

Washington

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Stone Arch Bridge

and or common Stony Creek Bridge

2. Location

street & number 760-800 East Main Street [US-136]

N/A not for publication

city, town Danville N/A vicinity of

congressional district #19

state Illinois code 012 county Vermilion

code 183

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied (in-use)	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name State of Illinois, Illinois Department of Transportation [Ref. Bridge

#092-6000]

street & number 2300 South Dirksen Parkway

city, town Springfield N/A vicinity of

state Illinois 62764

5. Location of Legal Description

courthouse, registry of deeds, etc. Illinois Department of Transportation

street & number 2300 South Dirksen Parkway

city, town Springfield

state Illinois 62764

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no

date federal state county local

depository for survey records

city, town

state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Stone Arch (Stony Creek) Bridge is a single, segmental-arch span of native sandstone ashlar with earthen fill. It carries a section of Main Street (US-136) in a general WSW-ENE direction over Stony Creek, seven blocks east of the County Courthouse (and downtown center) in Danville.

The bridge is 92 feet long, and its overall width is 62 feet. The maximum height of the bridge above the spring-line of the arch is 20.8 feet, and the clear span length is 62 feet. The single, segmental-arch rises 14.8 feet from spring-line to apex.

The exterior blocks of the arch on each elevation form a series of adjacent, slightly tapering, sandstone rectanguloids, approximately 30 inches high by 15 inches wide. Blocks of similar dimensions, forming 15-inch high courses, form the piers and spandrels. Above the arch on each elevation, ashlar courses form a railing bordered at its exterior base by a single course of blocks, each 10 inches high by 18 to 30 inches long, which projects approximately 3 inches beyond the main wall facing. Three successively narrower courses of ashlar lie above this projecting course. The uppermost of these courses is 8 inches high; it is covered by a capstone railing of smooth sandstone ashlar blocks, each 18 to 30 inches thick, and pyramidal in cross-section.

Except for the uppermost course and the capstones, each stone in the bridge has a cone-shaped hole just above its center of gravity, apparently used for lifting with tongs. The holes measure approximately 2 inches in diameter by about 1½ inches deep.

The present roadbed, widened to four lanes after the removal of city street-car rail tracks from the bridge in 1934, is asphalt over concrete and measures 50.2 feet between concrete curbs. Because the 1934 roadway was constructed on an angle to the original plan of the bridge, the bilateral concrete sidewalks taper from 4 to 9 feet. Along the sidewalks, the 15-inch thick ashlar guard rails rise to a height of 3.5 feet.

Acquired by the Illinois Department of Transportation from the city of Danville in 1980, this sandstone-masonry arch is deteriorating after 90-plus years of use and is in need of repair. The bottom of the arch ring-stones are spalling off and reducing the effective area of the arch. Over-stress in some areas corresponds to the areas of greatest deterioration. Major reinforcement and improvements should be made in the near future if the bridge is to remain serviceable.

The Stone Arch Bridge over Stony Creek is the only standing, segmental-arch bridge in east central Illinois. The only other stone arch bridges remaining in east central Illinois are one in Grundy, one in Champaign, and two in Clark counties. All four are semicircular arch (basket-handle) bridges, not segmental-arch bridges. This one is unique.

The Illinois Department of Transportation District 5 (Paris) office has no records pre-dating 1980; the only records since then are inspection records. The Danville city engineer no longer has any records concerning the bridge.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) Danville's history
Specific dates	8/16/95 - 1/24/96		Builder/Architect John Beard	

Statement of Significance (in one paragraph)

Various constraints upon Danville's future growth in 1895, in all directions except to the east and southeast, virtually dictated for the rail-coal-manufacturing center some large and substantial bridge over Stony Creek at East Main Street (Covington, Ind., Road). That this particular bridge -- in its unique stone, segmental-arch form -- should provide the solution may be traced to the personality of its builder, John Beard, and his personal friendship (and political and economic enmity) with Congressman Joseph G. "Uncle Joe" Cannon and his formidable political machine. The bridge afforded the necessary physical link between an old, poorly-schooled, craft-based village and a newer, rapidly-expanding city more directly tied to national norms and institutions. But it also represented a symbolic -- almost, defiant last-hurrah -- triumph of the old master craftsman of stone over the, by then, common use of iron and steel. On three counts the bridge is significant and deserves to be preserved: as a still-useful object of rare craft and great beauty; as the last remaining symbol of extraordinary linkages of geography, politics and commerce during Danville's peak coal-rail supremacy; and as the only surviving structure of many dozens built by Danville's master-builder and Joseph Cannon's local political enemy, John Beard.

