

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

SENT TO D.C.
12-29-98

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 WALTMIRE BRIDGE

other names/site number n/a

2. Location

street & number Approx. 4.9 miles south of Tremont on Locust Road over Mackinaw River not for publication

city or town Tremont vicinity

state Illinois code IL county Tazewell code 179 zip code 61568

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 12/21/98
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
State or 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:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	Signature of the Keeper	Date of Action
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:)	_____	_____

Waltmire Bridge
Name of Property

Tazewell, Illinois
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/road-related

Current Functions
(Enter categories from instructions)

Transportation/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Pratt through truss bridge

Materials
(Enter categories from instructions)

foundation concrete
walls n/a
roof n/a
other Steel
Wood

Narrative Description

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

WALTMIRE BRIDGE
Name of Property

TAZEWELL COUNTY, ILLINOIS
County and State

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)

Engineering

Period of Significance

1910

Significant Dates

1910

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

COONEY, EDWARD, 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:

PEKIN PUBLIC LIBRARY

WALTMIRE BRIDGE
Name of Property

TAZEWELL COUNTY, ILLINOIS
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	287650	4480610
	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 BEN OERTLE, board member

organization TREMONT HISTORICAL SOCIETY date 10-19-98

street & number 1511 NORWOOD AVE. telephone (309) 347-4441

city or town PEKIN state ILL. zip code 61554

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 TAZEWELL COUNTY BOARD OF SUPERVISORS JIM UNSICKER, Chr.

street & number 334 ELIZABETH ST. SUITE 50 telephone (309) 477-2272

city or town PEKIN state ILL. zip code 61554

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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Waltmire Bridge

NARRATIVE DESCRIPTION

The Waltmire Bridge is located in Tazewell County in the central portion of the State of Illinois. It crosses the Mackinaw River 4.9 miles due south of the town of Tremont, at a point previously called Waltmire's Ford. The bridge is situated directly east of the Dillon and Hopedale Township line in Section 18 of Hopedale Township. The road leading to the bridge from Tremont is named Locust Road and is of bituminous surface until about one-half mile north of the bridge and then it is of gravel to the bridge and also of gravel leading away from the bridge to its south.

The bridge was built in 1910 by local bridge builder Edward Cooney. The bridge is of a north-south orientation and is located in a farming community, with farmland to the east, west and south, which is considered bottom land and there is farmland to the north of the bridge on the bluff. The Mackinaw River flows from the east to the west underneath the bridge.

The Waltmire Bridge is a single span, 8 panel, Pratt through truss structure. Its overall length is 187 feet 9 inches. The overall width is 16 feet 2 inches. The nameplate, if there was one, is missing. The wood deck which carries the traffic has a width of 13 feet 9 inches. The bridge remains open currently to light traffic with a 3 ton load limit.

Superstructure

The superstructure of the bridge consists of a single span Pratt through truss with a wood plank deck. Its Tazewell County structure number is 3105. The bridge has markings embossed on the steel beams from the Illinois Steel and the Gambria Steel companies. The superstructure has 7 major vertical compression struts on each side placed 18½ feet from center to center. The first of which is placed 38 feet from the base of the inclined end post which rises at a 52 degree angle at each end of the bridge. In addition there is a 2 inch by 5 inch vertical strut from the hip of the inclined end post to the bridge deck, one on each side at both ends.

The inclined end posts at each end of the bridge measure 10½ inches by 14 inches. In between the vertical struts, there are diagonal members acting in tension. The

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Waltmire Bridge

diagonals are composed of eyebars of three different sizes and measure 4 x 5 inches, 2½ x 6 inches and 3 x 6 inches. The central four panels have cross diagonal members.

The vertical struts are two heavy channel beams joined by riveted lattice bracing. The first compression vertical strut beginning at the north end of the bridge is located 38 feet from the base of the inclined end post and measures 8 x 12 inches. The next vertical strut to the south measures 7 x 12 inches. The next three vertical struts measure 6 x 12 inches each. The next vertical strut measures 7 x 12 inches and the south vertical strut measures 8 x 12 inches. There is then another 38 feet to the south inclined end post. These measurements are consistent on both sides of the bridge. The total length of the bridge is 187 feet 9 inches. The total width is 16 feet 2 inches and has a lane width of 13 feet 9 inches.

The bridge measures from 17 feet high from the bridge deck to the bottom of the diagonal portal bracing. From the bottom of the portal bracing to the top of the portal strut it measures 6 feet 9 inches. The horizontal portal strut is 6 x 12 inches and is 16 feet 2 inches long. Diagonal sway bracing set at 45 degree angles are placed at every vertical and attach to the top lateral struts. The sway bracing is approximately 3 feet high.

