

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

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

For NPS use only

received OCT 19 1987

date entered

DEC -2 1987

1. Name

historic Illinois Central Stone Arch Railroad Bridges

and or common City Street Arches

2. Location

street & number West First Street, West Second Street,
West Third Street between Monroe & College Ave. not for publication

city, town Dixon vicinity of

state Illinois code 012 county Lee 61021 code 103

3. Classification

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

4. Owner of Property

name Illinois Central Gulf Railroad

street & number Two Illinois Center, 233 North Michigan Avenue

city, town Chicago vicinity of state Illinois 60601-5799

5. Location of Legal Description

courthouse, registry of deeds, etc. Lee County Court House

street & number

city, town Dixon state Illinois 61021

6. Representation in Existing Surveys

title None has this property been determined eligible? yes ☒ no

date federal state county local

depository for survey records

city, town state

7. Description

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved

date _____

Describe the present and original (if known) physical appearance

The trio of stone arch railroad bridges are semi-circular arch bridges built of native Galena coursed limestone quarried in the vicinity at Dement's Quarry on the North side of the Rock River upstream from Dixon.

The three stone arch railroad bridges are located at West First Street, West Second Street and West Third Street between Monroe Avenue and College Avenue in the western section of the City of Dixon. The bridges carried the tracks of the Illinois Central Railroad over the three city streets at clearances of 14-feet, 15-feet and 12-feet. From West Seventh Street to the Rock River, a 15-foot high embankment of packed dirt, stone rubble, gravel and other assorted landfill products was constructed by workers during the railroad construction period of 1852-55. The earthen mounds carrying the railroad tracks are separated by the three stone arch bridges allowing traffic to flow underneath the tracks above in an east-west direction.

The stone in each of the three stone arch bridges were cut to fit and placed without bond. Keys were cut into the stones to prevent slippage with no weakness or stress points noticeable in any of the three stone arch bridges. Stone used was also known as cut or dimension stone of plain ashlar masonry with a rock or chiseled face. The arch stones are finished with a chiseled face. Wingwall and arch bases are finished with a rock face.

The original condition of the three structures in Dixon have changed very little since they were constructed in 1852-55. An attempt at limited tuckpointing in the 1912-15 era has been the only semi-major maintenance noted.

The constant weight and vibration from the passing trains overhead and the flow of traffic underneath (both vehicular and pedestrian) over the years has had little or no effect on any of the three stone arch bridges.

Dimensions of the stone arch railroad bridges:

	W. 1st St.	W. 2nd St.	W. 3rd St.
Arch Rise (clearance-bottom to street level)	14'	15'	12'
Arch Span (width from side to side)	28'	28'	28'
Depth (distance from Entry to Exit on street level)	28'	34'	38'
Distance between bottom edge of keystone and ground level (track right-of-way) above	6'	6'	6'
Base of Wingwall	33'	33'	33'
Distance Between Arches:			
Northend of W. 1st St. Arch to South End of W. 3rd St. Arch (total)			1294'
Northend of W. 1st St. Arch to North End of W. 2nd St. Arch			514'
Northend of W. 2nd St. Arch to South End of W. 3rd St. Arch			780'
Two city blocks in length			

This nomination contains three structures. They are contributing structures.

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/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1852–1855 **Builder/Architect** Robert Finley Laing

Statement of Significance (in one paragraph)

The Illinois Central Railroad stone arch bridges in Dixon are significant for their association with an important railroad transportation route in Illinois during the 19th century. The Illinois Central Railroad (ICRR), chartered in 1851, was a key railroad link for the continental interior. It ran from Cairo in Southern Illinois for 705½ miles north to Dunleith (East Dubuque) in the far northwestern part of the state along the banks of the Mississippi River. An eastern branch line of the ICRR ran from Centralia to Chicago. The stone arch railroad bridges in Dixon made it possible for the railroad to cross the Rock River and to travel over three main city streets in a safe and orderly manner. The ICRR line was an important factor in the development of Dixon as a transportation and service center for Lee County.

