

United States Department of the Interior
National Park Service

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 Peoria Lock and Dam Historic District

other names/site number Lock and Dam 7

2. Location

street & number 1071 Wesley Road [N/A] not for publication

city or Town Creve Coeur [N/A] vicinity

state Illinois code IL county Tazewell code 179 zip code 61610

3. State/Federal Agency Certification

As the designated authority under the National 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.)

Signature of certifying official/Title

Date

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.)

William C. Weber / SHPO 12-7-02

Signature of certifying official/Title

Date

Illinois Historic Preservation Agency

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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:)

Signature of the Keeper

Date of Action

Peoria Lock and Dam Historic District
Name of Property

Tazewell County, IL
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>3</u>	<u>1</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>4</u>	<u>1</u> Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

Historic Resources of the Illinois Waterway, 1808-1951

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: water-related

Current Functions
(Enter categories from instructions)

Transportation: water-related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: lock and dam

No style: control station

Materials
(Enter categories from instructions)

foundation Timber pile

walls Concrete

Brick

roof _____

other Gates: metal: steel

Machinery: metal: steel

Narrative Description

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

Peoria Lock and Dam Historic District
Name of Property

Tazewell County, IL
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)

Transportation

Maritime history

Engineering

Period of Significance
1938-1951

Significant Dates
1939

Significant Person

(Complete if Criterion B is marked above)
N/A

Cultural Affiliation

N/A

Architect/Builder

LeGromwell, Paul

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:

US Army Corps of Engineers, Rock Island District

10. Geographical Data

Acreage of Property 27.3 acres

UTM References
(Place additional UTM references on a continuation sheet.)

1	<u>[1]6</u>	<u>[2]7[8]0[4]9</u>	<u>[4]5[0]1[1]1[0]2</u>	2	<u>[1]6</u>	<u>[2]7[8]0[8]6</u>	<u>[4]5[0]1[1]1[4]1</u>
	Zone	Easting	Northing		Zone	Easting	Northing
3	<u>[1]6</u>	<u>[2]7[8]1[1]0[9]</u>	<u>[4]5[0]1[1]1[2]1</u>	4	<u>[1]6</u>	<u>[2]7[8]2[0]6</u>	<u>[4]5[0]1[2]2[6]</u>

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 Barbara J. Henning

organization Illinois State Museum Society Date 2001

street & number Spring and Edwards Streets telephone 217/785-0134

city or town Springfield State IL zip code 62706

Additional Documentation

Submit the following items with the complete 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 _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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Peoria Lock & Dam Historic District
Tazewell County, Illinois

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The Peoria Lock and Dam Historic District includes four contributing resources. There are three contributing structures (lock, dam, and maneuver boat) and one contributing building (control station) that are directly associated with lock and dam operations. The *Sangamon*, a boat constructed in 1972, is a noncontributing structure.

The district is located on the Illinois River 157.7 river miles from Grafton in greater Peoria. While the immediate area is covered with trees and vegetation, industrial land use, including large fuel tanks, is nearby. The double bridges carrying Interstate 74 traffic over the Illinois River are just upstream from the lock and dam. A new office building (1986) for the lock and dam and an assortment of storage and maintenance shops are located well outside the historic district and are physically and visually separate from the historic resources.

Lock

The lock, which has a lift of just 11 feet, was placed in operation in 1939. Like those at Lockport, Brandon Road, Dresden Island, Marseilles, and Starved Rock, it is an Ohio River Standard navigation lock with a 110' x 600' chamber. Miter gates are located both upstream and downstream.

The lock is watered by ten rectangular side ports (5' x 3'6") located along the bottom of the lock walls. Four Tainter valves, one located at each end of the main penstock and extending the full length of each wall, control flow through the ports. The downstream guidewall extensions to the lock are used for maneuvering barge traffic in and out of the lock. The lock consists of reinforced concrete walls and steel gates operated by gears and electric motor assemblies.

Dam

The 536 foot long concrete pier dam contains 108 metal wicket gates and one Tainter gate. Completed in 1938, it is one of only two dams (along with that downstream at La Grange) retaining wicket gates in the Illinois Waterway system. As such, it is a rare example of an important type of waterway engineering.

