

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name Lock and Dam No. 21 Historic District

other names/site number _____ N/A

2. Location

street & number .5 mi. w. of Route 57 _____ not for publication _____ N/A
city or town Quincy vicinity _____ N/A
state Illinois code IL county Adams code 001
zip code 62301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 J Rubenstein Deputy FPO, USACE
Signature of Certifying Official

3 DEC 2003
Date

William L. White
Illinois State Agency or Society Official

4-8-03
Date

Mark A. Mule
Missouri State Agency or Society Official

07/15/03
Date

4. National Park Service Certification

I hereby certify that this 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) _____

for Edson Beall
Signature of the Keeper

MAR 10 2004
Date

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
name of multiple property listing

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

Contributing	Noncontributing
<u> 1 </u>	<u> 11 </u> buildings
<u> 0 </u>	<u> 0 </u> sites
<u> 4 </u>	<u> 2 </u> structures
<u> 4 </u>	<u> 14 </u> objects
<u> 9 </u>	<u> 27 </u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Upper Mississippi River 9-Foot Navigation Project, 1931-1948

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: water-related

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: water-related

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: lock and dam
NO STYLE: control station
OTHER: machinery

Materials (Enter categories from instructions)

foundation OTHER: timber pile
roof ASPHALT
walls CONCRETE
BRICK
other gates STEEL
machinery steel

Narrative Description (Complete text printed on the following five continuation sheets.)

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Upper Mississippi River 9-Foot Navigation Project, 1931-1948

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Description

The 107.46-acre Lock and Dam No. 21 Historic District is made up of a navigation lift lock, a nonnavigable dam, and 34 associated resources. Two general contractors and numerous subcontractors, all employing the maximum number of people possible for a relief work project, built most of the main features of this district between 1933 and 1938. In 1942 and 1951, other contractors built the district's two other main features as part of an effort to control outdraft problems, making entrance and exit from the upstream end of the lock difficult. Once these elements were in place, the district arrived at its mature configuration. Since July 23, 1938, the district has been in continuous use as a part of Upper Mississippi River 9-Foot Channel Project. Although significant features associated with the operation of the navigation system have, by necessity, been subjected to continuing maintenance, upkeep, or replacement throughout these 60 years, the district looked the same for 20 years (1951-1972). The changes made between 1972 and 1985 were relatively discrete and mainly centered on the esplanade. Between 1985 and 1994, this lock and dam complex underwent its 50-year major rehabilitation in which both the lock and dam were resurfaced and almost all the machinery and small buildings associated with the lock were replaced in-kind.¹ As a result of this work, all of the components of the complex are in excellent condition, except that all original architectural details are not intact.² However, the lock and dam no longer have integrity of workmanship. Although they have been resurfaced, they have not been structurally altered. The concrete wall surface is a sacrificial finish, much like paint on the wall of a building. Moreover, the levees lining the Missouri shore, the southeast side of the esplanade, and the river itself have conspired to keep the district's overall setting the same as it was in 1948. Therefore, the district retains integrity of location, design, setting, materials, feeling, and association.

General Description

The Lock and Dam No. 21 Historic District extends across the Upper Mississippi River just downstream from Quincy, Illinois. Although the urbanized portion of Quincy is visible from the stationary portion of the dam, that was the case when the complex was built. At this distance from the dam, the post-1948 growth of Quincy is not noticeable. At the lock and dam, the river valley is wide with flat bottomland on either side. Quincy lies on low bluffs.

The esplanade adjoins the Illinois shore and extends the full length of the main lock and its guide walls, about 2,000 feet. A rectangular approximate 13-acre lawn, level with the top of the main lock walls, it is about 300 feet wide from the river's edge to the low levee separating it from the industrial facilities landward of it. The esplanade is a standard park/service area and access road lock and dam complex component (see Section F, Multiple Property Documentation Form).

The main lock adjoins the west side of the esplanade. A standard Upper Mississippi River style lock (as defined in Section F, Multiple Property Documentation Form), it has a 10.5-foot lift. The Style 1b central control station (as defined in Section F, Multiple Property Documentation Form) is the most prominent building in the complex and the only one contributing to its historical character. The central

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control station sits on the land wall of the main lock. The riverward wall of the main lock is also the landward wall of an incomplete auxiliary lock. This incomplete lock is also a standard feature of Upper Mississippi River 9-Foot Project lock and dam complexes (see Section F, Multiple Property Documentation Form).

The moveable portion of the dam consists of 10, 64-foot-wide by 20-foot-tall, Type 2b Tainter gates (see Section E, Multiple Property Documentation Form, also see below Section 8 in this form) and three, 100-foot-wide by 20-foot-wide, 4.67-foot submersible roller gates (see below Section 8 and Sections E and F, Multiple Property Documentation Form). This portion of the dam extends 1,265 feet northeast in a straight line from the riverward wall of the auxiliary lock. This pier dam ends in a 200 foot long storage yard. A 140-foot-long earth- and sand-filled transition dike extends from the western end of storage yard to a 1,400-foot-long earth- and sand-filled submersible dike (see Section F, Multiple Property Documentation Form). This dike reaches from the transition dike below the southern tip of Island 428 to close off the side chute between it and the Missouri shore. The western end of this submersible dike is followed by another 140-foot-long transition dike which connects the whole bank-to-bank structure with the levee along the Missouri shore.

Neither Island 428, nor any of the other islands toward the Missouri shore which are visible from the district, have development on them. There is also no development on the Missouri shore riverward of the levee. All of that land is in the floodplain. This, in conjunction with the low levee on the landward side of the esplanade, has preserved the district's integrity of setting and feeling.

The district includes both individually undistinguished features and individual distinctive features that serve as focal points. The distinctive focal points are the lock, dam, central control station, and esplanade. All four, plus the auxiliary lock, the guard wall, the two intermediate wall control stands, and two stage recorders (see Section F, Multiple Property Documentation Form), contribute to the historic character of the district.

The relationships among all of these features is unaltered and all possess integrity. Although this complex has received its 50-year major rehabilitation (see Section E, Multiple Property Documentation Form), the lock and dam still retains integrity of location, design, setting, materials, feeling, and association. None of the other contributing resources in the district were impacted by the rehabilitation. The central control station also underwent a major rehabilitation in 1985. This work, done in keeping with the Rock Island district-wide lockhouse rehabilitation project (see Section E, Multiple Property Documentation Form), left the building with integrity of location, setting, feeling, and association.

Although the district contains 27 intrusions, none are focal points for the district. Some, such as the new moveable crane on the dam, are simply replacements in-kind. Most are very small compared to the focal points. Even the visitors center and the workshop, the two largest and most substantial new buildings, are unobtrusive because the focal points so dominate this district. Even with noncontributing resources outnumbering contributing, the district still conveys the sense of the historic environment.

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The general physical relationship of the largest-scale resources to each other and to the environment is shown on the accompanying map entitled "Lock and Dam No. 21 Historic District Based on September 30, 1991, Map by Rock Island District: Sheet 27, Mississippi River, River and Harbor Project, Lock & Dam No. 21" and in accompanying Photo Number 1 entitled "Aerial Photo of Lock and Dam No. 21." The physical relationship of the smaller resources (including the buildings) to each other and to the environment, the road plan, and open spaces is shown on the accompanying map entitled "Detail of the Illinois End of the Lock and Dam No. 21 Historic District Based on September 30, 1991, Map by Rock Island District: Sheet 27, Mississippi River, River and Harbor Project, Lock & Dam No. 21."