The trio of Galena limestone arch railroad bridges, located on West First Street, West Second Street and West Third Street between Monroe Avenue and College Avenue in the western commercial/residential area of Dixon, Lee County, Illinois, are significant to local history due to their contribution to the growth and development of Dixon, their architectural character and their splendid physical condition even yet today.

The arch is a structural member used in construction and civil engineering to span an opening and to support loads from above. Early builders in masonry spanned wide openings with small, easily carried or handled blocks of stone.

The arch was known in Egypt and Greece but was considered unsuitable for monumental architecture and was little exploited. The Romans, during the 300's B.C., used the semi-circular arch in bridges, aqueducts and large-scale architecture. In most cases they did not use mortar, relying simply on the precision of their stone dressing. In the late Middle Ages the segmental arch was introduced, in which the arch was less than half of a circle. This form had great value in bridge engineering because they permitted mutual support by a row of stones that made up a larger row of arches.

The passage in 1850 of the Illinois Land Grant Act, which Senator Stephen A. Douglas had sponsored in the United States Congress, turned 2,595,000 acres of land over to the State of Illinois for a railroad 705½ miles long to run through the center of the state.

9. Major Bibliographical References

1. Gates, Paul Wallace "The Illinois Central Railroad and Its Colonization Work".
Harvard University Press, 1934
2. Corliss, Carlton J., Main Line of Mid-America - The Story of the Illinois Central.
Creative Age Press, 1950.

10. Geographical Data

Acreage of nominated property Two acres

Quadrangle name Dixon East, IL

Quadrangle scale 1:24000

UTM References

A

1	6
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2	9	3	2	8	0
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4	6	3	5	0	0	0
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B

1	6
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2	9	3	3	1	0
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4	6	3	4	8	9	0
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C

1	6
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2	9	3	3	4	0
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4	6	3	4	7	8	0
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D

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E

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H

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Verbal boundary description and justification

The boundary for each bridge is defined as the bridge itself, including wingwalls, and any property on which it stands. The dimensions for each bridge are given in Section 7.

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

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

11. Form Prepared By

name/title George Lamb

organization

date July, 1987

street & number 115 E. Boyd Street

telephone (815)284-8679

city or town Dixon, Illinois

state Illinois 61021

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

XX national XX state XX 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 10/15/87

For NPS use only

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

Beth Broecker Boland
Keeper of the National Register

date 12/2/87

Attest:

Chief of Registration

date

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2 Illinois Central Stone Arch Railroad Bridges

At this time there weren't 10,000 miles of railroad track in the entire country, none west of the Mississippi River and only about 100 miles in Illinois. The ICRR line was begun in the summer of 1851 and by March, 1853, track was laid from Mendota to Amboy and the first "iron horse" reached the village of Amboy, 12 miles south of Dixon, on November 27, 1854.

Local newspaper reports trace the course of the Illinois Central Railroad from the paper's first issue on May 1, 1851. In the 9th issue of the then fledgling local newspaper, THE LEE COUNTY HERALD AND DIXON EVENING TELEGRAPH, it was reported that:

"The Galena branch of the Central Railroad now has 30 people working on the new line's survey. In charge of Mr. Provost, Mr. Germaine and assistants from Dixon north and to the south in charge of Mr. Blackfoot."

Included in this survey work was the railroad line's course through the then tiny village of Dixon; a course that would raise the railroad track bed fifteen feet higher than the level of the land for safety. Raising the railroad track bed right-of-way by mounding packed dirt and inserting three stone arch bridges over three east-west city streets gave purpose to the design and construction genius of Robert F. Laing.

The trio of stone arch bridges in Dixon were built by Robert Finley Laing of the firm of Laing and Douglas Construction Company, contractors for the Illinois Central Railroad between 1852 and 1855. Laing designed the three stone arch bridges as well as the railroad bridge and its stone piers over the Rock River at Dixon.