It was inevitable that a large-capacity bridge of some substance would be built someday to carry East Main Street (Covington Road) traffic over Stony Creek in Danville. The boxed-in nature of the city's boundaries demanded it: 40-to-50-foot high river bluffs on the west and south, the cities of Roselawn on the north and Germantown on the northeast left only the east and southeast open for Danville's expansion. And Danville had to expand. Its coal mines, by the end of the decade, would make Vermilion the top-producing county in Illinois, and its five major railroads convening at Danville Junction made it one of the midwest's largest and busiest rail hubs, outside Chicago. An increasing number of large manufacturing plants catered to both industries, coal and rail. It had to expand, and bridging Stony Creek was necessary for growth in the only direction left open.

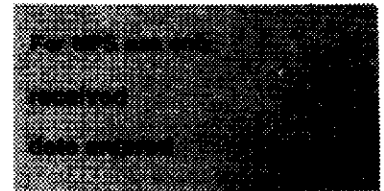
But it was the confrontation in the 1880's and 1890's of the personalities, wills, tempers, talents and political acumen of two remarkable men that determined the timing and uniqueness of this particular bridge. Republican Joseph G. Cannon represented Vermilion County in Congress from 1873 to 1923 with but two one-term breaks, the Democratic landslides of 1891 and 1913. His tenure and influence would make him Speaker of the House (dubbed "Czar" of the House by the national press) from 1901 to 1911. His career, most notably his battles against Teddy Roosevelt's progressive legislation, is well documented, owing to its national significance.

His opponent on many local issues was Irishman John Beard, alderman, mayor, postmaster, entrepreneur, stone quarryman and mason, and fiery Democrat. His career, even locally, has been less well documented, but the research on his Stone Arch Bridge over Stony Creek is steadily rediscovering a man of considerable energy and talent.

His father, David, had come to Danville in 1854 to help build the Great Western (later, Wabash) Railroad bridge (of iron and steel) over the Vermilion River. The son, John,

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later would build the iron-and-steel College Street bridge over the same river, just a hundred yards or so east of "his father's" bridge. Among the son's major accomplishments were the first paved streets in Danville, a new City Hall of stone, a new Post Office and Federal Building of stone, a modern ice-making plant, a large city park, and numerous commercial enterprises, including a stone quarry. Today, only Douglas Park and the Stony Creek Bridge remain.

Ironically, it was John Beard's 1895-96 Stony Creek Bridge at 760-800 East Main Street that made it possible, one year later, for Joseph Cannon's preferred site to be used for his major pork-barrel project, the National Home for Disabled Volunteer Soldiers at 1900 East Main Street. Completed 7/1/1898 at a cost of \$1,321,690 on 325 acres, it had a capacity for 3,500 residents in 57 buildings and employed 325 residents and 150 civilians. Today, its original buildings house Danville Area Community College, and a new complex of buildings house a U.S. Veteran's Hospital.

Why Beard chose the segmental-arch design for his bridge is not fully known, and it is of some importance, since technology had long since abandoned that model for the lighter, more adaptable forms made possible by iron and steel. Indeed, we know he was adept in this newer medium, because he used it in his College Street bridge. Undoubtedly, his background as stone-quarry operator, mason and builder of many stone structures helped shape his decision. And, given the temperament and personality that begins to emerge in examining his life, it is highly likely he anticipated with some relish the professional dispute among engineers that ensued over the relative strength of his design and the quality of his sandstone. We have his books-of-account, detailing the day-to-day costs in labor and materials and the volume of materials used in the bridge's construction. And we have newspaper and other accounts of the disputes over design and quality of materials. We even have anecdotes from aspects of his many-faceted life from surviving friends of the family. But his motive in design selection remains conjectural. However, a fair amount of detail illuminates his personality and suggests a possible motive.

