Rural Historic Structural Survey
of
New Lenox Township
Will County, Illinois

August 2003

for the
Will County Land Use Department
and the
Will County Historic Preservation Commission

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Cover photographs: Views of New Lenox Township, with a long entrance road leading to a farmstead north of Laraway Road in Section 25 shown at top left, a Gabled Ell farmhouse on Delaney Road in Section 34 at top right, a farmstead in Section 20 on Haven Avenue, and a shed on a farmstead along Laraway Road.

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EXECUTIVE SUMMARY

At the request of the Will County Land Use Department (Will County), acting as liaison for the Will County Historic Preservation Commission (Historic Preservation Commission), Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared the following report of the intensive survey of existing farmsteads in unincorporated New Lenox Township in Will County, Illinois. The survey of New Lenox Township was performed between November 2002 and April 2003, and includes 36 square miles with 90 farmsteads and agriculturally related sites containing 471 individual structures. This intensive survey was performed to update the previous survey of the township performed in 1988, which had identified 101 farmsteads and other agriculturally-related sites with approximately 441 individual structures.[1]

Of the 76 farmsteads and agriculturally-related sites identified in the current survey, 6 have buildings that are individually eligible for Will County Historic Landmark designation (locally significant), and 6 have buildings that have potential for Will County Historic Landmark eligibility if certain historic features were restored. In addition, at least 4 sites have buildings with potential for nomination to the National Register of Historic Places properties (nationally and locally significant), and this number could increase if individual buildings are restored at the sites with potential for Will County Historic Landmark designation. Two multiple property sites, the settlements of Marley and Spencer, have potential for multiple property designation as Will County Historic Landmarks. (Marley contains at least 16 individual structures that contribute to its overall significance, and Spencer has 8 individual structures that contribute to its overall significance.) A total of 62 sites have buildings that have sufficient integrity to contribute to a potential Will County or National Register rural heritage historic district; and 19 sites lack sufficient integrity for historical or architectural significance. Approximately half of the remaining farmsteads in the township are actively engaged in some form of agricultural production, and a few are utilized as liveries. However, although many farmsteads in New Lenox Township survive, they are under increasing threat from development.

Northern Will County was settled by pioneer farmers of European origin beginning in the late 1820s. The first farming settlers arrived in the New Lenox Township region between 1829 and 1833. The area had two natural features that made it attractive to early settlers: Hickory Creek, which offered a source of fresh water for farm animals, and the abundant woodlands bordering the creek. Two subsequent historical developments led to an increase in settlement. First, the region became more accessible after the Treaty of Chicago of 1833 expelled the remaining Native Americans to land west of the Mississippi. Second, the Illinois and Michigan Canal, begun in 1836 and completed in 1848, increased transportation and trade in the region. The towns of Spencer and New Lenox were founded in 1856 and 1858, respectively. Farmers in New Lenox Township had access to no less than three separate railroad lines by the late 1800s.

The Rural Structures Survey of unincorporated Will County performed in 1988 identified approximately 21,000 structures, 343 of which were noted to be potentially significant. The 1988 survey documented sites with photographs and survey data on standard Illinois Historic Preservation Agency format cards. WJE has previously performed an intensive survey of Wheatland, Plainfield, Lockport, Du Page, and Homer Townships, with a final reports issued in November 2000, November 2001, and November 2002.[2] These previous surveys covered 180 square miles of land, 330 farmsteads and agriculturally-related sites,

[1] The reconnaissance survey performed in 1988 likely did not record all of the structures present at that time, due to the cursory nature of the survey method when compared with the present survey. What is more significant in comparing the 1988 survey with the survey described in this report is that the number of sites in New Lenox Township has dropped by approximately 76 percent.

[2] Reports have been distributed to libraries and the respective area governmental offices. Portions of many of the township reports are also accessible via the internet at www.willcountylanduse.com/hpc. To obtain a copy of the completed reports, please contact the Will County Historic Preservationist at (815) 727-8430.

and 1,434 individual structures. Because of the numerous changes that have occurred in the years since the first rural survey in 1988, the Will County Historic Preservation Commission recognized the need to reassess the agricultural heritage in the region. Northern Will County in particular is one of the fastest developing areas of the state, and for this reason it was selected as the first area in the county to be reassessed.

The Will County Rural Historic Structural Survey described in this report was conducted on an intensive level, reconfirming the data gathered in the 1988 survey, and also including additional information such as sketch site plans and identification of more detailed building features. (The intensive level of the survey was possible because only one township was included in the present survey, as opposed to the entire county for the 1988 survey.) Survey work was conducted on farmstead and agriculturally related sites on unincorporated land, although a limited number of significant sites on incorporated land were included as well. Access to each site was sought from property owners to allow for closer examination of structures documented in the survey. This also allowed for photographs taken at close range to be included in the survey data. Rural structures constructed before the early 1950s were documented, as a minimum age of 50 years is the basic criteria for elements to be considered for nomination to the National Register of Historic Places (National Register). Each of the structures was documented on a separate survey form. Database software was used to organize written survey data for each structure and each farmstead site. Mapping software using geographic information system (GIS) technology was used to plot a graphic database showing the location of each farmstead.

Chapters I and II provide the context in which the surveyed farmsteads were established, grew, and in many cases have been divided into separate properties. Chapter I, bound separately as the Context History, covers the geological, historical, and architectural contexts of northern Will County agriculture. Chapter II, bound in this volume, discusses the historical context of New Lenox Township and focuses on a select number of historically and/or architecturally significant farmsteads. Chapter III describes the survey results, and includes a discussion of the National Register and local Will County criteria for determination of historical and architectural significance; a listing of the significant farmsteads in the survey region and potential individual or group designation; tabulation of individual building types; and recommendations for future survey work. Chapter IV contains a description of the survey methodology. A bibliography of research sources and appendices, including historic and current maps of the survey region, are contained at the end of the report.

FEDERAL ASSISTANCE ACKNOWLEDGEMENT

This program receives federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

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Springfield, IL 62701

The activity which is the subject of the "Rural Historic Structural Survey of New Lenox Township, August 2002" had been financed in part with federal funds from the Department of the Interior, administered by the Illinois Historic Preservation Agency. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor the Illinois Historic Preservation Agency, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior or the Illinois Historic Preservation Agency.

CHAPTER I

CONTEXT HISTORY OF THE RURAL SURVEY AREA

Geologic and Topographic Background to the Illinois Region

As with most of Illinois, the survey area was profoundly altered by glaciation. Over approximately one million years during the Pleistocene era, the northern hemisphere was alternately covered by and free of large ice sheets that ranged between hundreds to a few thousand feet thick. In the United States, portions of New England and the upper Midwest were the most affected by glaciation, with nearly all of the these areas covered by ice at one time or another.[1] Illinois was covered by ice sheets in four major periods, with only the far northwest and far southern portions of the state relatively unaffected. Most of the glacial deposits in the state date from the last two periods: the Illinoian and the Wisconsin. The Illinoian reached as far south as Carbondale and Harrisburg, the Wisconsin only to Mattoon and Peoria. Lake Michigan was formed by successive advances, but took its current form during the Wisconsin Period.

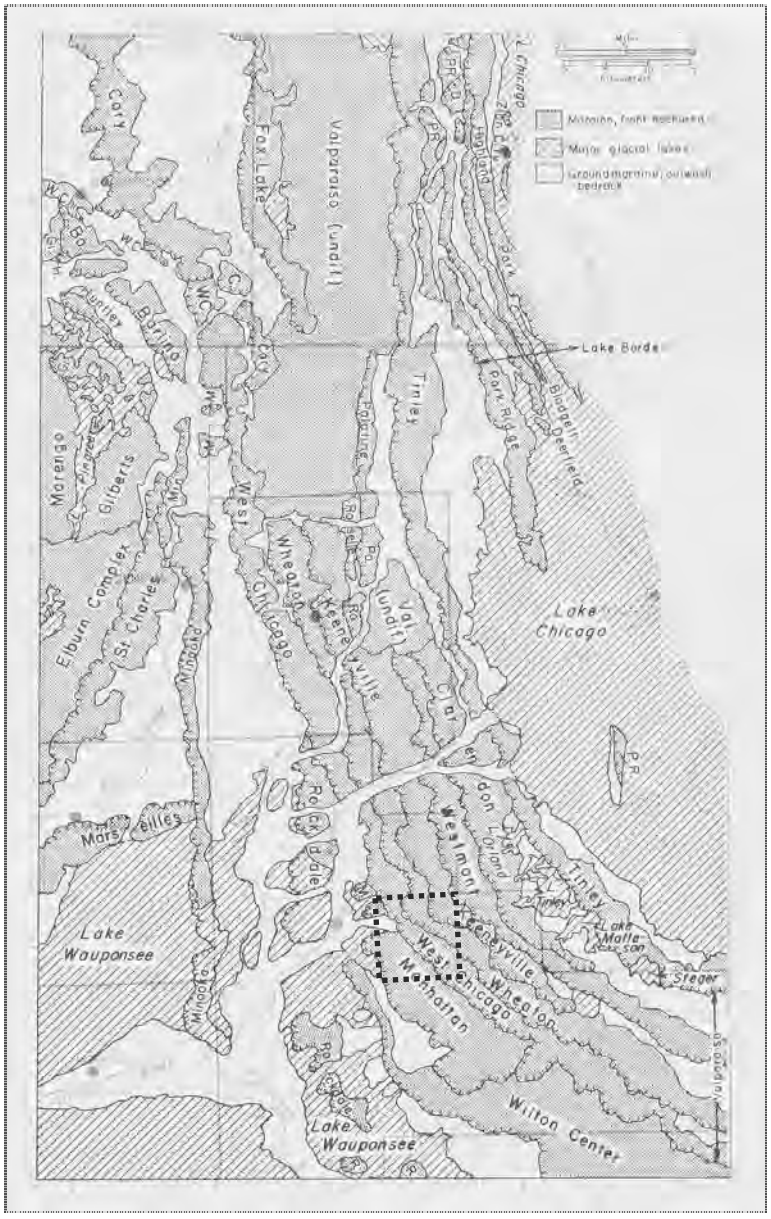
Pleistocene glaciers and the waters melting from them changed the landscapes they covered. The ice scraped and smeared the landforms it overrode, leveling and filling many of the minor valleys and even some of the larger ones. Moving ice carried colossal amounts of rock and earth, for much of what the glaciers wore off the ground was kneaded into the moving ice and carried along, often for hundreds of miles. In addition to deposits from glaciation, streams and rivers formed by the melting glaciers deposited sand and gravel across the landscape. A significant feature left by the advance and retreat of glaciers in the northeast corner of the state are glacial moraines—low mounds tens of miles long left by the furthest advance of a glaciers in the Wisconsinan period. New Lenox Township lies at the southwest edge of the Valparaiso Morainic System, with the Wheaton, West Chicago, and Manhattan moraines within its boundaries (see illustration on the next page). The last ice sheets in this area began to retreat approximately 13,500 years ago.

Northern Will County is located at the northeast edge of the Mississippi River drainage basin. The region contains two rivers, the Des Plaines River and its largest tributary, the Du Page River, which in turn flows to the Illinois River and on to the Mississippi. Each of the rivers has a number of tributary creeks and streams. In New Lenox Township, Hickory Creek and its tributary Marley Creek flow westward and into the Des Plaines River on the south side of Joliet.

First Nations in the Illinois Region

Human inhabitation of the North American continent from the Paleo-Indian culture has been dated to the end of the last glacial advance (about 15,000 to 12,000 years ago). Increasing warmth toward the close of the Pleistocene Era caused the melting and disappearance of the ice sheet in approximately 9000 B.C. The arrival of the First Nations, or Native Americans, in the region between the middle Mississippi Valley and Lake Michigan appears to date from the earliest period following the retreat of the polar ice sheet. This time is known as the Paleo-Indian Period, when peoples in the region briefly occupied campsites while subsisting on deer, small mammals, nuts, and wild vegetables and other plants. The first signs of specific colonization date from the Archaic Period, prior to 1000 B.C., when deer hunting and wild plant gathering supported a dispersed population. As climatic conditions changed over the next several thousand years, populations tended to concentrate near river floodplains and adjacent areas. In the Woodland Period (1000 B.C. to 1000 A.D.), crude grit-tempered pottery appeared in northeastern Illinois. The end of this period saw the advent of large fortified towns with platform mounds, such as the community at Cahokia located east of St. Louis.

[1] Besides the physical impact of the ice sheets in the above named regions was the overall climatic changes that occurred in North America. See E.C. Pielou, *After the Ice Age: The Return of Life to Glaciated North America* (Chicago: University of Chicago Press, 1991) for an analysis of the biological recovery after the retreat of last ice sheets.



Illustrated at left are the moraine systems in northeastern Illinois. The New Lenox Township rural survey region (outlined with dotted lines) lies on the southwest edge of the Valparaiso Morainic System and includes the Wheaton, West Chicago, and Manhattan moraines within its boundaries. (H.B. Willman, Summary of the Geology of the Chicago Area, *Illinois State Geological Survey Circular 460 (Urbana, Illinois, 1971), 43.)*

Further north, villages in the upper Illinois River Valley lacked large platform mounds. It was also a period of a widespread trading network known to modern anthropology as the Hopewell Interaction Sphere. The villages of this period were typically located on valley bottom lands, close to river transportation. Agricultural development included cultivation of floodplain lands; by 650 A.D. maize was being grown in the Illinois River Valley.[2]

The time span between 1000 A.D. and the coming of European explorers and settlers is known as the Mississippian Period. Northeast Illinois was at the fringe of the larger Middle Mississippi culture present in central and southern Illinois. At the beginning of this period, the communities of large fortified towns and ceremonial platform mounds reached their zenith. Among these sites in northeastern Illinois is the Fisher site in Will County, located in Channahon Township.

[2] James E. Davis, *Frontier Illinois* (Bloomington, Indiana: Indiana University Press, 1998), 25.

Several Native American sites have been identified in New Lenox Township, including one located in in the northeast portion of the township in the mid-1990s. It was a place of settlement to several ancestral Native American groups during the period of the Late Woodland (400 A.D. to 1000 A.D.), Mississippian (1000 A.D. to 1600 A.D.), and Proto-Historic (1600 to 1673). The site, located along Hickory Creek, contains hearths, storage and trash pits, individual post holes, and whole and partial structures. Among the structures, three complete structures were identified, including an Oneota longhouse. (Between the mid-1850s and 1993, the site was cultivated by settlers of European origin.)[3]

The Arrival of European Settlers

> *Now the Lenapées had a village by the sea. They often looked out, but they saw nothing. One day something came. When it came near the land, it stopped. Then the people were afraid. They ran into the woods. The next day two Indians went quietly to look It was lying there in the water. Then something just like it [a rowboat] came out of it and walked on two legs over the water. When it came to land, two men stepped out of it. They were different from us. They made signs for the Lenapées to come out of the woods. They gave presents. Then the Lenapées gave them skin clothes.*
>
> *The white men went away. They came back many times. They asked the Indians for room to put a chair on the land. So it was given. But soon they began to pull the lacing out of the bottom and walk inland with it. They have not yet come to the end of the string.*
>
> *Wyandot tale, "The Coming of the White Man"* [4]

French Explorers and Settlers in the Illinois Territory

By the time of the French explorations of the seventeenth century, the native inhabitants of Illinois as a group belonged to the Algonquian linguistic family, closely related to the Chippewa. The specific tribes in the northeast Illinois region included the Miami (located on sites near the Calumet River, the juncture of the Des Plaines and Kankakee Rivers, and the Fox River) and the Illinois (present throughout the rest of modern-day Illinois). "Illinois" was a native word signifying "men" or "people."[5] By the early to mid-1700s, the Potawatomi moved into the area from the region of Michigan and northern Wisconsin.

In 1673, the expedition of Father Jacques Marquette and Louis Jolliet traveled primarily along the Mississippi River and up the Illinois River to the region of Cook and Will Counties.[6] The expedition claimed the region for France. An expedition in 1678, led by Robert de La Salle with Henry Tonti and Father Hennepin, explored the region along the Mississippi River and adjacent territory on behalf of France. A Jesuit mission was established at Chicago in 1696 by Father Pierre Pinet, but it failed to last more than a year. French settlement centered in the middle Mississippi Valley, focusing on Fort de Chartres near Kaskaskia and its connections via the Ohio, Maumee, and Wabash rivers with Québec via the Great Lakes, well to the south and east of the upper Illinois Valley.

