NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1355

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 Illinois Central Railroad Water Tower and Pump House

other names/site number Water Pump House

2. Location

street & number Approx. 600 yards southwest of the jct. of the I.C.& C & E. I. R. R. ☐ not for publication

city or town Kinmundy ☒ vicinity

state Illinois code IL county Marion code 121 zip code 62854

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

William L. Wheeler/SHPO 10-1-98
Signature of certifying official/Title Date

Illinois Historic Preservation Agency
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.)

Signature of certifying official/Title Date

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

Edson H. Beall 11.12.98

Illinois Central Railroad
Water Tower & Pump House
Name of Property

Marion, Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
2	0	structures
0	0	objects
2	0	Total

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

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportaiton/rail-related

Current Functions
(Enter categories from instructions)

Government/public works

7. Description

Architectural Classification
(Enter categories from instructions)

other: water tank

Materials
(Enter categories from instructions)

foundation wood
walls wood
roof wood
other steel

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

NARRATIVE DESCRIPTION

The Illinois Central Railroad Water Tower and Pump House is located southwest of Kinmundy, Illinois. The water tower was built in 1885 and is located between the Illinois Central Railroad tracks to the east and Illinois Route 37 to the west. Kinmundy is located in northern Marion County, approximately 26 miles south of Effingham, Illinois. The nomination includes two contributing resources, the water tower and a brick pump house, three hundred yards southwest of the tower. The site around both structures is covered with tall weeds, brush, and heavy timber. The Illinois Central Railroad Lake is located southeast of the tower, west of Route 37. A new lake is currently being built west of the present lake to provide water to Kinmundy. Sediment in the old lake has gradually reduced its size from 28 acres to approximately ten acres and its depth to approximately six feet.

The 100,000 gallon wooden above ground storage tank was, at the time of its construction, a state of the art achievement. The cavity that holds the water is a cylinder 30 feet in diameter and 30 feet deep. The sides of the cylinder are built of cypress staves 4 inches thick and 10 inches wide and 30 feet long. Each stave stands vertically and is dovetailed and fitted to form a water tight container. The bottom of this 100,000 gallon container is made of 8 x 10 inch cypress planks dovetailed and fitted so as to hold the extreme weight of 100,000 gallons of water.

There are 25 steel rods two inches in diameter and each of sufficient length to reach around the outside perimeter of the water tower. These support rods are spaced at slightly irregular positions as they individually and systematically are placed from the base to the top of the cylinder. Spacing of the rods will vary from four inches at the base to two feet at the top. Spacing of the rods, or steel bands, was determined by the weight load of the water at each level in the tank. Each of the rods are in good condition. however, as a hole developed in the side of the tank about one-half way from the bottom, water could not be pumped into the tank beyond that level. The top of the boards in the tank then dried out allowing the supporting bands to slide down the outside perimeter of the tank. These bands are in good condition and will need be pulled up to their original position and secured. Their original position can be easily determined by the markings left on the boards.

It is believed that the water tower had an eight-sided, wooden shingled roof. No known historic photos of the water tower exist and no one remembers the roof. Currently the top of the water tower is exposed to the weather.

This 100,000 gallon tank is supported 18 feet above the ground on twelve, one foot square, creosoted wooden standards 18 feet long. The bases of the standards, which supports the tank, rest on 34 x 34 inch concrete piers which appear to be poured around an original sandstone footing. The standards are cross-braced with wooden timbers. The concrete footings that support the structure are twentieth century modifications.

A wooden square core supports the center of the tank. The core measures four feet across on each side and is eighteen feet tall. The core contains a small access door on the south elevation. Two cast iron pipes which are housed in the core, one 12 inches and one 9 inches, extend from out of the ground to the center of the bottom of the tank. The 9 inch cast iron pipe runs from a pump station which pumped water from the 28 acre lake, to the west or Route 37, into the tank. The 12 inch cast iron pipe is an outlet pipe that formerly ran from the tank to an installation along side the railroad tracks approximately 200 yards south and east of the water tower. This would allow the engines to stop and take on water.