The wood plank flooring is of 3 inch thick planks that vary in width from 6 inches to 12 inches. Most of the planks have been replaced over the years. There are nine floor beams. They are made of steel I-beams. The six stringers are continuous I-beams. The stringers are not clipped to the deck planks. There is cross lateral bracing beneath the stringers.

There are two guard rails each measure 3 inches by 5 inches. The bottom one is located 12½ inches up from the bridge deck. The top rail is located 10¾ inches up from the bottom rail. These rails run the entire length of the bridge on both sides.

Substructure

The north and south abutments are identical in design and are made of poured concrete. The width of the abutments is 18 feet. The wingwalls are 12 feet on each side on both ends. The concrete abutments are in very good condition. The bridge has

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Waltmire Bridge

received periodic maintenance for the past eighty-eight years. It currently is in need of some structural steel repairs beneath the deck. The upper structure is in good condition.

The bridge continues to carry light, local traffic and is posted with a 3 ton load limit. The road on both sides of the bridge is posted with an 8 ton load limit.

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Waltmire Bridge

STATEMENT OF SIGNIFICANCE

The Waltmire Bridge is locally significant for listing in the National Register of Historic Places. It meets Criterion C for engineering as an excellent example of a Pratt through truss metal bridge. The period of significance is 1910, the year the bridge was built. There are only two Pratt through truss bridges in Tazewell County, Illinois. Both bridges span the Mackinaw River and maintain their historic integrity. The Waltmire Bridge is 187 feet 6 inches long. Most Pratt through truss bridges are usually 25 feet to 150 feet long.

The bridge spans the Mackinaw River at a point 4.9 miles south of Tremont, Illinois on the Hopedale and Dillon township line in Tazewell County. Dillon and Hopedale Townships are located in central Tazewell County. Both townships are largely agricultural with some gravel pits located along the Mackinaw River. Dillon Township to the west, claimed the first white settler in Tazewell County, Nathan Dillon who was in the area by the early 1820s. Among its first settlers were John Trowbridge, who came in 1833 and noted that there were four or five log buildings near the Mackinaw River. Other early settlers of the township included the Studyvins who came in 1830 and opened a tavern and inn; Josiah Baily who came in the fall of 1828; and Mathias Mount who came in 1833. Tazewell County created a township form of government in 1850 and the first elections for township officers was held on April 2, 1850. The Mackinaw River and Dillon Creek runs through the township. Dillon, a small unincorporated village in the township is to the northwest of the Waltmire Bridge.

Hopedale Township, to the east, was settled in 1827 by Aaron Orendorff. The township was originally largely woodland, but the increasing price of farm property led to the cutting off of much of the timber, that by 1905 the township was mostly farm land. The Mackinaw River, Little Mackinaw River and Indian Creek runs through the township. Hopedale, a town of 805 is located south and east of the Waltmire Bridge.

The area, prior to the Waltmire Bridge being built, was known as Waltmire's Ford. The river bed at that point was made up of stone, sand, and gravel and was not very deep. When the river level was low, pedestrians could wade across, teams and wagons could be driven across as well as horses and cattle. When the river was high, it was

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Waltmire Bridge

difficult to ford. Dillon and Hopedale Townships were robust centers of agricultural activity at the last part of the nineteenth century and early twentieth century. Rural population was at a peak in Tazewell County during this time period. The building of bridges across the Mackinaw River which roughly bisected the county east to west would allow the safe and efficient transport of livestock and grain, as well as manufactured goods between Pekin and Peoria with their river port and train facilities to locations in southern Tazewell County including Dillon and Hopedale Townships. It became obvious that a safe, durable bridge that sat above the high water mark would be an asset to trade in the area.

On December 15, 1909 the Tazewell County Commission on Highways on a motion by Mr. Studyvan, referred to the Road and Bridge Committee a petition from the area's citizens, to study the feasibility of constructing a bridge at Waltmire's Ford. The committee consisting of W. E. Scott, F. W. Hellemann, and Henry Schwartz reported back on March 9, 1910, that sufficient funds would be available to construct the bridge and would recommend that the petition be granted. On motion by Mr. Studyvan the report was adopted.

The committee next met on April 2, 1910 and elected W. E. Scott as chairman. Plans and specifications on the bridge were agreed to and bids were advertised for. On June 7, 1910 the committee met at the Tazewell County Courthouse in Pekin, Illinois and agreed to examine all bids submitted. The contract was awarded to Edward Cooney of Tremont, Illinois for \$7,988.

