

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 Brandon Road Lock and Dam Historic District

other names/site number Lock & Dam 3

2. Location

street & number 1100 Brandon Road [N/A] not for publication

city or town Joliet [] vicinity

state Illinois code IL county Will code 197 zip code 60436

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.)

Paul D Rubenstein Deputy FPO 3 Dec 2003
Signature of certifying official/Title Date

U.S. Army Corps of Engineers
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. ... /S HAD 12-10-02
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]
Signature of the Keeper

Date of Action
MAR 10 2004

Brandon Road Lock and Dam Historic District
Name of Property

Will County, IL
County and State

5. Classification

Ownership of Property (Check as many boxes as apply) <input type="checkbox"/> private <input type="checkbox"/> public-local <input checked="" type="checkbox"/> public-State <input checked="" type="checkbox"/> public-Federal	Category of Property (Check only one box) <input type="checkbox"/> building(s) <input checked="" type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object	Number of Resources within Property (Do not include previously listed resources in the count.) <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> <td></td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: right;">buildings</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">sites</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">0</td> <td style="text-align: right;">structures</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">objects</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">1</td> <td style="text-align: right;">Total</td> </tr> </table>	Contributing	Noncontributing		1	1	buildings				0	0	sites				4	0	structures				0	0	objects				5	1	Total
Contributing	Noncontributing																															
1	1	buildings																														
0	0	sites																														
4	0	structures																														
0	0	objects																														
5	1	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 Navigation System, 1808-1951	0
--	---

6. Function or Use

Historic Functions (Enter categories from instructions) <u>Transportation: water-related</u> <hr/> <hr/> <hr/> <hr/>	Current Functions (Enter categories from instructions) <u>Transportation: water-related</u> <hr/> <hr/> <hr/> <hr/>
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7. Description

Architectural Classification (Enter categories from instructions) <u>Other: lock and dam</u> <u>No Style: control station,</u> <hr/>	Materials (Enter categories from instructions) <u>foundation Timber pile</u> <u>walls Concrete</u> <u>Brick</u> <u>roof Asphalt</u> <u>other gates: steel</u> <u>machinery: steel</u>
--	--

Narrative Description

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

Brandon Road Lock and Dam Historic District
Name of Property

Will County, IL
County and State

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Brandon Road Lock & Dam Historic District
Will County, Illinois

Section number 7 Page 1

The Brandon Road Lock and Dam Historic District includes five contributing resources. There are four structures (lock, dam, junction lock, Brandon Road bridge) and one building directly associated with lock and dam operations (control station). The modern pump house is a noncontributing building. Landscape elements such as concrete mooring piers and minor buildings including small control stands and an emergency generator building were not counted, for their presence and role in lock and dam operation are ancillary. Concrete retaining walls confine the Des Plaines River channel for approximately 2.8 miles upstream from the Brandon Road Lock and Dam. The walls are not integral to the function of the lock and dam and are not in the district, although they play an important flood control role.

Located on the Des Plaines River 286 river miles from Grafton, the district is at the south end of Joliet, an area marked by considerable industrial land use. Heavy tree cover shields the district and its setting from most visual intrusions emanating back from the river banks. However, numerous large scale power lines and towers are visible at a distance above the tree line. Upstream from the lock and dam is a major modern bridge for Interstate 80 traffic. Visible downstream is considerable industrial land use, including a power plant.

The site drops off steeply behind the control station, and it is necessary to climb a steep set of stairs from the visitor parking lot to reach the lock and dam above. The no longer used junction lock that once provided access to the I&M Canal is located in this lower area, which has trees and lawn and is the location of the modern pump house.

Lock

Constructed by the State of Illinois from 1927-33, the lock was placed in operation in 1933. It is an Ohio River Standard navigation lock with a 110' x 600' chamber and a lift of 34 feet. Miter gates are located both upstream and downstream. Walter Mickle Smith was Chief Design Engineer for the Illinois Waterway project of which this lock is a part and is considered the designer of the facility.

The lock is watered by ten rectangular side ports (5 foot x 3 feet 6 inches) 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. There are downstream guidewall extensions to both lock walls that are used for maneuvering barge traffic in and out of the lock. The upstream guidewall extension is located on the riverward side of the lock. An ice

protection wall links this upstream guidewall to the dam. The lock consists of reinforced concrete walls and steel gates operated by gears and electric motor assemblies.

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Brandon Road Lock & Dam Historic District
Will County, Illinois

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Dam

The concrete and earth dam is 2,372 feet long and has trussed metal gates. It is composed of 822 feet of fixed earthen embankment that extends from the upstream end of the lock to the concrete dam on the south and the entrance to the Illinois and Michigan Canal on the north. After the fixed earthen dam is the 320 foot concrete pier dam containing 16 (16 feet x 15 feet) single-leaf, vertical-lift headgates, followed by a 30 foot concrete ice chute, then 91 more feet of concrete pier dam. This latter section contains six (7 feet x 8 feet) sluice gates. Finally a 1,110 foot concrete pier dam containing 21 Tainter gates completes the dam.