Maneuver Boat No. 2

Constructed by the Calumet Shipyard and Dry Dock Company of South Chicago, Illinois, the largely metal boat was designed specifically with operation of the Peoria dam in mind. Virtually identical to the maneuver boat at La Grange before the La Grange example was altered, it may be one of only four wicket dam maneuver boats remaining in the country. The 64.5' x 30' structure is a work barge, that is, it is not self-propelled. It carries a permanently mounted, steam operated gate

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lifter which resembles a crane. However, the gate lifter can only pick objects up, it cannot move them from side to side like a crane can. Also on the barge is a wood frame cabin which protects the steam boiler, operator's chair and controls, and the return engine. The last-named item is a winch by which the crew can move the barge along the dam. The maneuver boat is used to raise and lower the wicket gates in the dam and thus is a critical part of dam operation. Standing on one of the work decks, a crew member manually attaches a metal hook to the dam gate. Then the gate lifter operator swings the crane into place. A crew member attaches the hook to the lifter, and the operator then raises or lowers the wicket. Maneuver Boat No. 2. is also used to remove control stations to safety during high water periods.

Control Station

Designed by Paul LeGromwell and completed in 1939, the rectangular building is markedly different from most other control stations on the Illinois Waterway. It is identical to the control station at La Grange, reflecting the slightly later construction dates for these facilities as well as design control by the Corps of Engineers, not the State of Illinois. In contrast with the slightly earlier buildings, not only is it larger (3,500 square feet), it has a flat roof, two stories, and a highly utilitarian or industrial design. There is a high concrete foundation (with sloping top) with cream-colored brick above. Concrete is also used for the simple window sills and the caps of very simple engaged piers placed regularly along the facades and between the windows. The large round arched upper story windows are of pleasing design and contrast well with the squared piers. The design of the rectangular building is symmetric, with a double door entry at the center of the long facades. An interesting design feature are the concrete door surrounds which have Art Deco-influenced details. The hard-edged low relief around the door has an angular pattern (dentils rather than the typical zig-zag or chevron motifs) and a slightly recessed series of vertical courses.

Noncontributing Resources

The Sangamon. Built in 1972, this diesel engine, single-screw 380 hp metal push boat is 26' x 12'. The forward portion of the cabin has the pilot house while the engine is in the aft portion of the cabin. The boat is used to push the maneuver boat into position so that the crew can operate the dam wicket gates. A very similar push boat is also used at the La Grange lock and dam. While of importance to proper lock and dam operation, the push boat is of recent construction and therefore not an historic resource.

Alterations

Alterations are typical and expected for a still operating lock and dam facility. In 1986 a large

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Tainter gate replaced 26 wicket gates of the dam, those nearest land. That same year, portions of the lock chamber walls were resurfaced as part of ongoing maintenance of the facility. On the control station, the second story windows are not original, and the first story windows have been filled in with brick. The maneuver boat's boiler has been converted from coal-fired to fuel oil.

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Statement of Significance

The Peoria Lock and Dam Historic District is significant under National Register Criteria A and C as examples of property types *lock, dam, and control station* within the Illinois Waterway Navigation System Multiple Property Listing. Constructed from 1938 to 1939, the district became a crucial component of an integral slackwater system built to permit commercial barges and towboat access to the 336 miles of the Illinois Waterway between Chicago and the Mississippi River.

Proposed as part of expanded federally authorized plans for a route connecting Chicago with New Orleans around 1935, construction began shortly thereafter. Work proceeded, and the facility opened in 1939, with the La Grange facility the last of the locks and dams built along the Illinois Waterway in the 1930s. The lock permitted increased barge traffic along the Illinois Waterway between Chicago and the Mississippi.

The Peoria Lock and Dam Historic District is significant under Criterion A for its contribution to the long-term maritime, transportation, and industrial history of the Illinois Waterway. The lock and dam are crucial to the continuing use of river transportation, as discussed in the Multiple Property Submission, Historic Resources of the Illinois Waterway Navigation System, 1808-1951. An integral part of the Illinois Waterway navigation system, the historic district has enhanced industrial growth by providing the means for transporting materials on a large scale.

