

United States Department of the Interior  
National Park Service

SENT TO D.C.

9-23-94

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 Lazy A Motel

other names/site number \_\_\_\_\_

2. Location

street & number 2840 Peoria Road  not for publication

city or town Springfield  vicinity

state Illinois code IL county Sangamon code 167 zip code 62702

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. Cheek, SHPO 9-20-94  
Signature of certifying official/Title Date

Illinois Historic Preservation Agency  
State or 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:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____	_____	_____

Lazy A Motel  
Name of Property

Sangamon County, 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	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	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)

DOMESTIC/hotel

**Current Functions**  
(Enter categories from instructions)

DOMESTIC/multiple dwelling

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Other: Southwest Vernacular

**Materials**  
(Enter categories from instructions)

foundation Concrete  
walls Concrete block  
Stucco  
roof Asphalt  
other Wood

**Narrative Description**

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

Lazy A Motel

Name of Property

Sangamon County, 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.)

- Property is associated with events that have made a significant contribution to the broad patterns of our history.
Property is associated with the lives of persons significant in our past.
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.
Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

- owned by a religious institution or used for religious purposes.
removed from its original location.
a birthplace or grave.
a cemetery.
a reconstructed building, object, or structure.
a commemorative property.
less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1949-1956 (Transportation)

1949 (Architecture)

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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:

Lazy A Motel  
Name of Property

Sangamon County, Illinois  
County and State

**10. Geographical Data**

Acreage of Property 1.89 Acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1 

1	6
---	---

2	7	4	6	9	0
---	---	---	---	---	---

4	4	1	3	0	2	0
---	---	---	---	---	---	---

3 

--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--

2 

--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--	--	--

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 Charles Kirchner

organization Charles Kirchner & Associates, Ltd. date July, 1994

street & number 107 W. Cook Street telephone 217/789-1330

city or town Springfield, state IL zip code 62704

**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 Fred E. Widger

street & number 13 Hayes Avenue telephone 501/253-6733

city or town Eureka Springs, state AR zip code 72632

**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 Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 1

Lazy A Motel

Description Summary

The Lazy A Motel was a 13 unit, U-shaped building (now used for apartments) located at 2840 Peoria Road, Springfield, Illinois. Constructed in 1948-49, the building reflects a modest use of the Southwest Vernacular style, a style recognized by the National Park Service. It has stuccoed concrete block walls, a flat roof with parapeted walls (in front) topped by decorative tiles. It has typical Southwest Vernacular decorative elements, including tile covered shed roofs above the entryways, decorative cast iron railings and door hardware. Originally, the motel also had projecting wooden roof beams on the facade, some are now missing. The center part of the motel building is a two story section that originally contained the lobby and manager's apartment. All but one of the motel units originally had closed garages with wood doors adjoining the room. However, only three of the garages remain intact, the remainder have been converted to bedrooms or kitchens to serve the apartments. The original 13 motel rooms remain basically unaltered.

Originally, all of the motel room doors were oak with a sculptured outer cedar layer with large cast iron door knockers with heart-shaped backs. The metal door lock frames were also heart shaped. Most of the original doors remain intact. The motel roof line was originally outlined with neon, and the wall niches on the front of the projecting wings of the motel contained earthenware urns. These elements are gone as are the western style wood gateways that were each capped with a faux steer's head in the center, as well as the wood fence that was decorated with wood wagon wheels.

Front Elevation

The symmetrically arranged front elevation shows the front of the end wings of the U-shaped building, and the long linear central section at the rear of the U. On the front of each of the end wings there is a large square shaped, fixed glass window with a heavy wood head. Each window is flanked by two wall niches with segmental arched heads. The windows and niches have square wood sills. Above the niches toward the central courtyard are protruding (false) wood beams. The end walls of the side wings have stepped parapet walls with tile coping.

The long central part of the motel features three basic elements, the two story central section that contained the manager's apartment at the second level, and the two attached one story sections on either side containing motel rooms.

Originally, there were seven motel units in the long rear section and six garages. Several of the units still have their dark wood doors with bracketed, shed type covered hoods. Each of the rooms in this section has a square shaped, fixed sash window. Originally the front facade windows were three-over-one but were replaced with the current windows in 1986. The garage openings are still visible due to the heavy wood heads that are still in place. The garage openings in the long rear section have been infilled with doors, windows and vertical wood siding. These garages are now used as part of the apartment units in the building. There is an extra door at the far right end of the rear section that leads to a utility room.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 2Lazy A Motel

In the center of the two story section is a cast iron railing that encloses the stairwell to the basement under the former motel office/manager's apartment (44' x 18'6"). At one time the garages had protruding (false) wood beams over the doors, but these are missing. The parapet wall on each of the one story parts of the rear section is stepped.

At the second level of the two story center part of the long rear wing, there are two double-hung 3/1 windows, one on each side of a pair of long 6/6 double-hung windows with a railed balcony and a long, shed roofed canopy covered with tiles. The two long windows were originally wood doors. The central section is flat roofed with a tiled coping on the parapet wall.

Elevations of the End Wings Facing the Courtyard

The elevations of the end wings facing the courtyard are similar with three rooms each and (originally) three garages each. Two of the garage openings on the north wing have been infilled with wood and windows. The rest of the garage openings on the two wings (four) are still intact. The parapet walls of these elevations are also stepped.

South Elevation

The south side of the south end wing is stuccoed and has a flat roof with a raised parapet wall on the west (front) end. There are nine openings in this elevation, some infilled with wood. The remaining five windows (3/1 double-hung) are still intact. Two of the windows have air conditioners in them.

The south elevation of the rear part of the motel building is concrete block and has one opening at the left, infilled with wood.

Rear Elevation

On the rear elevation can be seen the deep concrete block foundation wall on which the motel sits. The rear wall of the motel is also constructed of concrete blocks. It has 18 openings, one a door at the rear of the utility room, and the rest bedroom and bathroom windows. Some have air conditioning units in them.

At the second level of the central section, there are three, 3/1 double-hung windows. There is a brick chimney with a round metal extension on the rear of the two story section. The grade behind the motel building drops off to a densely wooded valley.

North Elevation

On the north elevation can be seen the concrete block wall of the rear section and the stuccoed, one story north wing with its tile covered parapet wall at each end. There are no openings in the north end of the rear section of the building. There are nine windows in the north elevation of the end wing. Three are small 3/1 bathroom windows, with the rest being larger bedroom windows. Two of them have window air conditioners installed. Above the rear part of the north elevation can be viewed the second story of the central section on the rear wing of the motel.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Lazy A Motel

---

### Courtyard

Originally there were wood arches with flat heads at each of the two entries to the motel driveway. In the center toward the front was a tall neon sign that read LAZY A MOTEL. There was also a wood rail fence across the front adorned with wood wagon wheels. These features are no longer present. However, the grass courtyard is still intact.

### Interior Floor Plan

The original floor plan of the U-shaped motel featured 13 motel rooms, 7 in the back section and 3 in each of the forward extending end wings. There were also 12 garages with overhead doors between the motel units. The motel rooms were fairly small and each had a bathroom with a shower (no tub) and an open type closet. The wall treatment consisted of a rough plaster finish, and the woodwork was stained dark. Each room was decorated in a Mexican motif, with a colorful carpet, matching draperies and bed spread. The furniture was made of oak.

In the center section of the rear part of the motel was the office, with an L-shaped staircase (with wood banister, balusters and handrail) that led to the second floor manager's apartment. The staircase is still intact. (See Photo #8).