A variety of relatively small scale objects and buildings are associated with and located on or in the dam. These include a small brick fire house, three stationary electric hoists mounted over the operable headgates, and one moveable hoist for headgate operation. Dating from 1933, the stationary and moveable hoists appear to be the only ones of their kind on the Illinois Waterway and also the Upper Mississippi River 9-Foot Navigation Project. As such, they are a rare intact example of a type of engineering technology. The hoists are necessary here because the Brandon Road facility is charged with maintaining the proper water level for the upper pool between Joliet and Lockport. When word comes from the Chicago Sanitary District that high levels of water are headed downstream, the Brandon Road dam must be able to release water quickly to maintain the proper water level. The hoists allow this rapid water release to take place.

Control Station

Designed by State of Illinois personnel as part of the Illinois Waterway project, the control station is also known as the control house and the lock house. The building was constructed in the course of overall lock construction, from 1927 to 1933. The one story building set on a raised basement is essentially rectangular but has a centered gabled bay on the lock side and an additional gable on the opposite, landward side as well. Located facing the lock, the centered bay was designed to allow workers to monitor lock activities.

The use of gables with concrete parapets imparts a rather domestic impression reminiscent of the Jacobethan style, and the use of red face brick and chimney at one gable end furthers this impression. However, window placement and the use of contrasting concrete belt courses for sills, lintels, and water course impart a more utilitarian function while attractively unifying the design.

Functioning as the administrative and operational hub, the control station is the dominant building in the district and is fundamental to lock and dam operations. The control stations at Lockport, Brandon Road, Dresden Island, Marseilles, and Starved Rock are nearly identical. An historic

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Brandon Road Lock & Dam Historic District
Will County, Illinois

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photograph dated June 8, 1936 underscores the important relationship between the lock and the control station. (The modest gable-side building, an earlier control station, shown in the photograph was removed when the present building was operational.)

Junction Lock

The new pool created by the Brandon Road Lock and Dam flooded portions of the Illinois and Michigan (I&M) Canal, requiring construction of a new junction lock so that barge traffic could continue to use the I&M Canal. The junction lock is a standard navigation lock with a 92 foot x 22 foot chamber. No longer operable or necessary, it has miter gates upstream end downstream. The latter gates have been removed, while the upstream gates have been fixed in place, rendering them inoperable. While of the scale and capacity of the old I&M Canal system, the 1933 junction lock was constructed of modern materials, concrete and structural steel, rather than stone. The State of Illinois owns the junction lock.

Brandon Road Bridge

The design of the bridge, a draw bridge, is directly associated with lock and dam function. Located just 200 feet from the downstream end of the lock, the bridge must be raised whenever tall river traffic passes through the lock. Piers and a small control tower are concrete, and the bridge span, which raises from the center, is painted metal.

Noncontributing Resources

Located below a steep embankment and well away from the principal lock resources, the combined pump house and maintenance shop is gabled and sheathed in vertical metal siding (as is the roof). The foundation is concrete. There is a garage door, single door, and a double door on the main facade. The building was constructed in 1973.

Alterations

Alterations are typical and expected for a still operating lock and dam facility. For example, lock walls were resurfaced in 1967 and again in 1984 when the lower miter gates were rehabilitated. In 1969 new valve operating machinery was installed. Guidewalls were resurfaced in 1985, the same year the electrical system and lock gate operating machinery was replaced. Half of the 16 dam headgates have been cemented in place, a reflection of changing water management practices. The ice chute was converted to an overflow section, and the sluice gates were cemented into a partially

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Brandon Road Lock & Dam Historic District
Will County, Illinois

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open position in 1980. In 1986 Tainter gate operating machinery and the retaining wall on the earthen embankments were replaced.

Regarding the control station, asphalt shingle replaces the original tile roof, windows are not original, and a small flat-roofed entry canopy has been added. Changes, including a new door and surrounding panel at the basement entry, are not prominent.

The design and operation of the Brandon Road Lock and Dam Historic District remain much as it was when the facility opened in 1933. The continuity of the original design, layout, construction, and spatial relationships remains. The physical relationship with the I&M Canal also remains apparent.

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

1927-1951

Significant Date

1933

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Smith, Walter Mickle

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 Engineers, Rock Island District.

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Brandon Road Lock & Dam Historic District
Will County, Illinois

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Statement of Significance

The Brandon Road 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 between 1927 and 1933, 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 in 1905 as part of the Great-Lakes-to-the-Gulf deep waterway, construction on the present lock and dam began around 1927. Work proceeded, and the facility opened in 1933, along with four other locks and dams along the Illinois Waterway. The lock permitted increased barge traffic along the Illinois Waterway between Chicago and the Mississippi. In addition, it performed (and continues to perform) a vital function in maintaining water levels between Lockport and Joliet.

