

United States Department of the Interior  
National Park Service

Washington, D.C.  
7-12-93

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Chicago & North Western Railway Stone Arch Bridge

other names/site number Kinnikinnick Creek Railway Bridge

2. Location

street & number .6 mi. E. of SR 251, .6 mi. W. of I90, .2 mi. S. of Burr Oak Road  not for publication

city or town Roscoe  vicinity

state Illinois code IL county Winnebago code 201 zip code 61073

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.)

Walter L. Chealy, SHPS 7-9-93  
Signature of certifying official/Title Date

Illinois Historic Preservation Agency  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

C & NW Railway Stone Arch Bridge

Winnebago County, Illinois

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	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)

Transportation/Pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Stone arch bridge

Materials

(Enter categories from instructions)

foundation Limestone

walls Limestone

roof

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1882

Significant Dates

1882

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Mienen, Van, engineer

Chicago & North Western Railway, builder

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

Chicago Historical Society

C & NW Railway Stone Arch Bridge  
Name of Property

Winnebago County, IL  
County and State

**10. Geographical Data**

Acreeage of Property Less than one

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

1	6	3	3	5	6	5	0	4	6	9	7	6	6	0
Zone	Easting				Northing									

3 

Zone	Easting				Northing									

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 Lloyd Hornbostel  
organization Stone Bridge Nature Trail Committee date April 16, 1993  
street & number 7062 Kinnikinnick Drive telephone (815) 623-7586  
city or town Roscoe state IL zip code 61073

**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 Town of Roscoe  
street & number 5792 Elevator Road, Town Hall telephone (815) 623-7323  
city or town Roscoe state IL zip code 61023

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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## Description

The Chicago & North Western Railway Stone Arch Bridge was constructed in 1882. It crosses over South Kinnikinnick Creek and is located just east of the town of Roscoe. The bridge is constructed of dolomitic limestone with stone rubble fill. The double-arch structure is 53 feet long between abutments and 60 feet wide. The semicircular arches span north and south and are supported by limestone abutments and a center pier. South Kinnikinnick Creek travels east and west through the bridge. Four stone wing walls extend north and south at a 45 degree angle from the head walls of the bridge and slope down to about 8 feet above the ground. The length of these walls varies from 30 to 36 feet. The overall height of the two arches is 35 feet. An additional layer of fill and rail ballast adds another 23 feet to the height of the bridge. The arch width at the footings is 18 feet. The center limestone pier varies in width from 5 to 6 feet.

The dolomitic limestone used in the construction of the bridge is of better quality than local stone. It is believed to have come from quarries near the Chicago and North Western Railway line at Mineral Point and Dodgeville, Wisconsin.<sup>1</sup> The dressed cut stone blocks vary from 2 to 3 feet in width. The larger stones are used on the sills and wings. The arch stones are tapered and placed to interlock to prevent lateral cracking. These arch stones are carried down on the sides of the piers to provide symmetry. There are engraved date stones (1882) above the center pier on each side of the bridge. The stones have a rock face. Many stones show holes that remain from when they were supported by a wood frame during construction and multiple quarry drill marks. No mortar was used between the stone blocks only the joints were filled with mortar and dressed. The top sill stones are massive to contain the rubble fill.

To provide water drainage for the rubble fill, an internal drainage system is embedded in the rubble and piped downward through exit ducts at the lower center of each side of the center pier. Decorative stone rosettes are located at the pipe ends to divert water away from the pier stonework.

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Chicago & North Western Railway Stone Arch Bridge

The northeast wing wall was extended in 1900.<sup>2</sup> It is constructed of quarry stone and locally obtained soft limestone. Also in 1900 additional ballast was added to the top of the bridge along with a general leveling of the right of way to allow heavier train loads.

The Chicago & North Western Railway Stone Arch Bridge has not been altered except for some recent tuckpointing and an attempt to fill a crack in the southwest arch face.