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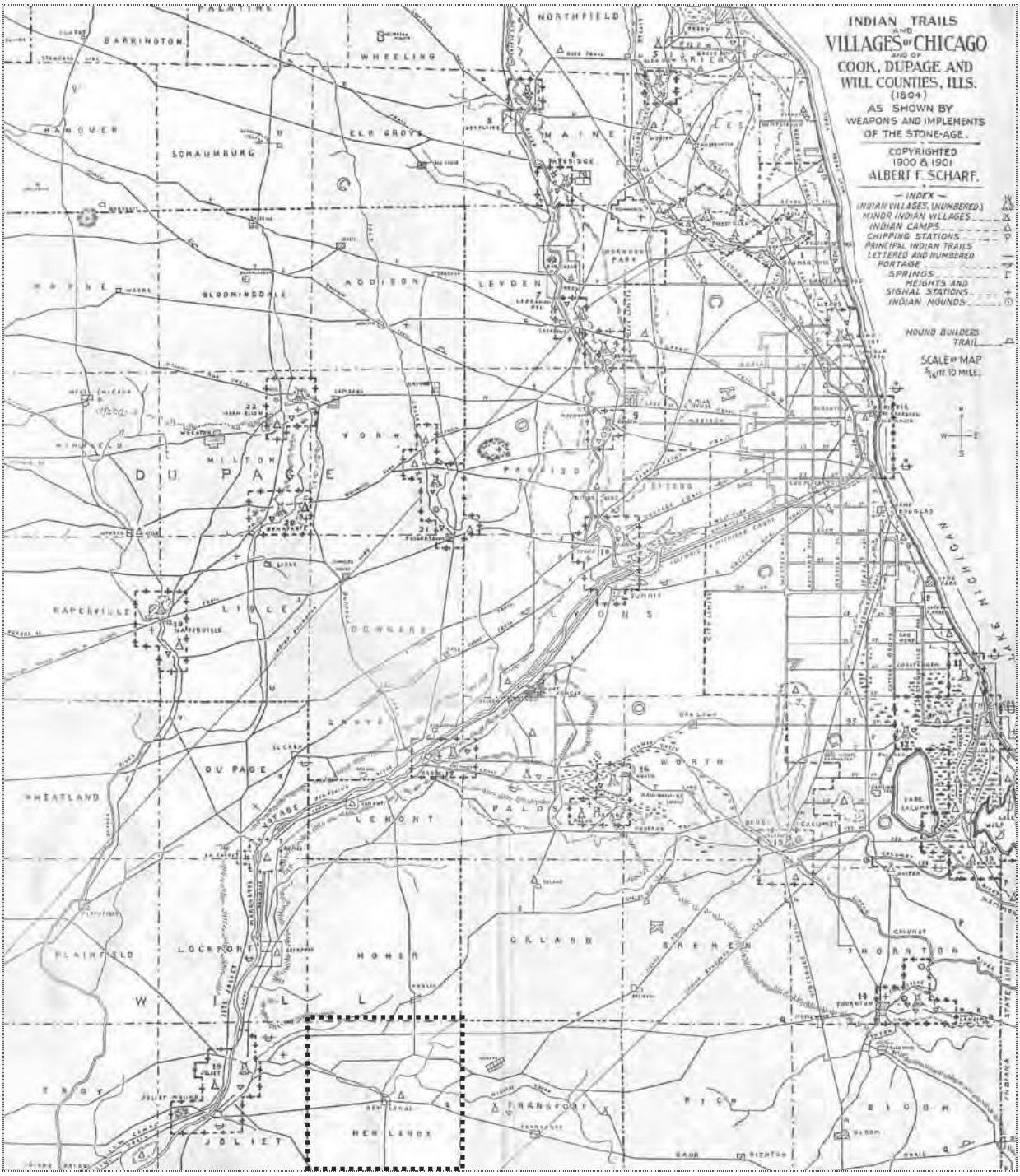
[3] Registration Form for New Lenox Site, 11-Wi-213, National Register of Historic Places, prepared by Midwest Save Our Ancestors Remains and Resources Indigenous Network Group (Midwest SOARRING), 2 May 1995 [Draft]. This draft version of the National Register form, unsigned by state and federal preservation officers, was obtained from the Will County Land Use Department. It is not available for public viewing due to the need to keep the site location confidential.

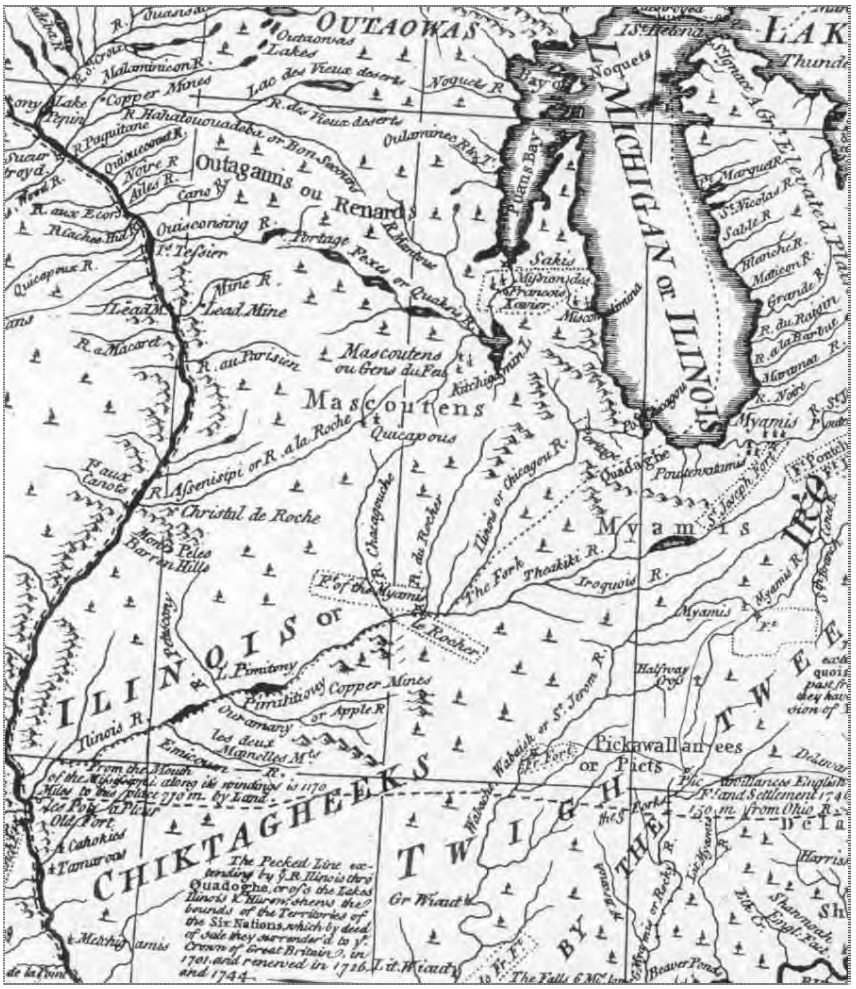
[4] *Native American Legends of the Great Lakes and Mississippi Valley,* Katherine B. Judson, ed. (1914, reprinted DeKalb, Illinois: Northern Illinois University Press, 2000), 195.

[5] John R. Swanton, *The Indian Tribes of North America* (1952, Bureau of American Ethnology Bulletin Number 145; reprint, Washington, D.C.: Smithsonian Institution Press, 1969), 241.

[6] Louis Jolliet was born at Beauport, near Québec, in September 1645. He began to study at the Jesuit College of Québec in 1655 and in 1662 he received minor religious orders from Bishop Laval. After leaving the seminary and becoming a fur trader, he gained proficiency in surveying and mapmaking. Jolliet was chosen by the government of France to be a member of a delegation meeting with the chieftains of the Indian tribes assembled at Sault Sainte Marie in 1671. Beginning the next year, Jolliet led an expedition down the Mississippi, during which he traveled up the Illinois and Des Plaines Rivers. According to historical legend, Jolliet camped at a large gravel and clay mound that would later be named for him. During this expedition, he surmised that digging a canal from to connect the waterways in this region would allow transportation from the Great Lakes to the Mississippi and the Gulf of Mexico. The Illinois and Michigan Canal constructed in the 1830s and 1840s was the realization of this route.



The above map is an excerpt of Indian Trails and Villages of Chicago and of Cook, Du Page, and Will Counties, Illinois (1804) *prepared by Albert F. Scharf, 1900. The network of Native American trails in northeastern Illinois served the purposes of European settlers in the 1830s and 1840s, and many of these routes developed into roads that are in use today. Among these in New Lenox Township are Maple Road (also known as Southwest Highway or Route 6) and perhaps Francis Road. (Map reproduced from Milo M. Quaife,* Chicago's Highways Old and New: From Indian Trail to Motor Road *(Chicago: D.F. Keller and Company, 1923), facing page 236.)*



Shown at left is a portion of a map dating from 1755 titled A Map of the British and French Dominions in North America (…), *drawn by Dr. John Mitchell. The map shows "Port Chicagou" and the portage between the Lake Michigan watershed and the Illinois River. The Chicago River is mistakenly shown as flowing into the Illinois River. (Map reproduced from* Atlas and Supplement: Indian Villages of the Illinois Country, *compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate LXX.)*

During this period, the Native Americans were undergoing migrations, often leading to conflict with each other. The Sauk, Fox, Kickapoo, and Potawatomi displaced the Miami and Illinois in the lands bordering Lake Michigan on the south and west. French traders first encountered the Potawatomi in the early 1600s along Lake Huron during the latter's westward migration. The Potawatomi, followed by the Sauk and the Fox, were the predominant peoples in the northeastern Illinois by the later 1700s. The Winnebago and Shawnee were also present in the region.[7]

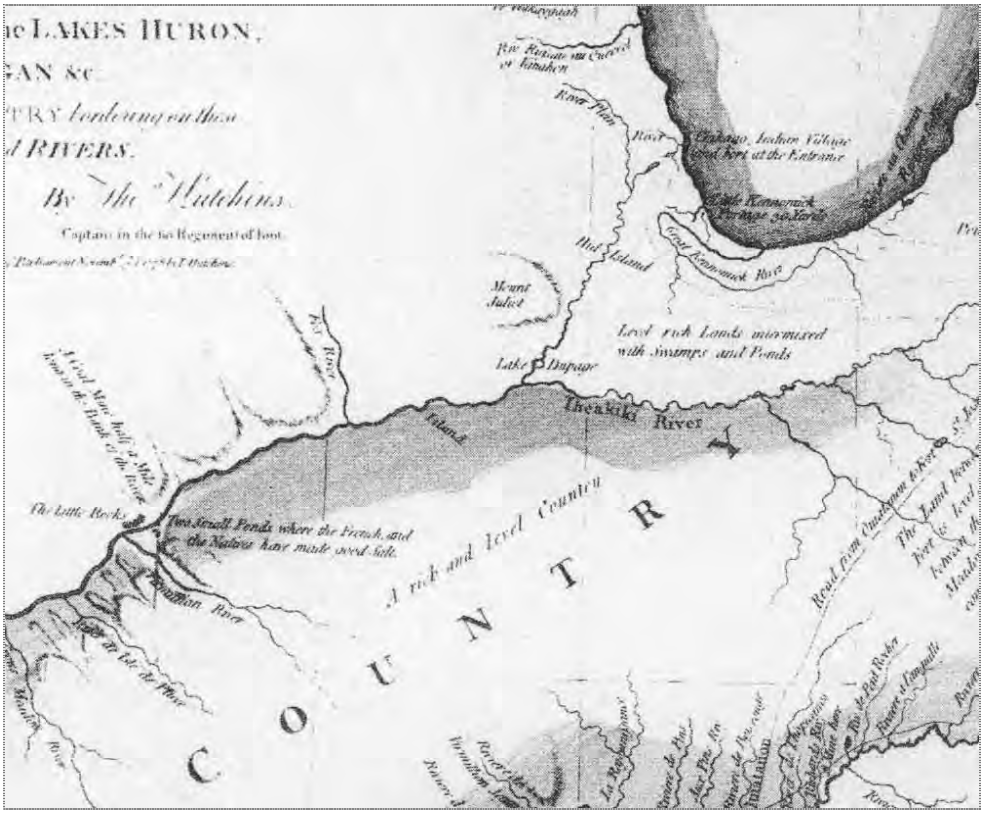
Early settlements founded as missions and fur trading posts, such as Cahokia and Kaskaskia, developed into the core of agricultural communities.[8] French colonial farms produced wheat for human consumption and maize as feed for hogs. A staple of the settlers' diet was wheat bread. Livestock for use as dairy production, meat consumption, and draft animals were also present on the region's farms. The open field agriculture system continued in use beyond the era of French domination, and ended only with the influx of settlers from the east coast.[9]

[7] Jean L. Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois* (Hinckley, Illinois: The Hinckley Review, 1975), 20–21.
[8] Carl J. Ekberg, *French Roots in the Illinois Country: The Mississippi Frontier in Colonial Times* (Urbana, Illinois: University of Illinois Press, 1998), 33.
[9] Ibid., 173–251.

Illinois in the English Colonial Period and the Revolutionary War

Land ownership was not an original right when the Virginia Company settled Jamestown in 1607. The company owned the land, and paid its employees for their labor in food and supplies out of a common storehouse, limiting their motivation as well. After a period of starvation that nearly wiped out the settlement, the company gave each employee an incentive of a three acre garden, which led to regular land distribution consisting of a 50 acre "headright."[10] Unencumbered private access to land in the English colonies to the east prevented rigorous land use planning.

French influence in the Illinois territory began to wane by the mid-1700s. Québec on the St. Lawrence River fell to the British in September 1759 during the French and Indian War, opening a route through the Great Lakes to the middle part of the continent. In 1763, the French ceded land east of the Mississippi to the British. In October 1765, the British took possession of Fort Chartres (and briefly renamed it Cavendish), extending British authority across the continent east of the Mississippi River. British control of the Illinois region lasted until challenged during the Revolutionary War. In 1778, at the direction of the Governor of Virginia, George Rogers Clark led an expedition against the British and captured their posts in the frontier northwest. Clark marched across southern Illinois, and by July 1778 had disarmed the British-held frontier forts of Kaskaskia, Cahokia, and Vincennes, claiming the region for the independence-seeking American colonies.



Shown above is a portion of a map dating from 1778 titled A New Map of the Western Parts of Virginia, Pennsylvania, Maryland and North Carolina (…), drawn by Thomas Hutchins. The map shows "Chakago," the "River Plan" (Des Plaines River), and "Lake Du Page," and "Mount Juliet." The Chicago and Des Plaines Rivers are shown correctly as not flowing one to the other. *(Map reproduced from* Atlas and Supplement: Indian Villages of the Illinois Country, *compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XXIX.)*

[10] John Opie, *The Law of the Land: Two Hundred Years of Farm Policy* (Lincoln: University of Nebraska: 1994), 19.

Land Division and Distribution in the New Nation

When land claims of several of the newly independent states overlapped, Congress, under the Articles of Confederation, struggled to maintain control over the territory extending to the Mississippi River. After making all land west of the Pennsylvania Line to the Mississippi common national property, a system of land division was developed based on meridians and base lines, which were subdivided further into a series of rectangular grids. In the "Rectangular System," distances and bearing were measured from two lines which are at right angles to each other: the Principal Meridians, which run north and south, and the Base Lines, which run east and west. Subdividing lines called Range Lines are spaced at six mile intervals between the meridians and base lines. Range Lines defined territories known as townships.[11]

On 20 May 1785, Congress adopted this system as the Land Survey Ordinance of 1785. (Eventually, frontier settlers west of Pennsylvania and north of Texas could walk up to a plat map on the wall of a regional land office and locate a one quarter section property for farming, which was thought to be sufficient to sustain individual farmers.[12]) In 1787, after about twenty months of surveying work, the first national public land sales occurred, consisting of 72,934 acres with $117,108.22 in revenue.[13] Also in that year, the Ordinance of 1787 organized the Northwestern Territory, consisting of what would become Illinois, Indiana, Michigan, Ohio, and Wisconsin.

After the ratification of the new United States Constitution, land legislation was not addressed for several years. Meanwhile, settlement continued on the portions already surveyed and sold by the government, and extended into unsurveyed land with settlement by squatters (many of whom were later evicted by federal troops). Additional federal land sales took place in 1796, and in 1800 the government opened land offices in Cincinnati, Chillicothe, Marietta, and Steubenville, all in Ohio. In the ensuing decades, as European settlement pushed westward into the Illinois region, land offices were set up across the newly admitted State of Illinois. Chicago, Galena, Danville, Quincy, Springfield, Palestine, Vandalia, Edwardsville, Kaskaskia, and Shawneetown all had Land District Offices by the 1830s.

Development of the Northwestern Territory

In 1801, Illinois, then part of the Northwestern Territory, became part of the Indiana Territory. Eight years later the Illinois Territory was formed, including the region of Wisconsin. By 1800, fewer than 5,000 settlers lived in the territorial region, with most located in the southern portion of what became Illinois along the Mississippi, Ohio, and Wabash Rivers. The northern portion of the state was more sparsely populated, as European settlers did not begin to enter this area until the early years of the 1800s.

In 1795, a peace treaty with warring Native Americans included the ceding of "one piece of land, six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood."[14] It was on this land that Fort Dearborn was established in 1803, where a settlement of

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[11] Township were the largest subdivision of land platted by the United States. After the Township Corners were located, the Section and Quarter Section Corners were established. Each Township was six miles square and contained 23,040 acres, or 36 square miles, as near as possible to fit specific geographic conditions such as lakes and rivers, political boundaries such as State boundaries, as well as survey errors. Each Township, unless irregular in shape due to the reasons cited above, was divided into 36 squares called Sections. These Sections were intended to be one mile, or 320 rods, square and contained 640 acres of land. Sections were numbered consecutively from 1 to 36, utilizing the same criss-cross numbering pattern on each section regardless of national location or actual township configuration. Sections are may be subdivided in different ways. A half section contains 320 acres; a quarter section contains 160 acres; half of a quarter contains 80 acres, and quarter of a quarter contains 40 acres, and so on. Each piece of land is described according to the portion of the section within which it is located.