Two of the garages have been divided with the additions of partition walls to provide kitchens for the rooms that have been converted to apartments. Four other garages have been converted to kitchens with no wall additions. Four of the garages are unaltered.

There is a basement under the office part of the rear section of the motel. It has concrete block walls and contains the motel heating facilities and hot water heaters. The motel has a re-circulating hot water system that provided instant hot water to the rooms.

Sketch floor plans of the original layout of the motel and its present configuration are shown in Exhibits A and B.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 4

Lazy A Motel

Statement of Significance

The Lazy A Motel is locally significant for Criterion A in the area of transportation due to its close association with U.S. 66 in Illinois, a major transportation corridor and one of the first highways of interstate and national importance to be built in the United States. It is also locally significant for Criterion C in the area of architecture because of its association with the evolution of the modern motel from its beginnings in autocamps to the full blown versions of the motor hotel that came into vogue around 1950 in this country. It is a good example of a owner-operator motor court that was popularized in the late 1930s and early 1940s that had garages between the sleeping units, the only one of this type that remains on the alignment(s) of Route 66 in Illinois. The motel's Southwest Vernacular style is also unusual for this part of the country, being found primarily in the Southwest U.S. This is a style recognized by the National Register in the Multiple Property Documentation Form, "Historic and Architectural Resources of Route 66 Through New Mexico."

With respect to Criterion Consideration G, while the Lazy A Motel was completed in 1949, making it less than 50 years old, it is a continuation of the small owner-operated "mom and pop" motor courts of the late 1930s and early 1940s. It was built by Harold Gordon and Daisy Gordon Tucker, which followed the trend of being a small "mom and pop" operation. The Lazy A Motel is a part of a vanishing small "mom and pop" motor court resource group that is becoming very fragile in Illinois.

The period of significance for the Lazy A Motel for transportation is 1949-1956, the years in which it operated as a motel along Route 66 before the Interstate Highway program was officially begun in 1956. Its period of significance with respect to architecture is 1949, the year the motel was completed.

U. S. Route 66

U. S. Route 66 has become an icon in the popular culture of America. It is closely associated with the growth and popularity of the automobile, road building across the country, commercial travel and tourism. It also helped to foster the use of roadside commercial architecture, particularly the motor court or motel.

Route 66 stretched from downtown Chicago to Santa Monica, California - linking the Midwest with the West Coast along an alignment that crossed seven states. For 50 years, beginning in 1926, Route 66 was one of the most widely traveled transportation arteries in this country. But by 1976, interstate highways began replacing Route 66, and by 1984, this route ceased to be apart of the nation's interstate highway system. The familiar route 66 signs were removed and it was no longer shown on highway maps.(1)

1. Tom Teague, Searching for 66, Samizdat House, Springfield, IL, 1991; pp. 1 & 2.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Lazy A Motel

---

### Cy Avery, Father of Route 66

The genesis of Route 66 is attributed to Cy Avery, a highway development enthusiast who was elected highway commissioner of Tulsa County, Oklahoma in 1913. In 1915, he successfully led a movement to get a highway built from Colorado to Arkansas with convict labor. He was then appointed Oklahoma State Highway Commissioner in 1924.(2)

Avery foresaw that urban life would transcend artificial political boundaries and that metropolitan or urban regions would be formed. The changes he saw coming would need a greatly expanded federal role in the building of highways, and he began to lobby for it. But the federal government was slow to act. At this time, the Bureau of Roads, which later became the Federal Highway Administration, was only a minor agency in the U. S. Department of Agriculture. By 1918, only 3,000 miles of "postal" roads had been financed by the federal government.(3)

Public pressure did not begin building for federal support for road building until after World War I as returning veterans began buying Model T Fords. Avery's long years of lobbying finally paid off in 1925 when the Secretary of Agriculture created a board to design and number a system of routes of interstate and national significance. It was proposed that the system would be built with the aid of \$30,000 per mile in federal funding. cy Avery was invited by the Secretary to be a consultant to this new board. He accepted and eventually became a member of the board's allocation committee, the group that made most of the board's decisions.(4)

It was agreed that existing road beds would be used initially until new pavements were built. The system's key western link was to be a single highway that connected Chicago and Los Angeles. At first it was proposed that the route would run from Chicago to Springfield, Missouri, then straight west through Kansas and Colorado to California. But Avery suggested that a more southerly route would be more practical since it could be an all-weather road. The committee agreed with Avery and the route was designated as Route 66 from three choices: 62, 64 and 66. This occurred on Armistice Day in 1926, and it was approved by the Secretary of Agriculture two days later.(5)

At first, the route that John Steinbeck would call the "Mother Road" was fashioned from existing dirt, gravel and plank roads. It was not until 1938 that it was fully paved. A Highway 66 Association was founded in the 1927 and Route 66 was christened the "Main Street of America."(6)

- 
2. Tom Teague, Searching for 66, Samizdat House, Springfield, IL, 1991; pp. 86 & 87.
  3. Ibid; p. 87.
  4. Ibid; p. 87.
  5. Ibid; p. 88.
  6. Ibid; p. 88.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 6

Lazy A Motel

The Illinois Alignment(7)

Route 66 in Illinois was developed through the years 1926-1960s in three basic phases. In the first phase 1926-1930, Route 66 was routed along existing roads, including Route 4 from Springfield on south toward St. Louis. Unlike the situation in other states where strong leadership was often needed to get funding for new highway construction, highway officials in Illinois were able to designate existing routes to serve their needs, at little new cost.

In the 1930-1940s phase, certain new sections began to be built in the state as Route 66 elements. However, during this era the highway was still routed through cities, but generally bypassing central business districts. In the decades spanning the 1940s-1960s, the four lane highway that was to become Route 66 was built, sometimes by just adding two additional lanes along side existing two lane roads.

Generally, by the 1960s Route 66, which started in Chicago at Lake Michigan, ran through the southwest suburbs of Cicero and Berwyn down to Joliet. From there it proceeded south to Wilmington, Dwight, Pontiac and Bloomington. Heading south from Bloomington, it ran on the west side of the present I-55 alignment to Lincoln and on the east side of what is now I-55 to Springfield. After passing through Springfield, it paralleled the present I-55 right-of-way to Litchfield. From there it went through Mt. Olive, Staunton, Edwardsville, Granite City, and across the toll bridge at Venice into St. Louis.

Route 66, in some respects, served a different function in Illinois that it did in many of the Western states. In Illinois, the highway was more of a commercial corridor that was heavily used to move goods by trucks from Chicago to St. Louis. While tourism was also important, it was probably not as significant as it was in the West, where there was little industrialization.

Route 66 in Springfield

For most of Route 66's life, it was routed through Springfield along Peoria Road, 9th Street and South 6th Street. This alignment was eventually called Business Route 66 and is now designated as Business Route I-55. In 1966, Stevenson Drive from 6th Street to 31st Street (now Dirksen Parkway) was completed and by the late 1960s, the Dirksen Parkway/Stevenson Drive alignment became known as Bypass 66. In January, 1977, according to Illinois District 6 highway officials, the Route designation was removed and replaced by the I-55 logo.

As in other parts of Illinois, Route 66 helped to spawn a variety of traveler oriented commercial establishments in Springfield, including restaurants, gasoline service stations, and tourist camps and motor courts. In the 1938 Springfield City Directory, there were five tourist camps listed that were located on Route 66: Guslav Bordon's, Capital Tourist Camp, Moderne Tourist Court, Six Elms Tourist Camp, and Yukon Tourist Camp, all on the north end of the city on Peoria Road. None of these remain today.