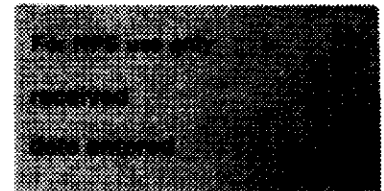
After Cleveland's election, throughout all of 1893 and much of 1894, Beard waged a battle with Cannon over the Senate confirmation of Cleveland's appointment of Beard as Postmaster for Danville. Cannon, defeated in 1890 by the Cleveland landslide, had been re-elected in 1892. Using his influence with his Senate colleagues, he prevented Beard's confirmation in a prolonged battle. Cleveland appointed Beard Danville Postmaster 10/27/94 without Senate confirmation, and Beard assumed office.

Earlier, Beard and Cannon had fought over street-car tracks. The Danville City Council had awarded a franchise for a street-car system to a company owned by Cannon and his brother, William. Because the tracks were not being laid according to specifications, Beard and a crew of workers dismantled in a five-hour period all tracks in the downtown district, telling the Cannons he would do it again if they did not follow specifications. The Cannons, in 1903, sold their street-car system to Illinois Senator William McKinley, and Joseph Cannon told Beard at that time that if Beard had not held them to account when the tracks were laid, the Cannons wouldn't have had much to sell to McKinley.

The point of these and many other confrontations between the two men (in the supporting documents) is that the Cannon Republican machine was making it extremely difficult for Democratic Mayor Beard to run his city. And the Stony Creek Bridge was built in this

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highly volatile political and economic context. Few details of Beard's selection of the stone, segmental-arch design are known. Many details will come to light, if ever, only after exhaustive research among resources not currently easily accessible. But the evidence points strongly to the personality of John Beard, his relatively limited formal education, his quick mathematical abilities and superb spatial visualization, his sound mastery of the stone-mason's craft, his fiery Irish temper and dogged determination to succeed, even when fighting city hall, as probably having designed "his" bridge deliberately to confound a number of people with whom he had done battle most of his life.

He certainly knew that the future of bridge engineering lay in iron and steel, not stone. He may well have conceived this bridge to meet two sets of very different specifications: the relatively small physical dimensions of the Stony Creek gorge, and the relatively large moral dimensions of making a statement. He clearly loved stone and knew well its nature. His more contemporary uses of it lay in the immediate future: the City Hall and the Federal Building, both of Richardsonian character. But he had used the material in dozens of commercial and residential structures, and the Stony Creek Bridge afforded an opportunity to demonstrate to the public and to his political enemies not only the quality of his stone but the genius of its builder. How better to confound his opponents than to succeed at using one of nature's oldest building materials in a centuries-old design? Nothing would so advertise the product of his quarry or the mastery of his craft.

The significance of John Beard's Bridge lies in its actual and symbolic linkage of the two Danvilles: the older, craft-based village hemmed in by rich, expanding suburbs and the newer city based on coal, steam and rails. The city did expand eastward and very quickly. The Soldier's Home was completed in 1898 and, thanks to the Stone Arch Bridge and the tracks of the street-car system it carried, the Home became a sports and recreational center for the entire city, with large numbers of people attending baseball games, band concerts, lectures, picnics and rallies of all kinds on its landscaped grounds. Within a decade, the Chicago and Eastern Illinois Railroad built a large complex of shops that employed 4,000 men building railroad cars and repairing locomotives just a few blocks from the Soldier's Home. Both Germantown and Roselawn were incorporated into Danville, opening expansion routes to the north and northeast.

But Stony Creek Bridge, at the right spot at the right time, provided for a critical decade the only feasible expansion route and determined the location of two major institutions, each of critical importance to Danville. On three counts the bridge deserves to be preserved: as a still-useful object of rare craft and great beauty; as the last remaining symbol of those extraordinary linkages of geography, politics and commerce; and as the only surviving structure -- the moral statement -- built by Danville's master-builder, John Beard. (Cannon's house was razed in the 1950's, and Beard's came down a decade later.)