The Brandon Road 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 Brandon Road 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. In the interests of continued operation, some equipment and surfaces have been replaced. Nonetheless, the Brandon Road Lock and Dam retain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

Brandon Road Lock and Dam Historic District
Name of Property

Will County, IL
County and State

10. Geographical Data

Acreege of Property 92.9 acres

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

1	[116]	[408]8[8]0	[459]6[0]3[8]	2	[116]	[408]7[9]1	[459]5[9]2[2]	
	Zone	Easting	Northing		Zone	Easting	Northing	
3	[116]	[408]6[6]8	[459]5[9]1[6]	4	[116]	[408]5[5]9	[459]5[7]8[3]	

[x] 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 & 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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Brandon Road Lock & Dam Historic District
Will County, Illinois

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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.

Interview with Ron Erickson, Assistant Lockmaster, June 5, 2001.

Additional UTM Coordinates

5. Zone 16, Easting 408661, Northing 4595782
6. Zone 16, Easting 408463, Northing 4595612
7. Zone 16, Easting 408411, Northing 4595614
8. Zone 16, Easting 408226, Northing 4595428
9. Zone 16, Easting 407887, Northing 4595249
10. Zone 16, Easting 407877, Northing 4595198
11. Zone 16, Easting 407790, Northing 4595150
12. Zone 16, Easting 407771, Northing 4595095
13. Zone 16, Easting 407819, Northing 4594951
14. Zone 16, Easting 407660, Northing 4594823
15. Zone 16, Easting 407719, Northing 4594751
16. Zone 16, Easting 407670, Northing 4594710
17. Zone 16, Easting 407729, Northing 4594708
18. Zone 16, Easting 407831, Northing 4594776
19. Zone 16, Easting 407921, Northing 4594771
20. Zone 16, Easting 408038, Northing 4594874
21. Zone 16, Easting 408138, Northing 4595003
22. Zone 16, Easting 408571, Northing 4595154
23. Zone 16, Easting 408768, Northing 4595360
24. Zone 16, Easting 408892, Northing 4595643
25. Zone 16, Easting 409025, Northing 4595908

Verbal Boundary Description

Just upstream from the lock the boundary that follows the landward side of the west retaining wall continues west around the berms and channels associated with the junction lock, then follows the

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north edge of the Illinois & Michigan Canal from just west of the westernmost channel associated with that lock to point where US Highway 6 and the district boundary cross over the canal. From there, in order to preserve the complex's historic setting (including the Brandon Road bridge) as much as possible, the boundary follows the Corps of Engineers property line south and west to beyond the small boat launch area. There the boundary turns south to the navigation channel. The boundary continues across the channel to its south side where it follows the bank west to the Corps property line. The boundary follows the property line to the south edge of the south esplanade island from which it follows the shoreline to the southwest corner of the dam. The boundary then follows the line of the dam at a uniform distance from the dam and so that it encompasses the full south extension of the ice chute. At the north end of the dam the boundary line turns around the end of the dam to meet the landward side of the south channel retaining wall. The boundary follows the landward edge of this wall up river to the point where the cross river boundary joins it to the boundary on the landward side of the north retaining wall.