THE DIXON EVENING TELEGRAPH reported on March 6, 1852, that the first official diagram of the route chosen for the Illinois Central Railroad to and through Dixon had been made public. The newspaper noted:

"From the southwest at the corner of Section 9, Town 21, Range 9; thence two miles to Dixon, where it crosses Rock River on the Island at the lower edge of town. From there to Freeport."

Between 1852-56, as many as 10,000 men at any one time built the ICRR the length of the state of Illinois. Railroad work was tough physical labor. Preparation of the road bed and transportation of iron and timber were assisted by teams of oxen and horses; but most embankments, ditches and cuts were made by sweating men with shovels. Rails were spiked down with mauls or sledges amidst a constant and deafening clatter. Workers toiled 11 to 12 hours a day 6 days a week, for a maximum of 10¢ per hour.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 3 Illinois Central Stone Arch Railroad Bridges

The railroad was built in the Dixon vicinity from 1852 to 1855; the first Illinois Central Railroad trains traveling through the community on February 1, 1855. THE DIXON EVENING TELEGRAPH, on February 10, 1855, reported:

"The shrill whistle of the engine was heard and upon examination it was seen that two engines were about to cross for the first time, the splendid bridges at this place.

"Thus, the Central road, passes through our town over an embankment so high that it not only gives those in the cars a fine view of our town, but the town people have a magnificent view of the train. Like a huge chariot of fire on a monstrous beast, it bellowed along -- high above the dwellings."

Constructed of carefully cut and shaped Galena limestone, a local historian had this to say of the stone arch railroad bridges:

"The yellowed limestone gleams in the setting sun like molten gold. These Arches have been of untold value because of the lives and property saved by not having open crossings.

"Due to the contour of the land over which the railroad tracks were laid, the Arches have clearances of 15-feet over West Second Street, 14-feet over West First Street and 12-feet over West Third Street. This last Arch was called "Little Sister" due to its height.

"If wagons and trucks needed more space than that provided by the Arches, they crossed over the railroad tracks on West Seventh Street in the Dementtown area." 1

As reported in the January 10, 1852, issue of THE DIXON EVENING TELEGRAPH:

"Railroad prospects have put new life in Dixon. Hotels are crowded -- the price of lots advanced -- new buildings are going up -- and many previously built have been greatly improved in appearance."

1. Armington, Dorothy, "Railway Piers and Arches at Dixon, Illinois," Lee County Historical Society publication, 1977.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4 Illinois Central Stone Arch Railroad Bridges

The "new life" put into Dixon at this time carried forward for many years. In addition to other, the Northern Illinois Normal School and Dixon Business College, Henderson Shoe Factory, Northern Illinois Utilities steam power plant, Boyd Casket Company, Clipper Mower Company, Lindquist Construction Company, Rock River Ready Mix and many more were established in the western sections of Dixon. The advent of the railroad made their location in Dixon possible.

The course of the ICRR through Dixon attracted a great many trades people to the community. In the western section of the city, along the train route into town, a thriving business community grew calling itself Dementtown in honor of Colonel John Dement who owned and platted most of the land in the area. Feed mills, hotels, cafes, groceries, liverys and the like soon opened to service the needs of the trains and their passengers. The Grand Detour Plow Company, the Eagle Iron Works, Gossard Corset Company and other industrial firms located in Dementtown to stand next to the passenger and freight depots of the railroads that serviced the city.

Dixon, from the day the first train passed through town, continued to grow and prosper because of the trade the railroad brought and the products that could be sent out in its cars. As railroad business prospered, so did the business development of Dixon and the Dementtown area within the city. An increase in population over the years was a direct result of the arrival of the ICRR in Dixon.

The unique architectural qualities of the three stone arch bridges make them most unusual in their own right. The fact that each has served almost in the center of a busy city for so many years as passage under which people and vehicles have passed and over which a multitude of extremely heavy railroad trains have traveled makes them most unusual.

To preserve for the future these three links with a rich and historic community past seems only right and just.