The pipe coming out of the ground along side the track stood approximately 15 feet high with a 12 foot swiveling extension which in its normal position, stood parallel to the ground and the tracks. When trains used it to take on water, the swiveling section was swung around so as to be directly above the water tender of the engine. The train crew then activated a valve which turned the water on to fill the tender. After filling the water tender, the swiveling section was then placed in its normal position parallel to the tracks. This installation was referred to by train crews as the "stand pipe."

The pump house is located 300 yards south of the water tower and 100 feet west of the Illinois Central Railroad tracks. The pump house pumped the water from the lake to the elevated tank. The first pumps were steam operated and the footings that supported the pumps are situated immediately east of the brick pump house. There are shut off valves that are located in a recessed area approximately four feet wide and six feet long and four feet below surface level to the pump house.

These steam operated pumps were later replaced with gasoline pumps set on the same standards and then later the gasoline pumps were replaced by electric pumps. While the pump house contained pumps, gauges, valves, shut-offs and other necessary equipment to control the flow of water to the tank, it also housed the maintenance equipment for both installations.

The pump house is a 10 feet by 10 feet brick building with a tiered concrete floor. The flat roof is 6 inch concrete and all are in good condition with no leaks in the roof. All of the pumping equipment and some of the gauges are intact inside the building. It is obvious that there have been some changes in the pump equipment in the interior of the pump station. Some repair has been necessary on the brick pump house, however the location has remained the same. Next to the pump house are four concrete bases that originally had pumping equipment. The pumping equipment was removed at an unknown date.

Illinois Central Railroad
Water Tower and Pump House
Name of Property

Marion, Illinois
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [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.)

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
Engineering

Period of Significance

1885-1948

Significant Dates

1885

Significant Person
(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Illinois Central Railroad

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:

_____

Illinois Central Railroad
Water Tower and Pump House
Name of Property

Marion, Illinois
County and State

10. Geographical Data

Acreage of Property approximately 2 acres

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

	Zone	Easting	Northing
1	16	385700	4291930
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Elwyn Cheatum, Past City Mayor

organization City of Kinmundy date June 23, 1998

street & number 211 South Washington telephone 618-547-3274

city or town Kinmundy state Illinois zip code 62854

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of Kinmundy

street & number Third and Monroe Streets telephone 618-547-3221

city or town Kinmundy state IL zip code 62854

STATEMENT OF SIGNIFICANCE

The Illinois Central Railroad Water Tower and Pump House in the Kinmundy vicinity is locally significant for listing in the National Register of Historic Places. It meets Criterion A for transportation for its historical association with the growth and development of the Illinois Central Railroad for providing water services at Kinmundy. The construction of the water tower in 1885 allowed the railroad to remove watering stops in Farina (approximately six miles to the northeast) and Tonti (approximately eleven miles to the southwest). The construction of the water tower allowed the steam trains to make fewer stops thus shortening the time for trains running on the Illinois Central Railroad line. It also meets Criterion C for engineering as an example of utilitarian structure essential in running of steam locomotives. The water tank is of cypress, stave construction, and represents one of the few historic remaining examples of this type in Illinois. The period of significance is 1885 when the tank was built, to 1948, the fifty-year cutoff for significance to the National Register. The Illinois Central Railroad Water Tower and Water Tower are the last remaining historic resources associated with the railroad in Kinmundy, Illinois.

Kinmundy, Illinois is a city of 900 people situated in a rural area 90 miles east of St. Louis, Missouri. It was platted in 1857 and incorporated in 1867. It was a hub of activity from 1885 through the early 1900's. A coal mine operated from 1885 through 1905. Mining, a stone quarry, two brick yards, two railroads, one grain elevator and grist mill of the pre-Civil War era, and a booming cattle business all contributed to stabilizing the economy. The City Opera House was home to basketball tournaments, graduations, dances and plays.

Today, Kinmundy has reverted to a proud, stable and independent bedroom community. None of the above that built the rich heritage of our city's past exists today. Of course, the railroads are still here but only an extreme emergency would cause their trains to stop.