The Peoria Lock and Dam is also significant under Criterion C as a good representative example of US Army Corps of Engineers approved lock and dam construction of the period. The lock and dam retain original appearance and function. The dam wickets and maneuver boat necessary to manage them are rare resources. In the interests of continued operation, some equipment and surfaces have been replaced. Nonetheless, the Peoria Lock and Dam retain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

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Major Bibliographic References

Active Project Files. Rock Island District, US Army Corps of Engineers, Rock Island, Illinois.

Rathbun, Mary Yeater. *Architectural and Engineering Resources of the Illinois Waterway between 130th Street in Chicago and La Grange*. 2 vols. Report prepared for the Rock Island District, US Army Corps of Engineers. October 1996.

Additional UTM Coordinates

5. Zone 16, Easting 278263 Northing 4501170.500
6. Zone 16, Easting 277854 Northing 4500705.000
7. Zone 16, Easting 277769 Northing 4500783.500
8. Zone 16, Easting 277930 Northing 4500960.000
9. Zone 16, Easting 277866 Northing 4501037.500
10. Zone 16, Easting 277820 Northing 4501034.000
11. Zone 16, Easting 277727 Northing 4501125.500
12. Zone 16, Easting 277854 Northing 4501249.500

Verbal Boundary Description

Beginning parallel to the downstream end of the downstream lock guidewall, the boundary follows the property line northeast and thus runs just southeast of the access road to the point where the road turns east. There, the boundary proceeds northeast across the road to pick up the property line on the north side of the road. From there the boundary coincides with the property line again to a point just upstream from the upstream end of the upstream lock guidewall. The boundary then makes a 90 degree turn northwest to encompass the entire guidewall. Once the boundary line is past the riverward side of the guidewall, it takes another 90 degree turn southwest to parallel the riverward side of the wall at a uniform distance from the wall. Just upstream from the upstream end of the riverwall of the lock, the boundary takes another 90 degree turn northwest and extends far enough northwest so that the entire riverwall is within the boundary. On the riverward side of the riverwall lock, the boundary lines runs parallel to the wall at a uniform distance from the wall for just a little way before turning to parallel the dam across the river. Once it has reached the western bank of the river, the boundary continues northwest along the same line to a point parallel to the farthest extent of earthworks associated with the dam's downstream side. Here the boundary forms another right angle and proceeds southwest to just downstream from the farthest extent of the earthworks associated with the downstream side of the dam before turning back southeast on a line paralleling the downstream side of the dam. At a point just riverward of the lock riverwall, the boundary turns directly downstream again to parallel that wall. It follows this line southwest well

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past the lock riverwall to a point parallel to the downstream end of the downstream lock guidewall. There the boundary cuts straight across the navigation channel to meet the property line just southeast of the access road where it began

Verbal Boundary Justification

The historic property boundary for the Peoria Lock and Dam Historic District was drawn to include the primary historic components of the lock and dam complex.