Verbal Boundary Justification

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

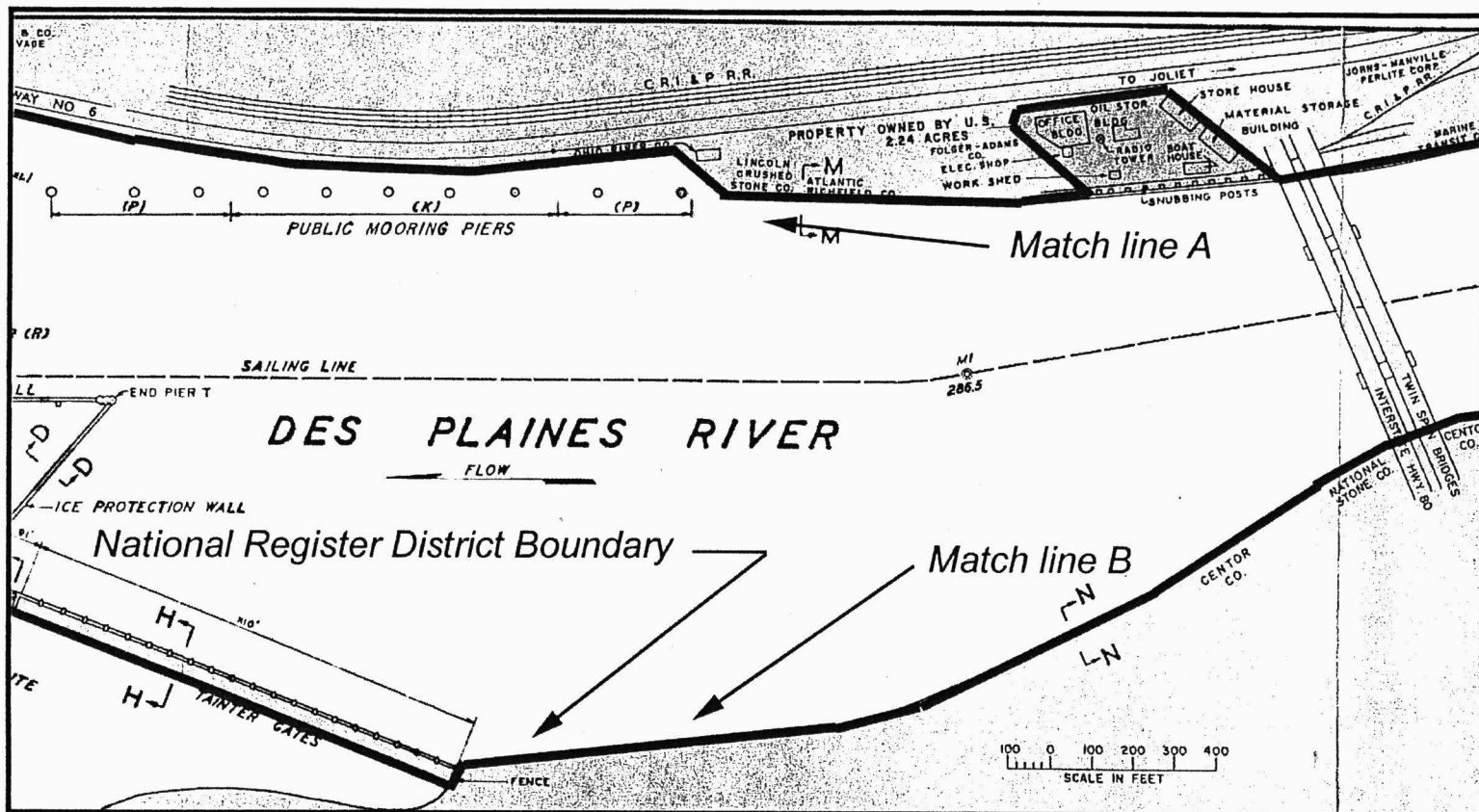


Figure 3. Brandon Road Lock and Dam Historic District (upstream segment). Map Source: April 1, 1987 map by Rock Island District Sheet 58, Illinois Waterway River and Harbor Project. Illustration shows number and orientation of photographs, noncontributing resources, and National Register District Boundary.



Figure 4. Central Station, Brandon Road Lock and Dam, Will County, Illinois
(Photographed by Mary Yeater Rathbun 1992).