The bridge provides a crossing over the south branch of Kinnikinnick Creek with the creek waters flowing through the north arch. Shifting of the creek bed has resulted in silting of the south arch. A primitive ford existed immediately to the west of the bridge.

## Statement of Significance

The Chicago & North Western Railway Stone Arch Bridge is being nominated for Criterion A for its role in the Roscoe area's transportation history. The period of significance is 1882, the year the bridge was built. The construction of the bridge allowed heavier loads of grain, sand, and concrete materials to be shipped to Chicago markets over the Chicago and North Western Railway line. The bridge which had replaced an earlier wooden structure was a key element in the local sand quarry commerce which supplied Chicago with the necessary elements for masonry and concrete construction materials. It is the only multi-arch, stone face rubble fill bridge remaining in Winnebago County.

The history of the Chicago & North Western Railway Stone Arch Bridge began with the formation of the Galena and Chicago Union Railway in 1836. The depression of 1837-1838 caused the railroad to collapse before the first tie was laid down.<sup>3</sup> It was not until 1845 that work actually started on the line. By this time the Illinois Central Railroad had completed a line to Galena so the Galena and Chicago Union Railway ended their line at Freeport. The Railway then began to look at two routes north: one from Illinois to Madison, Wisconsin, and another from Illinois to Fond du Lac, Wisconsin. The former, the Beloit Branch from Belvidere, Illinois was to connect with the Madison

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Chicago & North Western Railway Stone Arch Bridge

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and Beloit Railway Company. This route over the Chicago & North Western Railway Stone Arch Bridge was completed north from Belvidere to Beloit, Wisconsin in 1853, a distance of 21 miles.<sup>4</sup> In 1864 the Galena and Chicago Union merged with the North Western Railway to become the Chicago and North Western Railway.<sup>5</sup>

The Chicago and North Western Railway was fortunate to have two exceptional men on its staff: John Blair and Chief Engineer Van Mienen.<sup>6</sup> Blair was responsible for installing Bessemer steel rails to replace the iron strip covered wood rails making the Chicago and North Western Railroad the first in the United States to use this material. Van Mienen, educated in France, was a master bridge builder and set high standards for all railroad bridges constructed.<sup>7</sup>

The upgrade of the Beloit Branch was initiated by a flood of South Kinnikinnick Creek in 1881 which destroyed the old wood trestle bridge at the site of the present Chicago & North Western Railway Stone Arch Bridge<sup>8</sup> Van Mienen selected the more resistant dolomitic limestone which had been used to complete a single arch bridge on the Rockford line in 1867 and a five arch bridge crossing Turtle Creek at Tiffany, Wisconsin on the Janesville Branch.<sup>9</sup> At least one Roscoe citizen worked on the bridge, James Blackinton.<sup>10</sup>

The Chicago & North Western Railway Stone Arch Bridge was completed in 1882. The Beloit Branch benefitted from post-Chicago Fire legislation which mandated fireproof materials for new construction.<sup>11</sup> Masonry construction began replacing wood and the vast glacial deposits of sand adjacent to the Chicago and North Western Railway right of way in South Beloit, Illinois, initiated a quarry business which provided the railroad with highly profitable hauls to Chicago<sup>12</sup> The heavy loads caused the railroad to upgrade the Beloit Branch in 1900 by adding ballast to the top of the Chicago & North Western Railway Stone Arch Bridge along with a general leveling of the right of way to allow the locomotives to pull heavier loads of sand.<sup>13</sup>

Little remains of the surroundings once associated with the railroad in the town of Roscoe. The Roscoe Depot located .6 mile north of the bridge was demolished in 1965 and a spur line to an abandoned grain elevator was also removed. Six trains a day

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Chicago & North Western Railway Stone Arch Bridge

stopped at Roscoe during the pre-World War II era and freight consisted of grain, sand, and cement products heading to Chicago markets. An interurban line ran a few blocks east of the Chicago and North Western Railway and provided fierce competition for passenger service. The final death knell to passenger service came with the construction of the Illinois Tollway in the 1950s.