Outdraft Problems

As soon as the complex opened for navigation on July 23, 1938, the Corps learned that strong outdrafts made navigation into and out of the upstream end of the lock difficult. This turned out to be a common problem at the locks in this system (see Section E, Multiple Property Documentation Form). In 1941, as part of a system-wide solution, the Corps added a 500 foot, cell-foundation guard wall to the riverward wall of the auxiliary lock at Lock and Dam No. 21.³

However, the problem was still not solved. In 1951, the Corps decided to try applying knowledge gained from experience at Lock Nos. 13, 15, 11, 22, and 24 at this complex. They built an approximate 400-foot-long extension to the upstream guide walls of the lock. Here, where the whole structure is founded on sand, the Corps built this guide wall extension on timber cribbing partially filled with riprap. The concrete of the wall is supported by battered timber pilings driven to refusal. This design eliminated the necessity of building an expensive cofferdam for this addition.⁴

The Mature Complex

Once this guide wall extension was completed in 1951, the overall complex arrived at its mature configuration which it maintained with virtually no change for the next 21 years.⁵

When changes began to be made in about 1972, they were at first very minimal and gradual. The site staff built two control stand shelters (see Sections E and F, Multiple Property Documentation Form). In 1992, as part of the 50-year rehabilitation, contractors replaced these crude structures with larger brick and glass shelters which serve the same purpose (see Section E, Multiple Property Documentation Form). The site staff then relocated one of the old shelters to the extreme upstream end of the upstream guide wall extension of the main lock. This is where locktenders need shelter while awaiting traffic which need to be attached to the traveling mooring keel to keep it in line with the lock gates and while awaiting a tow boat's lockage so they can release the first cut of barges when they have been reattached to the second cut and the tow boat.⁶

In about 1975 the Corps had contractors remove the standby generator which dominated the machinery room of the central control station, build a Style 1 emergency generator building (as defined in Section F, Multiple Property Documentation

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Form), and install a new generator in this building. The construction of this new building, along with the simultaneous removal of the lockmaster's and assistant lockmaster's residences from the esplanade, dramatically altered that area. These removals were part of another system-wide initiative (see Section E, Multiple Property Documentation Form).

In 1980 Lock No. 21 got both upstream and downstream traveling mooring levels (see Sections E and F, Multiple Property Documentation Form) installed at the same time. In a more visibly dramatic change that year, the Corps erected a Style 1 workshop (as defined in Section F, Multiple Property Documentation Form) where the shared garage for the two houses had been located.

In 1983-4, in another system-wide initiative, the Corps replaced the 30-ton, vertical lift electric crane boom on the top of Dam No. 21. Similarly, in 1984, the Corps had contractors install new light posts and light fixtures around Lock No. 21 (see Section E, Multiple Property Documentation Form for information on both of these changes common to a number of the historic districts eligible under the context detailed in that form).

Then in about 1990, the site staff built a small, rectangular plan, prefabricated metal building with a flat roof on the esplanade well away from all the other buildings to be used as an oil storage facility. About that same time, as part of the 50 year major rehabilitation, three new jib cranes, four sets of new lock gate operating machinery, and four sets of new valve operating machinery (see Section F, Multiple Property Documentation Form for all) were all mounted on the tops of the lock walls. The old operating machinery had been in pits in the lock walls.⁷

In 1993, as part of the 50-year rehabilitation a new generator was installed on a concrete pedestal. Simultaneously, the emergency generator was removed from its building and the building was converted into a cart/scooter shed. The locktenders use carts or scooters to ride the long distance up and down the lock walls.

The major rehabilitation continued into 1994. Two new haulage engines (see Section F, Multiple Property Documentation Form) were installed on the lock walls, and the site staff built shelters (see Haulage Unit Shelters in Section F, Multiple Property Documentation Form) over each of them. But, more visibly, contractors built an unusually sturdy, brick visitors center (see Section E, Multiple Property Documentation Form). A relatively large, rectangular plan metal building with a low-pitched, gable roof and both an overhead garage door and a standard door in its western gable end was built as a ranger's storage building.

In 1995, after the 50-year major rehabilitation was completed, a standardized smoking shelter (see Section F, Multiple Property Documentation Form) was also added to the esplanade.

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Contributing Resources with date completed or placed in operation and keyed to photographs

Building

Central Control Station	1935	PHOTO 4 in Multiple Property Documentation Form
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Structures

Lock	1935	PHOTO 2 in this form
Auxiliary Lock	1935	PHOTO 1 in this form and Photo 12 in Multiple Property Documentation Form
Dam	1938	PHOTO 3 in this form
Guard Wall	1942	PHOTOS 13 and 14 in Multiple Property Documentation Form

Objects

2 Intermediate Wall Control Stands	1935	PHOTO 18 in Multiple Property Documentation Form
2 Stage Recorders	1935	PHOTO 19 in Multiple Property Documentation Form

Noncontributing Resources with date completed or placed in operation and keyed to photographs

Buildings

Lockman's Shelter	c.1972	PHOTO 7 in this form
Scooter Shed	c.1975	PHOTOS 25 and 26 in Multiple Property Documentation Form
Workshop	c.1980	PHOTO 28 in Multiple Property Documentation Form
Oil Storage Building	c. 1990	PHOTO 5 in this form
2 Land Wall Control Stand Shelters	1992	PHOTO 33 in Multiple Property Documentation Form
2 Haulage Unit Shelters	1994	PHOTO 21 in Multiple Property Documentation Form
Visitors Center	1994	PHOTO 6 in this form
Ranger's Storage Building	1994	PHOTO 4 in this form
Smoking Shelter	c.1995	PHOTO 30 in Multiple Property Documentation Form

Structures

Upstream Guide Wall Extension	1951	PHOTO 15 in Multiple Property Documentation Form
Moveable Crane on Dam	1984	PHOTO 24 in Multiple Property Documentation Form

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Objects

2	Traveling Mooring Kevels	1980	PHOTO 22 in Multiple Property Documentation Form
4	Sets of Lock Gate Operating Machinery	1990	PHOTO 16 in Multiple Property Documentation Form
4	Sets of Lock Valve Operating Machinery	1990	PHOTO 17 in Multiple Property Documentation Form
3	Jib Cranes	1990	PHOTO 23 in Multiple Property Documentation Form
2	Haulage Units	1994	PHOTO 6 in this form and PHOTO 20 in Multiple Property Documentation Form
	Generator	1993	PHOTO 32 in Multiple Property Documentation Form

SECTION 7 NOTES

1. Roger McElroy, Lockmaster of Lock and Dam No. 21, interviewed by Mary Rathbun, April 19, 1999. Notes archived at American Resources Group, Ltd., Carbondale IL.
2. Current condition ratings are in accord with definitions supplied by Ann Swallow, Illinois Historic Preservation Agency National Register Coordinator, on Aug. 19, 1992. By these definitions excellent means all original architectural details are apparently intact and major elements (foundations, walls, windows, and roof) are in repair.
3. U.S. Army Corps of Engineers, *Annual Report of the Chief of Engineers United States Army, to the Secretary of War for the Year 1940* (Washington, D.C. Government Printing Office, 1940) (The government has printed the *Annual Report of the Chief of Engineers* and bound it as a separate volume every year since 1867. Published at the end of the fiscal year, the exact title and format have varied slightly from time to time. Hereinafter all reports from this series will be referred to as *Annual Report* followed by the fiscal year which the report covers.), p. 1160; and *Annual Report 1942*, p. 1028.
4. *Annual Report 1951*, p. 1237; and Rathbun Associates, "Upper Mississippi River 9-Foot Channel Project Locks and Dams 11-22, An Inventory for the U.S. Army Corps of Engineers, Rock Island District" (Historic American Engineering Record Documentation, Lakewood, CO: Rocky Mountain Regional Office, National Park Service, 1988) (hereinafter cited as HAER), p. 74.
5. Unless otherwise noted, information in this and subsequent paragraphs is taken from Robert Herren, Lockmaster, and Richard Albertson, Lockman, Lock and Dam No. 21, interviewed by Mary Rathbun, July 17, 1984. Tape and notes in permanent files, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island IL.