7. Discussion of the Illinois alignment of Route 66 is based on information provided by David Keene, Chicago, and Illinois Department of Transportation, District 6 officials.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 7

Lazy A Motel

By the time the Lazy A Motel was built, there were 16 tourist courts (the phrase used in the 1950 Springfield City Directory) along Route 66. Of these, five remain in existence today: the A. Lincoln Tourist Court, Miller's Court, Park View Court, Robinson's Modern Tourist Court, and the Lazy A Motel.

In 1958, the Springfield City Directory listed 34 motels and tourist courts that were located along Route 66 through the city. Those listed include the following:

1. Ace Motel, 2905 S. 6th
- \* 2. Bel-Aire Manor Motel, 2636 S. 6th
3. Broadview Motor Court, 3116 Sangamon Avenue
- \* 4. Capitol City Motel, 1620 N. 9th
5. Capitol Motel, 4129 Peoria Road
- \* 6. Caravan Motel, 900 N. 31st
7. Cardinal Court Motel, Peoria Road
8. Cartwright's Cabins, 1600 N. 31st
9. Elite Motel, 1127 Peoria Road
10. Evening Star Motel, 1409 Linn Avenue (Stevenson Drive)
11. Faber's Ho-Hum Motel, 1616 N. 31st
12. Fairview Motel, 2115 Peoria Road
13. Flamingo Motel, 2106 Peoria Road
14. H-V Motel, 441 N. 31st
15. Illini Court, 3129 Clear Lake Avenue
- \* 16. Lazy A Motel
- \* 17. A. Lincoln Motel, 2927 S. 6th
18. Mervin's Tourist Court, Peoria Road
- \* 19. Miller's Motor Court, 700 N. 31st (now Best Rest Inn)
20. Mo-Derne Tourist Court, 3828 Peoria Road
21. Northern Aire Motel, 2915-17 Peoria Road
- \* 22. Parkview Motel, 3121 Clear Lake Avenue
- \* 23. Pioneer Motel, 4321 Peoria Road
24. Poland's Haven Court, 4100 Peoria Road
25. Poplar Tourist Court, 4100 Peoria Road
- \* 26. Ross Motel, 2127 Peoria Road
27. Shady Lane Motel, 2720 Peoria Road
- \* 28. Shamrock Court, 928 N. 31st
29. Site Traveler's Lodge, 912 By Pass 66S
30. Sixty Six Motel, 2726 Peoria Road
- \* 31. Southern View Motel, 720 East St. Joseph Street
32. Springfield Motel, 4421 Peoria Road
33. Voss's Motel, 410 N. 31st Street
34. Yukon Motor Court, 3820 Peoria Road

\* Still in existence

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Lazy A Motel

In addition to those motels listed in the 1958 Springfield City Directory, the Robinson Modern Tourist Court at 304 N. 31st, which was built in 1950, is still in existence. As can be noted most of these motels were located in the north part of Springfield along 9th Street, Peoria Road, and 31st Street. Of these 35 motor courts and motels, only 12 remain intact and are now used as motels or apartments. With the exception of the A. Lincoln Motel (1946), Lazy A Motel (1949), B & F Motel (formerly Robinson's Modern Tourist Court, 1950), Best Rest Inn (formerly Miller's Motor Court, 1950), Bel-Aire Manor Motel (1951), Capitol City Motel (1951), Little Chum's Lodge (1951), Pioneer Motel (1951), Shamrock Court (formerly Akers Motel, 1953), Dirksen Inn Motel (formerly Caravan Motel, 1953), and Ross Motel (1954), all of the others were built in 1957 or later. These motels and motor courts along Route 66 flourished in a large degree to association with Route 66 traffic--which included commercial travelers, as well as visitors to Springfield's historic sites and the Illinois State Fair. These tourist courts and motels ranged in size from 8 units to 80 units, with most being simple brick or frame Commercial style buildings with gable roofs and parking at the door.

The interstate section around Springfield to the east of By Pass 66 (along 31st Street) was completed in 1964. This was also the year that Holiday Inn East was built on By Pass 66, and soon other motel chains such as Sheraton, Howard Johnson and Day's Inn began to cluster near the interchange at Stevenson Drive.

### The Evolution of the Motel 1910-1950s - "Gypsying" to Motor Lodge

The evolution of the modern motel took 35 years. Starting in the decade from 1910-20, thousands of Americans became tourists, camping overnight in various locations. They slept in their cars or in tents, and cooked over campfires. Autocampers often termed this era of the evolution of the motel as "gypsying." By traveling off the beaten track and eschewing railroad travel and hotels, they believed they could find new ways to interact with their fellow countrymen and escape the confines of modern day society. Being leisurely and close to nature, autocamping allowed tourists to feel as though they were being independent and closer to the way life was lived in the preindustrial era.(8)

The desire to be free and unencumbered by regulations led to a number of environmental health problems. Tourists on their vacations became litterbugs, had run-ins with farmers and property owners, and sometimes became ill after drinking contaminated water. Such problems became worse as millions of American bought cars, many of which became autocampers. Such problems resulted in the need for public regulations and around 1920 public authority combined with private economic interests to create free municipal campgrounds. These campgrounds were located in central parts of town along state or federal highways.(9)

Many communities developed free autocamp sites and soon intertown competition caused strains on local budgets. Then, as poor or out-of-work travelers began to drive away more affluent travelers from the autocamps, local support for such attractions started to decline. By 1923, a small fee was charged by some localities to help pay for maintenance costs and help screen out migrants or other "undesirables." The charging of fees paved the way

8. Warren James Belasco, Americans on the Road, From Autocamp to Motel, 1910-1945, The MIT Press, Cambridge, Massachusetts, 1979, p. 3.
9. Ibid, p. 4.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 9

Lazy A Motel

for the entry of private entrepreneurs to the autocamp business. These new game players often provided improved services and more selections. By the year 1925, some private autocamps began to build cabins for those tourists who wanted privacy or more comfort.(10)

Camps to Cabins

Thus, the motel industry was born between 1925-1930, and led to twenty more years of experimentation with tourist cabins, cottage courts, and motor courts that eventually resulted in the motor hotel or motel that was to fully mature after World War II.

In the beginning, many early cabins were basically tents with dirt floors. Tourists still brought along their own cots and campstoves. Like earlier camps, the cabin camps featured community toilets, showers and sometimes a cooking facility. They usually rented for \$0.50 to \$0.75 per night. (11)

More desired in this era were somewhat fancier units that contained an iron bed with straw mattress, a bench or two and water pitcher and bowl. In spite of such spartan furnishings, such cabins were popular and widely used. Their acceptance marked the end of the autocamp and the start of the motel industry. (12)

While convenience and personality were keys to the success of a motor camp, style was also of importance. Since cars were traveling a higher speed, it was good if a facility could easily be seen from the road. The use of white paint, green shutters, window boxes and flowers were often used to convey a cottage image. Catchy signs, every mile for miles on either side of the road, told tourists that they were nearing a cabin camp with hot showers, flush toilets and cooking facilities. Cute names such as Dew Drop Inn or Kozy Kabins were also used. While a bungalow architectural style was the most popular, other styles as log cabins, colonial and Spanish Mission were also seen. (13)

As cabins became better furnished, brand name mattresses, soft drinks, soap and linoleum began to be used to help assure travelers looking for quality.(14)