The actual construction details were those that Chief Engineer Van Mienen had set out for stone bridges on the Chicago and North Western Railway and to an extent followed those on the earlier Tiffany, Wisconsin five arch stone bridge.<sup>14</sup> Unlike the Roscoe Bridge, the Tiffany Bridge was of solid stone masonry construction. The use of stone face rubble fill construction for the Roscoe Stone Arch Railway Bridge was due to the high grade approaches and the need to berm up the top of the bridge. Also, obtaining good quality stone as with the Tiffany Bridge was a problem, so Van Mienen chose the cheaper rubble fill construction for the bridge.

It is believed that the dolomitic limestone came from quarries near the railroad at Mineral Point and Dodgeville, Wisconsin. Dolomitic limestone is a weather resistant stone and turns a light gray color over time. Stones were placed against a wood frame to support them during construction and a number of these placement holes also remain. No mortar is used between the stone blocks, only the joints are filled with mortar and dressed. The interior archwork of the bridge is exceptional with the vaulting stones perfectly fitted and interlocked at the ends of the arch to prevent lateral spreading of the bridge. To contain the rubble fill, the top sill stones are massive and are not stepped out as with the Tiffany Bridge. Over the years there has been very little lateral misalignment of these sills.

Single arch rubble fill bridges were common and at least two remain in the area. The best example, the "East Trestle" Bridge is located between Monroe and Juda, Wisconsin.<sup>15</sup> Another example is located approximately one mile northeast of Belvidere, Illinois in Boone County. The drainage of water from the rubble fill fell naturally away from either side of the single arch while with two arches, the center pier would tend to collect water which would expand and crack the stone face during freezing conditions. The Chicago & North Western Railway Stone Arch



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Bridge showed a unusual solution to this problem through the use of an internal drainage system embedded in the rubble and piped downward through exit ducts at the lower center of each side of the center pier. These pipes are still in place and can be seen conducting water after a rain storm. Large icicles form in the winter at the pipe ends giving the bridge a dramatic effect.

The Tiffany, Wisconsin Bridge, 24 miles north of Roscoe is the only other multi-arch bridge located in the area. Although, it is not of stone face rubble fill construction and it has been extensively altered by the placement of poured concrete liners under the arches. The Chicago & North Western Railway Stone Arch Bridge remains the only example in Winnebago County, Illinois of a stone face rubble fill multi-arch bridge. The future of the Chicago & North Western Railway Stone Arch Bridge through the efforts of the Stone Bridge Nature Trail Committee will be for the use of residents and visitors who will be able to enjoy the quiet peace of a natural pathway where once the railroad reigned supreme.

## Endnotes

1. Allingham, John W. Geology of the Dodgeville and Mineral Point Quadrangles Wisconsin. Washington, D.C.: United States Government Printing Office, 1963, page 233.

2. Oral history interview with Sarah Winters, granddaughter of James Blackinton, Roscoe, Illinois, 1993. James Blackinton was an employee of the Chicago and North Western Railway who worked on both the construction of the Roscoe Stone Railway Bridge in 1882 and on the upgrade of the bridge in 1900.

3. Casey, Robert J. & Douglas, W.A.S. Pioneer Railroad. New York: McGraw-Hill Book Co., Inc., 1948, p. 31.

4. Ibid. p. 67.

5. Ibid. p. 121.

6. McLenegan, Annie S. Centennial History of The Town of Turtle. Beloit, Wisconsin: Beloit College, 1936, p. 24.

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Chicago & North Western Railway Stone Arch Bridge