Edward Cooney was born in Tazewell County in 1866. He was married to Katie Lauglin and served as a tax collector and village treasurer. The 1910 Standard Atlas of Tazewell County Illinois noted that Cooney was a concrete sidewalk and bridge contractor.

Upon the completion of the bridge, the committee now consisting of W. E. Scott, Chris Haning, and Peter Urish and the Tazewell County Commissioners met at the bridge site. They concluded that the bridge had met the plans and specifications as recommended and therefore on November 30, 1910 ordered the County Clerk to pay Edward Cooney the remaining one-half of the cost of the bridge, \$3,994.

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Waltmire Bridge

The Waltmire Bridge was named after a prominent farmer, John Waltmire, who lived .7 mile north of the bridge. Mr. Waltmire farmed some bottom land near the bridge and on the bluff above the Mackinaw River. Living .5 mile south of the bridge was Alphonse Mura who farmed in the area including land which adjoined the river on its south side. During times of heavy rain, the road from the bridge leading south would become impassable as the river would overflow its banks and flood the farmland as well as the road. In recent years, levies were built to eliminate most of those problems.

Marcel Mura, son of Alphonse, currently lives in the farm house to the south. The John Waltmire farm was sold to the Beutel family of which a descendent still lives in the farm house. There is also a house currently at the northeast corner of the bridge. The land in the area of the bridge is well kept to within a few feet on its northeast corner. The other corners, northwest, southwest, and southeast are grown over with trees, brush, weeds, and grasses.

The bridge is basically the same as when it was built, there were no structural changes made to the bridge other than the replacement of most of the plank flooring, dates of installation unknown. A recent survey by the Tazewell County Highway Department indicated the concrete abutments to be in good condition, the upper steel structure to be in good condition, and the wooden plank flooring in good condition, some planks may need to be replaced. The steel structure on its underside is need of some repairs.

Metal truss bridges were widely used throughout the United States during the late 19th and early 20th centuries. Several different truss bridge designs were used, however, there were three basic truss types: through truss, pony truss, and deck truss.

In the metal truss bridge many comparatively small pieces of iron or steel are joined together in a series of triangles. These structural triangles inter-connect with one another to form the complete bridge. In resisting loads placed by gravity upon a truss bridge, each of these pieces, or members, within the structure is put in either tension or compression. (Bridge Truss Types A Guide to Dating and Identifying by T. Allan Comp and Donald Jackson. Technical Leaflet 95, American Association for State and Local History.)

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Waltmire Bridge

The Waltmire Bridge is a Pratt through truss type. A through truss carries its traffic load level with the bottom chords. That compares to a pony truss which is a through truss with no lateral bracing between the top chords. A deck truss carries its traffic load level with the top chords.

The basic Pratt truss was patented in 1844 by Thomas and Caleb Pratt and is distinguished by vertical members acting in compression and diagonals in tension. This design feature, reduced the length of compression members compared to Howe and Warren types which had diagonal compression members, to help prevent them from bending or buckling. Visually, the compression and tension members are clearly different; the thin diagonal eyebars are in tension and the post, two heavy channel beams joined by riveted bracing, take the compression loads.

Pratt truss bridges are representative of perhaps the most common type of late nineteenth and early twentieth century bridges. Bridge engineer J. A. L. Waddell observed in 1884 that at least ninety percent of American iron highway bridges then being built were either of Pratt or Whipple truss types, a trend which apparently continued throughout the decades after the Civil War. Long years of experience had proven, Waddell felt, that the most practical and economic structures employed vertical web compression members, the Pratt and Whipple types being the most proven. (Traces of the Past A Field Guide to Industrial Archaeology by David Weitzman. Charles Scribner's Sons, New York, 1980, p. 73)

The Waltmire Bridge conforms to the classic Pratt through truss design. When built in 1910, it was one of the longest of the Pratt truss bridges at a length of 187 feet 6 inches. Most Pratt bridges were between 25 and 150 feet. (Bridge Truss Types A Guide to Dating and Identifying by T. Allan Comp and Donald Jackson).

Tazewell County had a number of bridges crossing the Mackinaw River noted in the 1910 Standard Atlas of Tazewell County Illinois. It is not known if these bridges were covered or metal truss bridges. Today, Tazewell County still maintains over a dozen bridges across the Mackinaw River. Most of these bridges are modern concrete and metal replacement bridges. Only one other historic metal truss bridge is known crossing the Mackinaw River in Tazewell County, the Kemper Bridge.