The Depression Years: 1930-1940

The Depression caused grave problems for the hotel industry but helped the more economical motor camps. Depression competition also helps to raise standards and bolstered public support for such establishments. But increased costs and low rates resulted in meager profits until after the war. In order to attract former hotel customers concerned about the image of the earlier transient camps, many camp owners started to use such terms as cottage, court and lodge instead of camp. And to further distance themselves from earlier camping origins, they usually quit renting tent space. From a 1932-33 low point, expenditure for travel started to rise in 1934 and increased until the 1938 recession. People spent more on room and board in 1935 than

10. Ibid; p. 4
11. Ibid; p. 131
12. Ibid; p. 131
13. Ibid; p. 137
14. Ibid; p. 140

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 10

Lazy A Motel

in any year since 1929.(15)

In 1937, the International Motor Court Association was born. Its Tourist Court Journal pushed for modernization. It said that better facilities were the key to attracting higher rate paying hotel customers. It preferred the term "court" to "camp" and promoted twin beds, carpeting, air conditioning, tiled baths and swimming pools. Cheap prices in the Depression years introduced some travelers to innerspring mattresses, hot showers, and steam heat, none of which were universally found in most residences in the early 1930s. Later, in the 1950s, motel guests would be first exposed to wall-to-wall carpeting, sliding glass doors, television sets, Scandinavian furniture and air conditioning.(16)

Motor courts provided advantages that hotels didn't often have such as access to cars and privacy. Starting in the early 1930s, cars were often parked in closed garages and later in front of each unit. The issue of garages sometimes bothered motor court owners in the late 1930s and early 1940s since a private garage attached to each unit reduced the space that could be devoted to more rooms. But it seemed that tourists in this era still desired some kind of shelter for their cars. Another reason for private garages was that a heated space for the car was almost as important as a heated cabin in the northern states in extending the tourist season. Also near cities, motorists liked locked garages for security reasons. The Tourist Court Journal suggested that developers of motor courts provide adjoining garages, even though they were wasteful. One issue said, "If it were not for them there would be more space for rentable rooms... but if it were not for garages, there would be no reason for motor courts." The popularity of adjoining garages forestalled the eventual acceptance of the familiar motor court style - adjoining units in a single line, or an L or U shape - until after World War II.(17)

The Motor Court Building Boom

The economic boom related to World War II resulted in a great increase in the traveling public, but gasoline rationing put the damper on tourist travel in 1942. Due to the housing shortage motor courts located near large coastal cities, army bases and war plants were filled. But many Midwestern and Southwestern motor camps along major highways went under.(18)

Then, following World War II, new affluence and shortage of housing resulted in many people renting court space. There were over 26,000 motor courts by 1948, twice those in existence in 1939. Another 15,000 were erected between 1949 and 1952. Most of these were small-scale and individually owned.(19)

15. Warren James Belasco, Americans on the Road, From Autocamp to Motel, 1910-1945, The MIT Press, Cambridge, MA and London, 1979; p. 155.
16. Ibid; p. 156 and 164.
17. Ibid; p. 165 and 166
18. Ibid; p. 170
19. Ibid; p. 170

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 11

Lazy A Motel

Once the individually owned "mom and pop" courts were well accepted, the time was ripe for them to give way to larger motor hotels with 50 or more rooms. But even by 1953, it was estimated by Hotel Management that only 10 percent of the motor courts in the U.S. had 25 or more rooms. But it was noted that this 10 percent did 40 percent of the business. Larger scale development was hastened by the building of limit access highways in the 1950s. Due to this trend, many earlier courts were bypassed and sometimes bought out by state highway departments. The expressways also brought many travelers to high-rise motor hotels in downtown areas. Many of the new facilities with 50 or more rooms were built and operated by hotel corporations such as Holiday Inn, Ramada Inn, Sheraton, Hilton and Marriott. Having banquet and meeting facilities, these large motels replaced regular hotels as community centers.(20)

In addition to conventional hotel characteristics, the new motels adopted early auto camp features such as free parking, self service, informality and family orientation. In 1962, the motel industry realized a victory when the American Hotel Association became the American Hotel and Motel Association.(21)

The Significance of the Lazy A Motel

The Lazy A Motel was constructed in 1948-49 in a U-shape as a 13 unit facility with enclosed garages between the units. The motel was very well planned and constructed of concrete blocks and stucco, with a flat asphalt roof. It took a year to complete, and featured such innovations as a recirculating hot water system that provided instant hot water to the bathrooms. The design of the motel reflects a modest use of the Southwest Vernacular style, and included stepped parapets with tile coping (originally outlined in neon), protruding (false) beams in the facade, cast iron trim, exterior wall niches with runs, heavy oak doors with a cedar veneer, heart shaped metal door knockers, and tile covered shed type roofs above the entryways.

The motel rooms were originally well appointed with oak furniture (made in Ft. Worth, Texas), tile baths and showers, and Mexican style carpets, draperies and bed spreads. Thirteen units remain basically intact.

The grounds of the Lazy A Motel were also impressive with a wood rail fence featuring wood wagon wheels, ranch type wood gateways with faux steer heads at the top, and a grassy courtyard where guests could relax.

A ca. 1950s postcard (See Exhibit C) illustrates the attractive character of the Lazy A. It also shows the original neon sign. The rear of the postcard was inscribed:

Lazy A Motel  
Recommended by A.A.A.  
Tile Bath-Closed Garages-Fireproof  
On U.S. 66 (City Route) Five Blocks North of  
City at the end of Fair Grounds  
Phone 2-0796-Springfield, Illinois

20. Warren James Belasco, Americans on the Road, From Autocamp to Motel, 1910-1945 The MIT Press, Cambridge, Massachusetts, 1979; p. 170-171
21. *Ibid*; p. 171

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 12

Lazy A Motel

As noted earlier, the 1958 Springfield City Directory listed 34 auto courts and motels that were located along Route 66 in Springfield. Only 11 from this list (plus one other from this era) remain, some of which are now used as apartments. The Lazy A Motel conveys a high degree of association and feeling with respect to roadside services related to motor commerce and tourism along Route 66 in Springfield as any of the motels built along this route in the local area. It was one of the few so carefully designed to serve the traveling public's needs, including the provision of enclosed garages. Only one other motel in Springfield appears to have been built with enclosed garages between rooms-the Magnolia Court, 2613 East Cook Street, 1951, which was not on Route 66.

Along Route 66 between Chicago and St. Louis, this surveyor noted only 25 or so motels dating from the era 1935-1950s remain. Exhibit D is a listing of those remaining motels recently identified as a result of an auto trip along the remaining parts of Route 66 in Illinois, as well as along Route 4 (the 1926-1930 alignment of Route 66 in Illinois south of Springfield). Exhibit F outlines the route traveled on the trip to identify older motels along Route 66 in the state. Based on the appearance of some of these motels, in a few years there will be few, if any remaining examples of Route 66 motor courts left.

With respect to the architecture, the Lazy A Motel through its design, setting and materials reflects the best of the type of motor courts built along Route 66 in Springfield and in Illinois. In particular, the spatial arrangement of the motel, the enclosed garages between rooms, the office/residential and courtyard elements, as well as the use of the Southwest Vernacular style-convey the architectural significance of the motel.

Motor courts built along Route 66 in Illinois are rapidly disappearing. While the exact number of Route 66 related motor courts and motels existing at one time in Illinois is not known, only two dozen or so remain, many of which are in Springfield.