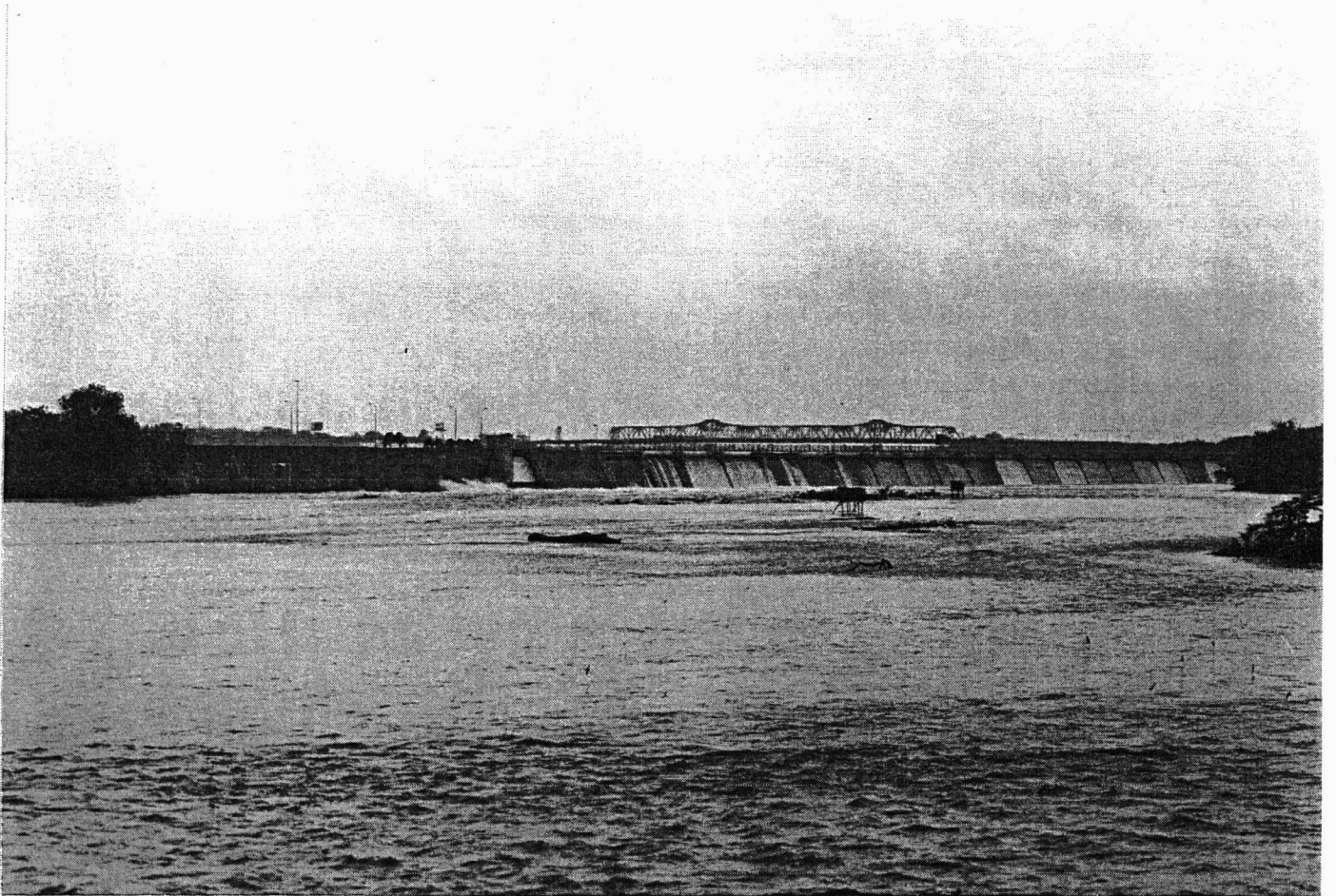


Figure 5. Dam to north, Brandon Road Lock and Dam, Will County, Illinois
(Photographed by B. J. Henning 2001).



Figure 6. Bridge to west, Brandon Road Lock and Dam, Will County, Illinois.
(Photographed by B. J. Henning 2001).



Figure 7. Maintenance Shop/Pump House, Brandon Road Lock and Dam,
Will County, Illinois. (Photographed by Mary Yeater Rathbun 1992).