[12] Opie, *The Law of the Land,* 10.

[13] Ibid., 15.

[14] As quoted by A.T. Andreas in his *History of Chicago, from the Earliest Period to the Present Time* (Chicago: A.T. Andreas, 1884), 79.

French traders and their Native American wives developed. The site grew initially from the fur trade, and despite the Fort Dearborn Massacre of 1812, more settlers came to the area.

A series of treaties with Native American populations influenced the future of northeast Illinois. Cutting across the western half of the region later known as Will County was a land corridor ceded by the Potawatomi, Ottawa, and Chippewa in a treaty signed in St. Louis on 24 August 1816, under territory commissioners Ninian Edwards, William Clark, and Auguste Chouteau. The corridor, defined by the cartographic features now known as the Indian Boundary Lines (and still present on many maps of the area), was meant to allow European settlers access to Lake Michigan for the construction of the waterway, later developed as the Illinois and Michigan Canal. The corridor was surveyed by James M. Duncan and T.C. Sullivan in 1819; its southern boundary was defined by a point on the shore of Lake Michigan, ten miles south of the Chicago River, to a point on the Kankakee River, ten miles upstream of its mouth.[15]

Illinois Statehood

A bill had passed Congress in early 1818 moving the northern boundary northward to include the mouth of the Chicago River within the Illinois Territory.[16] The United States Congress passed an enabling act on 18 April 1818, admitting Illinois as the twenty-first state as of 3 December 1818, despite the fact that the population of the state was only 40,258, less than the 60,000 required by the Ordinance of 1787. The state capital was established first at Kaskaskia and moved to Vandalia two years later. Much of the land in the state not still under Native American control was the property of the United States government. Early sales offices were located at Kaskaskia, Shawneetown, and Vincennes. Until the financial panic of 1819, there was an initial rush of sales and settlement at the southern end of the state where navigable streams and the only road system were located.[17] State legislation regulating agriculture began in 1819 with acts addressing the rights of settlers to the land they occupied and regulation of land enclosures and cultivation of common fields.[18] Agricultural advocacy and scientific study also began in 1819, with the founding of the Illinois Agricultural Society on 23 February of that year.[19]

The Native Americans who occupied the area at this time were divided into powerful tribes who at times fought the European settlers to hold their hunting grounds. Chief among these tribes was the Kickapoo, who were among the first to engage in war with European settlers and the last to enter into treaties with the United States government. On 30 July 1819, by the Treaty at Edwardsville, the Kickapoo ceded their land to United States and began to retreat to Osage County. By 1822, only 400 Kickapoo were left in the state.

By 1826, more European settlers began to move to the northeast Illinois region, so that by 1831 a few hamlets were present between LaSalle and Chicago along the Illinois, Fox, and Des Plaines River Valleys. At the beginning of the Black Hawk War, in 1832, the largest settlement north of the Illinois River (except for Chicago) was on Bureau Creek, where there were about 30 families. A few other settlers

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[15] *Will County Property Owners, 1842* (Joliet, Illinois: Will County Historical Society, 1973), 1.

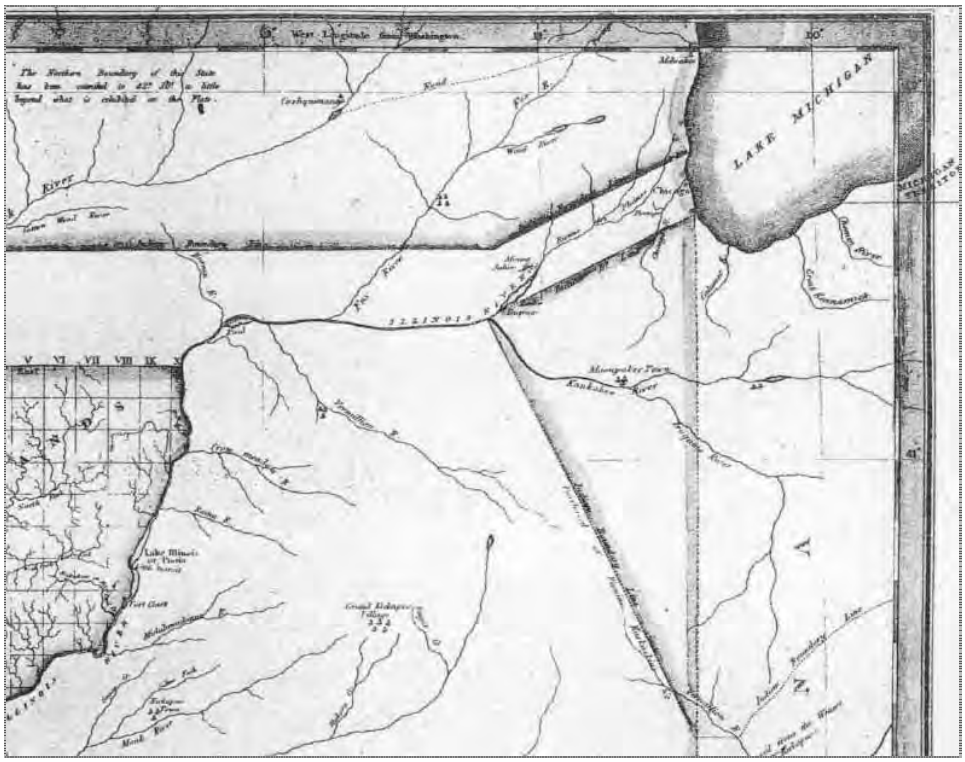
[16] The northern boundary of the Illinois Territory was on an east-west line from the southern line of Lake Michigan. In order to give the future state a portage on Lake Michigan, the boundary line was moved 10 miles north of the initial boundary. The Congressional legislation was amended before passage moving the future state's northern boundary a total of 51 miles north. In addition to the added economic security, it lessened the potential for the region to be sympathetic to the slave states in the south.

[17] Olin Dee Morrison, *Prairie State, A History: Social, Political, Economical* (Athens, Ohio: E. M. Morrison, 1960), 24–25.

[18] *History of State Departments, Illinois Government, 1787–1943,* compiled by Margaret C. Norton, Illinois State Archives; Illinois Laws 1819, 23, 37, and 44.

[19] However, the society had a short life, being disbanded in 1825.

Shown at left is a map of Illinois dating from 1819 with the corridor defined by treaties that established the "Indian Boundary Lines" in the northeast portion of the state. The region of New Lenox Township was located entirely within the boundaries of the treaty lines. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, *compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XLVI.) Shown below is an enlargement of northeast Illinois of the same map.*



had located on the river at Peru and LaSalle, and a considerable number at Ottawa. Along Hickory Creek in New Lenox Township, including the Zarley settlement in Joliet Township, there were approximately 20 more families, and at Reed's Grove and Jackson's Grove there were 6 or 8 more.[20]

The early 1830s saw the greatest land boom thus far in American history. Land sales gradually came under the control of the General Land Office as the survey moved westward. In 1834 and 1835 alone, 28 million acres were shifted from closed to open land for purchase. Two years later the Van Buren administration placed 56,686,000 acres on the market. These lands were located in some of the most fertile farming regions of the nation: Illinois, Iowa, Alabama, Mississippi, Arkansas, and Missouri.[21] The building of the Illinois and Michigan Canal in the 1830s and 1840s (discussed later in this chapter) led to a land boom in Chicago, which had been platted in 1830 and incorporated in 1833.[22] The rate of growth in northern Illinois soon matched and then surpassed that of the southern portion of the state.

Settlement and Development of Will County

In 1832, a band of Sauk Indians led by Black Sparrow Hawk, resisted their deportation by Europeans settlers from their ancestral lands. Although most of the fighting occurred in the Rock River area in Northwest Illinois and southern Wisconsin, an Indian panic swept through Will County settlements. The settlers in Walker's Grove together with about 25 fugitives from the Fox River area hurriedly constructed a stockade from the logs of Stephen Begg's pigpen, outbuildings, and fences ("Fort Beggs"). The prospect of engaging Indians in pitched battle from the confines of "Fort Beggs" prompted the settlers to leave the makeshift stockade in favor of Fort Dearborn in Chicago. Meanwhile homesteaders in the eastern Will County area gathered at the Gougar homestead (in future New Lenox Township) and decided to flee to Indiana.[23]

The illustration at right is from a diorama that formerly was in the Illinois State Museum (it is no longer on display). It shows two Native American chiefs who have been plied with alcohol to force a signature on the 1833 Chicago treaty agreeing to Indian removals to lands west of Mississippi. Whether historically accurate or not, the diorama is noteworthy in the honesty that it portrays the subtle treachery of European-American negotiators. (Reproduced from Virginia S. Eifert, The Story of Illinois: Indian and Pioneer, *Story of Illinois Series No. 1, Fourth revised edition (Springfield, Illinois, 1954).)*

[20] Ibid.
[21] Ibid., 51.
[22] Between 1840 and 1860 the population of Chicago increased from 4,470 to nearly 100,000, growth tied to the economic boom started by the opening of the Illinois and Michigan Canal. By 1890, Chicago's population was more than 1,000,000 persons (Harry Hansen, ed., *Illinois: A Descriptive and Historical Guide* (New York: Hastings House Publishers, 1974), 176–83).
[23] Robert E. Sterling, *A Pictorial History of Will County*, Volume 1 (Joliet: Will County Historical Publications, 1975).

Present in the region at this time was a tribe of nearly 1,000 Potawatomi in the area along the Du Page River south of what would become Plainfield.[24] Northern Will County was the scene of an epidemic of smallpox among the Potawatomi, inflicting a mortality rate at least twice that of European settlers. Approximately one-third of the Native American population in the region died during the epidemic.[25] The end of the Black Hawk War in September 1832 brought about the expulsion of the Sauks and Foxes from lands east of the Mississippi River. The Winnebago ceded their lands in Wisconsin south and east of the Wisconsin River and east of the Fox River to Green Bay that same year.

The Potawatomi, Ottawa, and Chippewa tribes still held title to land in northern Illinois outside of the Indian Treaty Boundary lines. Early northeastern Illinois settler, and later Illinois Supreme Court chief justice, John Dean Caton was witness to the native peoples of the region:

> …I found this whole country occupied as the hunting grounds of the Pottawatomie [sic] Indians. I soon formed the acquaintance of many of their chiefs, and this acquaintance ripened into a cordial friendship. I found them really intelligent and possessed of much information resulting from their careful observation of natural objects. I traveled with them over the prairies, I hunted and I fished with them, I camped with them in groves, I drank with them at the native springs, of which they were never at a loss to find one, and I partook of their hospitality around their camp fire. [26]

In September 1833, a gathering of Native American chiefs and leaders was held in Chicago to "negotiate a treaty whereby the lands might be peaceably ceded, and the Indians removed therefrom, to make way for the tide of white emigration which had begun to set irresistibly and with ever increasing volume to the coveted region."[27] Chicago historian A.T. Andreas, writing in the 1880s, emphasized the disadvantaged position of the Native Americans, who had seen the effects of war on other Native Americans and experienced the ravages of epidemic on their own peoples:

> Black Hawk's ill-starred campaign, followed by the subsequent treaty made by his tribe, showed them the inevitable result [that] must follow resistance. They knew quite well that they had no alternative. They must sell their lands for such a sum and on such terms as the Government agents might deem it politic or just or generous to grant. The result of the treaty was what might have been expected. The Indians gave up their lands and agreed for certain considerations, the most of which did not redound to their profit, to cede all their lands to the Government, and to leave forever their homes and the graves of their fathers for a land far toward the setting sun, which they had never seen and of which they knew nothing.[28]

In the resulting treaty, the three tribes ceded land "along the western shore of Lake Michigan, and between this lake and the land ceded to the United States by the Winnebago nation at the treaty of Fort Armstrong…."[29] As compensation, the tribes received land on the east bank of the Missouri River and a series of monetary payments.[30]

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[24] Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois,* 21.
[25] Tanner, ed., *Atlas of Great Lakes Indian History,* 173.
[26] John Dean Caton, "The Last of the Illinois, with a Sketch of the Pottawatomies [sic]," *Miscellanies* (Boston: Houghton, Osgood and Company, 1880), 117.
[27] Andreas, *History of Chicago,* 123.
[28] Ibid.
[29] As quoted in Andreas, *History of Chicago,* 124.
[30] It has been reported that Native Americans returned to Will County as late as 1900 on pilgrimages (Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois,* 21):

> Though officially ousted, the Indians, being great travelers, made pilgrimages back to the land of their childhood for many years. Small ragtag bands of women and children were seen as late as the 1870s along the Du Page, wending their way north in the spring and south in the fall. In 1900 an old Indian man, a small boy and a horse pulling a travois were seen along the Kankakee River.

The force behind Native American expulsions was the rapid influx of settlers of European origin. In 1833, only four ships of any size arrived in Chicago. The following year, the number of ships increased to 180. In 1836, 400 hundred vessels brought trade and new settlers to Chicago and northeastern Illinois.[31] Other settlers arrived by early roads, many based on Native American trails. These trails developed "first as a bridle path, then as a public highway, stage and mail route."[32] Among these was Hubbard's Trail, later known as State Road, that led from Chicago to Danville. Wagon trains operated on the route and an off-road between Chicago and Kankakee. From this point, boats carried trade and new settlers along the Kankakee and Illinois Rivers to lands further inland.[33]

Settlement in the Will County region (then still part of Cook County) was given a boost with the June 1835 land sale in Chicago, as "farmers, speculators, and city promoters jostled each other in their attempts to acquire the more desirable portions."[34] Some of these speculators platted towns in the area that never truly developed, towns with names like Palmyra, Williamsburg, Middletown, New Rochester, and Buffalo. The selection of these names was significant, as many of the pioneering settlers came from New England and New York State. Twenty-eight "Yankee colonies" were established in Illinois alone in the 1830s, as the declining agricultural economy of New England forced many farmers to look westward.[35] Other settlers from Ohio chose land in the open prairies of the eastern Will County region, leading to the founding of Monee.[36]

Emigration into this area increased so markedly that settlers began campaigning for separation from Cook County, which had been formed from Putnam County only in 1831. Residents of settlements and pioneers in outlying areas of southwest Cook County demanded a more convenient place to record their land purchases and to pay their taxes. Accordingly, Dr. A. W. Bowen of Juliet and James Walker of Plainfield went to the state capital of Vandalia and successfully lobbied a detachment petition through the General Assembly. On 12 January 1836, an act was passed creating Will County from portions of Cook, Iroquois, and Vermilion Counties. Will County also included at that time the northern part of what would later become Kankakee County. In 1853, the boundaries of Will County were changed to their present locations. The county was named in honor of Dr. Conrad Will, a member of the state legislature who lived in the southern part of Illinois.[37]

Early Farming in Will County

The primary concern of pioneer farmers was providing food for his family and livestock. Most farmers homesteaded around wooded land to provide building materials and fuel. These early settlers believed that the lack of trees on open prairies meant that the land had poor fertility, something they did not

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[31] William Vipond Pooley, *The Settlement of Illinois from 1830 to 1850.* (Madison, Wisconsin, 1908; Reprint, Ann Arbor, Michigan: University Microfilms, 1968), 72.

[32] *Juliet and Joliet: Around the Locks, Bluffs and Bridges, Forty, Fifty, Sixty Years Ago,* N.p., n.d. [circa 1900], 52.