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6. *Ibid* and Charles (Tom) Dunker, Lockmaster of Lock and Dam No. 21, interviewed by Mary Rathbun Feb. 19, 1998. Notes archived at American Resources Group, Ltd., Carbondale, IL.

7. Unless otherwise noted, in this and the subsequent paragraphs the information is drawn from Dunker interview.

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)

- x- 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.
-x- 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.)

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or a 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
Social History
Commerce
Conservation
Economics
Politics/Government
Military

Period of Significance 1933-1948

Significant Dates 1938
1933-1938

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder U.S. Army Corps of Eng., R.I. Dist.
Abbott, Edwin E.

Narrative Statement of Significance (Complete text printed on the following three continuation sheets.)

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Architect/Builder

McCormick, Herbert G.
Reeves, James
Franzen, Edwin
Ashton, Frank W.
Joseph Meltzer, Inc., NY, NY
McCarthy Improvement Co., Davenport, IA
Western Foundation Co., Chicago
Beckman Painting Co., Chicago
E. A. Wand Plumbing & Heating, Quincy, IL
Eliff Plastering Co., Quincy, IL
Hoener Glass Co., Quincy, IL
Middendorf Lumber Co., Quincy, IL
Quincy Decorating Co., Quincy, IL
Miss. Val. Struct. Steel, Melrose Pk., IL
American Bridge Co., Pittsburgh, PA
C. H. Wurst Co., Quincy, IL
E. A. Koeneman Electric Co., St. Louis
C. H. Langman & Son, Rock Island, IL

Statement of Significance

The Lock and Dam No. 21 Historic District is nationally significant under Criterion A in the areas of transportation, maritime history, commerce, conservation, military, economics, politics, and social history because it is part of the Upper Mississippi River 9-foot navigation system. It is also nationally significant under Criterion A in the areas of economics, military, politics/government, and social history because its history exemplifies particularly well the role the Upper Mississippi River 9-Foot Channel Project had in the 1930-1940 national relief work effort and the effect that status had on the construction work. The Lock and Dam No. 21 Historic District is also nationally significant under Criterion C in the area of engineering because the roller gates in the dam reflect a significant step in the evolution of roller gates on this project.

For a detailed discussion of the Upper Mississippi River 9-Foot navigation system's significance in commerce, conservation, engineering, military, economics, politics, transportation, maritime, and social history see Section E, Multiple Property Documentation Form. Because one of the major purposes of a Multiple Property Submission is to avoid needless repetition of information and keep the individual registration forms for related significant properties briefer than they would be if the resources were being nominated individually, only those aspects of these stories which are entirely specific to this historic district are included here.

The Period of Significance for the Lock and Dam No. 21 Historic District begins on November 28, 1933, when the Joseph Meltzer Company, Inc., of New York, New York, signed a contract with the Rock Island District of the Corps of Engineers for the construction of the lock and central control station. The firm completed both 20 months later, on August 20, 1935.¹ The Period of Significance ends in 1948 because 50 years ago is the recommended closing date for Periods of Significance where

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activities began historically to continue to have importance, and no more specific date can be defined to end the historic period. The post-1948 commerce and transportation activities of the Lock and Dam No. 21 Historic District do not meet Criterion Consideration G. The district's significance in conservation, military, economics, politics, maritime, and social history also fall within the 1933-1948 Period of Significance.

Significance in Transportation, Maritime History, Commerce, Conservation, Economics, Politics/Government, Military, and Social History

The Rock Island District of the U.S. Army Corps of Engineers placed this complex in operation as a unit of the Upper Mississippi River 9-foot navigation system on July 23, 1938 (hence Significant Date No. 1). It was the 16th of the 1931-1940 Upper Mississippi River 9-Foot Navigation Project complexes and the sixth in the Rock Island District to go on line.²

Significance in Engineering

The engineering significance of this historic district comes from the moveable portion of the dam. Rock Island District engineers designed this dam in 1936, the year after they had designed their first submersible roller gates for Dam Nos. 11 and 18. Those gates did not totally eliminate the scour or the water elevation in the upper pool, problems which the 1934-35 operation of the roller gates at Dam No. 15 had shown the engineers. They tried to mitigate those problems at this dam by reducing the depth at which the rollers submerged to 4.67 feet. The same year, they experimented with an alternate solution by incorporating Poiree dam trestles immediately downstream from the downstream levels of the sills at the 8-foot submersible roller gates at Dam No. 22. Even though, in 1937, the Corps had all the dams built before Dam No. 22 was retrofitted with these trestles, it designed the roller gates in the three dams in the Rock Island District designed after Dam Nos. 21 and 22 to submerge only 4.67 feet. In other words, they modeled the roller gates designed after 1936 on the ones in this dam (see Section E, Multiple Property Documentation Form). Therefore, the roller gates in this dam played a significant role in the development of the decidedly American-style submersible roller gate which was one of the technological outcomes of this project.³

Significance in Economics, Military, Politics/Government and Social History

The Special Board of Engineers, which initially designed the 9-Foot Channel Project in 1929 did not see the construction of this project as high priority and recommended that it be placed in the fourth group of projects to be constructed. The Upper Mississippi River Division design team which did the final plan for the system between 1929 and 1932 concurred. However, in 1933, the Corps moved the project ahead in the construction order because it was adjacent to a large population area, Quincy, Illinois, which had an acute unemployment problem.⁴

By November 1933, the Corps had hired Joseph Meltzer Construction to build the lock. It turned out that the construction was not routine. In April 1934, the

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cofferdam surrounding the lock construction site broke, flooding and damaging the excavation, crib-work, riprap, and piling put in during the first 4 months of construction. This delayed the project about a month.⁵

In addition to these physical problems, Meltzer was convinced that the federal relief work rules he was forced to operate under cost him both money and time. Meltzer insisted upon working people more than 30 hours a week despite relief rules prohibiting this. He had a series of conflicts with the unions involved with the project. Meltzer was dissatisfied with the people supplied by the government employment offices and felt they were not qualified to do the work required. He also interpreted the rules on the proper wages to be paid to various types of employees differently than the government did. In 1937, 2 years after completing the lock, Meltzer brought suit against the government for money which the government had not paid him in response to bills he had submitted on his Lock No. 21 contract. He simultaneously sued the government for similar costs at this dam as well as others at Lock No. 22 where he was also the general contractor.⁶

Prior to this suit when Meltzer finished the lock, central control station, and esplanade, and the government accepted the work on August 20, 1935, there was no money available with which to begin the next part of the dam project. Representatives of all segments of the Quincy community began lobbying vigorously to get federal money released to construct the dam as a work relief project. These efforts paid off. Within a year, funds had been found with which to build the dam. The Corps gave McCarthy Improvement Company of Davenport, Iowa, the order to start construction on August 14, 1936. From that point on the construction was relatively routine.⁷

SECTION 8 NOTES

1. *Annual Report, 1934*, p. 792 and *Annual Report, 1936*, p. 889.
2. "Lock & Dam No. 21, HAER No. IL-30," in HAER, p. 16; and *Annual Report, 1939*, p. 1150.
3. Charles P. Gross, and H. G. McCormick, "The Upper Mississippi River Project," *The Military Engineer* 33 (July-Aug 1941), p. 316; E. E. Gesler to Div., Oct. 5, 1937, Record Group 77 (hereinafter cited as RG77), Entry 111, Box 998, File 3524-Part 2, Washington National Records Center, Ft. Belvoir, VA (hereinafter cited as WNRC); and E. E. Gesler to Chief, Nov. 12, 1937, and May 28, 1938, RG77, Entry 111, Box 194, Envelope 7425, WNRC.
4. U.S. Army Corps of Engineers, "Mississippi River Lock and Dam No. 21 Final Report-Construction," Vol. I: "Introduction and Lock" (Aug. 1939) (hereinafter cited as "Final Report- Lock 21"), p. 2, RG77, Entry 81, Box 669, National Archives and Records Administration-Great Lakes Region (Chicago).
5. *Ibid*, p. 26; and E. L. Daley to Chief of Engineers, March 7, 1934, RG77, Entry 111, Box 995, File 3524, WNRC.