On October 6, 1856, the Illinois Central Railroad was completed through the City of Kinmundy, Illinois. From that date until midway through the twentieth century, the Illinois Central has been a very important link in the city's rich and historic past. The railroad was a major employer with section crews, signal crews, signal maintainers, operator levermen and depot agents all operating in or out of Kinmundy. A frame depot

was built in 1856 on the west side of the tracks between Third and Fourth Streets. This building later became the freight depot after a new passenger depot was built in the 1880s on the east side of the tracks.

The Chicago, Paducah and Memphis Railroad crossed the Illinois Central line on the west side of Kinmundy in 1896. This line was purchased by the Chicago and Eastern Illinois Railroad (C. and E. I. R. R.) in 1897. The C. and E. I. R. R. extended their line from Chicago to Thebes, Illinois on the Mississippi River in 1899. This made the two railroads which crossed in Kinmundy the only railroads running the full length, north to south, of the State of Illinois. The coming of the C. and E. I. R. R. gave impetus to a number of businesses, including several brick business blocks in Kinmundy's downtown.

Due to the small capacity of the water tenders on railroad engines in the late 1800's, all small towns along the railroad had the capacity to partially replenish the water supply to the steam engines. Early water supplies for the steam engines consisted of deep wells, streams and ponds and were, at best, quite unreliable. As the engines increased in size, more reliable water supplies became necessary.

The Illinois Central Railroad planned to run trains from a terminal in Centralia north to Kinmundy and then north to Effingham for water stops. This would allow the railroad to discontinue four intermediate stops for water. To facilitate this plan the Illinois Central, in 1885, built a 28 acre lake in Kinmundy for a reliable water supply. The October 12, 1885 Patoka Enterprise described the reservoir's construction, "The I. C. R. R. Company are finishing up the work on the reservoir; have the engine in place and are pumping water. It is intended to make this place the watering station for all the engines, doing away with the tanks at Farina and Tonti." The grade from Tonti to Kinmundy was very steep, and noted as one of the toughest ones on the route, even for the modern diesel engines. The addition of the water tower south of Kinmundy provided much needed water for the engines.

The tower was built by the Illinois Central Railroad under the direction of their engineering department. Water towers such as this were built every 15 to 20 miles along the railroad. The water towers enabled the railroad to have an always ready and very reliable reservoir of water at a designated stop and allowed for the development of larger water tenders engines that could be filled from the tower. By the early 1900s up

through the discontinuing of the use of steam engines in the early 1950s, Illinois Central Railroad steam engines pulled a separate water tender immediately behind the engine. This water tender was activated after the water supplies from the combined coal and water tender was used and this extended the "run" between stops for water. Stops by freight trains were quite costly and placed great stress on the mechanical systems. An extremely high percentage of mechanical failures and steel fractures came as a result of stopping and starting of the trains. The ability to eliminate water stops contributed greatly to the increased efficiency of the railroads.

Walter C. Berg in his 1893 book Buildings and Structure of American Railroads notes that,

> Water stations are required on a railroad to supply water for locomotives, and are usually located from five to twenty miles apart, according to the importance and nature of the traffic on the road, ten miles being a fair average spacing. The water-supply for feeding stationary boilers, washing cars and floors, cleaning out boilers, cooling ashes, fire protection, and similar purposes, at shops, engine-houses, station buildings, etc., is very frequently connected with the water service for road engines at the same point. (Berg, 1893, p. 113)

Cypress was commonly selected by the railroads for wood stave water tank construction due to its strength and durability, resistance to insects, and fine, close grain. Late nineteenth century photographs and line drawings show various designs for water tanks. Many tanks were supported by a cylindrical or square central core and exterior bracing. As an example the Mobile and Ohio Railroad published plans in 1895 for a standard 50,000 gallon water tank with 24 foot tall staves and 16 foot in diameter. The Santa Fe Railroad used a standard plan for a 24 foot high wooden water tank in 1896, by 1913 the Santa Fe was using steel water tanks (ATSF Collection, KSHS) The Illinois Central design employed at the tank at Kinmundy was probably typical of what the line built elsewhere, as designs for railroad structures were often standardized.