9. Major Bibliographical References

1. Austin, Lee S., P.E. "Historic Resume of the Bridge over Stony Creek on East Main Street in Danville (Stony Creek Arch)," 9/14/1984. Mimeo. Exhibit A, attached.
2. Austin, Lee S., P.E., Randolph & Associates, Inc. 9/20/1985 letter to Marily Busby. Sub-

10. Geographical Data

Acreeage of nominated property Less than one acre

Quadrangle name Danville SE, Ill.-Ind.(N4000-W8730/7.5), 1966 Quadrangle scale 7.5 minute
Photorevised 1978

UTM References

A

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

B

Zone			Easting						Northing								

C

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D

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H

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Verbal boundary description and justification

Beginning at a point 510 feet east and 27 feet south from the northwest corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 9, Township 19 North, Range 11 West, of the Second Meridian situated in the City of Danville, Vermilion Co., Illinois the boundary line encloses an area 92 feet long and 62 feet wide.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Dick Cannon, President

organization Vermilion Valley History Roundtable

date January 30, 1986

street & number P.O. Box #36 (204 W. Clinton)

res: 217/548-2544

telephone ofc: 217/367-5703

city or town Fithian

state Illinois 61844

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Director, Illinois Historic Preservation Agency

date 3/18/86

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

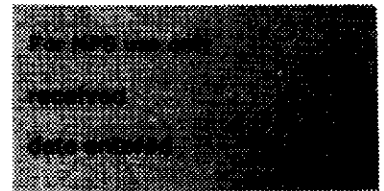
Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