7. Casey, Robert J. & Douglas, W.A.S. Pioneer Railroad. New York: McGraw-Hill Book Co., Inc., 1948, p. 143.
8. Oral History interview, Sarah Winter, granddaughter of James Blackinton. Roscoe, Illinois, 1993.
9. McLenegan, Annie S. Centennial History of The Town of Turtle. Beloit, Wisconsin: Beloit College, 1936, p. 24.
10. Oral History interview with Sarah Winters, granddaughter of James Blackinton, Roscoe, Illinois, 1993.
11. Duis, Perry. Chicago: Creating New Traditions. Chicago: Chicago Historical Society, 1976, p. 19.
12. Steinman, David B. & Watson, Sarah Ruth. Bridges and Their Builders. New York: Dover Publications, Inc., 1957, p. 268.
13. Oral History interview with Sarah Winters, granddaughter of James Blackinton, Roscoe, Illinois, 1993.
14. McLenegan, Annie S. Centennial History of The Town of Turtle. Beloit, Wisconsin: Beloit College, 1936, p. 24.
15. Lanz, Daniel J. Railroads of Southern & Southwestern Wisconsin. Blanchardville, Wisconsin: Ski Printers, 1986, p. 12.

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## Bibliography

Allingham, John W. Geology of the Dodgeville and Mineral Point Quadrangles, Wisconsin. Washington D.C.: United States Government Printing Office, 1963.

Anderson, William. Castles of Europe. London, Great Britain: Ferndale Editions, 1980.

Duis, Perry. Creating New Traditions. Chicago: Chicago Historical Society, 1976.

Casey, Robert J. & Douglas, W.A.S. Pioneer Railroad. New York: McGraw-Hill Book Co., Inc., 1948.

Holland, Eric G. Coniston Copper Mines. Milnthorpe, Cumbria, Great Britain: Cicerone Press, 1981.

Lanz, Daniel J. Railroads of Southern & Southwestern Wisconsin. Blanchardville, Wisconsin: Ski Printers, 1986.

McLenegan, Annie S. Centennial History of The Town of Turtle. Beloit, Wisconsin: Beloit College, 1936.

Oral History interview with Sarah Winters, granddaughter of James Blackinton, Roscoe, Illinois, 1993.

Selected records: Chicago and North Western Railway. Chicago Historical Society, 1948.

Steinman, David B. & Watson, Sara Ruth. Bridges and Their Builders. New York: Dover Publications, Inc., 1957.

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Chicago & North Western Railway Stone Arch Bridge

### Verbal Boundary Description

The property is a rectangular parcel measuring 100 feet by 193 feet, whose northwest corner is 50 feet directly northwest of the northwest wing of the Chicago & North Western Railway Stone Arch Bridge and whose southeast corner is 50 feet directly southeast of the southeast wing of the bridge. Located in the Southeast Quarter of the Southeast Quarter of Section 34, Township 46 North, Range 2 East of the Third Principal Meridian, Roscoe Township, Winnebago County, Illinois.

### Boundary Justification

The boundary includes the property historically associated with the Chicago & North Western Railway Stone Arch Bridge.



# United States Department of the Interior



## NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

**AUG 27 1993**

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/16/93 THROUGH 8/20/93

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

ARKANSAS, SEARCY COUNTY, Bryan, Noah, Store, SW corner of Glade and Main Sts., Marshall, 93000760, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Daniel, Dr. Sam G., House, N. side of Nome St., one block W. of Courthouse Square, Marshall, 93000759, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Farmers Bank Building, Jct. of Main and Walnut Sts., Leslie, 93000753, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Fendley, Bud, House, 201 Spring St., Marshall, 93000816, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Gates--Helm Farm, Co. Rd. 13, approximately 1 mi. N of jct. with Co. Rd. 250, Snowball vicinity, 93000817, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Hatchett, Columbus, House, N. side, jct. of Main and Hazel Sts., Leslie, 93000756, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Leslie--Rolen House, Jct. of Cherry and High Sts., Leslie, 93000815, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Lynch, Thomas, House, Co. Rd. 52, approximately 2.5 mi. N of Morning Star, Morning Star vicinity, 93000757, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Redman, Oscar, Building, 119 E. Main St., Marshall, 93000758, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Thomas, Greene, House, W of Co. Rd. 55, 0.25 mi. S of jct. with Co. Rd. 74, Leslie vicinity, 93000755, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Treat Commercial Building, Oak St. NW side, between High and 4th Sts., Leslie, 93000752, NOMINATION, 8/18/93 (Searcy County MPS)