In providing a contextual description of water towers Berg writes:

> Wooden water-tanks are probably in universal use in this country, and they form a distinctive feature of American railroading as compared with European practice, where iron tanks are preferred. Wooden tanks are generally built circular in shape, and the staves and sundry parts are turned out to a large extent by machinery and kept in stock, so that repairs and renewals can be made very cheaply and quickly. In addition to these features, and the cheapness of the first cost, wooden tubs afford, when roofed over, in themselves a certain protection against cold, which could not be obtained in an iron tank construction without a special building or lining around it. With a view to making repairs, cleaning out sediments, and similar causes for interruption of the service, several smaller tubs are preferable to one very large one, although the first cost of a large tank is less than that of several smaller ones offering combined the same storage capacity.
>
> Circular tanks are made of 14, 15, 16, 18, 20, 24, 28, or 30 ft. staves, and the diameters most generally in use are 16, 18, 20, 22, 24, and 30 ft. According to the selected combination of height and depth, the capacities vary from about 20,000 gallons to 100,000 gallons. The floor of a tank is usually set about 12 to 15 feet above the track, unless a high-pressure service for other purposes is desired besides the delivery of water to engines. The foundations are usually wooden trestle-bents on mud-sills or on small stone foundation-walls. On some of the large roads in the country iron-beams resting on wrought- or cast-iron columns with substantial stone foundations have been extensively introduced.
>
> For filling engine-tanks the water . . . . is stored in water-tanks located near the tracks and drawn from them, as required, by gravity, either through a goose-neck delivery-spout attached to the tank and projecting over the track, or through stand-pipes located along or between tracks either adjacent to or some distance from the water-tanks. (Berg, 1893, p. 116-117)

The Illinois Central Railroad Water Tower south of Kinmundy has 30 foot cypress staves and a diameter of 30 foot, making it according to Berg one of the larger water tanks found along railroad lines. The water tank is set 18 feet above the track allowing for very high pressure service to the railroad engines. For filling the engines the water was delivered through a stand pipe located on the west side of the track approximately 200 yards south and east of the water tower.

The 1907 Sanborn Map Company map of Kinmundy shows a water tower northeast of the Illinois Central Railroad Passenger Station that was located on the east side of the tracks between Third and Fourth Streets. The Illinois Central Railroad had double tracks through Kinmundy and the purpose of two water towers was to allow the north tower in town to service northbound trains while the south tower located south of town, to service southbound trains. The two water towers enabled the railroad to water engines without running the water lines under tracks. The north water tower was built c. 1890s, as city records note a "feeding and watering corner" for horses in this location while their owners shopped or did business in the city. The city laid a 6-inch water line from a deep well at this corner and connected it to the water tower line. This arrangement with the Illinois Central Railroad allowed an ample supply of water for the horses, railroad, and for fighting fires. A circa 1905-1910 photo shows the frame passenger station and the north water tower to the northeast of it. In 1924 the Illinois Central Railroad altered the method in which trains took water at the south stand pipe, south of town and enabled them to water engines traveling to either direction from this one point. This allowed the railroad to dismantle the north water tower.

In 1876 the Illinois Central Railroad was running one mail train north and one mail train south daily except Sunday, and three freight trains both ways daily. The Kinmundy Independent was running a schedule of trains in its 1881 issues for the Illinois Central Railroad with four passenger trains running both ways daily.

Following the construction of the Illinois Central Railroad water tower and the addition of the C. & E. I. R. R., Kinmundy prospered as a rural commercial center for northern Marion County in the late 1890s. The two railroad lines provided shipping of grain, livestock, and coal from the area's farms and coal mine. The railroads also allowed passengers and freight to travel to and from Kinmundy. The Merchants & Mechanics Bank was established in 1899 and later became the Haymond State Bank. In 1902 the First National Bank was organized. A brickyard began operations in 1891 and the

Kinmundy creamery began operations late in 1892. The coal mine began operations in 1884 and in 1886 a vein of coal five foot thick at a depth of 867 foot was discovered. The coal mine continued operations until the early 1900s.