It is believed that the Lazy A Motel is a exceptional significance and meets Criteria Consideration G because it is a representative of a continuation of the small "mom and pop" motor courts of the late 1930s and early 1940s, having been built and owned by Harold Gordon and Daisy Gordon Tucker. The Lazy A Motel also meets Criteria Consideration G due to the fragile nature of the remaining resources of which it is a part. It is indeed, a rare remnant of a rapidly vanishing breed.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9,10 Page 13

Lazy A Motel

### Major Bibliographical References

1. Belasco, Warren James, Americans on the Road, From Autocamp to Motel, 1910-1945, The MIT Press, Cambridge, Massachusetts, 1979.
2. Kammer, David J., Ph.D., "Historic and Architectural Resources of Route 66 through New Mexico," National Register Multiple Property Documentation Form, 1993.
3. Snyder, Tom, The Route 66 Traveler's Guide and Roadside Companion, St. Martin's Press, New York, 1990.
4. Teague, Tom, Searching for 66, Samizdat House, Springfield, Illinois, 1991.
5. Wallis, Michael, Route 66: The Mother Road, St. Martin's Press, New York, 1990.
6. Interviews with owner and others knowledgeable about the Lazy A Motel, January, 1994.

### Verbal Boundary Description

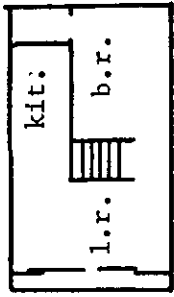
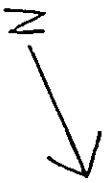
Part of Lot 3 of William and Gershom Jayne's Subdivision of the Southwest Quarter of the Northwest Quarter of Section 14, Township 16 North, Range 5 West of the Third Principal Meridian, Sangamon County, Illinois, more particularly described as follows:

Beginning at the intersection of the South line of said Lot 3 and the East right-of-way line of Peoria Road; thence Northeasterly, along the said East right-of-way line a distance of 143.64 feet to the true point of beginning; thence continuing Northeasterly along the said East right-of-way line, a distance of 236.48 feet; thence deflecting to the right 88°08'08" a distance of 371.11 feet to a point on the West right-of-way line of the Chicago and Illinois Midland Railroad; thence Southerly along a curve to the left of radius 3,274.05 feet, whose chord deflects to the right 80°49'47" from the last described line, a chord distance of 153.13 feet to a point on the said West right-of-way line; thence deflecting to the right 19°13'01" a distance of 121.58 feet to the true point of beginning, containing 1.89 acres, more or less. See Exhibit E for site plan of Lazy A Motel.

### Boundary Justification

The boundary includes the building and surround lot historically associated with the Lazy A Motel.

LAZY A MOTEL



2nd Floor

manager's apt.

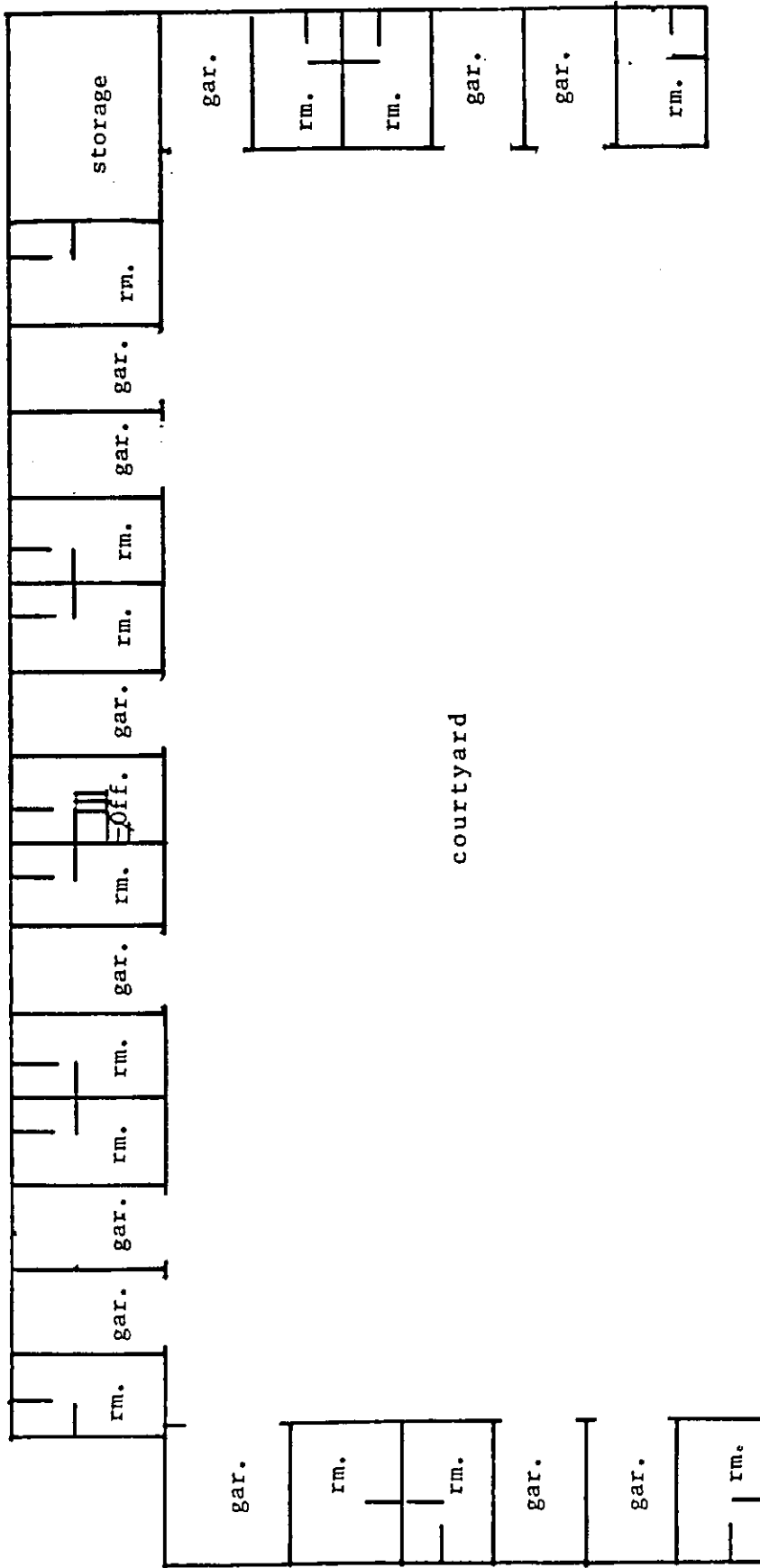
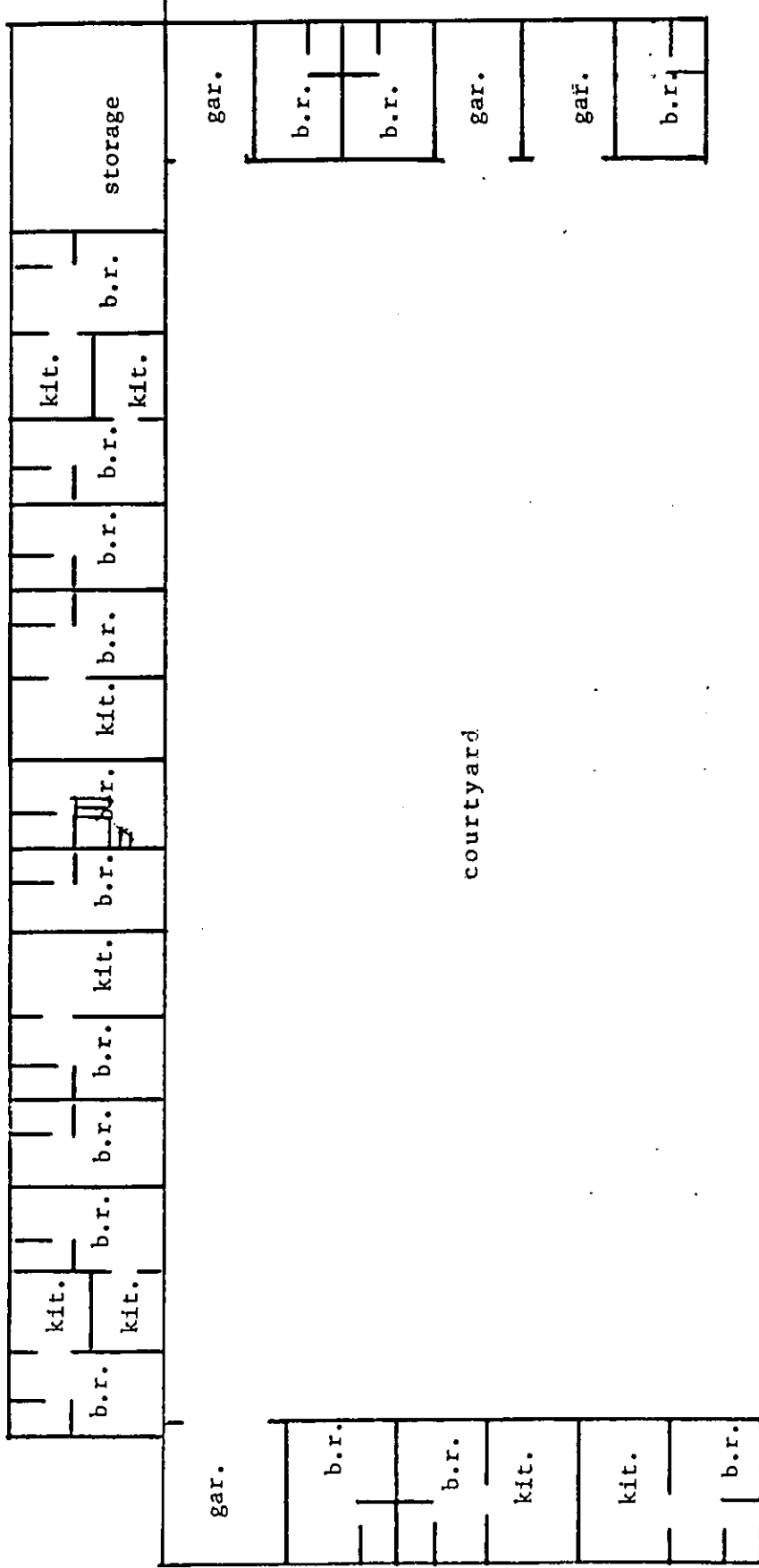
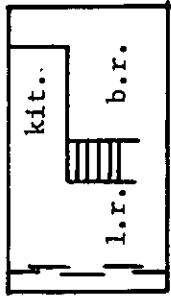
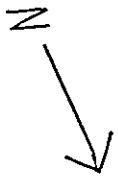