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Waltmire Bridge

Kemper Bridge is located in Dillon Township on Dillon Road, 4 miles southwest of Dillon, Illinois, where it crosses the Mackinaw River. It is a Pratt through truss bridge type with 9 panels. Its vertical members act in compression and its diagonals act in tension. The length of the main through truss section is 200 feet, with an additional pony truss end section of 52 feet. The overall width is 18 feet 6 inches, with a lane width of 15 feet 10 inches. The total height is 25 feet. It has 2 rails on each side and a concrete deck. It is unknown if the concrete deck is original. The abutments are of poured concrete.

It is unknown when the Kemper Bridge was built or who the contractor was. There is no nameplate. The road leading to the bridge is of gravel for 1 mile in each direction, with a load limit of 9 tons. The Kemper Bridge is located approximately 4½ miles west of the Waltmire Bridge.

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Waltmire Bridge

BIBLIOGRAPHY

Allensworth, Ben C., editor. Historical Encyclopedia of Illinois and History of Tazewell County. Volume II. Chicago: Munsell Publishing Company, Publishers, 1905.

Comp, T. Allan and Donald Jackson. "Bridge Truss Types: A Guide to Dating and Identifying." American Association for State and Local History, Technical Leaflet 95, History News 32(5), 1977.

Merriman, Mansfield and Henry S. Jacoby. A Text-Book on Roofs and Bridges, Part I: Stresses in Simple Trusses. Sixth Edition. New York: John Wiley and Sons, Inc., 1926.

Ogle & Co. Standard Atlas of Tazewell County, Illinois. Chicago: Ogle & Co., 1910.

Tazewell County Board of Supervisors Records.

Waddell, J. A. L. Bridge Engineering, Volume I. New York: John Wiley and Sons, Inc., 1925.

Weitzman, David. Traces of the Past A Fields Guide to Industrial Archaeology. New York: Charles Scribner's Sons, 1980.

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Waltmire Bridge

VERBAL BOUNDARY DESCRIPTION

The Waltmire Bridge is located at the west edge of Section 18, Hopedale Township, Tazewell County, Illinois. The east and west boundary lines begin at the point at which the north abutments and wing walls, and north end of the bridge touches the land, and extends south to include only the land on which the bridge stands, including the south abutments and wingwalls. The north and south boundary lines follow the line of the bridge structure as well as the wooden roadbed and wing wall extensions.

BOUNDARY JUSTIFICATION

The boundary includes only that portion of land which directly relates to the Waltmire Bridge (its structural members and its approaches) including the concrete abutments and wing walls.



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice
(202) 343-1572, fax (202) 343-1836, regular or E-mail: Edson_Beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr>

FEB 12 1999

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 2/01/99 THROUGH 2/05/99

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

ARIZONA, GILA COUNTY, Perkins Store, AZ 288, 1.5 mi. SW of Young, Young, 99000108, LISTED, 2/05/99

ARIZONA, MOHAVE COUNTY, Kingman Army Air Forces Flexible Gunnery School Radio Tower, 7000 Flightline Dr., Kingman, 99000107, LISTED, 2/05/99

ARKANSAS, SALINE COUNTY, Gan Row Historic District, Bounded by Pine, Market, Maple and S. Main Sts., Benton, 99000106, LISTED, 2/05/99

CALIFORNIA, VENTURA COUNTY, Oxnard, Henry T., Historic District, F and G Sts., between Palm and 5th Sts., Oxnard, 99000109, LISTED, 2/05/99

FLORIDA, CLAY COUNTY, Memorial Home Community Historic District, Roughly bounded by FL 16, Caroline Blvd., Wilbanks Ave., and Studio Rd., Penney Farms, 99000047, LISTED, 2/03/99

ILLINOIS, DU PAGE COUNTY, Churchville School, 3N 784 Church Rd., Bensenville vicinity, 99000114, LISTED, 2/05/99

ILLINOIS, FORD COUNTY, Phillips, Alfred, House, 404 N. Melvin St., Gibson City, 99000113, LISTED, 2/05/99

ILLINOIS, FRANKLIN COUNTY, Franklin County Jail, 209 W. Main St., Benton, 99000111, LISTED, 2/05/99

ILLINOIS, TAZEWELL COUNTY, Waltmire Bridge, Locust Rd. over Mackinaw River, approx. 4.9 mi. S of Tremont, Tremont vicinity, 99000112, LISTED, 2/05/99

IOWA, JEFFERSON COUNTY, Fryer, O.F. and Lulu E., House, 902 S. Main St., Fairfield, 99000131, LISTED, 2/05/99