The three stone arch railroad bridges are the only ones of their type in Lee County. The fact that all three of the stone arch bridges, standing now where they have stood for over 135 years, remain in tact as three of the oldest stone structures in Dixon, gives great significance to their continued well being.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 2 Illinois Central Stone Arch Railroad Bridges

3. Hofman, Robert, "The Engineering Significance of the Stone Arch,"
letter to author of July 7, 1987.
4. Lamb, George, "How Dixon's Railroad Bridges Were Constructed,"
Dixon Telegraph, April 8, 1987.
5. Dixon Telegraph and predecessors, May 1, 1851 to February 10, 1855
and various later issues.

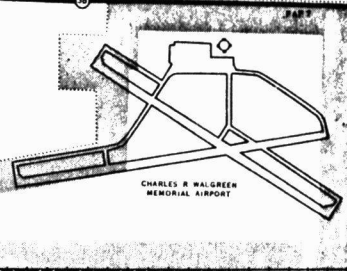


DIXON

NOTE:

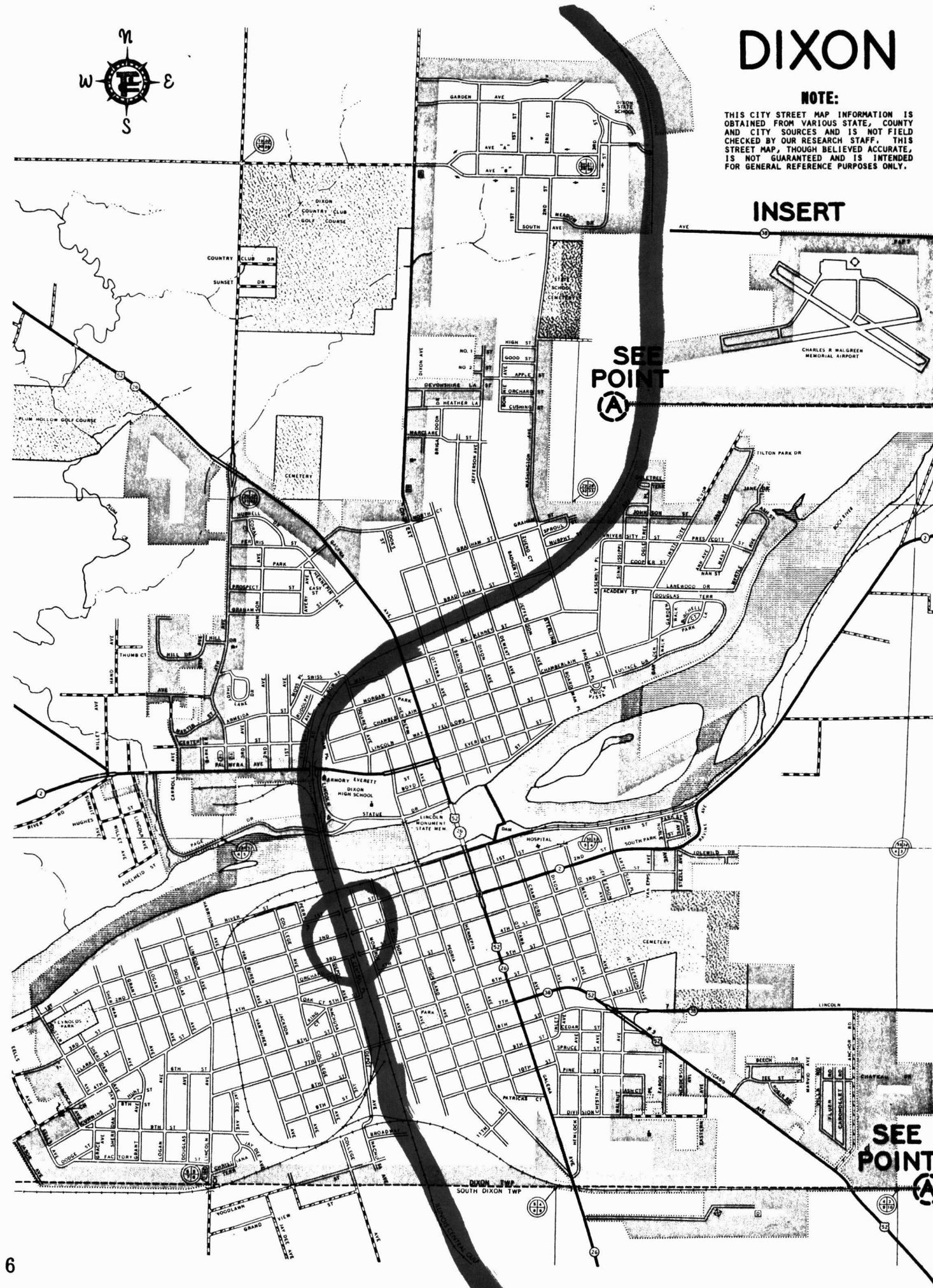
THIS CITY STREET MAP INFORMATION IS OBTAINED FROM VARIOUS STATE, COUNTY AND CITY SOURCES AND IS NOT FIELD CHECKED BY OUR RESEARCH STAFF. THIS STREET MAP, THOUGH BELIEVED ACCURATE, IS NOT GUARANTEED AND IS INTENDED FOR GENERAL REFERENCE PURPOSES ONLY.