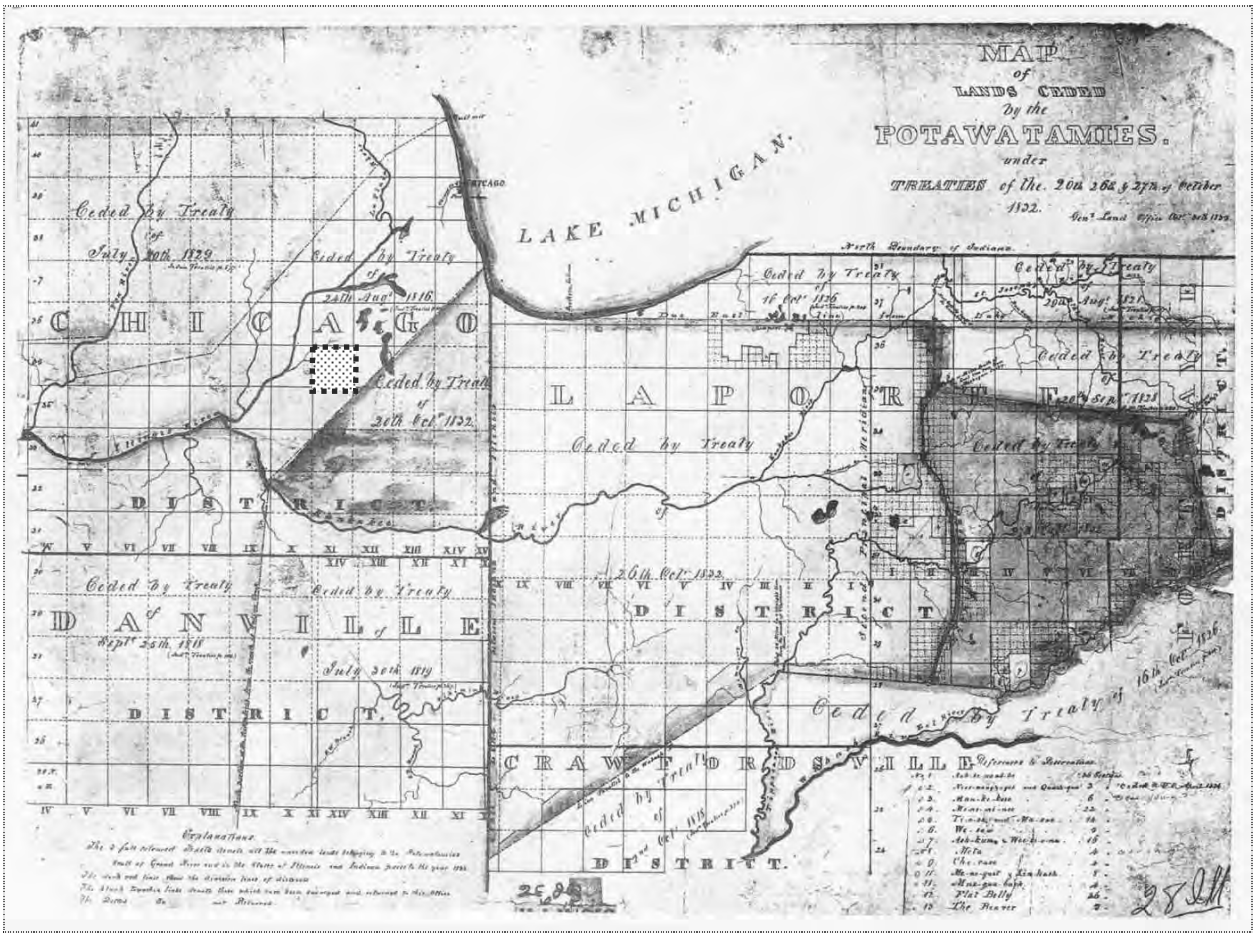
[33] Ibid., 73.

[34] Ibid., 100.

[35] Don Harrison Doyle, *The Social Order of a Frontier Community: Jacksonville, Illinois, 1825–1870* (Urbana, Illinois: University of Illinois Press, 1978), 28. See also Stewart H. Holbrook, *The Yankee Exodus: An Account of Migration from New England* (New York: Macmillan, 1950).

[36] Ibid.

[37] Born near Philadelphia, Pennsylvania, on 3 June 1779, Conrad Will emigrated westward after studying medicine. First homesteading on the Big Muddy River in the Illinois Territory in 1813, he established a salt works in 1816 using the salt springs in the area. He was instrumental in the formation of Jackson County from the lower half of Randolph County and part of present day Perry County. When the salt business did not prosper, Will entered politics, becoming a state senator in the newly formed State of Illinois in 1818. In 1820 he became a member of the state House of Representatives, an office he held until his death on 11 June 1835. On the following 12 January, the state legislature passed an act sectioning the southern portion of Cook County in northern Illinois, naming it after Conrad Will. (Alice C. Storm, *Doctor Conrad Will* (Joliet, Illinois: Louis Joliet Chapter of the Daughters of the American Revolution, 1917), 1–5.)



Map of northeast Illinois and northwest Indiana showing lands forfeited by Native Americans through treaties negotiated between 1829 and 1835. New Lenox Township is highlighted on the map with a heavy dotted line. (Map reproduced from Atlas and Supplement: Indian Villages of the Illinois Country, *compiled by Sara Jones Tucker (1942) with supplement compiled by Wayne C. Temple (1975) (Springfield, Illinois: Illinois State Museum, 1975), Plate XCIII.)*

discover was typically false until prairie lands were cultivated by later settlers.[38] After cutting down trees and grubbing out tree stumps, the prairie sod was broken with a walking plow. This latter activity was often difficult, since the soil tended to ball up on the plow. In 1833, John Lane, living in the region later called Homer Township, eliminated this problem by inventing the breaking plow. Lane's innovation developed from an improvised steel plow attached to the plow molding board. It successfully cut the prairie sod so that the soil could be turned over.[39] A national economic depression in 1837 led to a temporary curtailment of settlement. Work on the Illinois and Michigan Canal, begun in 1836, ceased for a time. During this period, those land holders in the region who participated in the canal's construction were able to concentrate on developing their farmlands.

Life on these early farms was hard for the new settlers. In addition to building a settlement house and preparing the soil, the weather was a significant factor with which they had to contend. For the settlers from New England, the climate was basically similar, although the extremes of temperature and rapidity of change was a new challenge. Snow could fall in greater quantities than the northeastern United States. Severe cold and the open expanses of prairies led to drifts that were hazardous to farm animals. The

[38] Wooded land was so important an issue that some settlers were dissuaded from buying land in Wheatland Township until the later 1830s and 1840s, when land in surrounding townships was selling out.
[39] Fayette Baldwin Shaw, *Will County Agriculture* (Will County Historical Society, 1980), 1.

winter of 1830–1831, just prior to the great influx of European settlers, was particularly difficult and was known as that of the "Deep Snow." Beginning a few days before Christmas, snow fell to a depth of three feet with drifts of four to six feet. High winds and bitterly cold temperatures continued over the next two months, leaving many homesteaders trapped on their land.

The health of settlers could suffer as a result of overwork and environmental conditions. Settlers in lowland areas, adjacent to waterways and ponds, were susceptible to fevers. This was a significant enough question for newspapers and settler guide books to discuss the issue, if only to reassure emigrants to the area:

> The season in which I visited the United States was one remarkable for sickness, and the southern and western states [which included Illinois] suffered much, but with the exception of such visitations, it would appear that the inhabitants of Illinois enjoy a very fair amount of good health; indeed, it appeared to me that they were exempted from such a variety of diseases as we see in this country—that there was some predisposing cause to bilious complaints, to the exclusion of other types. There, as in other parts of the world, much of the disease encountered is a result of rashness and folly….[40]

Although most early settlers were occupied with subsistence farming, transportation became an important issue for moving their yields to markets as they became more established. Before the opening of the Illinois and Michigan Canal in 1848, regular passage for people could be obtained on stage coach routes. Three such services included the Chicago and Ottawa route, which passed from Chicago through Lockport and Joliet and on to Ottawa (a total of 85 miles); another Chicago and Ottawa route, and another by way of Naperville and Plainfield (which was several miles longer). Many of these early routes followed roads that had been established by Native Americans moving through the region to hunting grounds and settlements, although necessarily improved to allow the passage of horse-drawn coaches. The Chicago and Ottawa route was inaugurated on 1 January 1834.

Development of the Illinois and Michigan Canal

The proximity of the headwaters of the Illinois River to Lake Michigan led early explorers, including Marquette and Jolliet as early as 1673, to propose the construction of a canal to link the two, thus allowing river traffic to move from the Great Lakes to the Mississippi River. The northern branch of the Illinois River is the Des Plaines River, which at the closest point flows about five miles west of the shore of Lake Michigan before turning southwest in the region now called Summit. On the other side of the moraine structure, the Chicago River flows to Lake Michigan. In 1794, plans were made to establish the Illinois waterway link with the lake. The Louisiana Purchase of 1803 gave a further impetus to the development of a canal, and army engineers began surveying the area after the War of 1812. Land acquisition began when a treaty with Native American tribes was signed at St. Louis in 1816, leading to the acquisition of a corridor from Chicago to Ottawa, Illinois. Debate on the canal project continued for several years until 1834, when Joseph Duncan, a strong supporter of the canal, was elected governor of Illinois. Governor Duncan supported legislation in 1836 to assist financing for the construction of a canal. Construction began on 4 July 1836, with ground broken at Bridgeport in Chicago.[41]

The canal route followed the south branch of the Chicago River and followed the Des Plaines River and Illinois River to a western terminus at LaSalle.[42] The canal was subsidized with a federal land grant of

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[40] William Oliver, *Eight Months in Illinois with Information to Immigrants* (1843; Reprint, Carbondale, Illinois: Southern Illinois University Press, 2002), 251.

[41] Leslie C. Swanson, *Canals of Mid-America*, 35.

[42] The eastern entrance into the canal was near the present intersection of Archer and Ashland Avenues and followed the right-of-way of the contemporary Stevenson Expressway (Interstate 55) to the town of Summit, where it turned to the southwest, paralleling the east bank of the Des Plaines River to Joliet. At Joliet the canal crossed the Des Plaines at river level. Continuing southwest it made a level crossing of the Du Page River at Channahon. The canal

325,000 acres to the State of Illinois of alternate sections of land along the canal route, which then were sold to settlers. After little progress was made during the first year of construction, financial problems developed. Labor for the project was attracted to Illinois, with many new immigrants from Ireland. Bridgeport, now a Chicago neighborhood, was the eastern terminus of the canal and began as a settlement to house Irish canal workers. Numerous towns were founded as a result of the construction and operation of the canal. By 1840 the canal was two-thirds completed when another series of funding problems delayed completion of the canal until 1848.

Until the canal was completed, farmers in northeast Illinois who wished to sell their crops and livestock in the Chicago markets had to move it there by wagon cart. The son of one of the early settlers described the journey, writing that "in 1844, we began to haul wheat to Chicago, the trip taking three or four days. The hauling was generally done in the fall when the roads were good."[43] Completion of the canal in 1848 revolutionized freight and passenger traffic on the Illinois River route by allowing shippers to utilize Chicago as their route to the eastern United States as shipping prices dropped. During the early years of operation the canal's eastbound traffic included corn, wheat, sugar, and coal; westbound traffic included lumber, salt, and merchandise. The improvements to transportation brought by the canal helped to spur further agricultural development in northern Illinois.[44] During the first three years of the canal's operation, 1.4 million bushels of wheat and 1.6 million bushels of corn were transported to markets.[45] In the ensuing years, the railroad first supplemented and then supplanted the canal as a significant traffic route. But one of the most significant contributions of the canal was the benefit it gave to Chicago as a trading center.

By 1851, traffic was already showing signs of having outgrown the canal, and it was necessary to restrict its use to boats to those with a draught of not more than four and a half feet. Railroad service from the Chicago and Alton Railroad was initiated in 1854, running nearly parallel to the canal for much of its length. Business continued to increase for over two decades, especially during the Civil War when commercial traffic was restricted on the Mississippi. In 1871 the last of the canal debt was paid. The decline of the canal began in the late 1870s, when the waterway showed a deficit of $40,000 a year while the railroads began to supplant the canal as a transportation route.[46]

Chicago had an influence on the future of the canal in an unusual way. Because the city dumped its sewage effluents into Lake Michigan, the source of its drinking water, the risk of pollution leading to epidemics was high. Plans were implemented to reverse the flow of the Chicago River, passing wastes down to the Illinois River. This also provided a widened and deepened waterway from Chicago to Lockport. The new canal, the Sanitary and Ship Canal, was constructed between 1890 and 1900. Traffic over the Chicago to Joliet segment of the Illinois and Michigan Canal halted after 1900 with the opening of the Sanitary and Ship Canal. Other portions of the Illinois and Michigan Canal continued to be navigable until 1933 when the Illinois Waterway was completed. In the same year, the Civilian Conservation Corps (CCC) began transforming the waterway into a recreational park.[47]

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then followed the west banks of the Du Page and Des Plaines Rivers and the north bank of the Illinois. It ended in a riverboat turning basin at La Salle/Peru.

[43] Michael Henry Crider (source unknown), as quoted in Herath, *Indians and Pioneers: A Prelude to Plainfield, Illinois,* 65.

[44] Michael P. Conzen, "1848: The Birth of Modern Chicago," in *1848: Turning Point for Chicago, Turning Point for the Region* (Chicago: The Newberry Library, 1998), 11.

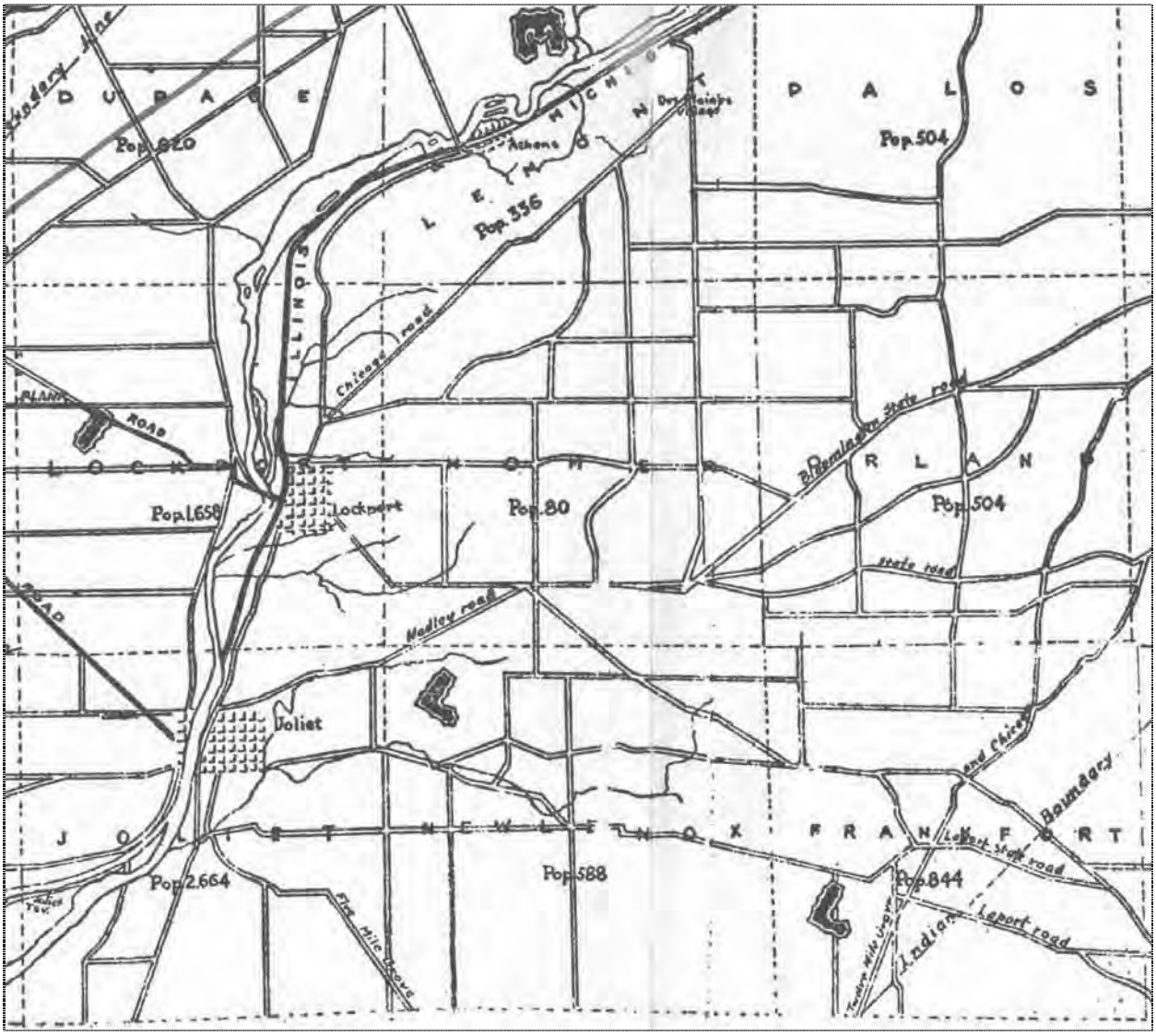
[45] Statistics cited in John G. Clark, *The Grain Trade in the Old Northwest* (Urbana, Illinois: University of Illinois, 1966), 88. Clark goes on to state that corn soon supplanted wheat as a major crop in the middle upper Illinois River area, a fact shown by the agricultural statistics cited for individual farmsteads in this chapter. Wheat production shifted to Wisconsin and other near western states.

[46] Swanson, *Canals of Mid-America*, 37.

[47] Gerald W. Adelmann, "A Preservation History of the Illinois and Michigan Canal," in *Illinois and Michigan Canal National Heritage Corridor: A Guide to Its History and Sources*, Michael P. Conzen and Kay J. Carr, ed. (DeKalb, Illinois: Northern Illinois University Press, 1988), 43.

Illustrated at left is an excerpt of Sectional Map of the State of Illinois of 1861, showing Will County in relation to Chicago and the railroad lines radiating from the latter. The Chicago and Alton Railroad roughly parallels the route of the Illinois and Michigan Canal. New Lenox Township is highlighted with a heavy dotted line. Note that the map marks the settlement of Spencer along the Joliet Division of the Michigan Central but New Lenox is not marked. (Leopold Richter, State Topographer, Springfield, Illinois, Sectional Map of the State of Illinois (St. Louis: Leopold Gast, Brother & Co., 1861).)