MAINE, FRANKLIN COUNTY, Orgone Energy Observatory, W. side of Dodge Pond Rd. .65 mi. N. of Jct. ME 4/16, Rangeley vicinity, 98001602, LISTED, 1/29/99

MARYLAND, MONTGOMERY COUNTY, Bethesda Theatre, 7719 Wisconsin Ave., Bethesda, 99000133, LISTED, 2/05/99

MARYLAND, WASHINGTON COUNTY, Clagett, Robert, Farm, Garrett's Mill Rd., Knoxville vicinity, 99000132, LISTED, 2/05/99

MASSACHUSETTS, BERKSHIRE COUNTY, West Stockbridge Grange No. 246, 5 Swamp Rd., West Stockbridge, 99000134, LISTED, 2/05/99

MASSACHUSETTS, ESSEX COUNTY, Osgood Hill, 709 and 723 Osgood St., North Andover, 99000135, LISTED, 2/05/99

MISSOURI, HOWARD COUNTY, South Main Street Historic District, 200,202,204 and 208-312 South Main St., Fayette, 99000083, LISTED, 2/05/99

NEW JERSEY, MONMOUTH COUNTY, Clarksburg Methodist Episcopal Church, 512 Cty Rd. 524, Millstone Township, 99000084, LISTED, 2/05/99

NEW YORK, ALLEGANY COUNTY, Main Street Historic District, Roughly along Main St., from Orchard St. to Green St., Cuba, 99000087, LISTED, 2/05/99

NEW YORK, ERIE COUNTY, Stone Farmhouse, 60 Hedley Pl., Buffalo, 98001614, LISTED, 2/01/99

NEW YORK, NEW YORK COUNTY, FRYING PAN SHOALS LIGHTSHIP NO. 115 (lightship), Pier 63 North River, New York, 98001615, LISTED, 1/28/99

NEW YORK, OTSEGO COUNTY, Women's Community Club of South Valley, 472 Kirshman Hill Rd., South Valley, 98001617, LISTED, 2/01/99

NEW YORK, STEUBEN COUNTY, First Baptist Church of Painted Post, 130 W. Water St., Painted Post, 99000088, LISTED, 2/05/99

NEW YORK, SULLIVAN COUNTY, Chevro Ahavath Zion Synagogue, Cold Spring Rd., Monticello vicinity, 98001621, LISTED, 1/28/99

NORTH CAROLINA, CHOWAN COUNTY, Edenton Cotton Mill Historic District, Bounded by E. Church St., Bount's Creek, Queen Anne's Creek, and Wood Ave., Edenton, 99000089, LISTED, 2/05/99

NORTH CAROLINA, LEE COUNTY, Buffalo Presbyterian Church and Cemeteries, 1333 Carthage St., Sanford, 99000090, LISTED, 2/05/99

NORTH CAROLINA, MECKLENBURG COUNTY, Textile Mill Supply Company Building, 1300 S. Mint St., Charlotte, 99000091, LISTED, 2/05/99

OHIO, DEFIANCE COUNTY, Day Road Bridge, 0.35 mi. E of US 24, Defiance vicinity, 99000095, LISTED, 2/05/99

OHIO, HAMILTON COUNTY, La Tosca Flats, 2700 Observatory Ave., Cincinnati, 99000096, LISTED, 2/05/99

OHIO, MONTGOMERY COUNTY, Aullwood House and Garden, 900 Aullwood Rd., Dayton vicinity, 99000092, LISTED, 2/05/99

OHIO, MORGAN COUNTY, Adams Covered Bridge, San Toy Rd., Malta vicinity, 99000093, LISTED, 2/05/99

OHIO, MORGAN COUNTY, Barkhurst Mill Covered Bridge, Township Rd. 21 over Wolf Creek, Chesterhill vicinity, 99000097, LISTED, 2/05/99

OHIO, MORGAN COUNTY, Helmick Mill Covered Bridge, Township Rd. 269 over Island Run, Malta vicinity, 99000098, LISTED, 2/05/99

OHIO, RICHLAND COUNTY, Tubbs--Sourwine House, 49 Railroad St., Plymouth, 99000094, LISTED, 2/05/99

SOUTH CAROLINA, GREENVILLE COUNTY, Davenport House, 130 Randall St., Greer, 98001623, LISTED, 2/01/99

SOUTH CAROLINA, GREENVILLE COUNTY, Turner, R. Petty, House, 211 N. Main St., Greer, 98001624, LISTED, 2/01/99

SOUTH CAROLINA, GREENVILLE COUNTY, Turner, Robert G., House, 305 N. Main St., Greer, 98001625, LISTED, 2/01/99