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6. HAER, p. 46; RG77, Entry 111, Box 994, File 3524, WNRC; transcript of Case No. 43489, Court of Claims of the United States, Joseph Meltzer Inc. vs the United States (Lock 21), RG77, Entry 111, Box 688, WNRC; and E. E. Gesler to Chief of Engineers, Jan. 7, 1935, RG77, Entry 111, Box 998, File 3524-part 2, WNRC.

7. "Final Report-Lock 21," p. 27; series of letters and memos from 1935 constituting RG77, Entry 111, Box 997, file 7243; and E. E. Gesler to McCarthy Improvement Company, Aug. 14, 1936, RG77, Entry 111, Box 995, File 3524-part 3, WNRC.

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9. Major Bibliographical References

(The books, articles, and other sources used in preparing this form are printed on the following two 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 # **IL-30**

Primary Location of Additional Data

___ State Historic Preservation Office

___ Other State agency

Federal agency

___ Local government

___ University

___ Other

Name of repository: **USACE, Rock Island District**

10. Geographical Data

Acreage of Property _____

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	___	___	___	3	___	___
2	___	___	___	4	___	___
	___ See continuation sheet.					

Verbal Boundary Description and Boundary Justification printed on the same continuation sheet.

11. Form Prepared By

name/title **Mary Yeater Rathbun, Principal Historian**

organization **Rathbun Associates** date **October 1998**

street & number **1792 Sandy Rock Road** telephone **608-967-2144**

city or town **Hollandale** state **WI** zip code **53544**

Additional Documentation

3 maps and 7 black and white photographs printed on the following continuation sheets.

Property Owner

name **U.S. Government-Rock Island District, Army Corps of Engineers**

street & number **Clock Tower Building** telephone **309-794-5185**

city or town **Rock Island** state **IL** zip code **61204-2004**

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District

name of property

Adams County, IL

county and state

Section 9 Page 12

Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing

Selected Bibliography

Because one of the purposes of a Multiple Property Submission is to reduce the amount of documentation on each property, only those sources which are entirely specific to this historic district are included here. If a listing seems incomplete or there is no reference here for a source cited in the endnotes in this form, please check Section I: Major Bibliographic References of the Multiple Property Documentation Form for a complete reference.

Court Records

Transcript to Case No. 43489, Court of Claims of the United States, Joseph Meltzer, Inc. vs. the United States (Lock 21), Record Group 77, Entry 111, Box 688, Washington National Records Center, Ft. Belvoir, VA.

Interviews

Albertson, Richard. Lockman, Lock and Dam No. 21, interviewed by Mary Rathbun, July 17, 1984. Notes on file with Environmental Impact Section, Planning Division, U.S. Army Corps of Engineers, Rock Island, IL.

Dunker, Charles (Tom). Lockmaster of Lock and Dam No. 21, interviewed by Mary Rathbun, February 19, 1998. Notes archived at American Resources Group, Ltd., Carbondale IL.

Herren, Robert. Lockmaster of Lock and Dam No. 21, interviewed by Mary Rathbun, July 17, 1984. Tape and notes in permanent files, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island IL.

McElroy, Roger. Lockmaster of Lock and Dam No. 21, interviewed by Mary Rathbun, April 19, 1999. Notes archived at American Resources Group, Ltd., Carbondale IL.

Drawings

The alphanumeric designation appearing on the drawings related to Lock and Dam No. 21 is M-L 21, followed by a drawing specific number.

Photographs

U.S. Army Corps of Engineers. Rock Island District, Lock and Dam No. 21, Quincy, IL. Photographic Collection.

Reports

Rathbun Associates. "Lock and Dam Complex 21" in "Historical-Architectural and Engineering Study: Locks and Dams 11-22, 9-Foot Navigation Project, Mississippi River," Vol. 1, pp. III-40 to III-42 and figures III-150 to III-155 (1985). Environmental Impact Section, Planning Division, U.S. Army Corps of Engineers, Rock Island, IL.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District

name of property

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Upper Mississippi River 9-Foot Navigation Project, 1931-1948

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=====
—. "Lock & Dam No. 21, HAER No. IL-30" in "Upper Mississippi River 9-Foot Channel Project Locks and Dams 11-22, An Inventory for the U.S. Army Corps of Engineers, Rock Island District," 22 data pages, 12 exterior photos, six interior photos, one photographic copy of aerial photograph, two photographic copies of photographs (1931-1939), and six copies of original construction drawings. Historic American Engineering Record Documentation (HAER). Lakewood, CO: Rocky Mountain Regional Office, National Park Service, 1988.

U.S. Army Corps of Engineers, Rock Island District. "Mississippi River Lock and Dam No. 21, Final Report Construction." Vol. I: "Introduction and Lock." Rock Island: U.S. Army Corps of Engineers, Rock Island District, August 1939.

—. "Final Cost Report, Dam No. 21, Mississippi River." Rock Island: U.S. Army Corps of Engineers, Rock Island District, May 1939.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District

name of property

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Section 10 Page 14

Verbal Boundary Description

The boundary of the Lock and Dam No. 21 Historic District is shown as the solid gray line on the accompanying map entitled "Lock and Dam No. 21 Historic District Based on September 30, 1991, Map by Rock Island District: Sheet 27, Mississippi River and Harbor Project, Lock & Dam No. 21." the Lock and Dam No. 21 Historic District consists of approximately 107.46 acres.

Vertex points noted on Map 1 correspond to the following UTM coordinate information from Zone 15. 1- N4418920 E633700, 2- N4418250 E634270, 3- N4418380 E634410, 4- N4418150 E634620, 5- N4417840 E634290, 6- N4417630 E634190, 7- N4417890 E633910, 8- N4418070 E634100, 9- N4418750 E633530.

Boundary Justification

The district's boundaries encompass all extant resources from its Period of Significance. The district's boundaries are irregular to exclude acres of river which not only do not directly contribute to the property's significance, but are also ineligible for listing because they are not manmade.