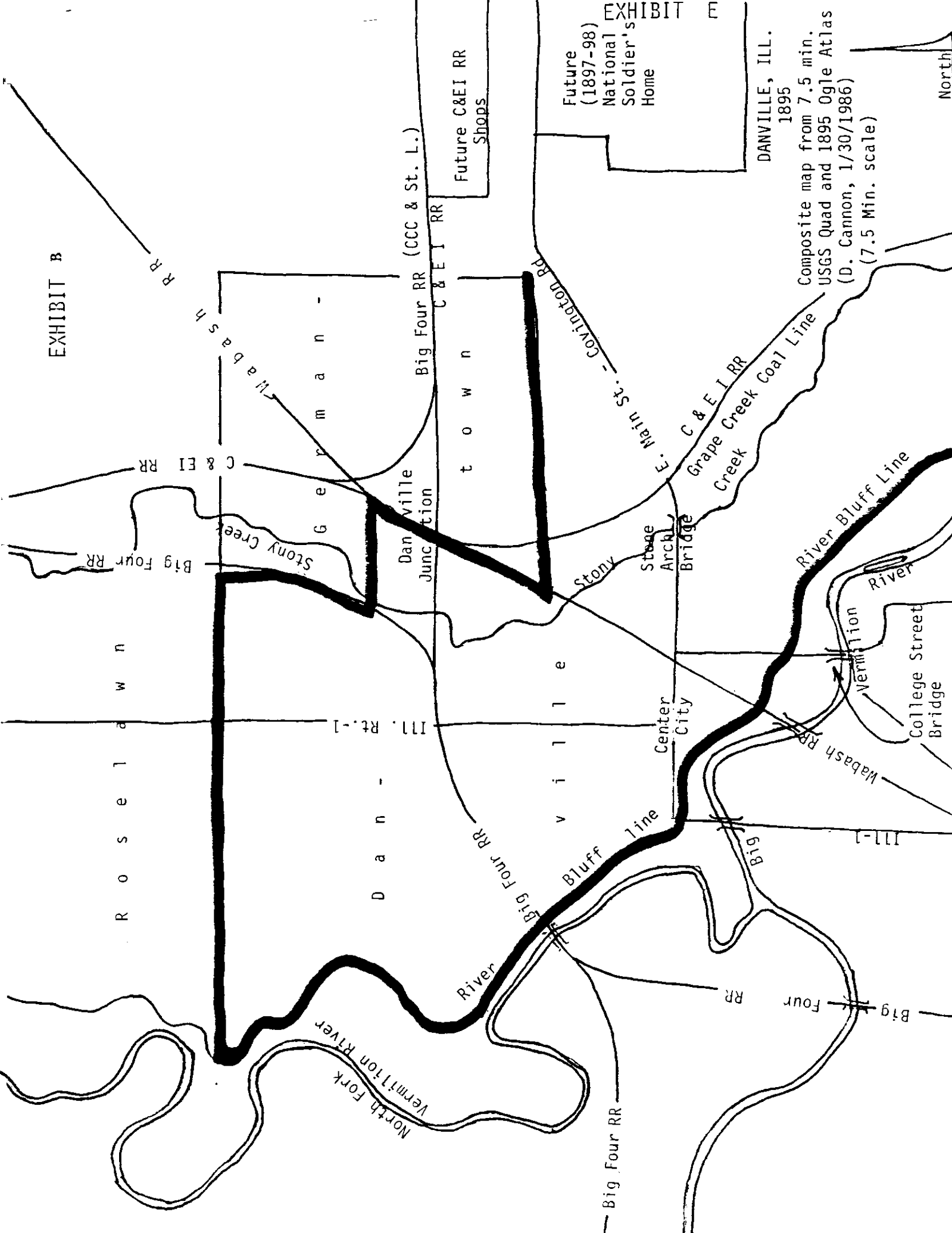


Continuation sheet 3

Item number 9. Bibliography Page 2

- ject: "Stony Creek Bridge, FAP 729, Section (9CS)BR, Vermilion Co."
3. Baker, Prof. Ira Osborn. Report to the Mayor and Members of the City Council, Danville, Ill. 2/13/1896.
 4. Beard, John. Ledger, 1895. pp. 148-149 + 3 un-numbered pp. "Expense of Stone Arch." "Estimates made on Stone Arch." Exhibit A, attached.
 5. Beard, Richard, and Fannette Beard Grier. Undated. 4 pp. Mimeo.
 6. Boudinot, E. S. Atlas of Vermilion County, Illinois. Danville, Ill.: Boudinot & Co. 1907.
 7. Danville City Council, Minutes of the August 1, 1895, Meeting.
 8. Danville Daily Democrat, 3/9/1922, p. 1.
 9. Danville Commercial-News, 3/9/1922, p. 1.
 10. Danville Daily News. 1895 issues of 7/19, 8/2, 10/18, 10/26 & 12/2; and 1896 issues of 1/9, 2/13, 4/7, 5/14.
 11. Esarey, Mark, Coordinator, Statewide Historical Survey Contract, Illinois State University, Midwestern Archeological Research Center, 8/13/1984 letter to Jerome Jacobson, Head, Cultural Resources, Bureau of Location and Environment, Illinois Department of Transportation. Subject: "FA 729 (US Rte 136) Sect (9CS) BR, Stony Creek stone arch bridge, E. Main St., Danville, Vermilion C."
 12. Illinois Alumni News, 4:5:23-24. Tribute to Prof. Ira Osborn Baker, 1893-1925.
 13. Illinois Department of Conservation. Anne E. Manuell, Cultural Resources Coordinator, 5/23/1984 letter to Paul Biggers, Chief of Environment, Illinois Department of Transportation. Subject: "FA 729 (U.S. 136) Section (9CS) BR, Stone Arch Bridge on Main Street, Danville, Vermilion County."
 14. Illinois Department of Transportation. P. L. Olson, District Engineer, for Jay W. Miller, Division Administrator, 11/13/1984 letter to H. W. Monroney, Director of Highways, IDOT. Subject: "Illinois Project F-729() [sic], East Main Street in Danville, Stone Arch Bridge, Vermilion County."
 15. Jones, Lottie E. History of Vermilion County Illinois. Chicago: Pioneer Publishing Co. 1911. 2 vol. Vol. I: pp. 369-370: "The National Home for Disabled Volunteer Soldiers." Vol. II: pp. 664-668: "Hon. Joseph G. Cannon."
 - * 16. O'Neil, Harold. O'Neil Brothers Construction Co., Inc. 1/6/1986 letter "To Whom It May Concern." Subject: "Architectural Design and Significance of Stony Creek Bridge, Danville, Il." Exhibit C, attached.
 17. Richter, Don and Sue. "John Beard: Biography." 3 pp. Mimeo. January, 1986.
 18. Vermilion County Museum Society. The Heritage, 11:2 (Spring, 1975) p. 5. "They Lived in Rabbittown - The Fighting Irishman."
 19. Williams, Jack Moore. History of Vermilion County Illinois. Topeka-Indianapolis: Historical Publishing Co. 1930. 2 vol. Vol. I: pp. 483-486, Chapter XXVII: "National Soldiers Home." Vol. II: pp. 1009-1010, "Joseph Gurney Cannon."
 - * 20. Ogle, Geo. A. & Co. Standard Atlas of Vermilion County, Illinois. 1895.
 21. Cannon, D. "Danville, Ill., 1895," composite map from 7.5 min. USGS Quad and 1895 Ogle Atlas. 7.5 min. scale. 1/30/1986. Exhibit B, attached.