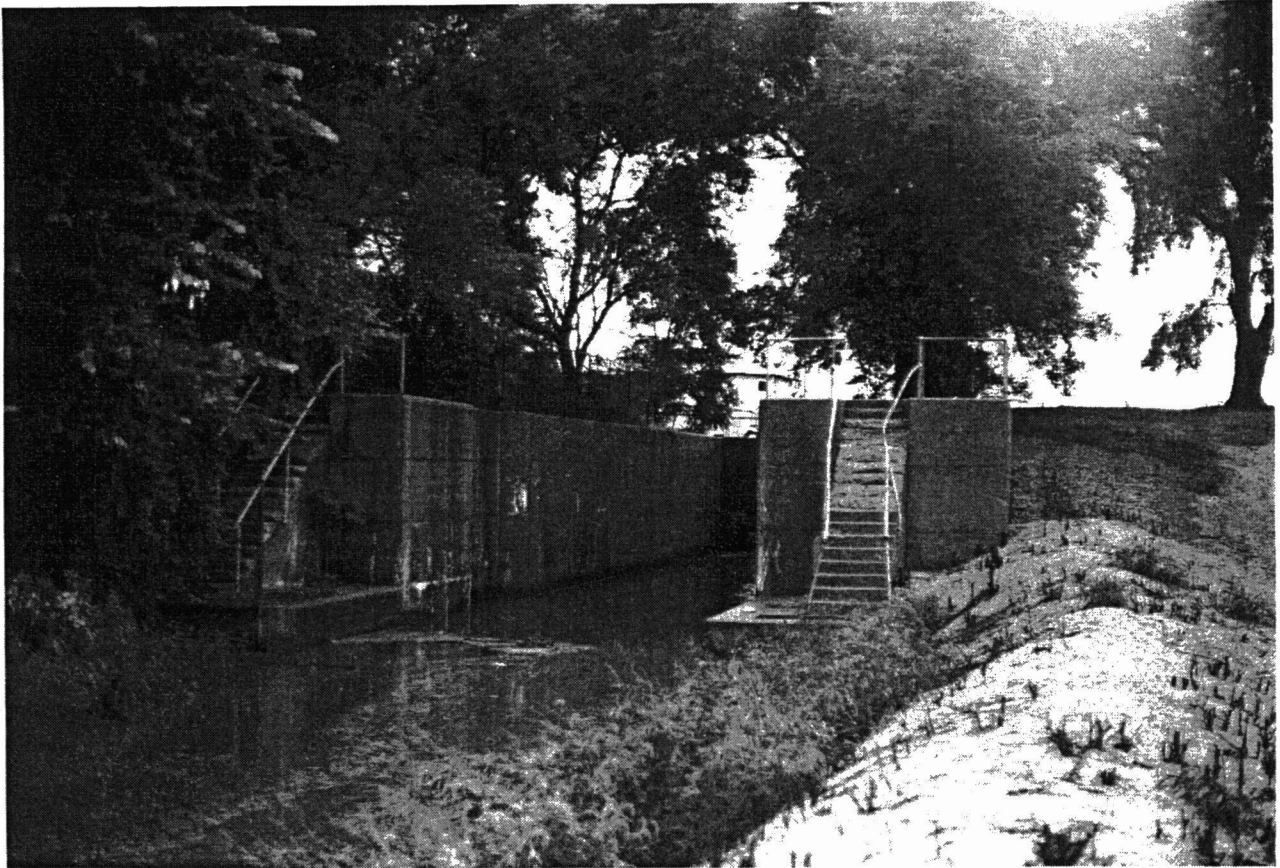


Figure 8. Junction Lock. Brandon Road Lock and Dam, Will County, Illinois.
(Photographed by Mary Yeater Rathbun 1992).

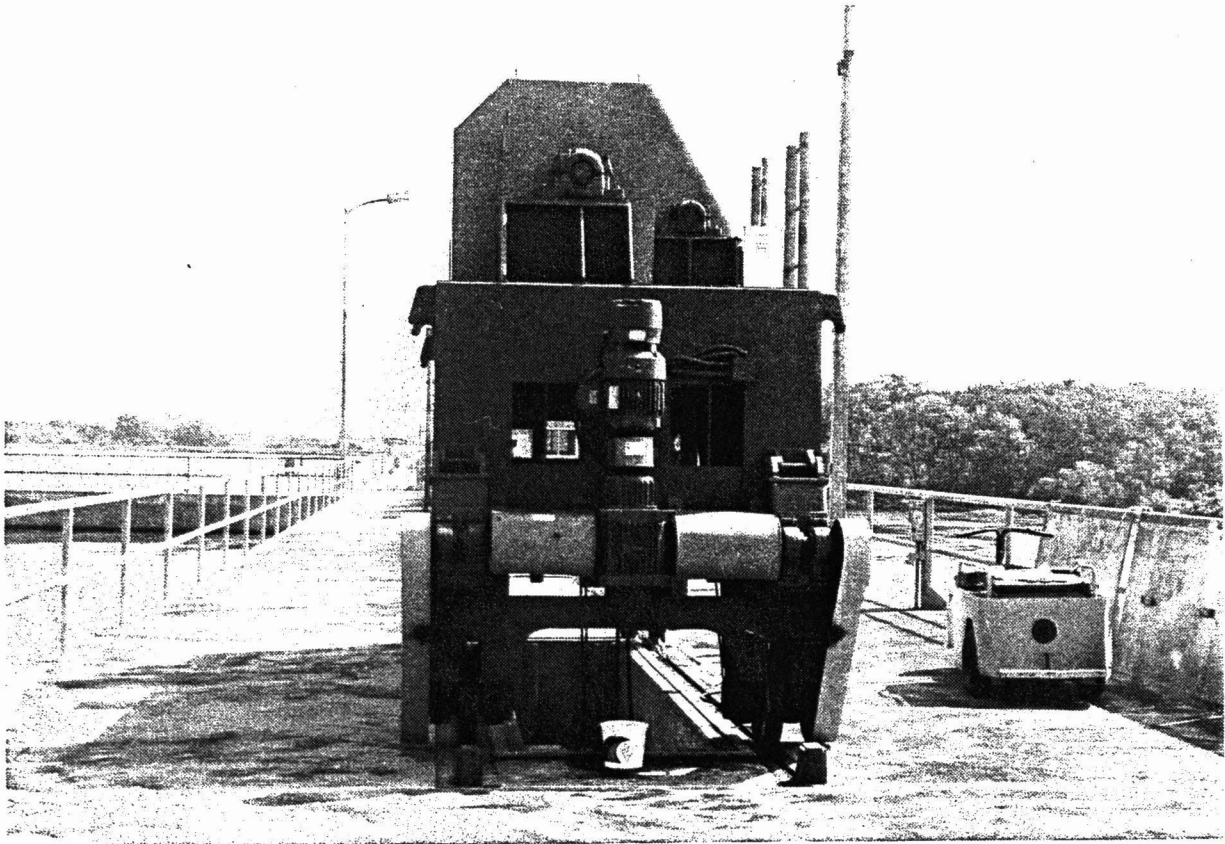


Figure 9. Stationary hoists, Brandon Road Lock and Dam, Will County, Illinois (*Photographed by Mary Yeater Rathbun 1992*).

