage, boiler, and coal rooms. The doors, bath fixtures, and boiler are still intact. The only recent change was the addition of a temporary wall and door at the west end. This is used for an office at the warehouse. This building, as the name implies, was designed and used for storing and transferring of all types of commercial goods. The inside was laid out with an office at the east end, and an 8' space separated it from an 18' x 30' caged area along the south wall. This area was called the "On handroom". The rest of the building was used for loading and handling of goods. The office had two desks and two small safes, one each for the head agent and for the cashier. The inside wall of the office had a door and a cashiers window. In the hall against the south wall was a small safe. This was used by the employees of the agency. The "on handroom" had three small safes and one large safe along with shelving and rack's for hanging items. The small safes were used to store coin and money for the local banks and the federal reserve. One safe was used for each shift. The large safe and the rest of this room was used to store valuables for pick up by local merchants or by drummers who would ship their goods ahead on the different railroads. The building continued to serve this purpose with little change until 1964. From 1964 to 1971 it was used as a general freight depot for the railroad, and in 1971 with a final bankruptcy, it was closed and all of its fixtures sold. The building has had little use except as a warehouse.

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Continuation SheetSection number 8 Page 3 Railway Express Agency Building

The Railway Express Agency Building meets National Register Criterion A in the area of transportation, because of its role played in the transportation commerce of Mattoon. The location is important because this is at the intersection of the Illinois Central Railroad and the former Big Four Railroad which through its connections was able to serve all rail points in the U.S. All types of freight passed through this point and this building at the end of World War I, followed by the "Great Depression", and World War II. America's involvement in World War I brought to the government's attention the need to consolidate the express business to expedite the war effort. Before the World War I there were many express companies which made it hard to schedule shipment during the war, due to the increased freight business. As a result, the express companies were consolidated into one, this being the American Railway Express Co. It continued as such until 1929 when the company was renamed the Railway Express Agency. The Railway Express Agency Building in Mattoon served the express freight needs of Mattoon's industries, businesses, and citizens from 1918, the year the building was completed to 1964. The period of significance for the building is 1918 through 1944, the fifty-year cutoff for the National Register.

This site was established in 1855 and it was known as "Peg Town" because of all of the grade markers for the proposed railroads. When the crossing was established in the same year it was named after the head building engineer for the Big Four Railroad, William B. Mattoon. In Mattoon--a Pictorial History, the authors wrote, "Mattoon did not evolve--it exploded into being . . . It is here because two railroads crossed at a particular point in the early summer of 1855 . . . the importance of the railroads in the history of Mattoon cannot be overemphasized. Railroads, created the town, determined the character of its people, brought it prosperity, and made it a major hub in Central Illinois." By the end of 1855, there was a hotel, a post office, two grocery stores, and a dry goods store in business.

That same year a wealthy businessman named Ebenezer Noyes acquired a piece of land at the southwest intersection of the two railroads on which he built the Essex House. This is the present location of the Railway Express Co. Building. The Essex House was completed in 1859. The Essex House was the center of the town because it became the train depot for both east and west, and north and south railroads. This was the only place the trains would stop and the passengers could get out to eat between Chicago and Cairo, and Indianapolis and St. Louis. At this intersection the railroads also transferred goods between both railroads and the town. Abraham Lincoln, Stephen A. Douglas, and Ulysses S. Grant stopped here. The town telegraph was located in the Essex House and the 21st Regiment, Grant's first regiment of command, was

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Railway Express Agency Building

formed here in 1861 and then shipped out to their new home in Springfield, Illinois. In 1914 the Essex House was torn down.

In 1856, Mattoon had a population of over 500. By 1860 its population was 2,000 and had doubled to 4,000 immediately after the Civil War. In the 1880s, three major railroad lines intersected in Mattoon and had built rail yards, roundhouses, and machine shops. The Cleveland, Cincinnati, Chicago, and St. Louis Railroad shops had 300 men on its payroll in 1872 and the Illinois Central Railroad employed 650 men in 1913. In 1900 the city's population was at 10,000 and a fourth railroad which ran between Mattoon and Charleston was added in 1904. Mattoon also had a streetcar line that ran throughout town.