EXHIBIT B



Composite map from 7.5 min. USGS Quad and 1895 Ogle Atlas (D. Cannon, 1/30/1986) (7.5 Min. scale)

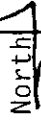


EXHIBIT E



IN REPLY REFER TO:

United States Department of the Interior

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

RECEIVED

JUN 6 1986

HISTORIC PRESERVATION

MAY 23 1986

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 beginning May 11, 1986 and ending May 17, 1986. For further information call (202) 343-9552.

STATE, County, Vicinity, Property, Address, (Date Listed)

ALABAMA, Calhoun County, Jacksonville, Downtown Jacksonville Historic District, Roughly bounded by College, Thomas, Coffee, and Spring Sts. (05/13/86)

ALABAMA, Limestone County, Athens, Houston, Governor George Smith, House, 101 N. Houston St. (05/15/86)

ALABAMA, Mobile County, Mobile, Paterson House, 1673 Government St. (05/15/86)

ALABAMA, Tuscaloosa County, Tuscaloosa, Downtown Tuscaloosa Historic District, Roughly bounded by Fourth St., Twenty-second Ave., Seventh St., and Twenty-fifth Ave. (05/15/86)

ARIZONA, Coconino County, Grand Canyon vicinity, Trans-Canyon Telephone Line, Grand Canyon National Park, Grand Canyon along Bright Angel and North Kaibab Trails from South Rim to Roaring Springs and South Kaibab Trail to Tipoff (05/13/86)

HAWAII, Hawaii County, Bobcat Trail Habitation Cave (50-10-30-5004) (05/15/86)

ILLINOIS, Cook County, Barrington, Barrington Historic District, Roughly bounded by Dundee, W. Coolidge, E. Hillside, and S. Grove Aves., and S. Hough, E. Lake, Main, N. Garfield, and E. Applebee Sts. (also in Lake County) (05/16/86)

ILLINOIS, Cook County, Chicago, Chicago Beach Hotel (Hyde Park Apartment Hotels TR), 5100--5110 S. Cornell Ave. (05/14/86)

ILLINOIS, Cook County, Chicago, East Park Towers (Hyde Park Apartment Hotels TR), 5236--5252 S. Hyde Park Blvd. (05/14/86)

ILLINOIS, Cook County, Chicago, Flamingo-On-The-Lake Apartments (Hyde Park Apartment Hotels TR), 5500--5520 S. Shore Dr. (05/14/86)

ILLINOIS, Cook County, Chicago, Hotel Del Prado (Hyde Park Apartment Hotels TR), 5307 S. Hyde Park Blvd. (05/14/86)

ILLINOIS, Cook County, Chicago, Hyde Park-Kenwood Historic District (Boundary Increase), 825--833 E. Fifty-second St. (05/16/86)

ILLINOIS, Cook County, Chicago, Lakeview Historic District (Boundary Increase), 701, 705, 711, 715--717, 721, 733--735, 737, and 739 Belmont, 3162 & 3164 Orchard and 3171 Halsted (05/16/86)

ILLINOIS, Cook County, Chicago, Mayfair Apartments (Hyde Park Apartment Hotels TR), 1650--1666 E. Fifty-sixth St. (05/14/86)

ILLINOIS, Cook County, Chicago, Poinsetta Apartments (Hyde Park Apartment Hotels TR), 5528 S. Hyde Park Blvd. (05/14/86)

ILLINOIS, Cook County, Chicago, Shoreland Hotel (Hyde Park Apartment Hotels TR), 5450--5484 S. Shore Dr. (05/14/86)

ILLINOIS, Vermilion County, Danville, Stone Arch Bridge, 760--800 E. Main St. (05/16/86)

KENTUCKY, Campbell County, Fort Thomas, Fort Thomas Military Reservation District, Roughly bounded by Pearson, Alexander, and Cochran Aves., River Rd., and S. Fort Thomas Ave. (05/15/86)