EXHIBIT A

Original Floor Plan

EXHIBIT B

LAZY A MOTEL



Current Floor Plan

EXHIBIT C



EXHIBIT D  
Ca. 1935-1958  
MOTEL BUILDINGS REMAINING ON ROUTE 66  
IN ILLINOIS

<u>Name of Motel</u>	<u>Description</u>
1. Manor Motel U.S. Route 6 & I-55 Joliet, IL	Brick, U-shaped 1 and 2 story, colonial style motel with end gable roofs. 77 units. Ca. 1950s.
2. Care Free Motel (formerly Arrow Motel) Rtes. 47 & 17, Dwight, IL	Frame and brick veneer, 1 story building. Ca. 1936. (Motel will close for good in 1994)
3. Rossi's Motel Braidwood, IL	Frame, U-shaped, 1 story building with end gable roof. ca. 1950s.
4. Fiesta Motel I-55 Frontage Road Pontiac, IL	Brick, L-shaped, 2 story building with end gable roofs. 60 units, ca. 1950s.
5. L & L Motel U.S. 150 at Bus. I-55 Bloomington, IL	Buff brick, 1 story building with an end gable roof. 19 units. Ca. 1950s.
6. Pioneer Rest Motel I-55 Frontage Road Broadwell, IL	Brick, rectangular shaped, 1 story motel with an end gable roof. 6 units (adjoining Pig Hip Restaurant) ca. 1940s.
7. Little Chum's Lodge 4333 Peoria Road Springfield, IL	Brick rectangular shaped, 1 story building with an end gable roof. 14 units. 1951*
8. Pioneer Motel 4321 Peoria Road Springfield, IL	Brick, permastone veneer and frame, L-shaped (2 buildings) motel with gable roofs. 12 units. 1951*
9. Lazy A Motel 2840 Peoria Road Springfield, IL	Concrete block with stucco, U-shaped building with a flat roof. 13 units with garages. 1949.
10. Shamrock Court (formerly Akers Motel) 928 N. 31st Springfield, IL	Frame, rectangular shaped, 1 story building with an end gable roof. 7 units. 1953*

11. The Dirksen Inn Motel  
(formerly Caravan Motel)  
900 N. 31st  
Springfield, IL  
Brick, 1 story, rectangular shaped building with an end gable roof. 8 units. 1953\*
12. Best Rest Inn  
(formerly Miller's Motor Court)  
700 N. 31st  
Springfield, IL  
Frame, 1 story, L-shaped building with an end gable roof; and a newer brick, 1 story building with a hip roof. 1950\*
13. B & F Motel  
(formerly Robinson's Modern Tourist Court), 304 N. 31st  
Springfield, IL  
Frame, 1 story, L-shaped building with an end gable roof; and a newer brick, 1 story building with a hip roof. 1950\*
14. Ross Motel  
2127 Peoria Road  
Springfield, IL  
Frame, 1 story, rectangular shaped building with an end gable roof. 8 units. 1954\*
15. Capitol City Motel  
1620 N. 9th Street  
Springfield, IL  
Permastone veneer, 1 story, U-shaped complex (3 buildings) with end gable roofs and front pedimented gables over paired doorways. 33 units. 1951\*
16. Parkview Motel  
3121 Clear Lake Ave.  
Springfield, IL  
Frame, 1 story, U-shaped building with an end gable roof. Brick veneer, new siding. 20 units. 1950\*
17. Bel-Aire Manor Motel  
2636 S. 6th Street  
Springfield, IL  
Brick, 2 story, L-shaped building with an end gable roof and covered, double tiered portico in front. 80 units. 1951\*
18. A. Lincoln Motel  
2929 S. 6th Street  
Springfield, IL  
Brick, 1 story, U-shaped building with gable roofs. (Orgiinally 8 units). Now 42 units. 1946\*
19. Southern View Motel  
720 St. Joseph Street  
Springfield, IL  
Brick, 1story building with end gable roof, and frame 2 story building with an end gable roof. 60 units. 1958\*
20. Art's Motel  
I-55 Frontage Road  
Farmersville, IL  
Frame, 1 story, L-shpaed building with an end gable roof. 13 units. ca. 1950s
21. 66 Hotel Court  
I-55 Frontage Road  
Litchfield, IL  
Series of brick, duplex buildings with flat roofs. 20 units. ca. 1940s