Early Roads in Will County



The map excerpt shown above is from the Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois *(Chicago: James H. Rees, 1851), as redrawn by Milo M. Quaife in* Chicago's Highways Old and New: From Indian Trail to Motor Road *(Chicago: D.F. Keller & Company, 1923). In New Lenox Township, many of the main roads running east-west, such as present day Route 30 and Francis Road, are shown on the map, as well as Cedar Road running north-south. According to the map compiled by Scharf and reproduced on page 4 of this chapter, both Route 30 and Francis Road had their origin as Native American trails.*

The boom in agricultural production coincided with the opening of the Illinois and Michigan Canal in 1848 was soon followed by the introduction of railroad service in the following decade. Plank roads were also a significant mode of transportation in the mid-eighteenth century. In 1849, the state legislature passed a law allowing the construction of plank roads. Two years later the Chicago and Oswego Plank Road was incorporated with a scheme to connect Oswego, Plainfield, and Joliet by plank road with a plan to extend it eventually to the Indiana state line.[48] The road between Plainfield and Joliet was opened on 1 December 1851, but the connection to Oswego was never constructed. The roads were built with rows of

[48] Construction of a plank road involved grading the dirt road bed to a width of 21 feet with ditches on both sides. Wood stringers were laid six feet apart and dirt was packed in between (similar to a subfloor). With planks laid lengthwise on the stringers, the road was approximately eight feet wide.

heavy stringers, 16 feet apart, laid across with heavy planks of pine, hemlock, or, on better sections, oak and walnut.

The toll rate was 2 cents a mile one way, 3 cents round trip. Planks soon warped, decayed, and frequently floated away or were "borrowed" by neighboring settlers. After a few years, with little or no maintenance, most plank roads became so uncomfortable and dangerous that they were abandoned. In use until 1869, the road eventually failed since farmers would drive miles out of their way to avoid tolls and because of lack of proper maintenance.[49]

These and other non-orthogonal roads developed from Native American trails and/or as expedients to meet the needs of early settlers. The orthogonal grid of roads on the mile (or, on occasion, half- or quarter-mile) developed from the section lines and property boundaries within each township. This grid served as a unifying characteristic across the regional landscape, present everywhere except where pre-existing or non-orthogonal roads dominated, or where topography or other natural features (such as the landscape of northeast New Lenox Township) prevented extending the road network.

Agricultural Development of the State and County

In the late 1840s, the United States still owned 14,060,308 acres of land in Illinois. Between 1848 and 1857, much of this land passed into private hands. In addition to land that could be purchased from the government, alternate five mile sections each side of the route planned for the Illinois and Michigan Canal in western Will County were offered for sale by the canal authority. Later, alternate six mile sections each side of the route granted to the Illinois Central Railroad (which passed through eastern Will County) were available for purchase from the railroad.[50]

Another attempt was made as establishing a state agriculture organization, with the founding of the Union Agricultural Society in 1839. The organization expanded when the state legislature passed an act on 8 February 1853 to incorporate the Illinois State Agricultural Society to promote agricultural, horticultural, and household arts. The society sponsored a State Fair annually between 1853 and 1871 at different places around the state, including at Chicago on four occasions.[51] Will County had a local chapter of the Illinois State Agricultural Society, although it remained active only intermittently and was not a strong voice in the organization. In 1871, the Department of Agriculture was formed with business conducted by a "State Board of Agriculture."[52]

Illinois' corn production was 57.65 million bushels in 1850, which increased to 115.2 million in 1860, making it the leading corn producer in the nation.[53] Wheat was also a major crop—the state was fifth in

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[49] *Joliet Herald News,* 2 September 1961, as quoted in *A History of Plainfield "Then and Now,"* 77. Twenty years later a similar radial route around the outlying Chicago area was followed in the alignment of the Elgin, Joliet, and Eastern Railroad.

[50] The lands were sold to actual settlers and speculators. It is estimated that six million acres passed into the hands of speculators between 1849 and 1856. There were several types of speculators, including farmers, small businessmen, and politicians, who bought land as an investment. Professional speculators operated on a large scale, with corporations or individuals owning land in many states. Samuel Allerton, a wealthy resident of New York, owned 2,000 acres in Frankfort, New Lenox, and Homer Townships in Will County and an additional 400 acres in Cook County. (Shaw, *Will County Agriculture,* 1–2.)

[51] *History of State Departments, Illinois Government, 1787–1943,* compiled by Margaret C. Norton, Illinois State Archives.

[52] Illinois Laws 1871–1872.

[53] "Corn" was the term used in the Old World to what was later known as wheat to settlers in the New World. Settlers given "Indian corn" by the Native Americans began to sow it themselves, with corn becoming one of the leading grain crops by the 1800s. Farmers were cognizant of the numerous factors that led to a successful corn crop, including planting time, soil treatments, and pest prevention. In Illinois, the Illinois Corn Breeders association was founded in 1890 to disseminate information and develop better seed stock. Beginning in the 1920s, the University of Illinois began studies that led to improvements in corn varieties. In Illinois alone, sixteen breeds were reported in 1936, one of which was called "Will County Favorite." (United States Department of Agriculture, *Yearbook of*

wheat production in 1850 and first in 1860.[54] Acreage in improved farmland increased two and one half times in the decade. Other principal farm crops were oats, rye, and barley. The average price for corn and wheat was $1.25 per bushel. Of the 16,703 persons living in Will County in 1850, 8,850 were male and 7,820 female; there were also 21 "colored" males and 12 "colored" females. A total of 2,833 families were living in 2,796 dwellings. The Census of 1860 gives the population of the county as 29,321. Ten years later the population had reached 43,013 and in 1880 it was 53,422.[55]

In the early- to mid-1800s, agricultural methods were primitive with reapers, iron plowshares, and hay tenders. The first McCormick reaper in the county appeared in Du Page Township in 1846 on the farm of Harry Boardman.[56] Some local inventions that could be attached to modify the McCormick included gearing developed by W. Holmes of Hickory Creek in Will County, produced at Adams' Foundry, followed later by a turf and stubble plow.[57]

The major crops in Will County historically have been corn and wheat, although wheat production declined in the later 1800s after infestations of the chinch bug and the army worm. (Wheat farming revived during World War I due to incentives from the U.S. government.) As early at 1850, corn was the leading crop in the county, since it could be fed to livestock as well as processed into other products. Other grain crops included oats, barley (used in beer production), and rye. Potatoes were also grown in the region up through the late 1800s, but several seasons of wet summers led to rotting crops, followed in subsequent years by potato bugs. Strawberries and grapes were grown in limited areas by at least the 1870s.[58]

The change from self-sufficient farming to cash crop farming occurred during the mid-nineteenth century. Prior to that time, farmsteads typically had less than ten acres. Most farms were 80 acres in size by the end of the century, sometimes with additional parcels of 40 and 80 acres.[59] However, a few individuals in Will County owned larger parcels of land. C.C. Smith of Channahon owned about 1,800 acres in various parcels, while J.D. Caton, at one time Chief Justice of the Illinois Supreme Court, owned two full sections (1,200 acres) in Plainfield Township.[60] In order to divide their parcels of land and enclosure pasturage, farmers used split-rail fencing and vegetation such as osage orange rows. Other means included wire fencing, available after 1860, and barbed wire, introduced in the 1880s.[61]

Agriculture (1936), 496.)

[54] Wheat was one of the earliest crops sown by settlers in the New World. The process of developing hybrid strains of wheat was initiated by individuals and educational institutions before this work was addressed by the U.S. Department of Agriculture and state agricultural experiment stations. Numerous other grains grown historically in Will County, including oats and barley, benefited from hybrid research conducted by university and governmental agriculture studies. The first Agriculture administrative body in the United States was in New York, where a State Board of Agriculture was established in 1819. The U.S. Department of Agriculture was established in 1862, and was raised to cabinet status in 1880. State agricultural experiment stations, operated by the U.S. Department of Agriculture, were established in 1887.

[55] *Souvenir of Settlement and Progress of Will County Illinois* (Chicago: Historical Directory Publishing Co., 1884), 243.

[56] Harry Boardman in Section 3 of Du Page Township is discussed in Chapter II.

[57] Shaw, *Will County Agriculture,* 13.

[58] Ibid., 8.

[59] However, it should be noted that plat maps from the period reflect land ownership, not tilled land or the extent (through land leasing or barter) of a farmstead.

[60] Shaw, *Will County Agriculture,* 3. The Caton Farm is discussed in Chapter II.

[61] Ibid., 5.

By 1890, there were 3,452 farms in Will County. This number remained fairly constant over the next 30 years (3,584 in 1900, 3,588 in 1910, and 3,385 in 1920).[62] The average value of a southern Illinois farm in 1910 was $15,000; in the northern part of the state it was $20,700. The value of farm products measured in dollars rose from $186 million in 1896 to $277 million annually in 1912; this was accompanied by an increase in production of field crops by 70 percent and 76 percent respectively for those years. During this time, wheat, rye, and oat production was on the decline. Livestock production remained fairly constant in overall value but sales of animals decreased by 50 percent during this period. Vegetable production was led by root crops like potatoes, turnips, and carrots. Of orchard fruits, apples had the greatest production.[63]

Twentieth Century Developments

With the development of the gasoline engine and adaptation to the tractor, work on the farm improved considerably. Water could be pumped using gasoline engines instead of depending on the wind to run windmills. Engines also provided power to operate milking machines, grind feed, and run various kinds of machinery. The coming of the automobile and truck led to demands for better roads in Illinois, at a time when responsibility for local road construction lay with individual townships in counties in the state. At the 1913 meeting of the Illinois Farmers' Institute, Illinois State Highway Engineer A.N. Johnson recognized these needs:

> Already truck farmers in the vicinity of Chicago have clubbed together in the purchase of a motor truck by which a 24-hour trip has been reduced to 8 hours, while the delivery of milk from the farm to the city by motor truck is already an economic proposition. It is believed, therefore, that the construction to be undertaken on our main roads should be a character that can withstand the heavy motor traffic, heavy horse drawn traffic, as well as the lighter forms of traffic, and that a serious mistake will be made to put down any other than rigid, durable forms of pavement. In Illinois, this reduces the choice of the road surface to brick and concrete.[64]

In the years prior to this 1913 meeting, gravel was available for townships and local governments by the Illinois State Highway Commission. Some of this gravel was either quarried or broken at the Joliet State Penitentiary. The rise of the automobile demanded the development of a safe, structurally sound roadway across the United States. Most road networks were dirt; few were gravel, and even fewer were paved. In 1912, the Lincoln Highway Association planned a road to extend from New York to San Francisco. Lincoln Highway—also known as U.S. Route 30—was routed through New Lenox, Joliet, and Plainfield in the 1920s. In 1915, work on the Pontiac Trail extending from Chicago to Los Angeles, California, was begun. In 1917, the federal government initiated the practice of granting fund to the states for the construction of highways.[65] Pontiac Trail was renamed State Bond Issue 4 (SBI 4) in 1921. Five years later the road was given the name that later became a modern legend: Route 66. The roadway passed through northern and western Will County.[66]

Also in 1917, the State of Illinois Civil Administrative Code was enacted, forming the departmental structure within the executive branch. One of the agencies established was the Illinois Department of Agriculture.

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[62] *Eleventh Census of the United States: 1890,* Part 3: Agriculture (Washington, D.C.: n.d.); *Twelfth Census of the United States: 1900,* Census of Agriculture (Washington, D.C.: 1901); and *Fourteenth Census of the United States: 1920,* Agriculture: Part V: General Report and Analytical Tables (Washington, D.C.: 1922).

[63] Morrison, *Prairie State, A History,* 98.

[64] A.N. Johnson, "Cost of a System of Durable Roads for Illinois," in *Eighteenth Annual Report of the Illinois Farmers' Institute,* edited by H.A. McKeene (Springfield, Illinois: Illinois State Journal Company, 1913), 149.

[65] This was the first federal aid given for road construction since the abandonment in 1820 a national road between Cumberland, Maryland and St. Louis, Missouri. The road was completed as far as Vandalia, Illinois.

[66] Unlike Lincoln Highway and Dixie Highway (which ran between Sault St. Marie, Ontario, Canada and Miami, Florida), Route 66 did not follow a linear course. Its diagonal course linked hundreds of rural communities in Illinois, Missouri, and Kansas to Chicago, enabling farmers to transport grain and produce for redistribution.

FEDERAL ASSISTANCE ACKNOWLEDGEMENT

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The activity which is the subject of the "Rural Historic Structural Survey of New Lenox Township, August 2002" had been financed in part with federal funds from the Department of the Interior, administered by the Illinois Historic Preservation Agency. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor the Illinois Historic Preservation Agency, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior or the Illinois Historic Preservation Agency.

Illustrated above is the long entrance road leading to a farmstead north of Laraway Road in Section 25 of New Lenox Township.

The historic photograph at left shows the rock crusher at the quarry of the Illinois State Penitentiary at Joliet, circa 1920s. The sign on the roof advertises the availability of macadam (road gravel) for public road building projects. Rural roads were often poor, and their improvement was a significant issue for farmers in some townships. Shown below left is the construction of the Pontiac Trail (later renamed Route 66) in near downstate Dwight, circa 1920s (Illinois State Police collection). The historic photograph below right is of Maple Road in northeast Joliet Township (which extends eastward into New Lenox Township), showing improvements with limestone macadam paving (Second Annual Report of the Illinois Highway Commission for the Year 1907 *(Springfield, 1908)). Shown in the bottom row are two state highway maps from 1921 and 1928 respectively, showing the growth in road construction during the period* (Illinois Progress 1921–1928 *(Springfield, Illinois, 1928))*.

Land area of farms in the Chicago area declined from 88.7 percent of total area in 1900 to 84.9 percent in 1920 and to 80 percent in 1925. Between 1830 to 1925, the number of farms reached its maximum in 1900. In 1925, the total number of farms was 5,000 less than in 1880.[67] During that same period livestock production (including swine) peaked in 1900. For the counties within 50 miles of Chicago, the number of dairy cows per square mile of farmland declined from 46.1 in 1900 to 42.8 in 1925. Acreage in grain production showed a gradual increase after 1925. Sheep and wool production peaked in 1880 and horses and mules in 1920, declining as a direct result of the introduction of the tractor and motor truck. Dairy production in the Chicago region peaked in 1900 and declined markedly in the following two decades.[68]

Page 4 The Illinois Agricultural Association RECORD May 1, 1926

BOTH ILLINOIS PARTY CONVENTIONS URGE FARM RELIEF

Democrats

"POST war readjustments have inflicted tragic penalties upon the farmers of Illinois.

"Thousands of farm families have been forced through bankruptcy. They have lost their homes, their land and their hopes for their future.

"Other thousands are confronted by the terrors of insolvency and are dependent upon the generosity of those who hold their mortgages and notes to permit them to enjoy the shelter of the only home they know.

"Illinois' one great and rich basic industry, which made her famous throughout the world as the biggest producer of farm products, is in desperate straits.

"The farmers carried their case to President Coolidge and he came to Chicago a few months ago and offered the farmers no relief of any kind, but told them to get together and cooperate and do the best they could for themselves. He offered them nothing. He gave them a stone. The Republicans in Congress, under orders from the White House, are getting ready to adjourn without giving the farmers any adequate or beneficial relief.

"We believe that if the Government, by tariff, puts up the price for the eastern manufacturer and for the labor he employs; if the Government by law puts up railroad rates, so that the railroads shall not lose money, then we contend that the Government shall enact appropriate legislation so that the farmers, who are the bone and sinew of the nation, shall not be sacrificed."

Illinois Republicans Snub Administration's Fake Farm Relief Plan

DURING the month the state conventions of both the Democratic and Republican parties drafted their platforms. Their promises to agriculture are printed herewith.

It is noteworthy that the Illinois Republicans, in contrast to the expressed policy of the Republican administration, vigorously endorsed the "equalization fee" principle which places the loss—if any—of the control of the surplus distribution on the producer, a principle which has been vigorously advanced by the united farm organizations, including the Illinois Agricultural Association. The "equalization fee" principle is embodied in the Federal Farm Board measure, now pending in both branches of Congress and is supported by the Farm Bureaus and I. A. A. Note also that the Illinois Republicans did not so much as mention the Tincher bill, the administration's "give-them-a-board" measure which the I. A. A. opposes.

Republicans

"WE recognize that because of the wide expanse of our country, the industrial needs of one section may be different from those of another section, therefore, we regard it to be the special duty of Illinoisans in the national service to be alert to protect the particular interests of this state and of the Middle West, of which Illinois is the heart. We believe the following insistant needs of the Middle West should command the immediate and careful consideration of all representatives of the Republican party who are charged with the enactment and administration of national laws:

"(a) The earliest possible relief of the great industry of agriculture and the continuing protection of that industry equal to the protection given other industries by our tariff system. This should include emergency legislation for the establishment of federal agencies effectively to control the distribution of our exportable surplus of farm products in such manner as will restore the industry to a profitable basis and give to the producer an American price for his products, the loss—if any—of such control of surplus distribution to be borne by the producer. This we deem to be imperative for the preservation of the greatest industry of our State, and to be essential to the welfare of the Middle West, of the nation and of our party."