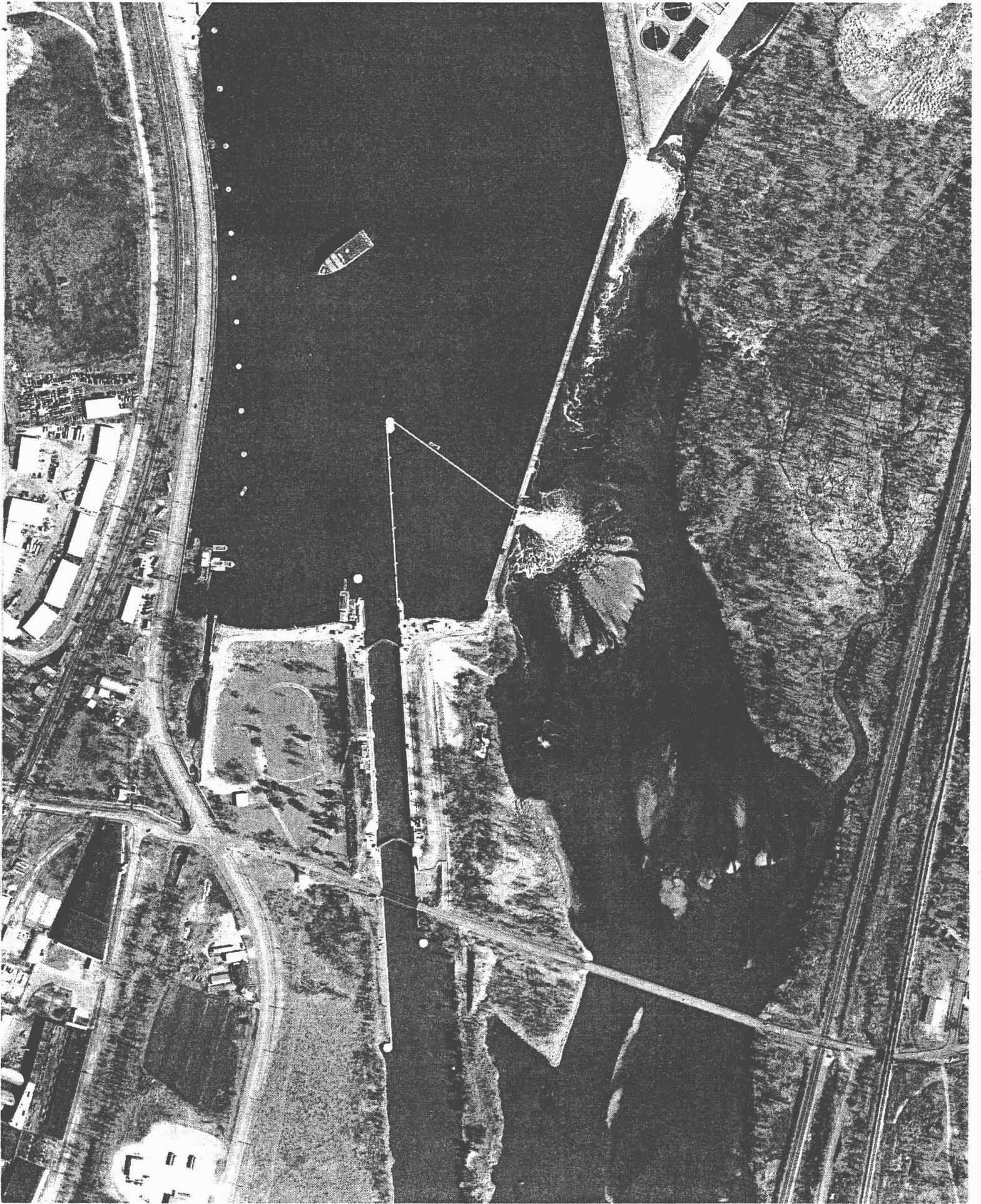


Figure 10. Aerial overview. Brandon Road Lock and Dam, Will County, Illinois
(*Photographed 1996*).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Brandon Road Lock and Dam Historic District

MULTIPLE NAME: Illinois Waterway Navigation System Facilities MPS

STATE & COUNTY: ILLINOIS, Will

DATE RECEIVED: 1/26/04 DATE OF PENDING LIST: 2/13/04
DATE OF 16TH DAY: 2/28/04 DATE OF 45TH DAY: 3/10/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04000163

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: Y NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT MAR 10 2004 DATE

ABSTRACT/SUMMARY COMMENTS: **Entered in the National Register**

[Handwritten signatures and scribbles]

Not returned.

RECOM./CRITERIA *[Signature]*

REVIEWER *Poland*

DISCIPLINE *Historia*

TELEPHONE _____

DATE *3/9/04*

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Bronoloy Road L^{td} Dam
Control Station, +
Will County, Illinois

Mary Yeater Rathbun photos

Aug 25, 1992

Roll no. 2, frame 13 - neg w/ COE

To West

#1

Figure 4. Central Station, Brandon Road Lock and Dam, Will County, Illinois
(Photographed by Mary Yeater Rathbun 1992).



Brandon Road Lock + Dam
Will Co., FL

Dam, to N

photog: JS Henning

neg w/ COE

2001

#2

Figure 7. Maintenance Shop/Pump House, Brandon Road Lock and Dam,
Will County, Illinois. (*Photographed by Mary Yeater Rathbun 1992*).