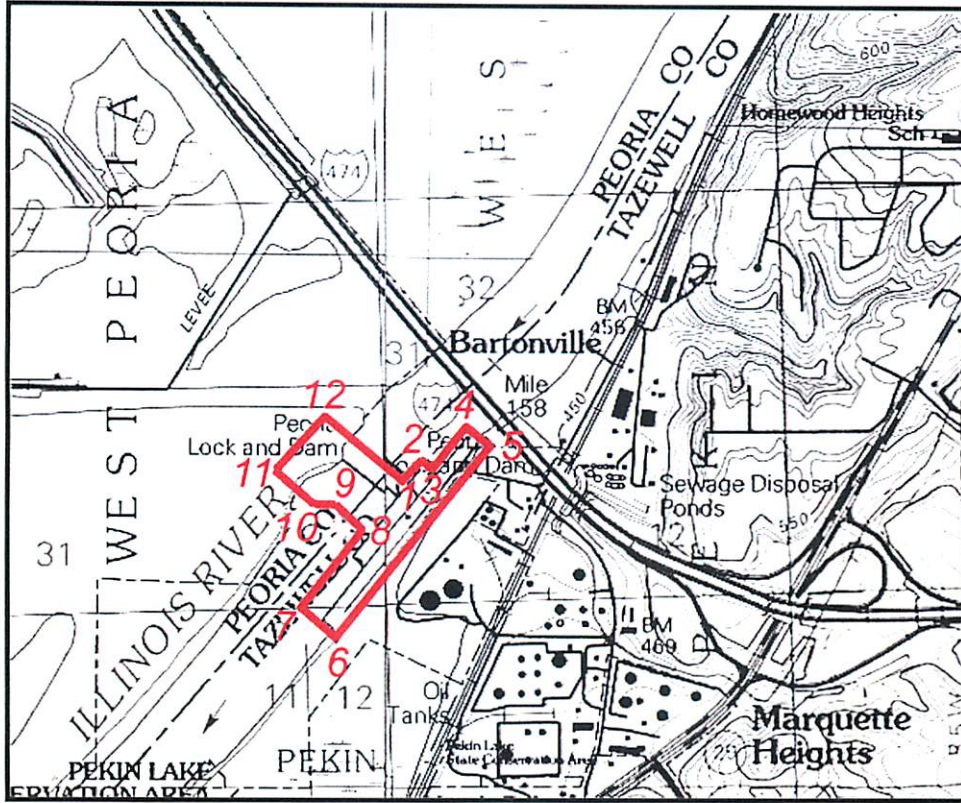
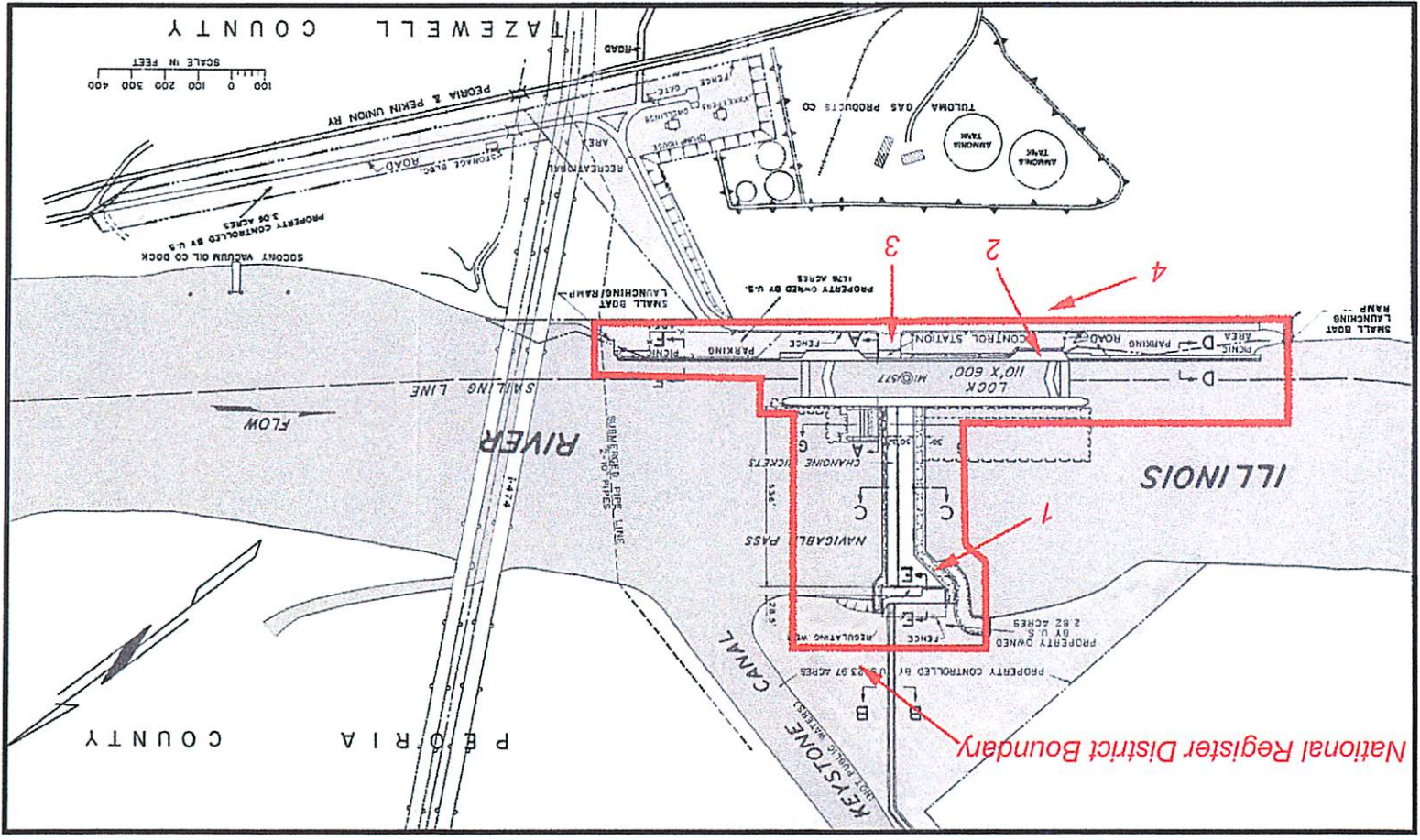