The illustration above is a notice from the Illinois Agricultural Association Record *of 1 May 1926 shows how charged an issue farm relief was in the 1920s.*

Although the Great Depression of the 1930s had a dramatic impact on all Americans, for American farmers the economic decline began a decade earlier. This decline is reflected in the Census figures for Will County, where an approximately 6 percent decline in the number of farms occurred between 1910 and 1920, followed by an additional decline of approximately 14 percent between 1920 and 1930. During the period same period (1910 to 1930), the number of owner-operated farms decreased from 2,102 to 1,516, while the number of tenant-operated farms increased from 1,367 to 1,411.[69] Numerous factors led to the decline of the farm economy in the post-World War I era. To meet the needs of the wartime economy that was feeding American and European populations, American farmers increased production by cultivating lands that were formerly kept fallow. Following the war, farmers continued this trend, overproducing despite reductions in demand. As commodity prices fell, so did the standard of living of

[67] Edward A. Duddy, *Agriculture in the Chicago Region* (Chicago: University of Chicago, 1929), 3.
[68] Ibid., 4.
[69] *Twelfth Census of the United States: 1900 – Census of Agriculture* (Washington, D.C.: 1901); *Thirteenth Census of the United States: 1910, Census of Agriculture* (Washington, D.C.: 1914); *Fourteenth Census of the United States: 1920, Agriculture: Part V: General Report and Analytical Tables* (Washington, D.C.: 1922); and *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States* (Washington, D.C.: 1931). Twenty years earlier, there were 3,452 farms in Will County, 2,325 were owner-operated and 1,127 operated by tenants, which shows that the trend had been occurring over an extended period of time. *(Eleventh Census of the United States: 1890 – Part 3: Agriculture* (Washington, D.C.).)

many farmers since prices in the rest of the economy were increasing. Farmers went into debt, mortgaged their property, and in many cases lost their farms to creditors.

The first table shown below summarizes the number of farms in Will County as listed in the 1930 Census; the second table shows the trend towards larger farms between 1900 and 1930.[70]

Farms within Each Township, 1 April 1930

Township	*Total Number of Farms*	*Township*	*Total Number of Farms*
Channahon	98	Monee	129
Crete	150	New Lenox	140
Custer	70	Peotone	133
Du Page	128	Plainfield	144
Florence	121	Reed	46
Frankfort	154	Troy	107
Green Garden	161	Washington	196
Homer	137	Wesley	78
Jackson	159	Wheatland	133
Joliet	88	Will	141
Lockport	111	Wilmington	96
Manhattan	123	Wilton	126

Size of Farms in Will County – 1900 and 1930

Size of Farms	*1900*	*Percent of Total*	*1930*	*Percent of Total*
Under 3 acres	35	1%	7	0.2%
3 to 9 acres	110	3.1%	54	1.8%
10 to 19 acres	115	3.2%	79	2.6%
20 to 49 acres	232	6.5%	158	5.3%
50 to 99 acres	785	21.9%	468	15.9%
100 to 174 acres	1,373	38.3%	1,273	42.9%
175 to 259 acres	623	17.4%	633	21.4%
260 to 499 acres	292	8.1%	276	9.3%
500 to 999 acres	16	0.4%	20	0.5%
1,000 to 4,999 acres	3	0.08%	1	0.03%

The coming of the Great Depression deepened the crisis further. Agricultural production in Illinois collapsed from almost $6.25 billion in 1929 to $2.5 billion in 1933. As unemployment in industrial centers soared, some people fled to rural communities, putting additional pressure on rural communities since most did not have access to welfare relief.[71] Within days of the inauguration of Franklin Roosevelt, legislation was formulated that would later pass Congress as the Agricultural Adjustment Act. The legislation was intended to regulate production in order to raise prices to an acceptable level. In 1934, 15,734,600 acres of land were in production, for a total crop value of $218,569,000 nationally, which

[70] *Twelfth Census of the United States: 1900 – Census of Agriculture* (Washington, D.C.: 1901); *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States,* (Washington, D.C.: 1931).
[71] Morrison, *Prairie State, A History,* 108.

grew to 17,692,100 acres and a crop value of $273,931,000 the following year.[72] The numerous adjustment programs initiated under the New Deal led to limitations in agricultural production in order to raise crop prices to acceptable levels. These included 20 percent of the land or 1,218,062 acres used in corn production being retired; over 1,000,000 acres of land in wheat production were also retired.[73]

In the 1930 Census in Will County, 12 percent of farm reported as being general farms, 48 percent as cash grain farms (primarily corn), 25 percent dairy farms, 7 percent cattle, swine, or poultry as specialization, and the remaining percentage in other categories including crop specialization and fruit farm.[74] In 1940, after ten years of the Depression, 16 farms, about average for most counties in the state, were reported as being idle or abandoned in Will County, compared with 128 in downstate Williamson County. The 1945 *Census of Agriculture* recorded 2,817 farms in Will County, 40.6 percent of which had running water, 82.6 percent had electricity, 89.8 percent had a radio, and 63.8 percent had telephones. Other statistics included 34 percent of the farms with trucks, 83 percent had motorized tractors, and 91 percent with at least one car. The breakdown of farm types included 18.7 percent classified as general farms, 37 percent as crop producing farms, 12.6 percent as livestock farms, 5 percent as poultry farms, 17.1 percent as dairy farms, 7.2 percent as subsistence farms, and the remainder classified in other categories including vegetable, horticulture, and forest product farms. Also as recorded in the 1945 agricultural Census, 43 percent of the farms in Will County were rented or leased by tenants, the remainder being owner occupied and operated.[75]

Soybeans were first planted in the late 1930s as a forage crop mainly to be fed to dairy cows and cattle. Although some soybeans were processed through a threshing machine and sold on the market it was not at that time a very popular grain product. Ten or fifteen years later, however, soybeans became a valuable food and commercial product as new uses were developed with the assistance of state and federal agricultural programs. The 1945 agricultural Census recorded 56 percent of the farms in Will County as growing soybeans, although this represented only 14 percent of the farmland in the county.[76] By the mid-1960s, 79 percent of the farms in the county grew soybeans on 37 percent of the farmland.[77]

A significant portion of Will County agricultural land was obtained by the U.S. Army in 1940 for the construction of two ammunition plants, the Elwood Ordinance Plant and the Kankakee Ordinance Works. Both plants, comprising the Joliet Army Ammunition Plant, were located on 23,554 acres of farmland that had been settled in the 1830s and 1840s, and contained a total of six cemeteries. The Elwood Ordinance Plant was located in the northern half of Florence Township and the southern portion of Jackson Township. The Kankakee Ordinance Works was located to the west in northeastern Wilmington Township and southeastern Channahon Township. Construction on both facilities began in the fall of 1940 and continued throughout World War II. Ten farmhouses on the tract of land were retained as staff housing and were still present when the site was documented for the Historic American Engineering Record in 1984. Eight of these were wood frame and were relocated to a residential area within the site. Two houses were brick and remained in their original location.[78]

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[72] United States Department of Agriculture, *Yearbook of Agriculture* (1936), 1146.
[73] Ibid., 1155–6.
[74] *Fifteenth Census of the United States: 1930 – Agriculture, Volume II: Part I – The Northern States, Reports by States, with Statistics for Counties and a Summary for the United States,* (Washington, D.C.: 1931).
[75] *United States Census of Agriculture: 1945 – Volume I, Part 5: Illinois, Statistics for Counties* (Washington, D.C.: 1946).
[76] Ibid.
[77] *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).
[78] Historic American Engineering Record IL-18, 20–22. The plant remained intermittently opened until 1976, when it was mothballed. In 1995, the Illinois Land Conservation Act established the Midewin National Tallgrass Prairie to manage the environmental resources of the former ammunition plant. In 1997, 16,000 acres of the former Joliet Army Ammunition Plant were officially transferred to the U.S. Department of Agriculture Forest Service for the Midewin National Tallgrass Prairie preserve. Although only a small portion of the land was undisturbed prairie,

During World War II, farmers were encouraged by the federal government to increase production by the use of power machinery and the latest scientific processes. When a decline in demand arose, the farmer was forced to continue his heavy production rate in order to compensate for lower farm prices. Cash crop income in 1950 was $2.038 billion nationally. Of this amount livestock and livestock products accounted for $1.26 billion; crops, $763 million; and government pay for adaptation of production program, $10.6 million paid to the farmers in Illinois. Principal crops were corn, soybeans, wheat, oats, hay, fruits, and greenhouse products. The average value of an Illinois farm in 1950 was $28,400.[79] The farm population in Illinois declined from 1,341,104 in 1900 to 772,521 in 1950.[80]

In 1964, when there were 1,859 active farms in Will County, the size distribution of farms was as follows (compared with the 1930 Census data).[81]

Size of Farms in Will County – 1930 and 1964

Size of Farms	*1930*	*Percent of Total*	*Size of Farms*	*1964*	*Percent of Total*
Under 3 acres	7	0.2%	1 to 9 acres	63	3.4%
3 to 9 acres	54	1.8%	10 to 19 acres	71	3.8%
10 to 19 acres	79	2.6%	20 to 29 acres	37	2%
20 to 49 acres	158	5.3%	30 to 49 acres	96	5.1%
50 to 99 acres	468	15.9%	50 to 99 acres	335	18%
100 to 174 acres	1,273	42.9%	100 to 199 acres	690	37%
175 to 259 acres	633	21.4%	200 to 499 acres	520	28%
260 to 499 acres	276	9.3%			
500 to 999 acres	20	0.5%	500 to 999 acres	44	2.4%
1,000 to 4,999 acres	1	0.03%	1,000 acres or more	3	1.6%

By 1970, when the population of Will County was 247,800, 90 percent of the population was located in the 11 northern and northeastern township. In Lockport, Du Page, and Plainfield Townships, populations numbered in the tens of thousands (33,354, 20,037, and 11,028, respectively). Wheatland Township reflected the rural character of the southern half of the county, with a population of 1,794. Compared to population figures from 1950, Du Page had increased the most (324.1 percent, primarily due to the establishment of Bolingbrook), while the townships of Lockport (24.1 percent), Plainfield (65.7 percent), and Wheatland (75.4 percent) had smaller increases. Between 1969 and 1974, the total number of farms in Will County decreased from 1,660 to 1,430.[82]

By 1987, there were 1,239 farms in Will County on 328,729 acres. The surveyed total of 114,702 acres produced 13,514,967 bushels of corn for seed or grain; 1,016 acres produced 16,430 tons of corn for silage; 116,101 acres produced 4,500,809 bushels of soybeans; and 8,832 acres produced 26,615 dry tons of alfalfa.[83] Five years later, the continued decline in agricultural production in Will County was apparent. There were 1,057 farms in Will County with 325,227 acres of land involved with farming operations. The surveyed total of 144,035 acres produced 18,507,438 bushels of corn for grain or seed; 1,041 acres

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there were numerous important plant species and the size of the preserve provided an important wildlife habitat in northeastern Illinois. (U.S. Department of Agriculture Forest Service, *Draft Environmental Impact Statement, Midewin National Tallgrass Prairie Land and Resource Management Plan* (Wilmington, Illinois, 7 May 2001), 1.)

[79] Morrison, *Prairie State, A History,* 116.

[80] Salamon, 35.

[81] *United States Census of Agriculture: 1964 – Volume I, Part 12: Illinois* (Washington, D.C.: 1967).

[82] David Lyle Chicoine, "Farmland Values in an Urban Fringe: An Analysis of Market Data from Will County, Illinois" (Ph.D. diss., University of Illinois at Urbana-Champaign, 1979), 65–75.

[83] *1992 Census of Agriculture – Volume I, Geographic Area Series; Part 13: Illinois* (Washington, D.C.: 1994).

produced 20,231 tons of green silage; 1,868 acres produced 71,847 bushels of wheat; 125,298 acres produced 4,997,784 bushels of soybeans; and 8,861 acres produced 21,491 bushels of hay and alfalfa.[84] The 1992 *Census of Agriculture* recorded the following breakdown of Will County farms according to size.[85]

Size of Farms in Will County – 1964 and 1992

Size of Farms	*1964*	*Percent of Total*	*Size of Farms*	*1992*	*Percent of Total*
1 to 9 acres	63	3.4%	1 to 9 acres	91	8.6%
10 to 19 acres	71	3.8%	10 to 49 acres	240	22.7%
20 to 29 acres	37	2%			
30 to 49 acres	96	5.1%			
50 to 199 acres	1025	55%	50 to 179 acres	265	25%
200 to 499 acres	520	28%	180 to 499 acres	228	21.7%
500 to 999 acres	44	2.4%	500 to 999 acres	158	14.9%
1,000 acres or more	3	1.6%	1,000 acres or more	75	7.1%

Suburban Development in the Post-World War II Era

Beginning in 1940 and continuing during and after American involvement in the Second World War, the marriage and birth rate increased dramatically in the United States. This increase followed a decade long decline during the Depression that paralleled a mostly dormant residential building industry. After the war, demand for housing moved to the forefront of consumer needs. In many cities and surrounding areas the shortages became acute, and in many cases temporary buildings (such as army barracks) were constructed as an interim measure. Perhaps the most influential solutions for the housing shortage in the United States were developed and implemented by Abraham Levitt and his sons, William and Alfred. In 1941, Levitt and Sons received an important contract from the federal government to construct 1,600 war worker houses in Norfolk, Virginia. Despite numerous construction difficulties and an increase in the contract to 2,350 houses, the Levitts managed to pour dozens of concrete foundations each day and developed techniques for prefabricating wall and roof components.[86]

The Levitts applied the techniques developed during their war work to the construction of a series of "Levittowns" in the suburban areas of New York City and Philadelphia. The first of these to utilize mass production techniques that passed the savings along to the home buyer was established near the town of Hempstead, Long Island, and was named Island Trees (later changed to Levittown). After clearing the trees at the site, the construction formula included placing building materials at 60 foot intervals (the width of each residential lot), pouring of flat concrete slabs with perimeter foundation walls (no basements were excavated), and use of prefabricated building materials in the structure, exterior cladding, and interior finishes in the house. Like the assembly line developed by Henry Ford for his Model T, workers were trained to perform one trade, moving from house to house to complete each structure. The development ultimately included 17,400 houses. Two later developments were established near Philadelphia in the 1950s and 1960s. The Levitts had many imitators during the 1950s and 1960s. Among these were Joseph Kelly in Boston, Louis H. Boyar and Fritz B. Burns in Los Angeles, Del Webb in Phoenix, and Irving Blietz and Phillip Klutznick in Chicago.

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[84] Ibid.

[85] Ibid.

[86] Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 234–36. A recently published bulletin by the National Park Service, National Register History and Education Division, *Historic Residential Suburbs* (2002) discusses the historical background and significance of suburban developments in several different contexts, including in the post-World War II era.

Another postwar development was the construction of the interstate system throughout the United States, the result of several concurrent forces, including military strategists who needed to move missiles with nuclear warheads, Cold War planners who encouraged decentralization of cities, contractors who wanted to build highways, auto companies who wanted to sell cars, and numerous others with public interests and private desires. President Dwight Eisenhower appointed a study committee in 1954 that led to legislation passed in 1956 as the Interstate Highway Act, which provided for 41,000 miles of highway with 90 percent of the cost subsidized by the federal government. Funding for this massive project came in part from gasoline taxes, so that as more fuel was consumed, more funds became available. Highway construction encouraged the development of rural areas into suburban enclaves.

Recent decades have seen tremendous suburban growth in rural areas of Will County, particularly in the northwestern portions of the county bordering Naperville, Plainfield, and Bolingbrook; areas of eastern Homer Township bordering Orland Township of Cook County; scattered areas of New Lenox Township; and other communities in the eastern portions of the county. In the late 1990s, conflicting goals between the "new" settlers and established farmers was reported taking place:

> A while back, farmer Ray Dettmering was arrested for plowing his fields late at night in Matteson, Illinois, a rural community 30 miles southwest of Chicago. The 28-year-old farmer told police officers that he needed to prepare his fields for spring planting after days of rain had put him behind schedule. The real problem? A few years earlier, subdivisions had been built near Dettmering's corn and soy bean fields. The new residents claimed they couldn't hear their TVs above the tractor noise. Others were having trouble sleeping. Two neighbors complained to the police, and Dettmering was booked and fingerprinted. "What where these people thinking when they moved to the country?" he asked. "It's not like these farms snuck up on them."[87]

Perhaps in response the incidents like these, the Illinois Farm Bureau issued a booklet in 1999 titled *The Code of Country Living,* aimed at city dwellers and suburbanites who move out to rural areas as a sort of *nouveau* homesteading. The booklet discusses the comparative limitations of rural living versus urban or suburban living:

> In rural Illinois, you'll find working farms. You'll also find a level of infrastructure and services generally below that provided through the collective wealth of an urban community. Many other factors, too, make the country living experience very different from what may be found in the city.[88]

Several key issues are discussed in the booklet: access (quality of roads and rural traffic); utilities (extension of power lines, drilling of wells, and fire protection); private property (zoning, fences, and flood plains); and agriculture (cropland and associated pests, farm animals, and noise from machinery).