~~Lockport~~ Lock, Dam, Powerhouse Distr.

Brandon Rd

Will Co, IL

Bridge, to W

photos: BJ Henning

neg w/ COE

2001

#3

Figure 6. Bridge to west, Brandon Road Lock and Dam, Will County, Illinois.
(Photographed by B. J. Henning 2001).



Bronson Road L+Dam

Maintenance shop/Pump house

Will County, Illinois

Mary Yeater Rathbun

Aug 25, 1992

Roll no. 3, frame 18

To ~~the~~ NW



4

Figure 5. Dam to north, Brandon Road Lock and Dam, Will County, Illinois
(Photographed by B. J. Henning 2001).



Brandon Road LTD

Junction Lock

Will County, Illinois

Mary Yeater Rathbun

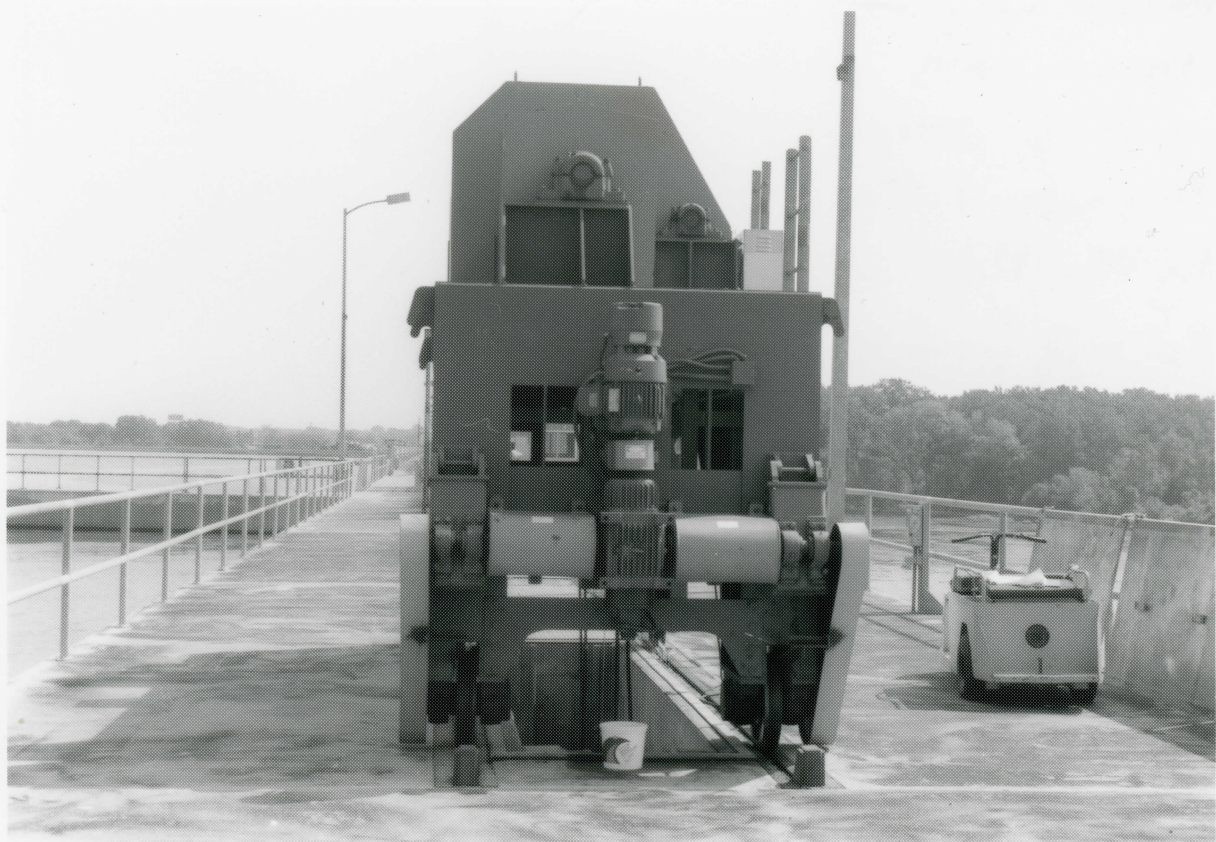
Aug 27, 1992

Roll. 4, Frame 30 (8)

To E/NE

#5

Figure 8. Junction Lock. Brandon Road Lock and Dam, Will County, Illinois.
(Photographed by Mary Yeater Rathbun 1992).



Brandon Road Ltd

Stationary Assets

Will County, Illinois

Mary Yeater Rathbun

Aug 25, 1992

Roll no. 3, frame 12

To ~~West~~ East

#6

Figure 9. Stationary hoists, Brandon Road Lock and Dam, Will County,
Illinois (*Photographed by Mary Yeater Rathbun 1992*).



Fr. 1-7 24 Feb 96

ILL WW - Brandon Rd. L/O

7