Mattoon's growth was fueled by the rich agricultural lands around the area, the railroads, and the industry that followed the railroads. The Mattoon Tile and Brick Company was founded in 1883 and produced millions of tile and brick annually that were shipped over the railroad lines. Other industries included broomcorn factories, five grain elevators, a coal company, meat packing plants, metal foundries, refrigeration unit manufacturer for railcars, waterworks and meter factory, a shoe factory, and an overalls factory. Commercial businesses in town included many grocery stores, hardware stores, furniture stores, clothing stores, drug stores, jewelry stores, banks, taverns, restaurants, feed stores, and livery stables.

In 1914, to allow both major railroads an unimpeded crossing through town, a below-grade dual track system was completed and construction of a depot was begun for the Illinois Central Railroad. The new tracks crossed underneath the tracks of the Cleveland, Cincinnati, Chicago, and St. Louis Railroad. The Cleveland, Cincinnati, Chicago, and St. Louis Railroad completed their depot in 1916 to the east of the Illinois Central Depot.

The express business in America was created around 1835. An express company is a private company who carries goods, valuables, and money swiftly and safely to their destinations. With the expansion of the railroads, businessmen came about the idea of using the railroads to ship money and valuables for a service fee. Around 1835 express companies began operations between Boston and Lowell, Massachusetts; Boston and New York; and Boston, New York, and Albany. With the coming of the railroad to Buffalo, New York, Henry Wells, George Pomeroy, and Crawford Livingston established Pomeroy & Co. to provide express service between Buffalo and New York City. This company eventually evolved into the American Express Company which became the leading express agency for the country.

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Railway Express Agency Building

In 1844, two prominent men in the express business, Henry Wells and William Fargo, established the first of their many business partnerships by forming an express service between Buffalo and Detroit. The following year, the company was named the Western Express Company and had extended services to Chicago, Cincinnati, and St. Louis. As the center of population shifted westward, the demand for express service increased as it became farther to travel to the major wholesale and merchandising firms of the East.

In 1850, the American Express Company, was formed in Buffalo, New York under the leadership of Henry Wells and William Fargo. This company was capitalized at \$150,000 and was to provide freight express service for the country by negotiating with railroad lines to haul freight for the company. Among the American Express Company's routes that were immediately established was a route to Galena, Illinois and Dubuque, Iowa. In 1852, Wells and Fargo decided to form a new company to handle express business west of the Mississippi River, this company became Wells, Fargo, and Company. The American Express Company continued to service places east of the Mississippi River.

American Express made many business innovations in the express business. Among these were the invention of the C.O.D. system in 1858. Cash on delivery enabled merchants to ship goods to customers and on the point of delivery by the express company, agents would collect the price of the goods from the customers and ship it back to the merchants.

During the Civil War, American Express delivered parcels to the Union Armies from the homefront and established new shipping depots in captured Southern territory. By 1862, the company had 890 offices, employed over 1500, and ran express services over 9,200 miles of railway each day.

In 1882, American Express inaugurated Money Orders, to provide an easy, safe way to send cash. In 1891, in response to the demand by travelers for money, the company created the American Express Travelers Cheque, which was negotiable paper that would be almost as acceptable as currency yet safeguarded against loss in any foreign country.

In 1892, the American Express Company had negotiated with the Illinois Central Railroad to establish express routes along the line. A depot was located in Mattoon at this time, but it is currently not known where. By the turn of the century, the American Express Company was expanding into the foreign travel market, becoming a ticket agent for travelers as well as still

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Railway Express Agency Building

maintaining the domestic express business with its depots, offices, freight cars, and express wagons across the U.S.

The boomtimes of railway express companies began to end in 1910 with the passage of the Mann-Elkins Act which declared express companies to be common carriers subject to the regulation and rate making of the Interstate Commerce Commission. And in 1913, the U.S. Government began parcel post service.