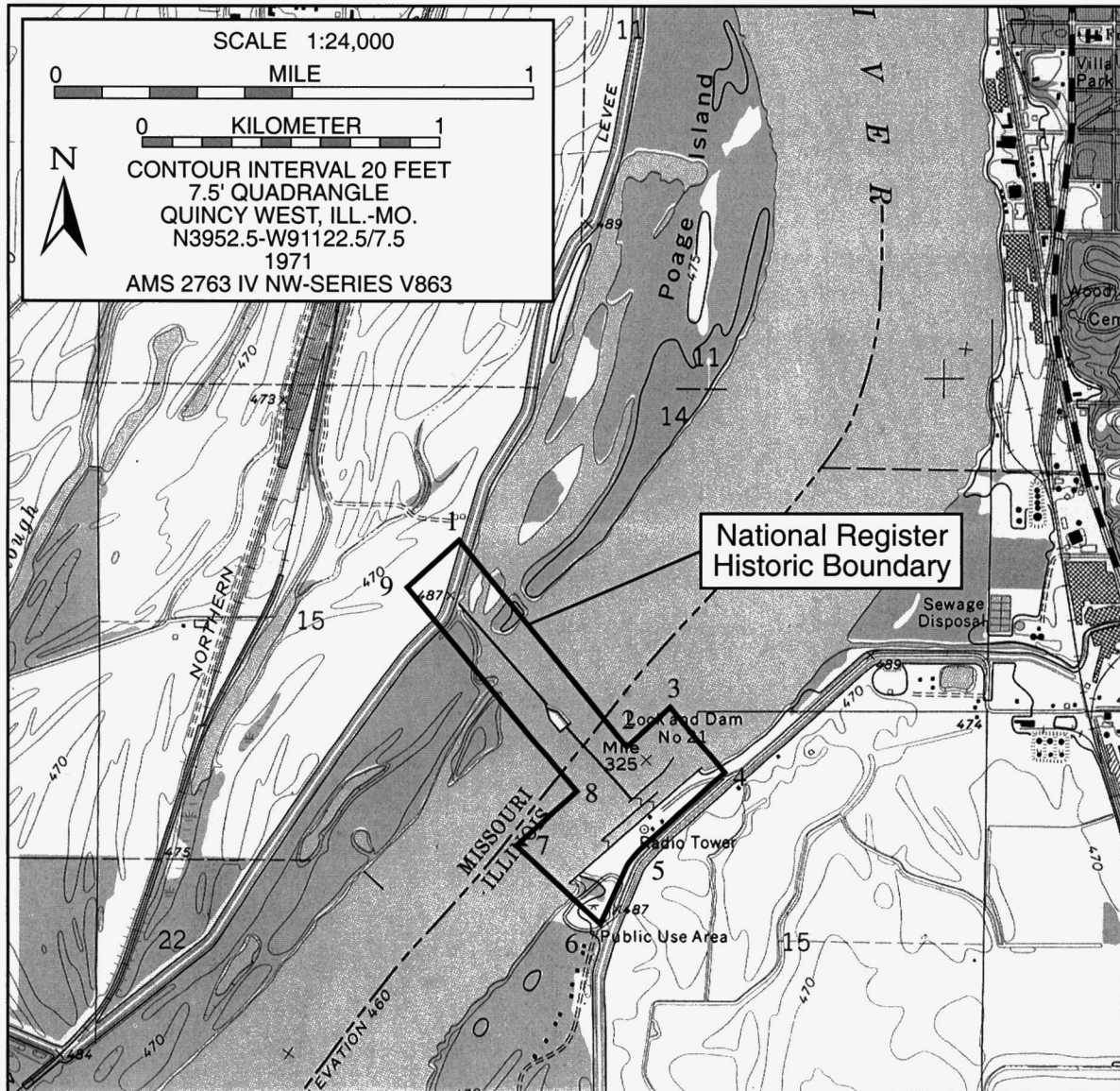
Although just downstream from Quincy, Illinois, and adjoining industrial properties, the district is clearly distinguished from them by the low levee along the southeast edge of the esplanade. The city of Quincy is only visible at a distance from the nonmoveable section of the dam. There are no manmade features on the Missouri shore riverward of the Fabius River drainage district levee to which the third dike (the transition dike) of the nonmoveable section of the dam ties. That levee clearly distinguished the district from the Missouri mainland.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
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Section MAPS Page 15



MAP 1. Lock and Dam No. 21 Historic District Boundaries Superimposed on Quincy West, Missouri/Illinois 7.5' USGS Quadrangle Map.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section MAPS Page 16

Lock and Dam No. 21 Historic District

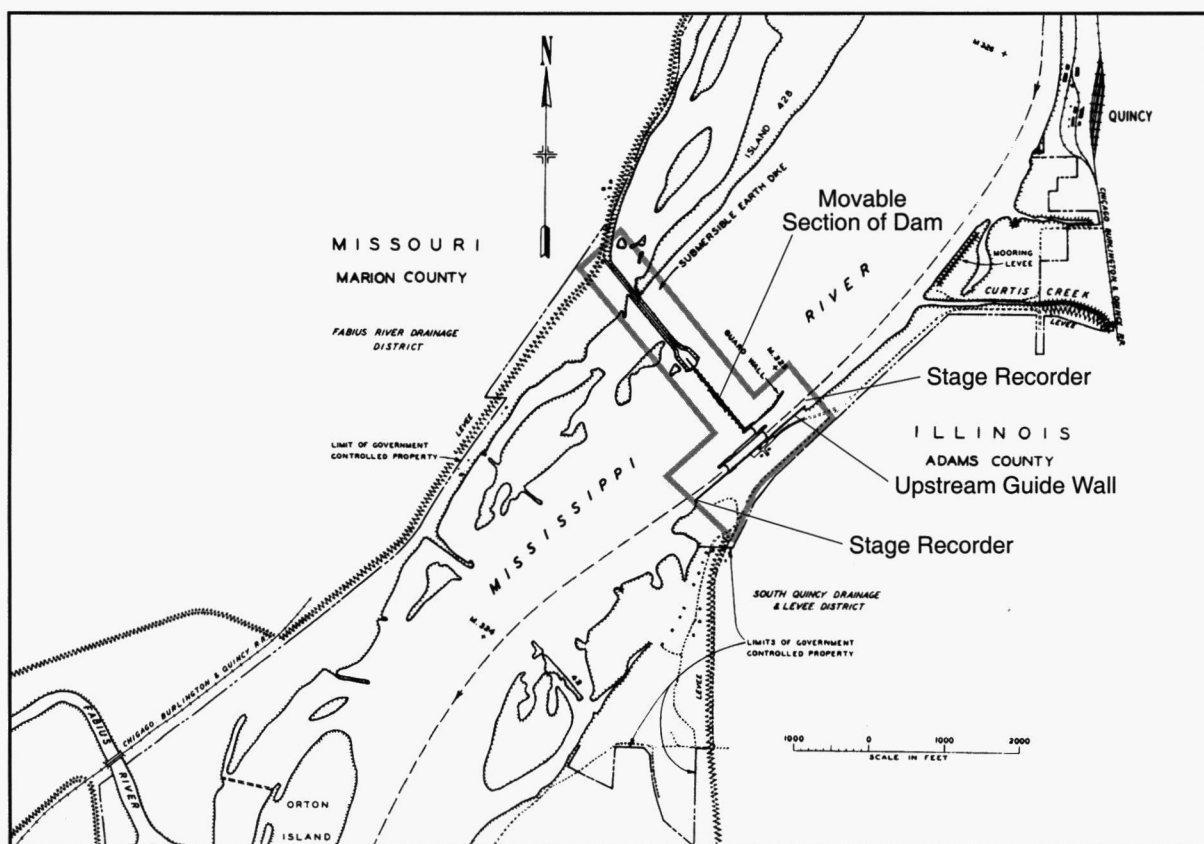
name of property

Adams County, IL

county and state

Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing



MAP 2. Lock and Dam No. 21 Historic District Based on September 30, 1991, Map by Rock Island District: Sheet 27, Mississippi River, River and Harbor Project, Lock & Dam No. 21.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District