INSERT



SEE POINT
(A)

SEE POINT
(A)



87002048

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Illinois Central Stone Arch Railroad Bridges
Lee County
ILLINOIS

Substantive Review

OCT 19 1987

Working No. _____

Fed. Reg. Date: 2/7/89

Date Due: 4/20/87 - 12/3/87

Action: ☒ ACCEPT 12-2-87

☐ RETURN

☐ REJECT

Federal Agency: _____

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☒ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

*I'm surprised that neither architecture nor engineering
were claimed as areas of significance.*

Recom./Criteria Accept - A

Reviewer Poland

Discipline Historian

Date 12/2/87

_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
----------	---------------------------------	----------------------	-------------

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

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

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Looking West

Photo #1



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Looking East

Photo #2



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Close-Up-Limestone Rocks

Photo #3



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Interior of Bridge

Photo #4



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Wingwall - East Side

Photo #5



West First Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

July, 1987

Wingwall - West Side

Photo #6



West Second Street Bridge

Dixon, Illinois

Photographer; J.A. Lovett

July, 1987

Looking West

Photo #7



West Second Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Looking East

Photo #8



West Second Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Close-Up - Interior Wall

Photo #9



West Second Street Bridge

Dixon, Illinois

Photographer: J.A.Lovett

Interior-Wingwall-West

Photo #10



West Second Street Bridgr

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Interior - Wingwall -West

Photo #11



West Second Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Close-Up - Interior-West

Photo #12



West Third Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Looking West

Photo #13



West Third Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Looking East

Photo #14



West Third Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Wingwall - East Side