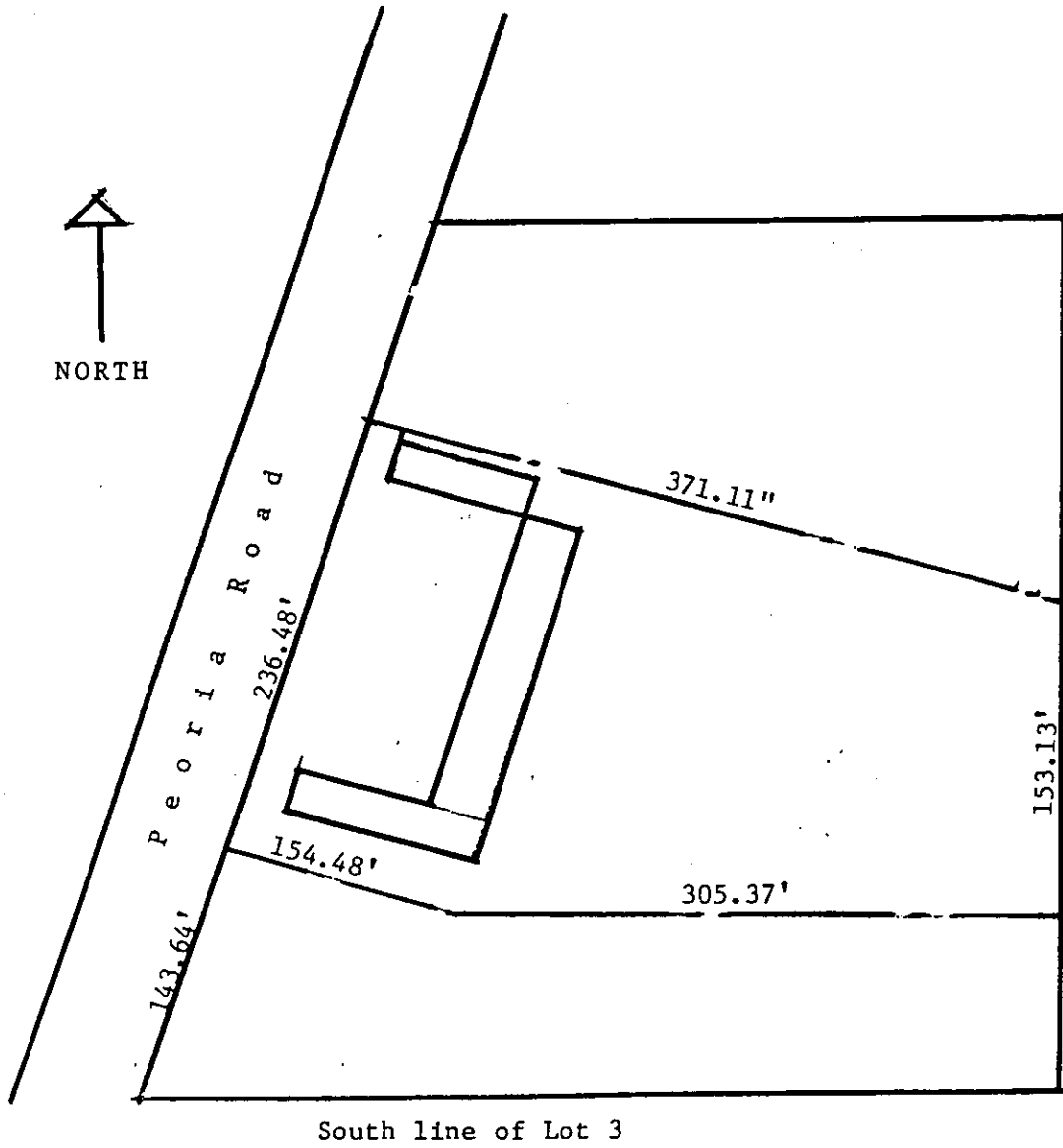
- |  |  |
|--|--|
| 22. Belvidere Motel<br>I-55 Frontage Road<br>Litchfield, IL        | Frame, 1 story building with an end gable roof. 8 units. ca. 1940s. (A 4 unit building was added later.) |
| 23. Town and Country Motel<br>South of Edwardsville<br>On Route 57 | A pair of frame duplex cabins with front gable roofs. 4 units. ca. 1935                                  |
| 24. Apple Valley Motel<br>Mitchell, IL                             | Frame, 1 story building with an end gable roof. 10 units. ca. 1950s                                      |
| 25. Greenway Motel<br>Mitchell, IL                                 | Brick & stone veneer, 1 story, L-shaped building with an end gable roof. 7 units. ca. 1950s              |

\* Date motel first appeared in the Springfield City Directory

EXHIBIT E

S I T E P L A N

LAZY A MOTEL



1" = 100'



## You Can Still Get Your Kicks On Route 66 . . .

It rose from the shores of Lake Michigan, angled through Chicago's big shoulders, followed old Indian trails through the suburbs, then flowed across the Illinois prairie down to the Father of Waters and St. Louis. Seven states later in Santa Monica, California, it emptied into the Pacific Ocean: U.S. Route 66. Carrier of people, freight and dreams. The world's most famous and beloved road. The paving of our Manifest Destiny.

For 50 glorious years starting in 1926, Route 66 embraced and embodied this nation. TV glorified it. Songwriters romanticized it. Okies drove it out of the Dust Bowl. And scarcely an American alive did not dream at one time or another of setting wheel to pavement along its way.

Then in 1976, interstate highways began replacing 66. By 1984, the job was done: Route 66 was no longer a part of our national highway system. Its signs came down and it disappeared from the maps of America.

But it did not disappear from the hearts and minds of Americans—as well as its many other fans throughout the rest of the world. That's because Route 66 was more than just a few million yards of concrete. It was a 2,300-mile long community, a continent-spanning celebration of the American character. And though it

**“Route 66 is a giant chute  
down which the rest of the  
nation is sliding into  
southern California.”**

*Frank Lloyd Wright*

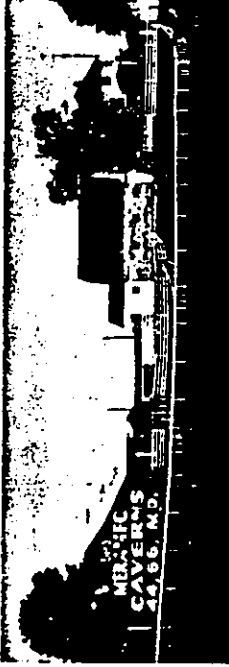
shows on no maps, that character still thrives and can be celebrated along the pavement of the former Main Street of America.

Yes, the pavement is still there. In Illinois, for example, more than 90 percent of it survives. You can travel it from Chicago to St. Louis and spend only 18 miles on interstate “detours.”

### Here's How . . .

This map is written for north-south travel. When possible, it favors the older “alignments” or paths which Route 66 took. Use it with an official Illinois highway map. Do not worry if several miles go by between instructions—you are on the right road.

- In Chicago, turn off Lake Shore Dr. onto Jackson Blvd. Turn right on Michigan Ave., left on Adams, and left on Ogden Ave.
- In Berwyn, turn left on Harlem Rd., then right onto Joliet Rd. This blends into I-55 just after I-294.
- At Exit 269 of I-55, take Joliet Road south to Illinois 53. Follow 53 through Joliet, Wilmington and Godley.
- In Gardner, turn right on Main St., left at the second stop sign, and angle onto east frontage road.
- In Dwight, turn left onto Illinois 47 south. When 47 turns left, go straight onto Waupansie St. At stop sign south of Dwight, turn left.
- Turn left on Odell Rd. At stop sign south of Odell, turn left.