The information in *The Code of Country Living* probably applies more to the remainder of Will County townships outside of the five townships intensively surveyed since 1999. However, some sections within New Lenox Township show signs of the conflict that comes with suburban development of agricultural land. When the rural survey was being performed in 1999 in Wheatland Township, the survey team met a descendant of a longtime farming family on what had been his farm in Section 17. The gentleman was renting the farmstead from the development company that had purchased the land. As he put it, "Well, as I see it, we used to raise corn and soybeans, and the people who will live here in the houses [that will likely be there in the future] will be raising children."

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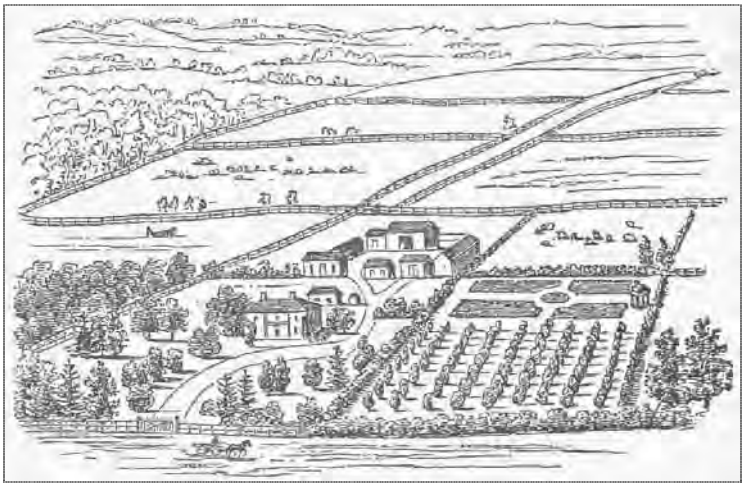
[87] Charles Lockwood, "Sprawl," *Hemispheres* [United Airlines in-flight magazine] (September 1999), 82–84.

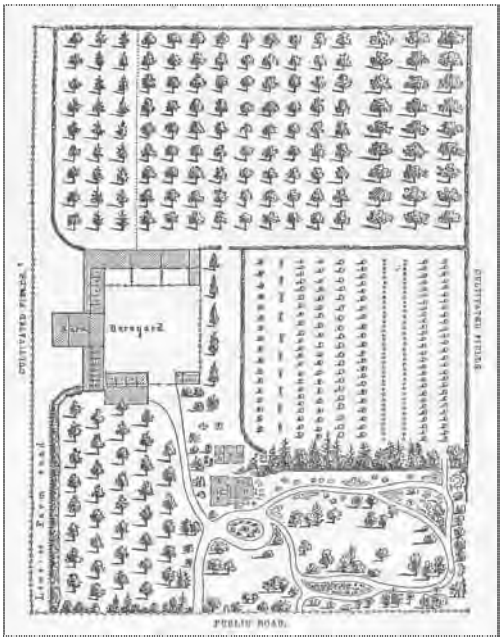
[88] *The Code of Country Living* (Bloomington, Illinois: Illinois Farm Bureau, 1999), 3. Copies of this pamphlet can be obtained from the Will County Land Use Department.

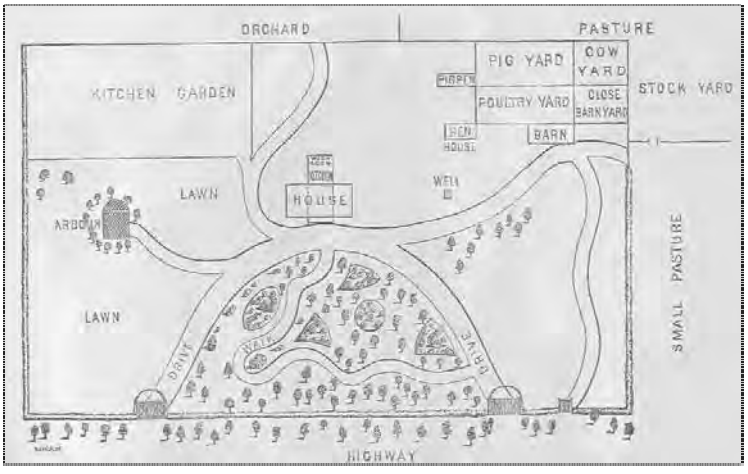
American Rural Architecture

Farmstead Planning

The relationship of the farmhouse to the barn and other farm buildings was generally determined by five factors: topography, weather conditions, convenience and labor efficiency, land survey organization, and, most importantly for some settlers, ethnic or regional tradition. A south facing orientation secured maximum light; an orientation toward the east allowed a barn to place its back against west prevailing winds. Local snow accumulation also influenced barn locations. In much of the Midwest, the geometric grid of roads and survey lines was basically aligned with compass directions, and farmers often lined up their barns and farm buildings in conformity. Where the terrain was more rugged, farmers followed the contours of the land in laying out buildings. In terms of labor efficiency, the barn did not need to be near the house except in areas where winters were cold and harsh. It was desirable to locate the barn closer to the field and other outbuildings than to the house. Midwestern farmers usually laid out their farmsteads in one of two basic patterns influenced by the five factors listed above. The most common site plan was one with all of the buildings in the same orientation in a courtyard arrangement, where the house and barn formed two sides of an open square and smaller outbuildings and roads formed the other two sides. The third pattern was a more free form arrangement in which buildings varied in alignment, but generally followed the contour of the land.[89]

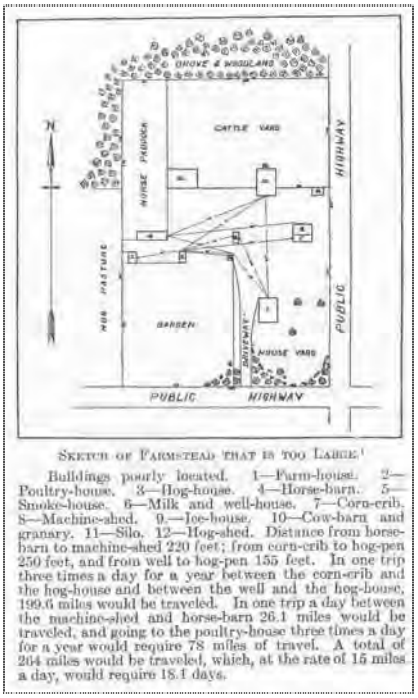






Illustrated above and at left are three different early plans for farmsteads. All three give much attention to the picturesque qualities of the farmhouse and surrounding yard, although the agricultural support are arranged in a rational manner. (Upper left and above illustrations from The Register of Rural Affairs, 1857 and 1858, respectively; plan sketch at left from Frances E. Willard, "On the Embellishment of a Country Home," Transactions of the Illinois State Agricultural Society, Volume III, 1857–58.)

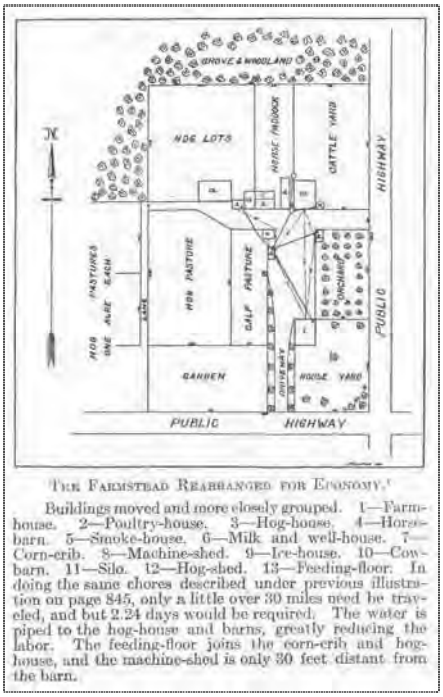
[89] Allen G. Noble and Hubert G.H. Wilhelm, "The Farm Barns of the American Midwest" in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 9–10.



SKETCH OF FARMSTEAD THAT IS TOO LARGE.[1]

Buildings poorly located. 1—Farm-house. 2—Poultry-house. 3—Hog-house. 4—Horse-barn. 5—Smoke-house. 6—Milk and well-house. 7—Corn-crib. 8—Machine-shed. 9.—Ice-house. 10—Cow-barn and granary. 11—Silo. 12—Hog-shed. Distance from horse-barn to machine-shed 220 feet; from corn-crib to hog-pen 250 feet, and from well to hog-pen 155 feet. In one trip three times a day for a year between the corn-crib and the hog-house and between the well and the hog-house, 199.6 miles would be traveled. In one trip a day between the machine-shed and horse-barn 26.1 miles would be traveled, and going to the poultry-house three times a day for a year would require 78 miles of travel. A total of 264 miles would be traveled, which, at the rate of 15 miles a day, would require 18.1 days.

These two illustrations, from Frank D. Gardner's Successful Farming *(1916) shows planning model comparing an efficiently planned farmstead (right) with an inefficiently planned example (left).*



THE FARMSTEAD REARRANGED FOR ECONOMY.[1]

Buildings moved and more closely grouped. 1—Farm-house. 2—Poultry-house. 3—Hog-house. 4—Horse-barn. 5—Smoke-house. 6—Milk and well-house. 7—Corn-crib. 8—Machine-shed. 9—Ice-house. 10—Cow-barn. 11—Silo. 12—Hog-shed. 13—Feeding-floor. In doing the same chores described under previous illustration on page 845, only a little over 30 miles need be traveled, and but 2.24 days would be required. The water is piped to the hog-house and barns, greatly reducing the labor. The feeding-floor joins the corn-crib and hog-house, and the machine-shed is only 30 feet distant from the barn.

Scientific planning of farmsteads, adapted to contemporary farming techniques, developed in the twentieth century. However, in the nineteenth century, agricultural publications illustrated and discussed various planning techniques. One set of early recommendations came from the eighteen or nineteen year old Frances E. Willard, who later in life served as president of the Women's Christian Temperance Union and supported women's suffrage. Miss Willard received a First Premium award from the Illinois State Agricultural Society in 1858 for her essay "On the Embellishment of a County Home," where she seems to be describing her own family's farmstead in Janesville, Wisconsin.[90] Like many of the recommendations set forth in architectural pattern books and early agricultural guides, her comments deal more with the beautification and the picturesque. However, her essay includes the drawings shown on the previous page, as well as the following practical suggestions:

> The yard in front of the barn should be seeded down and used only as a rendezvous for the teams, etc., preparatory to going to the fields.
>
> The cattle yards should be dry and large. If the animals are sheltered instead of stabled, the shelter should face the south. The fence surrounding this yard should be high and tight.
>
> Swine ought not to be allowed to run at large, except perhaps in acorn time. They should be made comfortable and happy at home, which can be done by furnishing them with plenty of food and drink and straw to sleep on.
>
> The poultry yard should be picketed, and the fowls should not be allowed to visit the lawn or the garden, though they may be permitted to run at large back of their own yard. There can be no greater nuisance than to have fowls ranging where they will, and few greater additions to a farm establishment than a well selected, well *governed* yard of poultry.
>
> The location of the well is a good one [as shown on the plan on the previous page], being equally accessible to the barn, poultry yard, and house.[91]

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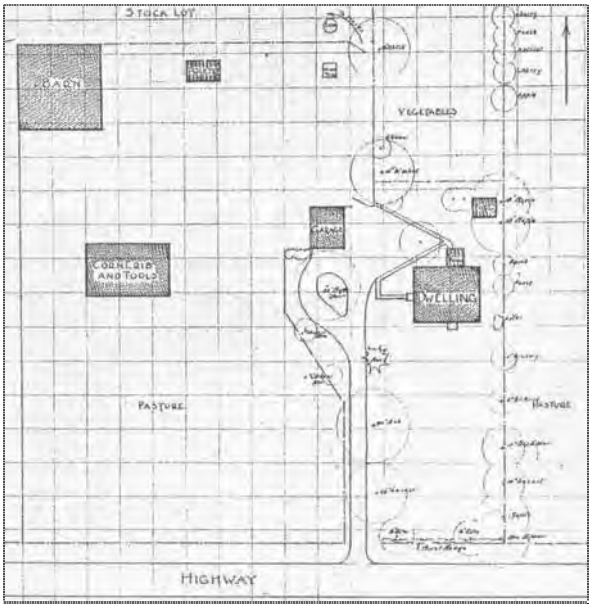
[90] Frances E. Willard, "On the Embellishment of a Country Home," *Transactions of the Illinois State Agricultural Society,* Volume III, 1857–58 (Springfield, Illinois: Bailhache and Baker, 1859), 466–71.

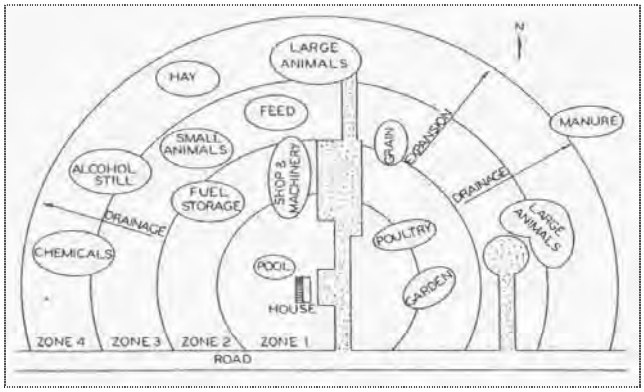
[91] Ibid., 469–70. With respect to farmhouse architecture, Miss Willard states that "story and a half houses are preferable for the country" since "high, mansion-looking houses" are more appropriate for town living. Stone was recommended as the best material for constructing a house since it would be durable and not need painting. (Ibid., 469.)

The siting of the farmstead on the land was a significant issue as well. It needed to be near the public road as well as the tillable fields or pasturage, with drives and cart paths laid out to avoid steep pitches. Fences were a significant problem, one that was more readily solved after barbed and straight wire became available in the 1860s and 1870s. Compass orientation of the farmstead was also important. It was recommended that the buildings and plantings be arranged to offer protection from the northern northwestern winds, unless natural features such a hill or a stand of trees was available.[92]

With the development of federal and state agriculture departments, and with the founding of organizations such as the American Society of Agricultural Engineers in 1907, rational planning farmsteads developed. These methods often applied labor-saving principles, studied in tandem with the benefits that newly available farming implements could bring. *The Breeder's Gazette* discussed proper drainage of the land (including the farmstead site), optimal distances between farm buildings and between buildings and driveways, and environmental and sanitary concerns.[93]

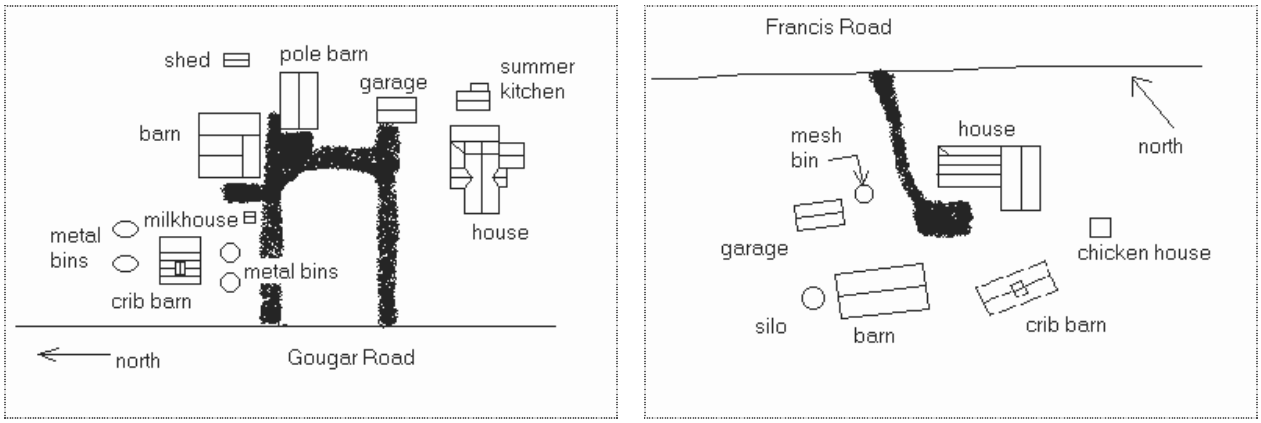
Farmers were advised by agricultural extension services to draw a plan of their farms to study the arrangement of the house, barn, yards, trees and shrubbery, and fields.[94] Farmers could see which tasks could be improved immediately and which required construction or removal of buildings to optimize operations. Farmers were also given recommendations to remove useless machinery and material; repair salvageable structures and fences; tear down worn out buildings; follow the plan when constructing new buildings and fences; remove overgrown and unnecessary trees and shrubs and plant anew following the plan; improve grading and drainage; construct walks and drives where needed; improve the appearance of the lawn and plantings near the farmhouse; and continue to study literature for new building techniques and add them to the plan when it improves the efficiency of the farmstead.[95]



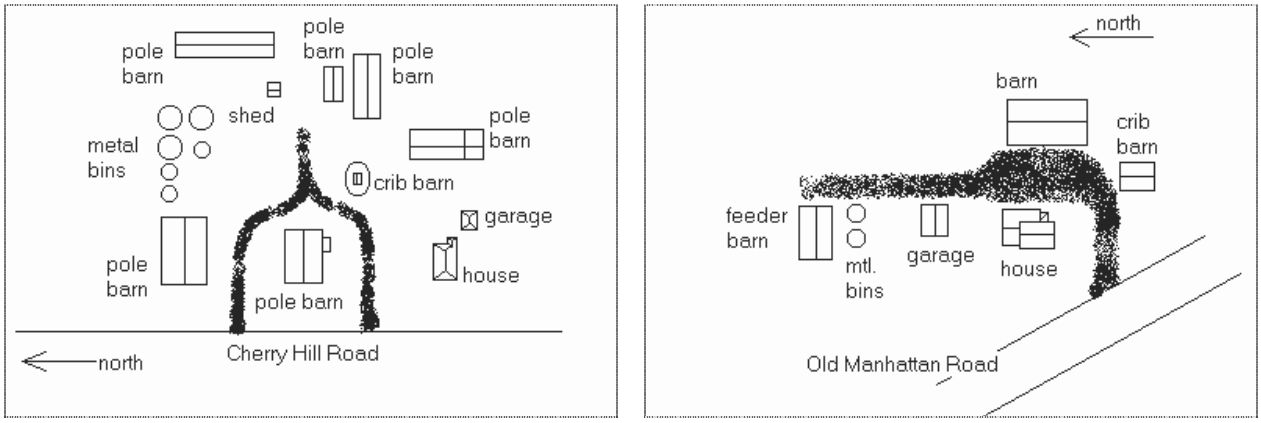


Shown at left is an example of a scaled plan that farmers should develop to improve their farmstead (Developing the Farmstead: The Plan *(Lafayette, Indiana: Purdue University Agricultural Extension Service, n.d. [circa 1940s])). The schematic above is an example of zone planning (Hugh J. Hansen, et al., "Farmstead Planning and Services,"* Farmstead Engineering *(St. Joseph, Missouri: American Society of Agricultural Engineers, 1981)).*

[92] Concepts taken from an article in *The American Agriculturalist,* 1864, as reprinted in Donald J. Berg, *American Country Building Design* (New York: Sterling Publishing Co., 1997), 122.
[93] *Farm Buildings* (Chicago: The Breeder's Gazette, 1911), 13–18.
[94] M.C. Betts and W.R. Humphries, *Planning the Farmstead,* U.S. Department of Agriculture Farmers' Bulletin 1132 (1931), n.p.
[95] These recommendations are derived from *Developing the Farmstead: The Plan* (Lafayette, Indiana: Purdue University Agricultural Extension Service, n.d. [circa 1940s]), 18.