Photo #15



West Third Street Bridge

Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

Bridge Interior

Photo #16



West Third Street Bridge

Dixon, Illinois

Photographer; J.A. Lovett

July, 1987

Close-Up - West Side

Photo #17



West Third Street Bridge

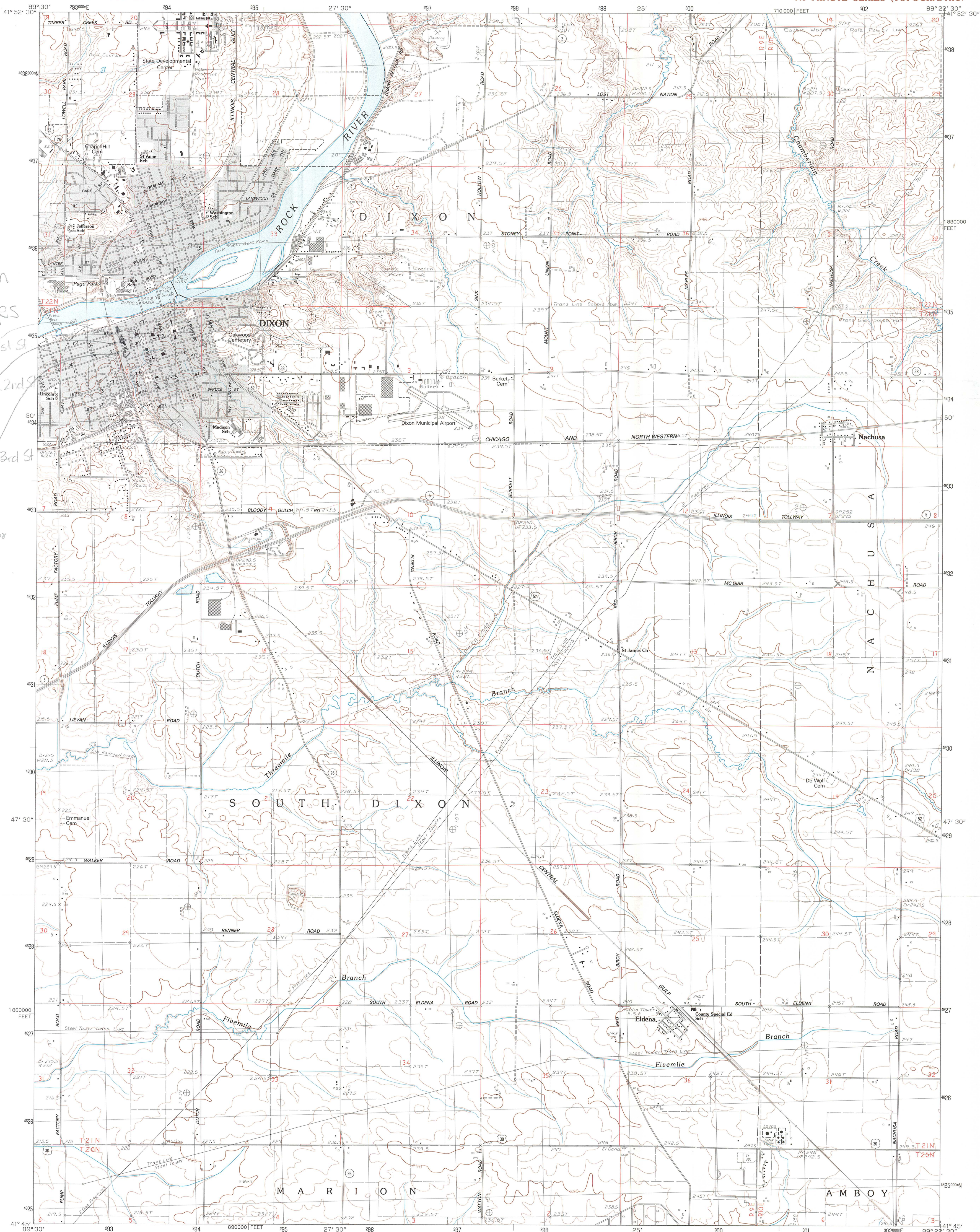
Dixon, Illinois

Photographer: J.A. Lovett

July, 1987

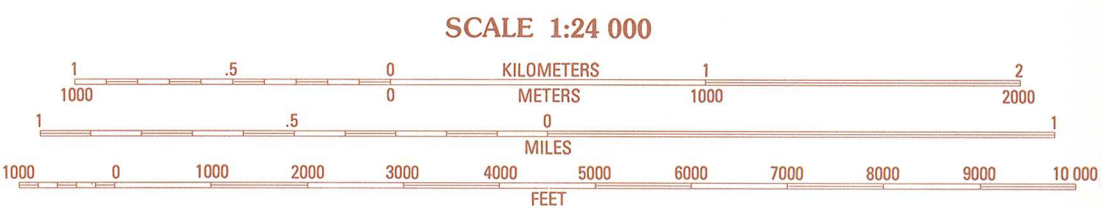
Long View - Looking West

Photo #18



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1977
FIELD CHECKED 1981. MAP EDITED 1983
PROJECTION UNIVERSAL TRANSVERSE MERCATOR
GRID: 100-METER UNIVERSAL TRANSVERSE MERCATOR ZONE 18
10,000-FOOT STATE GRID TICS ILLINOIS, WEST ZONE
UTM GRID DECLINATION 1°38' WEST
1983 MAGNETIC NORTH DECLINATION 1°20' EAST
VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM
To place on the predicted North American Datum of 1983,
move the projection lines as shown by dashed corner ticks
(2 meters north and 8 meters east).
There may be private inholdings within the boundaries of any
Federal and State reservations shown on this map.
Gray tint indicates area in which selected buildings are shown.