In 1903 half of the business district was destroyed by fire including the Masonic Temple, First National Bank, a number of specialty shops, the newspaper, and city hall. A fire the following year, destroyed more businesses. In 1919 a small Ford fire truck was purchased by the fire department.

All trains on both railroads stopped in Kinmundy to allow the engines to take water. This water stop on December 22, 1912, caused the wreck of two trains, killing four railroad officials including the president of the Illinois Central, James T. Harahan, as their train had stopped to take water and was hit by a second train from the rear. A signaling system was being installed at the time in town to prevent such occurrences.

The Kinmundy Chamber of Commerce published an Industrial Survey of Kinmundy, in 1937 to attract business and industry to the area. The report noted that the city's population in 1930 was 813 with Kinmundy Township having a population of 1,344. It also noted that the Illinois Central Railroad that connected Chicago to New Orleans had one freight train and six passenger trains that made daily stops in Kinmundy. The C. & E. I. R. R. from Chicago to Thebes had one freight train and two passenger trains daily. The report boasted although the city had no industry it had adequate facilities and two sites to locate new factories. The report also mentioned the city's major employers including an ice plant, cheese factory, mill, and two machine shops.

The Illinois Central Railroad continued operations through Kinmundy throughout the period of significance. Steam engines were used on all trains from its inception until the late 1940s. During World War I and II, the railroad increased the number of trains due to increased freight and troop movements. The advent of diesel railroad engines before World War II signaled the end of the use of steam engines for railroads. But, with the increased need for railroads during World War II to haul soldiers and military supplies, the steam engines were kept in operation. They were gradually phased out following the war and by 1951, the water tower was no longer needed for the operations of the railroad. The freight depot was torn down in 1937 and passenger service ended in the 1970s to Kinmundy. The passenger depot was torn down in 1980.

Most likely the reason for the good condition of the water tower and the pump station is they were purchased from the Illinois Central Railroad by the City of Kinmundy. In 1951 the City of Kinmundy acquired the Illinois Central lake, the pump house, the water tower and all lines connecting or servicing the installations. The city built its own water treatment plant and city water was made available to its citizens.

It is interesting to note that while there are only two known wooden water towers still standing on the Illinois Central Railroad in Illinois, this is the only tower that has been in constant use since it was dedicated in 1885. After the city purchased the water tower in 1951, the city continued to pump water from the lake to the old water tower and the water is then gravity fed to the treatment plant in the city. The other 100,000 gallon wooden water tank has been moved from its original location and now stands, unused, in a city park in Centralia, Illinois approximately 31 miles southwest of Kinmundy.

BIBLIOGRAPHY

ATSF Collection. Standard Water Tank drawings, 1896, 1913. Kansas State Historical Society.

Berg, Walter, C. Buildings and Structures of American Railroads. New York: John Wiley and Sons, 1893.

Brinkerhoff, J. H. G. History of Marion County. Indianapolis: B. F. Bowen & Co., Publishers, 1909.

Kinmundy Chamber of Commerce. Industrial Survey of Kinmundy, Illinois. Kinmundy: 1937.

Patoka Enterprise, October 12, 1885.

Sanborn Map Company. Map of Kinmundy, Illinois, 1907.

VERBAL BOUNDARY DESCRIPTION

The location of the wooden water tower is 600 yards south of a point where the Illinois Central intersects with the C and E. I. R. R. The nominated parcel for the water tower and pump house is described as follows: beginning at a point 10 feet northeast of the Illinois Central Railroad Water Tower and proceed to a point 100 feet west of said tower, thence southwest 300 yards along a line parallel to Illinois Route 37 to a point 10 feet southwest of the pump house, thence east 100 feet, thence northeast 300 yards along a line parallel to the Illinois Central Railroad Tracks to the point of beginning. The pump house is located 300 yards south of the water tower and 100 feet west of the Illinois Central Railroad tracks.