With the U.S. involvement in World War I, Director General of Railroads, William Gibbs McAdoo, ordered that in the interests of efficiency all the express companies should be consolidated into a single giant company. Then he could negotiate one all-embracing contract for the federal government with this company for the delivery of war materials and freight. The new combined company, including the former American Express Company and Wells, Fargo, and Company was consolidated into the American Railway Express Company, Inc. The travel business part of the American Express Company continued operations in the same name and is still in business today.

Plans had already been made during the middle 1910s to build a new express building in Mattoon. With the demolition of the Essex House in 1914, a new express building was built on the same location in 1918, to handle the American Railway Express Company's business. This location was important at the southwest intersection of the two railway lines, allowing the company to easily ship freight, valuables, and money both to and from Mattoon.

The types of goods that were handled out of Express Building in Mattoon did not change much throughout its history. The men of the agency would transfer fresh produce after re-icing it with ice from the Tolley Ice Plant, both to the railroad lines and to local markets. They handled goods for local delivery by trucks. Express employees handled all types of animals, live lobster, and fish for delivery to local restaurants. The men who worked at the agency did a number of jobs, 24 hours a day, 7 days a week, 365 days a year. This was a pretty daunting task because the weather was not always in their favor. The daily work could include the handling of up to 50 baggage carts per train, from six trains on each track, making deliveries to homes and local businesses, or riding the agency train cars to do the sorting. When the warm weather came the work could even be fun, such as when the racing clubs from the East would send as many as 2 boxcars of carrier pigeons to be released from the Mattoon agency. They would have to feed, water, and release them. The pigeons would fly back to the racing clubs in the East. Once released, the agent would have to wire back their time of departure.

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Railway Express Agency Building

The American Railway Express Company became the Railway Express Agency in 1929. From 1929 through 1964, the company continued to ship valuables, money, and freight. The building had seven safes, allowing the secure storage of valuables during each shift of the express company's operation. Among the more unusual items the company handled was shipping of circus animals including lions and giraffes. While the individual railroads handled passengers, their luggage, and freight such as large shipments of raw materials, the Railway Express Agency handled special shipments of money, valuables, and merchandise such as pianos, furniture, and specialty foods. The Railway Express Agency contracted with the railroads to hook up their own railroad freight cars to the railroad trains allowing the speedy movement of freight through the nation's rail system. According to Mattoon--A Pictorial History, more freight was shipped through this railroad intersection than any other in the United States during World War II. The building continued to serve as a express service until 1964, when the New York Central Railroad (former Big Four) went bankrupt. The building became a general freight depot for the railroads until 1971. By the 1950s and 1960s the railway express business was hurt by the expansion of the interstate highway and United Parcel Service who used the highways to ship merchandise instead of railroads.

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Railway Express Agency Building

Bibliography

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Everman, John R., Interview, 2912 Marion, Mattoon, IL 61938, May 2, 1994.

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Hatch, Alden, American Express: A Century of Service, Doubleday & Company, Inc., Garden City, N.Y., 1950

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Sparks, Lloyd W., Interview, 1613 Rudy Ave., Mattoon, IL 61938, May 2, 1994.

Stewart, Helen, "History of the City of Mattoon, Illinois," 1826-1898 (Typewritten).

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Railway Express Agency Building

Verbal Boundary Description

Beginning at the southwest corner of block 116 of the original town (now city) of Mattoon; thence a distance of 103.62 feet along the east right of way line of Nineteenth (19th) Street to the north right of way line of the Cleveland, Cincinnati, Chicago, and St. Louis Railroad; thence a distance of 399.03 feet to the west right of way line of the Illinois Central Railroad; thence a distance of 122.29 feet along said right of way line; thence a distance of 356.00 feet to the point of beginning, containing 0.867 acres, more or less, situated in the city of Mattoon, Coles County, Illinois.