Figure 1. National Register District Boundary, Peoria Lock and Dam, Tazewell County, Illinois. Numerals correspond to UTM coordinates listed in nomination form.

Figure 2. Peoria Lock and Dam Historic District. Map source: September 30, 1991 map by Rock Island District, Sheet 65, Illinois Waterway and Harbor Project. Illustration shows number and orientation of photographs, noncontributing resources, and National Register District Boundary.



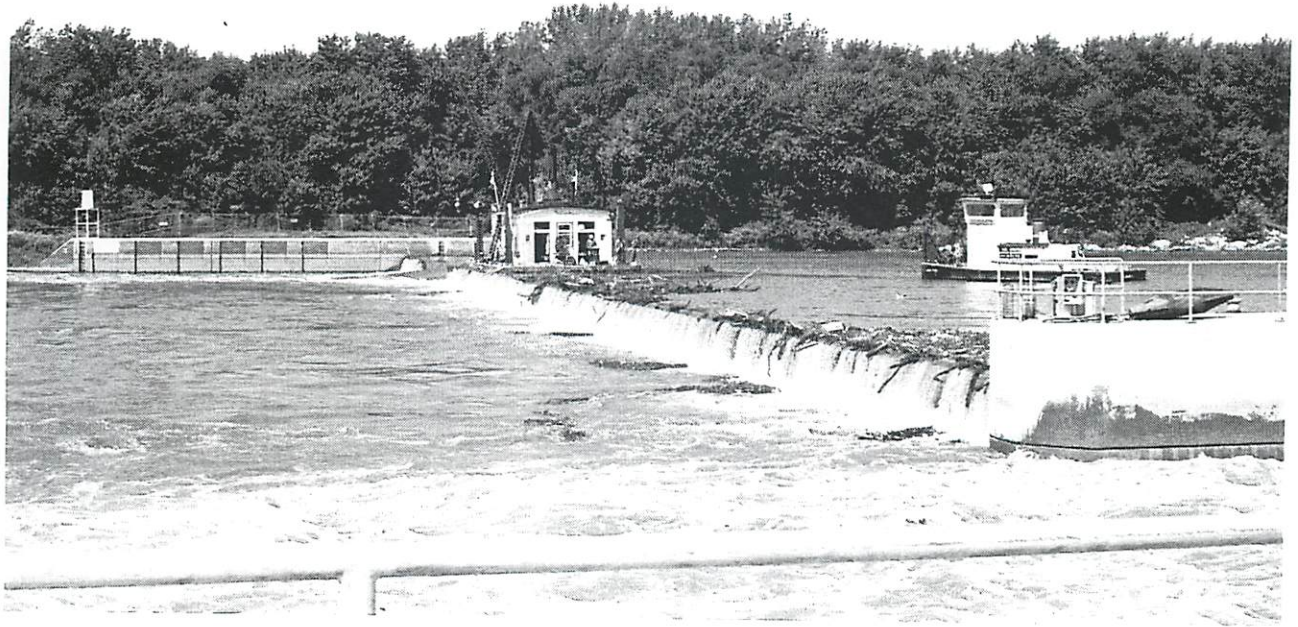


Figure 3. Dam Maneuver Boat No. 2 and *The Sangamon*, Peoria Lock and Dam looking west, Tazewell County, Illinois (Photographed by Mary Yeater Rathbun 1992).



Figure 4. Dam Maneuver Boat No. 2, Peoria Lock and Dam looking west, Tazewell County, Illinois (*Photographed by B. J. Henning 2001*).