BOUNDARY JUSTIFICATION

The nominated property consists of the water tower to the northeast, pump house to the southwest, and the wooded land between the structures. The nominated parcel is located between U. S. Route 37 to the west and the Illinois Central Railroad line to the east. All other structures associated with the water tower have been destroyed, with the exception of one line of active track.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Illinois Central Railroad Water Tower and Pump House

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Marion

DATE RECEIVED: 10/13/98 DATE OF PENDING LIST: 10/27/98
DATE OF 16TH DAY: 11/12/98 DATE OF 45TH DAY: 11/27/98
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 98001355

NOMINATOR: STATE

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:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

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

ILLINOIS CENTRAL WATER TOWER
MARION ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY ILL
SOUTH EAST SIDE

ILLINOIS CENTRAL WATER TOWER - BOTTOM VIEW
MARION, ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY ILL
FROM GROUND LEVEL

ILLINOIS CENTRAL WATER TOWER
MARION, ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY ILL
NORTH EAST SIDE

ILLINOIS CENTRAL WATER TOWER

MARION, ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY ILLINOIS
WEST SIDE - BODY OF TANK

ILLINOIS CENTRAL WATER TOWER - FOOTING

MARION ILLINOIS

ELWYN CHEATUM

JUNE 15, 1998

KINMUNDY ILL.

SOUTHWEST CORNOR

ILLINOIS CENTRAL WATER
TOWER - PUMP HOUSE
UNDERGROUND SHUT OFF VALVES
AT LOWER LEFT CORNOR
MARION, ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY ILLINOIS
SOUTH WEST SIDE

ILLINOIS CENTRAL WATER TOWER - PUMP HOUSE
MARION, ILLINOIS
ELWYN CHEATUM
JUNE 15, 1998
KINMUNDY, ILLINOIS
INSIDE PUMP HOUSE

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF ILLINOIS
DEPARTMENT OF ENERGY AND NATURAL RESOURCES
GEOLOGICAL SURVEY DIVISION
CHAMPAIGN, ILLINOIS

KINMUNDY QUADRANGLE
ILLINOIS
7.5 MINUTE SERIES (TOPOGRAPHIC)

ILLINOIS CENTRAL
RAILROAD WATER
TOWER AND PUMP
HOUSE
MARION COUNTY
ILLINOIS
ZONE 16
E 338570
N 4291930

PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
CONTROL BY . . . . . USGS AND NOS/NOAA
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1982
FIELD CHECKED . . . . . 1983. MAP EDITED 1985
PROJECTION . . . . . UNIVERSAL TRANSVERSE MERCATOR
GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR . . . . . ZONE 16
10,000-FOOT STATE GRID TICKS . . . . . ILLINOIS, EAST ZONE
UTM GRID DECLINATION . . . . . 1°08' WEST
1984 MAGNETIC NORTH DECLINATION . . . . . 1°30' EAST
VERTICAL DATUM . . . . . NATIONAL GEODETIC VERTICAL DATUM OF 1929
HORIZONTAL DATUM . . . . . 1927 NORTH AMERICAN DATUM

To place on the predicted North American Datum of 1983, move the projection lines as shown by dashed corner ticks (2 meters south and 5 meters east)
There may be private inholdings within the boundaries of any Federal and State Reservations shown on this map
No distinction made between houses, barns, and other buildings
Gray tint indicates areas in which selected buildings are shown

PROVISIONAL MAP
Produced from original manuscript drawings. Information shown as of date of photography.

SCALE 1:24 000

CONTOUR INTERVAL 1.5 METERS

CONTROL AND FIELD ESTABLISHED ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

To convert meters to feet multiply by 3.2808
To convert feet to meters multiply by .3048

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

ILLINOIS
QUADRANGLE LOCATION

1	2	3	1 Brownstown 2 Loogootee 3 Edgewood 4 St. Paul 5 Oskaloosa 6 Salem North 7 Omega 8 Xenia
4		5	
6	7	8	

ADJOINING 7.5' QUADRANGLE NAMES

CONTOURS AND ELEVATIONS IN METERS

ROAD LEGEND

Improved Road . . . . . ═══
Unimproved Road . . . . . - - - -
Trail . . . . . - - - - - -

Interstate Route U.S. Route State Route

KINMUNDY, ILLINOIS
PROVISIONAL EDITION 1985

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