name of property

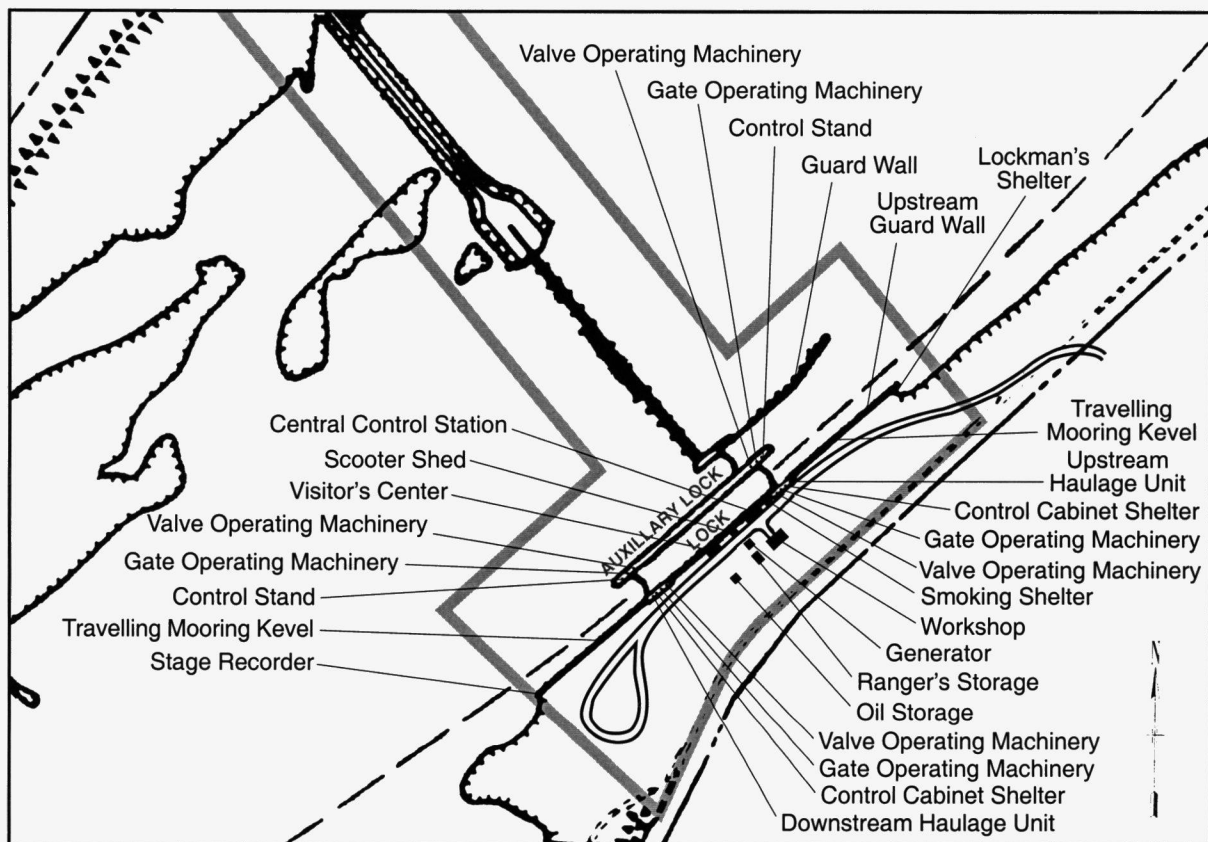
Adams County, IL

county and state

Section MAPS Page 17

Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing



MAP 3. Detail of the Illinois End of the Lock and Dam No. 21 Historic District Based on September 30, 1991, Map by Rock Island District: Sheet 27, Mississippi River, River and Harbor Project, Lock & Dam No. 21.

United States Department of the Interior
National Park Service

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Lock and Dam No. 21 Historic District

name of property

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Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing

=====
Lock and Dam No. 21 Historic District
.5 mi. w. of Highway 57
QUINCY, Adams County, IL

The above information is identical for each photo listed below. Some of the photographs were taken in 1998, some in 1997, and some in 1987. As discussed in Section H of the Multiple Property Documentation Form, in 1998 new 35mm photos were taken of all resources that had changed substantially or been added to each district since 1987. Therefore, the 1987 photos are only of resources that have not changed substantially since 1987.

There are several reasons why the 1987 large format photos are used. These 1987 photos are of resources that have not changed in ways visible at the scale needed to show the whole resource, or most of it, in one image. That scale is also the one which shows the essential physical characteristics necessary for that resource to contribute to the historic character of the district (see Section F, Multiple Property Documentation Form). The level of detail in prints from high quality large format negatives is worth the age, especially for resources which change so little over time.

United States Department of the Interior
National Park Service

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Lock and Dam No. 21 Historic District

name of property

Adams County, IL

county and state

Section PHOTOS Page 19

Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing

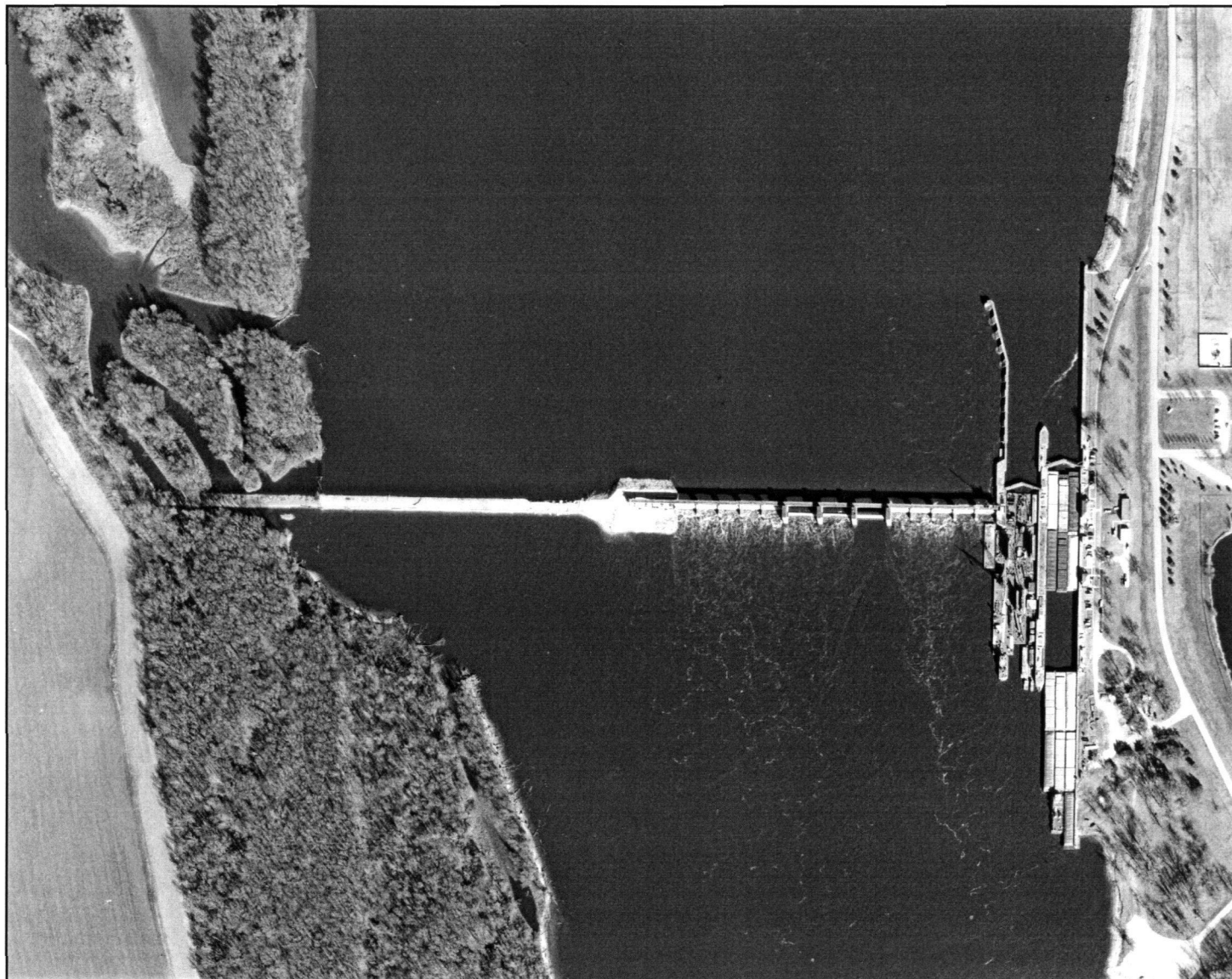


PHOTO 1. Aerial Photo.
Photographer: ?
Date of Photograph: ?
Location of Original Negative: Survey Branch, Rock Island District,
U.S. Army Corps of Engineers, Rock
Island, IL.
View:

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
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Section PHOTOS Page 20



PHOTO 2. General View of Main Lock, Downstream Side.
 Photographer: Peter A. Rathbun
 Date of Photograph: September 1987
 Location of Original Negative: IL-30-3, HAER, IL, 1-QUI, 5- HAER Collection, Prints and Photographs Division, Library of Congress, Washington, D.C.
 View: From downstream guide wall of the main lock, looking northeast

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
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Section PHOTOS Page 21



PHOTO 3. General View of Dam, Downstream Side.
Photographer: Peter A. Rathbun
Date of Photograph: September 1987
Location of Original Negative: IL-30-2, HAER, IL, 1-QUI, 5- HAER Collection, Prints and Photographs Division, Library of Congress, Washington, D.C.
View: From downstream guide wall of main lock looking north

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District

name of property

Adams County, IL

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Upper Mississippi River 9-Foot Navigation Project, 1931-1948

name of multiple property listing

Section PHOTOS Page 22



PHOTO 4. Ranger's Storage Building, South and West Sides.
Photographer: Mary Yaeter Rathbun
Date of Photograph: February 1998
Location of Original Negative: URM-NATIONAL REGISTER, roll #4, frame 29, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.
View: From access road, looking northeast

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
name of multiple property listing

Section PHOTOS Page 23



PHOTO 5. Oil Storage Building, North and West Sides.
Photographer: Mary Yeater Rathbun
Date of Photograph: February 1998
Location of Original Negative: URM-NATIONAL REGISTER, roll #4, frame 28, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.
View: From access road, looking southeast

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
county and state
Upper Mississippi River 9-Foot Navigation Project, 1931-1948
name of multiple property listing

Section PHOTOS Page 24



PHOTO 6. Visitors Center, North and East Sides.
Photographer: Mary Yeater Rathbun
Date of Photograph: February 1998
Location of Original Negative: URM-NATIONAL REGISTER, roll #4, frame 27, Environmental Impact Section, Planning Division, Rock Island District, U.S. Army Corps of Engineers, Rock Island, IL.
View: From access road, looking southwest

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Lock and Dam No. 21 Historic District
name of property
Adams County, IL
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Upper Mississippi River 9-Foot Navigation Project, 1931-1948
name of multiple property listing

Section PHOTOS Page 25



PHOTO 7. Lockman's Shelter.
Photographer:
Date of Photograph:
Location of Original Negative:

Mary Yeater Rathbun
February 1998
URM-NATIONAL REGISTER, roll #4, frame
33 Environmental Impact Section,
Planning Division, Rock Island
District, U.S. Army Corps of
Engineers, Rock Island, IL.
From access road, looking northwest

View:

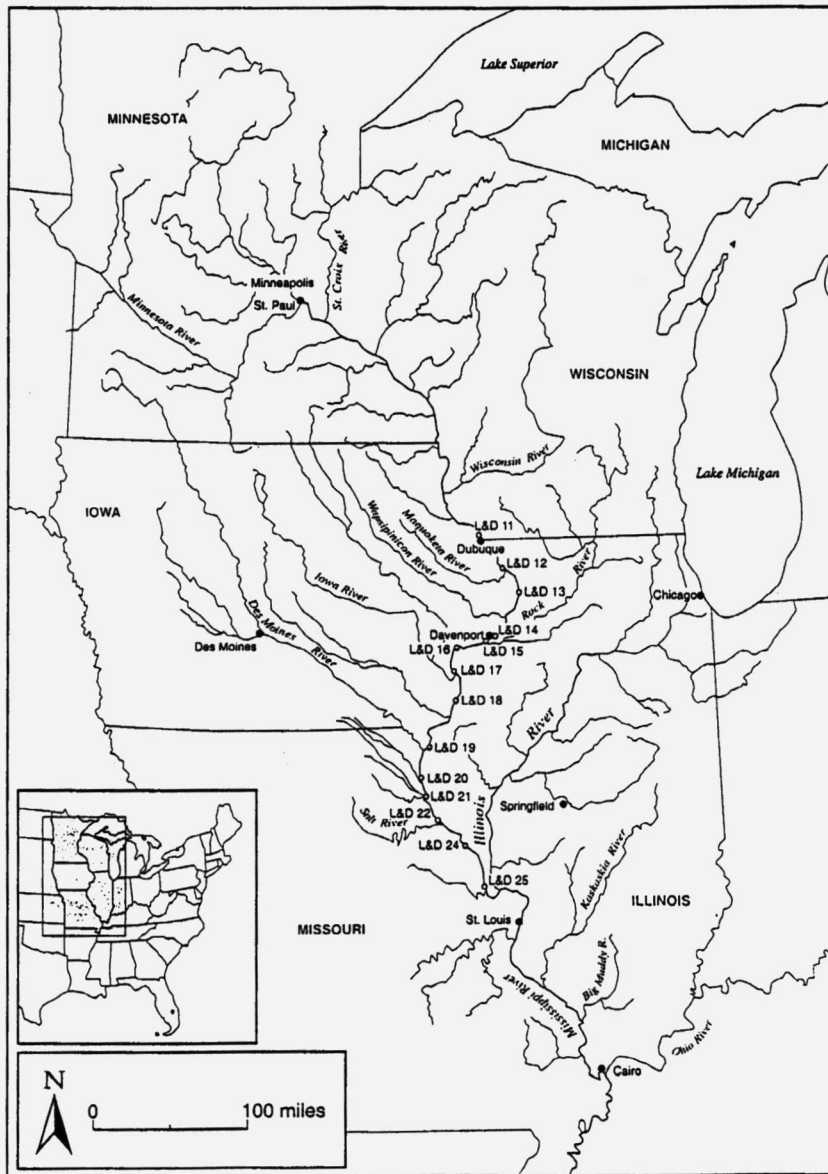
RECEIVED

APR 14 2003

WI SHP

DIV HIST PRES

LOCK AND DAM NO. 21 HISTORIC DISTRICT



General Project Location.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lock and Dam No. 21 Historic District
NAME:

MULTIPLE Upper Mississippi River 9-Foot Navigation Project MPS
NAME:

STATE & COUNTY: ILLINOIS, Adams

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: 04000181

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: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT MAR 10 2004 DATE

ABSTRACT/SUMMARY COMMENTS:

entered in the
National Register

Not returned.