Boundary Justification

The above boundaries were selected because they are the boundaries historically associated with the Railway Express Agency Building and loading platforms. The boundary roughly includes the area south of the former right of way of the Cleveland, Cincinnati, Chicago, and St. Louis Railroad (Big Four Railroad) and west of the right of way of the Illinois Central Railroad.

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Continuation Sheet**

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Railway Express Agency Building

Property Owners

Kenneth Warner
R.R. 3, Box 178
Mattoon, IL 61938

Steve Degler
R.R. 1, Box 21
Mattoon, IL 61938

William O. Whitworth
1121 Lafayette
Mattoon, IL 61938

Bill Andres
3217 Western
Mattoon, IL 61938

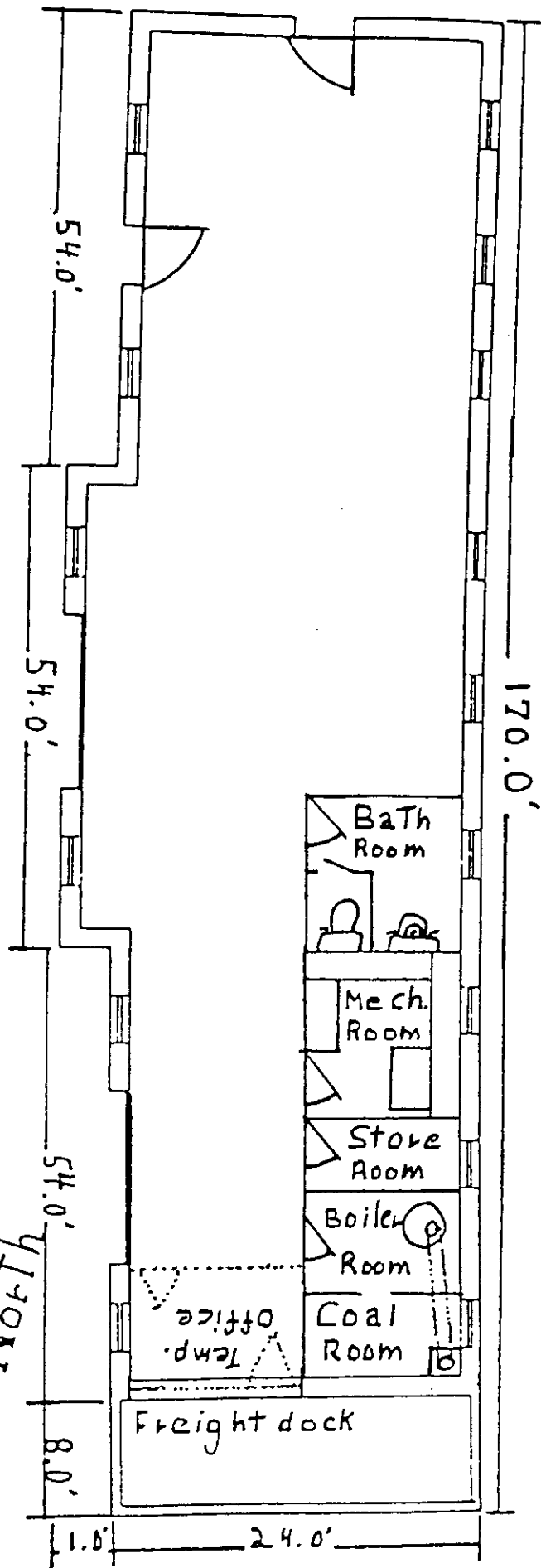
Harlan Price
817 Piatt
Mattoon, IL 61938

Phillip Slaughter
216 Hickory Lane
Mattoon, IL 61938

Johnny L. Edwards
R.R. 1
Sullivan, IL 61951

Patrick J. Slaughter
21 Central Drive
Sullivan, IL 61951

Railway Express Agency
Building
Mattoon, Illinois



old
Temp.

4134 sq. ft.
Site867 acre's



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
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)