PROVISIONAL MAP
Produced from original
manuscript drawings. In-
formation shown as of date of
field check.



CONTOUR INTERVAL 3 METERS
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND THE STATE GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820

1	2	3	1	Polo
2	3	4	2	Grand Detour
3	4	5	3	Daysville
4	5	6	4	Dixon West
5	6	7	5	Franklin Grove
6	7	8	6	Harmon
7	8	9	7	Walton
8	9	10	8	Amboy

ADJOINING 7.5 QUADRANGLE NAMES
CONTOURS AND ELEVATIONS
IN METERS

ROAD LEGEND
Improved Road
Unimproved Road
Trail
Interstate Route U. S. Route State Route

DIXON EAST, ILLINOIS
PROVISIONAL EDITION 1983

41089-G4-TM-024



**Illinois
Central
Gulf**

An **IC Industries** Company

M. Noyszewski
Engineer of Bridges

**Illinois Central
Gulf Railroad**
Two Illinois Center
233 North Michigan Avenue
Chicago, IL 60601-5799
(312) 819 7841

July 23, 1987

Miss Louise Warner PhD
4644 Reservoir Road, N.W.
Washington, DC 20007

Dear Miss Warner:

Your letter of July 10, 1987 concerning the stone arches in Dixon, Illinois has been referred to me.

This is to advise you that the City of Dixon has acquired title to the three arches at First, Second and Third Streets, and has assumed responsibilities for further maintenance, repair, or demolition of the former railroad bridges. You may wish to contact the City as to future use of these arches.

We do not have any drawings showing the construction details of these arches which were completed in 1851, and the earliest photographs that we still have were taken in 1902. Regretfully, we are not in position to do any further historical research, however, because of the increasing interest in historical preservation, our records may be examined in our offices in Chicago, and the photographs and other records could be donated to the appropriate agency.

Very truly yours,

ORIGINAL SIGNED
M. NOYSZEWSKI

 cc: Ms. Ann V. Swallow, Assistant National Register Coordinator,
Illinois Historic Preservation Agency, Old State Capitol,
Springfield, IL 62701

Honorable James E. Dixon, Mayor, City of Dixon, P.O. Box 386,
Dixon, IL 61021



"Father" John Dixon

City of Dixon

P.O. Box 386 • Dixon, Illinois 61021 • Telephone (815) 288-1485

James E. Dixon
Mayor

September 10, 1987

CITY DEPARTMENTS

Administration 288-1485
Airport 288-4095
Building 288-1403
Cemetery 284-2904
Fire 288-3323
Landfill 288-4607
Police 288-4411
Sewage Treatment 288-3383
Street 284-7743

Mr. Keith A. Sculle
Illinois Historic Preservation Agency
Old State Capitol Building
Springfield, IL 62701

Dear Sir:

I enclose a request for a deferral of the consideration of the listing of the viaducts in Dixon which is scheduled for your September 18th meeting in DeKalb. We would appreciate your submitting that to the Advisory Council.

We have not had sufficient time to even decide whether an objection would be appropriate, let alone gather information necessary for such an objection and make preparations to present them to the Advisory Council.

We note your letter of August 10, 1987 notifying us of the date and place of the Hearings does not include a time for presentation of objections. I presume an agenda is available for such meetings, and I would appreciate being advised as to the manner of handling these applications. How are the applications scheduled on the Hearing dates?

Your assistance with respect to the time for the Hearing in DeKalb would be appreciated.