ARKANSAS, SEARCY COUNTY, Treece, Jasper E., Building, W of Co. Rd. 55, approximately 0.5 mi. S of jct. with AR 74, Baker vicinity, 93000754, NOMINATION, 8/18/93 (Searcy County MPS)

CONNECTICUT, LITCHFIELD COUNTY, Catlin, J. Howard, House, 14 Knife Shop Rd., Litchfield, 93000672, NOMINATION, 8/06/93

ILLINOIS, COOK COUNTY, Mandel Brothers Warehouse Building, 3254 N. Halsted St., Chicago, 93000841, NOMINATION, 8/19/93

ILLINOIS, DU PAGE COUNTY, Peabody, Francis Stuyvesant, Estate, 1717 W. 31st St., Oak Brook, 93000836, OWNER OBJECTION, 8/17/93

ILLINOIS, MCHENRY COUNTY, Memorial Hall, 10308 Main St., Richmond, 93000839, NOMINATION, 8/19/93

ILLINOIS, PEORIA COUNTY, Wear, Washington C., House, 1 mi. S and 0.4 mi. W of jct. of IL 90 and IL 91, Princeville, 93000838, NOMINATION, 8/19/93

ILLINOIS, WINNEBAGO COUNTY, Chicago & North Western Railway Stone Arch. Bridge, 0.6 mi. E of IL 251, 0.6 mi. W of I-90 and 0.2 mi. S of Burr Oak Rd., Roscoe vicinity, 93000840, NOMINATION, 8/19/93

IOWA, CRAWFORD COUNTY, Dunham, Z. T., Pioneer Stock Farm, IA 37, 1 mi. NW of Dunlap, Dunlap vicinity, 93000652, NOMINATION, 8/02/93

KANSAS, BUTLER COUNTY, Beaumont St. Louis and San Francisco Railroad Water Tank, Jct. of Third and D Sts., Beaumont, 93000843, NOMINATION, 8/19/93

MISSISSIPPI, WARREN COUNTY, Uptown Vicksburg Historic District, Roughly bounded by Locust, South, Washington and Clay Sts., Vicksburg, 93000850, NOMINATION, 8/19/93 (Vicksburg MPS)

NEW YORK, CHAUTAUGUA COUNTY, Pennsylvania Railroad Station, Water St., Mayville, 93000680, NOMINATION, 8/06/93

NEW YORK, DUTCHESS COUNTY, Bard Infant School and St. James Chapel, East Market St., Hyde Park, 93000848, NOMINATION, 8/19/93

NEW YORK, DUTCHESS COUNTY, Howard Mansion and Carriage House, Howard Blvd., Hyde Park, 93000862, NOMINATION, 8/19/93

NEW YORK, DUTCHESS COUNTY, Rymph, George, House, US 9 S of jct. with S. Cross Rd., Hyde Park, 93000863, NOMINATION, 8/19/93

NEW YORK, DUTCHESS COUNTY, Wales House, 23 W. Market St., Hyde Park, 93000858, NOMINATION, 8/19/93

NEW YORK, MADISON COUNTY, Nelson Welsh Congregational Church, Jct. of Welsh Church and Old State Rds., Nelson vicinity, 93000681, NOMINATION, 8/06/93

NEW YORK, OSWEGO COUNTY, Riverside Cemetery, E. River Rd. S of jct. with NY 57, Oswego vicinity, 93000854, NOMINATION, 8/19/93

NEW YORK, PUTNAM COUNTY, Indian Brook Road Historic District, Jct. of Indian Brook Rd. and US 9, Garrison, 93000853, NOMINATION, 8/19/93

NORTH CAROLINA, LEE COUNTY, Farrar, Obediah, House, 9910 Barringer Rd., Haywood vicinity, 93000728, NOMINATION, 8/18/93 (Lee County MPS)

DOE