- Proceed through Cayuga, Pontiac, Chenoa, Lexington and Towanda to Normal.
- In Normal, turn right on Pine, left on Linden, right on Willow and left onto US 51 (Main St. here). Follow 51 through Normal and Bloomington. (ALTERNATE ROUTE: Follow Business Loop 55 through Normal and Bloomington)
- On south side of Bloomington, turn right onto Business 55, right on Morris and left immediately onto Springfield Rd. Turn right on Beich Rd., cross I-55 and take the first left (still Beich Rd.).
- In McLean, curve right onto E. Caryle, then turn left on S. Main. You are now at the Dixie Truckers Home, home of the Route 66 Hall of Fame of Illinois.
- At Illinois 136 in McLean, turn west, then left onto the road before the railroad tracks. Turn right onto Atlanta Rd. Continue through Atlanta on SW Arch St. At the frontage road again, turn right.
- North of Lincoln, turn left onto Business 55. Follow its signs to Washington St. and turn left. Follow this back to Business 55 (4-lane 66) and turn left. (ALTERNATE ROUTE: Instead of turning on Business 55, stay on original road.)
- South of Lincoln, turn left at the Frontage Road Entrance sign. Just north of Broadwell, turn left again at another Frontage Road Entrance sign. In Williamsville, turn right and get back on I-55 at Exit 109.
- Take Exit 105 off I-55 and drive south through Sherman. At north edge of Springfield, turn right at the direction signs to 5th Street and the airport. This road curves, becomes 5th St. and takes you through Springfield back onto I-55.
- Take Exit 88 off I-55. Turn right at the end of the ramp onto frontage road on west side of I-55. Go through Glenarm, turn left on Illinois 104, and get back on I-55 south at Exit 82.
- Take Exit 80 off I-55 and turn right at end of exit ramp. Take first available left in Divernon back

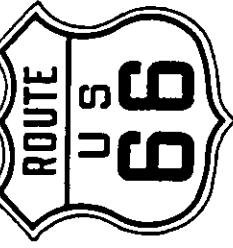


EXHIBIT F

## “66 is the mother road, the road of flight.”

*John Steinbeck  
The Grapes of Wrath*

- onto west frontage road. Continue through Farmersville and Waggoner.
- Turn left at County Road 1600 North. Cross I-55, take the east frontage road south through Litchfield.
- Turn left at Mount Olive Road and proceed through town on 5th North St. This curves left and becomes Illinois St. Turn left at the Mill Cafe south of town. After this road crosses I-55 near Exit 41, take the first right turn and drive into Staunton. Turn left onto Illinois 4.
- Turn right on Illinois 140, then left on Illinois 157. Continue on 157 through Hamel and Edwardsville. Immediately north of I-270, angle onto the north frontage road. North of Mitchell, angle left onto Illinois 203.
- At the junction of 203 and I-70/55, veer left toward the I-55 North sign. Continue straight across the interstate to a T-intersection and turn right at stop sign. You are now on 9th St./Collinsville Rd. in East St. Louis. Follow the Eads Bridge signs to Broadway and turn right. When Broadway curves left and goes under a railroad bridge, veer left at the “To St. Louis” sign and cross over the Eads Bridge into St. Louis. (ALTERNATE ROUTE: To avoid the downtowns of St. Louis and East St. Louis, stay on I-55 at the 203 junction)

EXHIBIT A





IN REPLY REFER TO:

# United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127

Washington, D.C. 20013-7127



RECEIVED

NOV 21 1994

Preservation Services

NOV 18 1994

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places. For further information call 202/343-9542.

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 11/07/94 THROUGH 11/11/94

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number NHL Status, Action, Date, Multiple Name

- DISTRICT OF COLUMBIA, DISTRICT OF COLUMBIA STATE EQUIVALENT, Greater Fourteenth Street Historic District, Roughly bounded by S, 12th, N and 15th Sts., NW., Washington, 94000992, NOMINATION, 11/09/94
- FLORIDA, SARASOTA COUNTY, Valencia Hotel and Arcade, 229 W. Venice Ave., Venice, 94001303, NOMINATION, 11/10/94 (Venice MPS)
- ILLINOIS, SANGAMON COUNTY, Lazy A Motel, 2840 Peoria Rd., Springfield vicinity, 94001268, NOMINATION, 11/08/94
- MAINE, AROOSTOOK COUNTY, Sunset Lodge, .5 mi. S of ME 161, on Madawaska Lake, eastern shore, Stockholm vicinity, 94001304, NOMINATION, 11/10/94
- MAINE, OXFORD COUNTY, Foster Family Home, Sunday River Rd., W. side, 1.5 mi. NW of jct. with Skiway Rd., Newry vicinity, 94001247, NOMINATION, 11/09/94
- MAINE, PENOBSCOT COUNTY, Sebasticook Lake Fishweir Complex, Address Restricted, Newport vicinity, 94001245, NOMINATION, 11/10/94
- MISSISSIPPI, COAHOMA COUNTY, Prairie Plantation House, 1545 Old River Rd., Clarksdale vicinity, 94001305, NOMINATION, 11/10/94
- MISSISSIPPI, COPIAH COUNTY, Huber, Charles Morris, House, 199 N. Jackson St., Crystal Springs, 94001306, NOMINATION, 11/10/94
- MISSISSIPPI, HOLMES COUNTY, Holmes County Courthouse Complex, Court Sq., Lexington, 94001301, NOMINATION, 11/10/94
- MISSISSIPPI, JEFFERSON DAVIS COUNTY, Jefferson Davis County Courthouse, Jct. of N. Columbia Ave. and Third St., Prentiss, 94001308, NOMINATION, 11/10/94
- MISSISSIPPI, JONES COUNTY, Jones County Courthouse and Confederate Monument at Ellisville, Bounded by Court, Holly, Calhoun and Ivy Sts., Ellisville, 94001307, NOMINATION, 11/10/94
- MISSISSIPPI, WALTHALL COUNTY, Walthall County Courthouse and Jail, 200 Ball Ave., Tylertown, 94001302, NOMINATION, 11/10/94
- NEW YORK, CAYUGA COUNTY, Church Street--Congress Street Historic District, Roughly bounded by S. Main, Church, Park and Congress Sts., Moravia, 92001364, NOMINATION, 2/03/93 (Moravia MPS)
- NEW YORK, CAYUGA COUNTY, North Main Street Historic District, N. Main St. and part of Keeler Ave., Moravia, 92001365, NOMINATION, 2/03/93 (Moravia MPS)
- TEXAS, DONLEY COUNTY, Clarendon Motor Company Building, 221 S. Sully St., Clarendon, 94001309, NOMINATION, 11/10/94
- WEST VIRGINIA, JEFFERSON COUNTY, Media Farm, Flowing Springs Rd. (Co. Rd. 17), 2 mi. N of Charles Town, Charles Town vicinity, 93000616, NOMINATION, 11/10/94
- WISCONSIN, MILWAUKEE COUNTY, Harley--Davidson Motorcycle Factory Building, 3700 W. Juneau Ave. (1147 N. Thirty-eighth St.), Milwaukee, 86003850, NOMINATION, 11/09/94 (West Side Area MRA)