Very truly yours,

CITY OF DIXON

James E. Dixon, Mayor

JED/bg



"Father" John Dixon

City of Dixon

P.O. Box 386 • Dixon, Illinois 61021 • Telephone (815) 288-1485

James E. Dixon
Mayor

September 10, 1987

CITY DEPARTMENTS

Administration 288-1485
Airport 288-4095
Building 288-1403
Cemetery 284-2904
Fire 288-3323
Landfill 288-4607
Police 288-4411
Sewage Treatment 288-3383
Street 284-7743

Attn: Keith A. Sculle
Illinois Historic Preservation Agency
Illinois Historic Sites Advisory Council
% Theodore W. Hild
Deputy State Historic Preservation Officer
Old State Capitol Building
Springfield, IL 62701

Ladies & Gentlemen:

Pursuant to Section K of the By Laws of the Illinois Historic Sites Advisory Council the City of Dixon requests a deferral of consideration of the application for listing on the National Register of Historic Places the Illinois Central Stone Arch Railroad Bridges in Dixon, Illinois.

The City of Dixon is not the owner of the railroad viaducts referred to in the nomination form, but is the petitioner in an action before the Illinois Commerce Commission regarding the abandonment of the railroad right-of-way supported by the viaducts. The City has entered into an agreement with the Illinois Central Gulf Railroad for the conveyance of the interest of the railroad to the City, but the conveyance has not been completed. As a consequence, the City has not undertaken a study of the arches from either an architectural or historical perspective, and is not prepared to make any determination as to the position of the City with respect to the listing of the arches on the National Register.

The City requests that the Advisory Council grant it sufficient time to complete the acquisition of the property and undertake a study of the structures to determine their physical condition, including questions as the need for and cost of maintenance. Such a determination is necessary before the City will have the opportunity to decide as to whether objections should be made to the listing of the viaducts on a National Register. In the event that the City should feel that needs of the community require an objection to the application, it would then have the opportunity to employ such counsel or expert testimony as might be necessary to formulate and file objections.

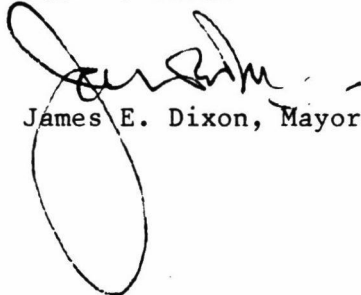
The Illinois Central Gulf Railroad has abandoned the arches and is in the process of selling the right-of-way to the City. The City is in the process of completing the acquisition and undertaking a study of the arches so that

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their future use may be given reasonable consideration. Until that process is completed, the City neither has, nor is it aware of any other agency's plans for taking any action to disturb the viaducts, so the deferral of the consideration of the listing of the arches does not represent any danger to the structures.

Respectfully submitted,

CITY OF DIXON

A handwritten signature in dark ink, appearing to read "James E. Dixon", is written over the printed name. The signature is fluid and cursive, with a large loop at the end.

James E. Dixon, Mayor

JED/bg

cc: Commissioners
Attorney Robert Branson



Illinois Historic Preservation Agency

Old State Capitol • Springfield, Illinois 62701 • (217) 782-4836

October 15, 1987

Beth Grosvenor
National Register Program
National Park Service
Department of the Interior
1100 L Street, N.W.
Washington, D.C. 20240

Dear Beth:

Enclosed please find the nomination form, photographs, and maps for the following properties considered at the September 18, 1987 Illinois Historic Sites Advisory Council meeting and signed by the Illinois State Historic Preservation Officer:

Haight Village Historic District, Rockford
Spring Valley House/Sulphur Springs Hotel, Utica vicinity
DuPage Theatre and the DuPage Shoppes, Lombard
Benson Water Tower
Illinois Central Stone Arch Railroad Bridges, Dixon
Reimbold, William J., House, Nauvoo
Bethalto Village Hall
Mahomet Graded School

Please note that the Mahomet Graded School and the Illinois Central Stone Arch Railroad Bridges nominations also have relevant correspondence attached.

Thank you for your attention.

Sincerely yours,

Ann V. Swallow
Assistant National Register
Coordinator

encl.

OCT 19 1987