RECOM./CRITERIA *Return*

REVIEWER *Boled*

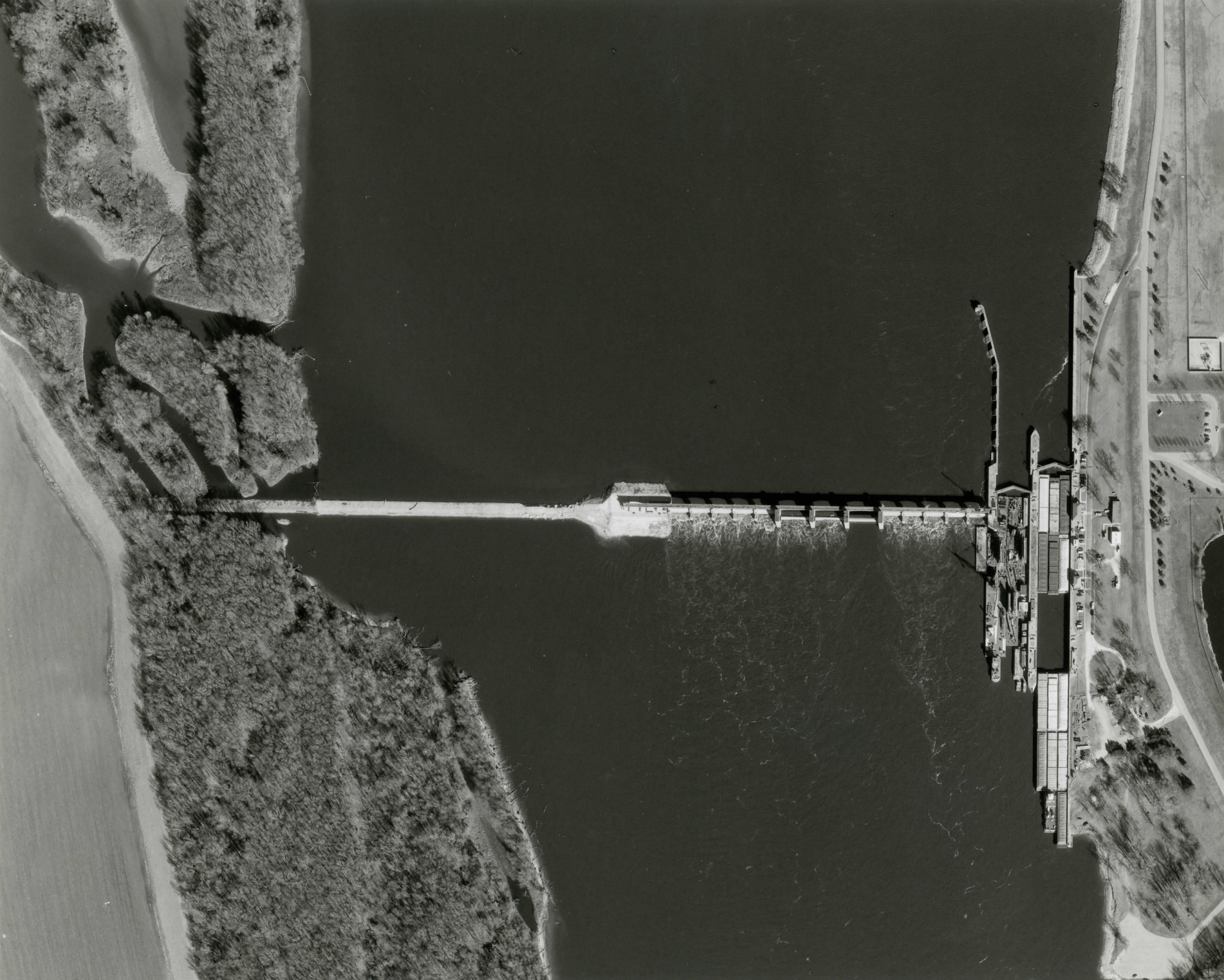
DISCIPLINE *Historic*

TELEPHONE _____

DATE *3/10/04*

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.



Fr. 58-2

21 Nov 95

L/D No. 21

Survey Branch, Rock Island District, U.S. Army Corps of Engineers, Rock
Island, IL.

Aerial Photo

Lock and Dam No. 21 Historic District

Quincy, Adams County, Illinois

Lock and Dam No. 21 Historic District Continuation Sheet, Photo 1
.5 mi. W. of Highway 57



IL-30-3, HAER, IL 1-QUI, 5- HAER Collection, Prints
and Photographs Division, Library of Congress, Washington D.C.

View of Main Lock, Downstream Side

Lock and Dam No. 21 Historic District

.5 mi. W. of Highway 57

Quincy, Adams County, IL

Peter Rathbun

September 1987

From downstream guide wall of the main lock, looking northeast
Lock and Dam No. 21 Historic District Continuation Sheet, Photo 2

HAER ILL, 1-QUI, 5-3

Reproduced from the
Collections of the
LIBRARY OF CONGRESS

809944



IL-30-2, HAER, IL, 1-QUI, 5- HAER Collection, Prints and
Photographs Division, Library of Congress, Washington, D.C.

View of Dam, Down Stream Side

Lock and Dam No. 21 Historic District

.5 mi. w. of Highway 57

Quincy, Adams County, Illinois

Peter Rathbun

September 1987

View of Dam, Downstream Side

Lock and Dam No. 21 Historic District Continuation Sheet, Photo 3

HAER IL, QUI, 5-2

Reproduced from the
Collections of the
LIBRARY OF CONGRESS

809944



IA-24-4, HAER, IOWA, 49-BEL, 1- HAER Collection, Prints and
Photograph Division, Library of Congress, Washington, D.C.

Style 1 Workshop
Lock and Dam No. 21 Historic District
401 N. Riverview St.
Bellevue, Jackson County, IA.

Peter A. Rathbun
September 1987
front facade, looking north west

Cover document, photo 28

HAER IOWA 31-DUBU 11-11

Reproduced from the
Collections of the
LIBRARY OF CONGRESS

809946



LD 21 photo 4

URM-National Register, roll #4, frame 29, Environmental
Impact Section, Planning Division, Rock Island
District, U.S. Army Corps of Engineers, Rock Island,
IL.

Lock and Dam No. 21 Historic District

.5 mi. w. of Highway 57

Ranger's Storage Building, South and West Sides

Quincy, Adams County, Illinois

Mary Yeater Rathbun

February 1998

From access Road, looking northeast

Lock and Dam No. 21 Historic District Continuation

Sheet, Photo 4



L+D 21 Photo 5

~~UPRR~~ - National Register, roll #4, frame 28, Environmental
Impact Section, Planning Division, Rock Island
District, U.S. Army Corps of Engineers, Rock
Island, IL.

Oil Storage Building, North and West Sides
Lock and Dam No. 21 Historic District
• 5 mi. w. of Highway 57

Quincy, Adams County, Illinois

Mary Yeater Rathbun

February 1998

From access road, looking Southeast



LTD 21 PH 6

UNR - NATIONAL REGISTER, roll #4, frame 27, Environmental
Impact Section, Planning Division, Rock Island District,
U.S. Army Corps of Engineers, Rock Island, IL.

Visitors Center, North and East Sides
Lock and Dam No. 21 Historic District
.5 mi. w. of Highway 57

Quincy, Adams County, Illinois

Mary Yeater Rathbun

February 1998

From access road, looking southwest
Lock and Dam No. 21 Historic District, Continuation
Sheet, Photo 6



LTD 21 PHOTO 7

~~UNIVERSITY~~-NATIONAL REGISTER, roll #4, frame 33
Environmental Impact Section, Planning Division,
Rock Island District, U.S. Army Corps of Engineers,
Rock Island, IL.

Lockman's Shelter

Lock and Dam No. 21

.5 mi. w. of Highway 57

Quincy, Adams County, Illinois

Mary Yeater Rathbun

February 1998

From access road, looking northwest

Lock and Dam No. 21 Historic District, Continuation
Sheet, Photo 7



UMR-NATIONAL REGISTER, roll #4, frame 25, Environmental
Planning Division, Rock Island District, U.S. Army
Corps of Engineers, Rock Island, IL.

New Jib Crane

Lock and Dam No. 21 Historic District

1 mi. west of State Route 57

Quincy, Adams County, IL.

Mary Yeater Rathburn

February 1998

from access road, looking southwest

Cover document, photo 23

Cov. Doc. Photo 23

New Jib Crane



UMR-NATIONAL REGISTER, roll # 4, frame 26, Environmental
Impact Section, planning Division, Rock Island
District, U.S. Army Corps of Engineers, Rock
Island, IL.

Style I Emergency Generator Building
Lock and Dam No. 21 Historic District
1 mi. west of State Route 57
Quincy, Adams County, IL.

Mary Yeater Rathbun

February 1998

from drive way, looking west

Cover document, photo 26

Cor. Doc. Photo 26

Em. Gen. Bldgs.