Figure 5. Control Station, looking north, Peoria Lock and Dam to west, Tazewell County, Illinois (*Photographed by B. J. Henning 2001*).

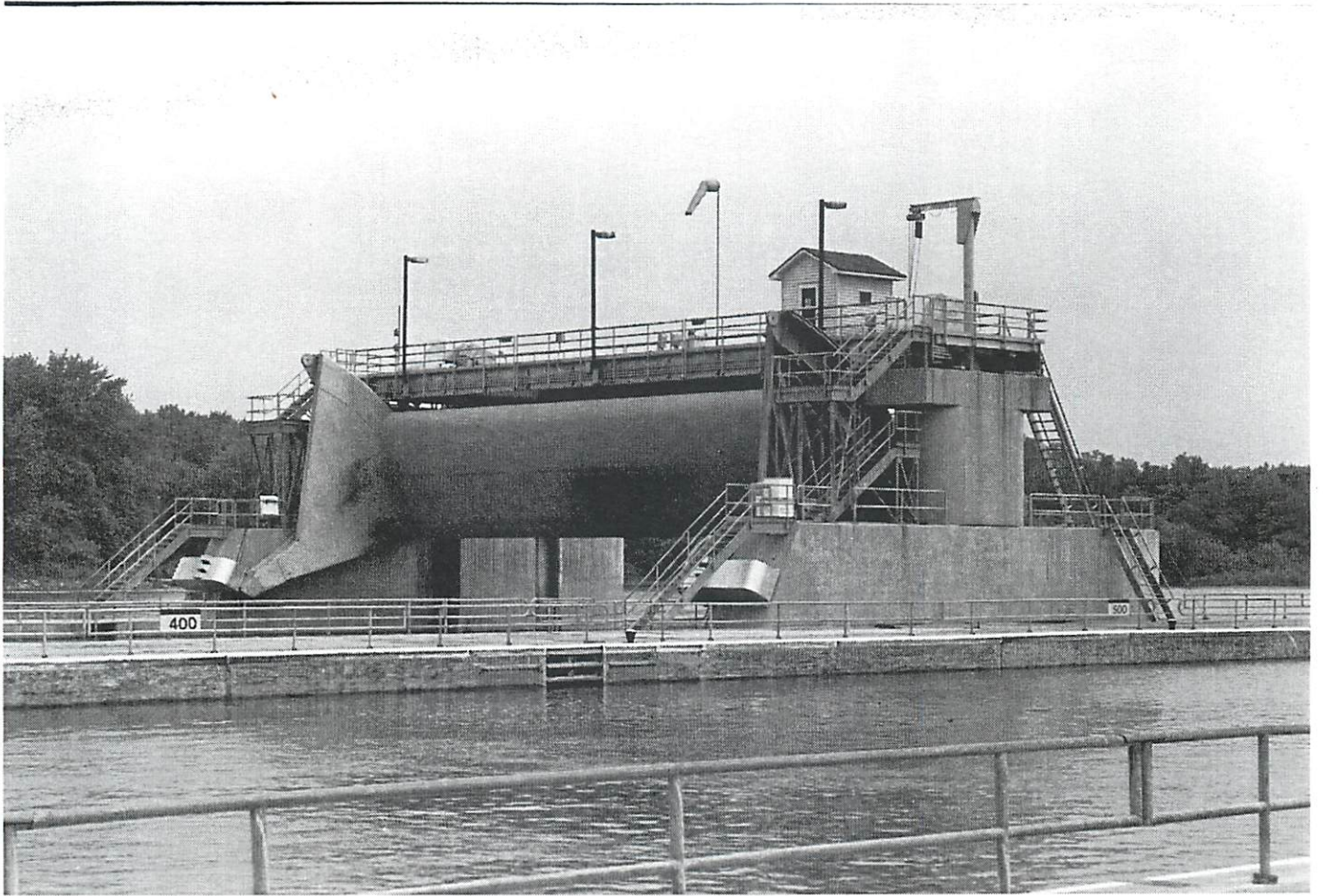


Figure 6. Dam Tainter gate, looking north, Peoria Lock and Dam,
Tazewell County, Illinois (*Photographed by B. J. Henning 2001*).

Figure 7. Aerial overview, Peoria Lock and Dam to west,
Tazewell County, Illinois (*Photographed 1995*).