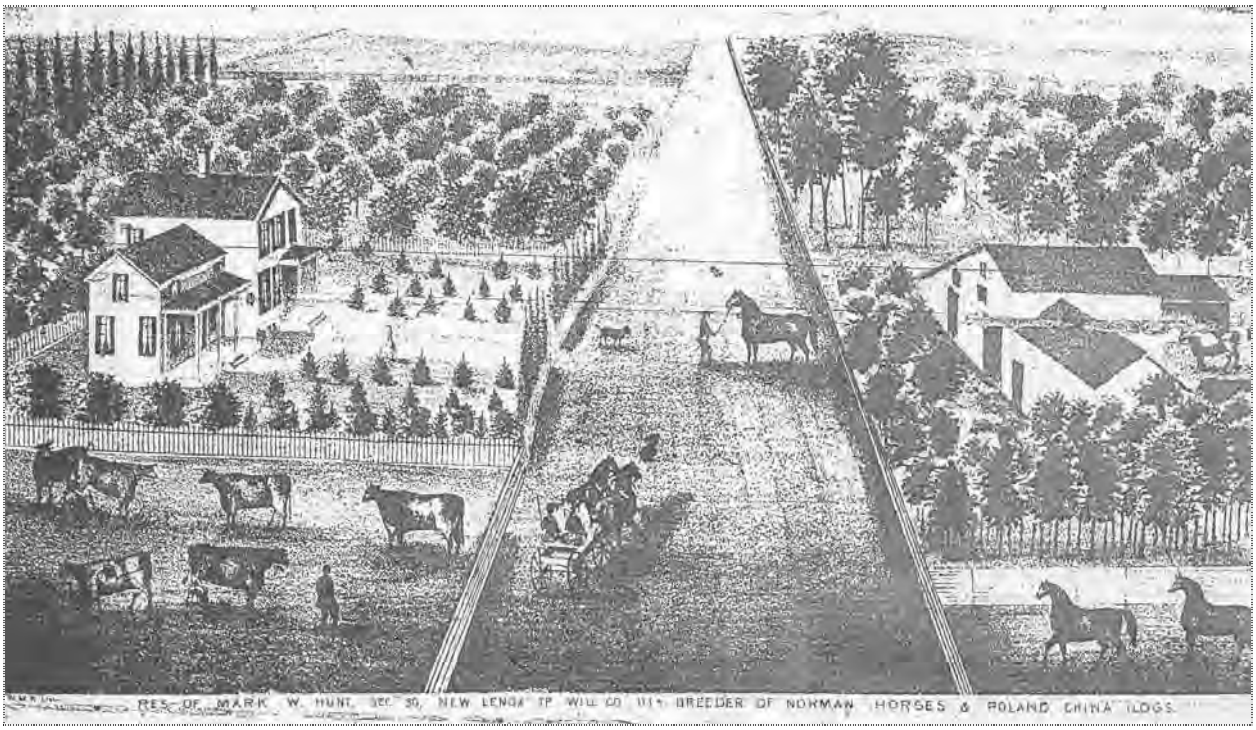


Illustrated here the schematic plan views of four farmsteads located the southern portion of New Lenox Township where the farms are more intact. Above left is the plan view of the John Gougar Farmstead in Section 20 on the road named after the pioneer family, where the buildings are located around the perimeter of a U-shaped driveway; note that the crib barn and metal bins are located close to the road, where they be easily accessed. The Harper–Morarity farmstead, shown above right, has the buildings that are seemingly organized in a random manner, but in fact are oriented to the site's topography. Also, the implement shed is located adjacent to the fields for convenience. The farmstead shown below left, located on Cherry Hill Road in Section 30, is an example of a contemporary farmstead because of large number of modern pole barn and manufactured buildings. The Spaulding–Fritz farmstead, shown below right, has a somewhat unique site on the diagonally positioned Old Manhattan Road. At this farmstead, the buildings are more or less positioned along the driveway for convenient access to the main road.



Contemporary farmstead planning builds on previous techniques but adds a conceptual tool with zone planning. Each of the zones groups activities that relate to each other. This also separates activities that require distance. Zone 1 contains the farmhouse and other domestic items, buffered from the noise, dust, and odors of the farming activities and the public road. Zone 2 serves as an additional buffer, containing shops and storage that are relatively free from odor and dust. Zones 3 and 4 contain the primary animal raising activities, located in close proximity to the house. Beyond the four zones would be the tilled fields and pasturage. The rural survey report for Homer Township, completed in 2002, identified a unique type of farmstead planning: the divided or split farmstead. This type has the farmhouse and a few smaller agricultural support structures on one side of a road and the main barn, barnyard, and other larger agricultural buildings on the other side. The split farmstead is not well documented in historical references and the reasons for this farmstead concept are not discussed in the texts it is illustrated.[96] New Lenox Township did not contain any existing split farmstead types, although examination of historic plat maps and other documentation (as shown on the next page) revealed that it was present here also.

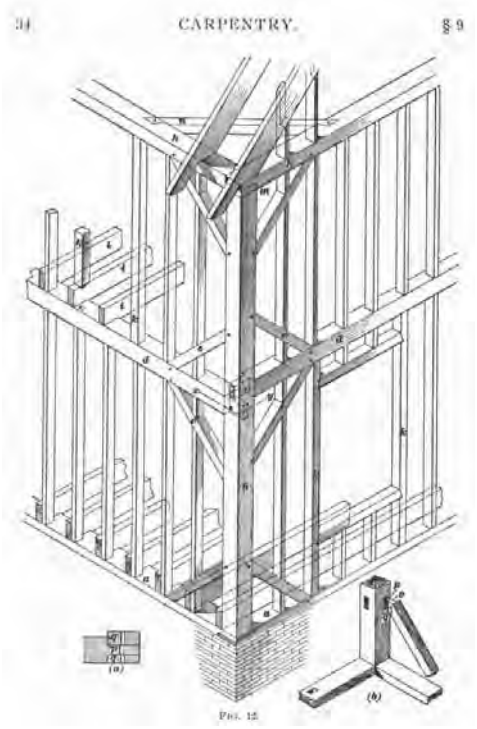
[96] Glenn T. Trewartha, "Some Regional Characteristics of American Farmsteads," *Annals of the Association of American Geographers* 38 (1948): 169–225. Trewartha shows this type present in the Midwestern corn belt farms and northeastern dairy farms.



The Hunt–Hafka–Friant farmstead on Scheer Road in Section 36, shown above in a historic drawing included in the Combination Atlas Map of Will County *of 1873 and as seen today, appears to have been one of the few "split" farmstead types in New Lenox Township. The farmyard was actually located in Frankfort Township to the east. Today, the remaining farm buildings are all located west of Scheer Road. Another New Lenox farmstead that once was a split type was the Reynolds–Gillett–Storm farmstead in Section 14, whose farmhouse (below left) is on the west side of Marley Road. The milkhouse, shown below right, is one of the few remaining buildings from the farmyard, located east of Marley Road.*

Development of Balloon Framing

The settlement of northern Will County coincided with one of the most revolutionary developments in American building construction: the introduction of the balloon frame. Log houses were often the first structures constructed by early settlers, but "as the pioneers moved farther and farther from the timber the labor of hauling logs grew greater, and other expedients seemed necessary."[97] Cutting, preparing, and hauling larger wood members was equally as arduous, as well as expensive. Referred to as "that most democratic of building technologies,"[98] the balloon frame allowed the construction of a house with a minimum of labor and moderate amount of carpentry skills: the key to the success of the balloon frame was the proper construction and erection sequence of its components. Prior to the development of the balloon frame, builders using timber for the construction of houses and other structures used structural systems such as the box frame or braced frame. It utilized heavy timbers to form posts, girts, girders, braces, and rafters, all fastened together with traditional carpentry joining such as mortise and tenons, splices, dovetails, and others. This type of structural system required builders to have a crew of five or six men to raise and set the heavy timbers.[99] The materials used in the construction of a balloon frame structure consisted of milled lumber that was much lighter in weight than heavy timbers and cut nails.[100]



At right is the box or braced frame, showing the heavy timbers necessary for the corner posts, girts, and top plates. The balloon frame has many similarities with this structural system, although the use of less expensive, lighter weight milled lumber in a unique configuration to achieve the same ends was revolutionary (Masonry, Carpentry, Joinery, International Library of Technology Vol. 30 (1889, reprint Chicago: Chicago Review Press, 1980), Carpentry Section, page 34).

[97] Pooley, *The Settlement of Illinois from 1830 to 1850,* 257.

[98] Michael P. Conzen, "The Birth of Modern Chicago," in *1848: Turning Point for Chicago, Turning Point for the Region* (Chicago: The Newberry Library, 1998), 22.

[99] For a thorough discussion of the early architectural history of Illinois, see Thomas Edward O'Donnell, "An Outline of the History of Architecture in Illinois," *Transactions of the Illinois State Historical Society* (Springfield, Illinois, 1931); and Thomas Edward O'Donnell, "Recording the Early Architecture of Illinois in the Historic American Buildings Survey," *Illinois State Historical Society, Transactions for the Year 1934* (Springfield, Illinois, 1934).

[100] Advances in milling techniques in the early 1800s and the invention and development of machinery to produce nails from iron in the late 1700s and early 1800s preceded the development of the balloon frame.

Credit for the development of the balloon frame is usually given to George Washington Snow of Chicago,[101] although others give note that the originator of the system was a carpenter, Augustine Taylor, who with Snow built the first structure using balloon frame construction, St. Mary's Church, in 1833.[102] At that time Chicago lacked a sawmill to produce the cut lumber, mills were present in Indiana and in Plainfield, Illinois.[103] However, these mills were relatively far away, and transportation of milled heavy timbers difficult and expensive. The balloon frame offered an economical alternative. Early written descriptions of balloon framing published between the 1840s and 1890s vary widely, but the "classic" balloon frame consists of the following elements:[104]

- A sill, made from a large section of milled lumber (e.g., 4x8) or two or more smaller pieces (two 2x8s), set on a masonry or concrete foundation,
- Floor joists (2x10, 2x12, etc.), typically at 16 inches on center,[105] reinforced by diagonal bridging, nailed to the sill and nailed to:
- Studs (2x4 or 2x6), also set at 16 inches on center, running the full height of the building wall, to which is nailed:
- Ledgers to support the second floor joints,
- Exterior wall sheathing, consisting of wood boards (1x8), often set at a diagonal to create a structural diaphragm,
- A top plate on the stud wall, on which are set:
- Roof rafters (2x10, 2x12, etc.) set at 16 to 24 inches on center, to which roof sheathing consisting of wood boards are nailed, followed by wood roofing shingles,
- Exterior wall siding,
- Flooring nailed to the wood joists, consisting of two layers of wood boards (a rough board subfloor followed by a finished wood strip surface,
- Interior wall finish, consisting of wood lath nailed to the wood studs, covered by two to three layers of plaster.

It would be wrong to believe that carpenters immediately accepted the new framing system. Also, the first farming settlers in the Midwest brought their knowledge of building construction, based on braced framing, with them, and it would take a generation for them to fully adopt most of the balloon frame construction elements outlined above.[106] Many of the earliest building, therefore, utilized braced frame construction for dwellings with perhaps a few balloon frame elements introduced.

The balloon frame could be constructed in a relatively short period of time, since a carpenter with one or two helpers could frame and sheath a small one story house in one week. In addition, there was a 40

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[101] Paul E. Sprague, "Chicago Balloon Frame: The Evolution During the 19th Century of George W. Snow's System for Erecting Light Frame Buildings from Dimension Lumber and Machine-made Nails," in *The Technology of Historic American Buildings,* H. Ward Jandl, ed. (Washington, D.C.: Foundation for Preservation Technology for the Association for Preservation Technology, 1983), 36.

[102] Fred W. Peterson, *Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850–1920* (Lawrence, Kansas: University Press of Kansas, 1992), 14.

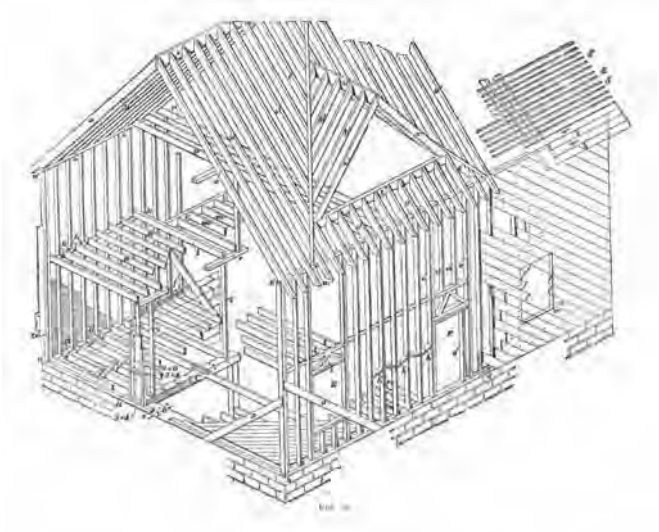
[103] Sprague, "Chicago Balloon Frame," 37. The Plainfield mill was the first James Walker mill, built between 1830 and 1832. Saw mills were constructed on Hickory Creek in Joliet and New Lenox Townships between 1832 or 1833 and 1836.

[104] As with any new system or technique, there was a period of transition where older framing methods were use along side balloon framing. This is discussed in Sprague, "Chicago Balloon Frame."

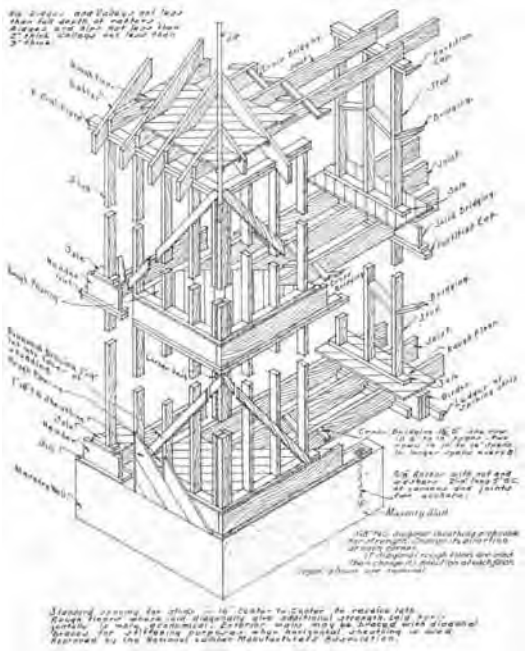
[105] Platform framing, also called Western framing, developed from balloon framing, allowing floor joists to be space up to 24 inches on center. Platform framing involved setting each floor level as a platform on the stud walls, allowing the use of shorter stud walls.

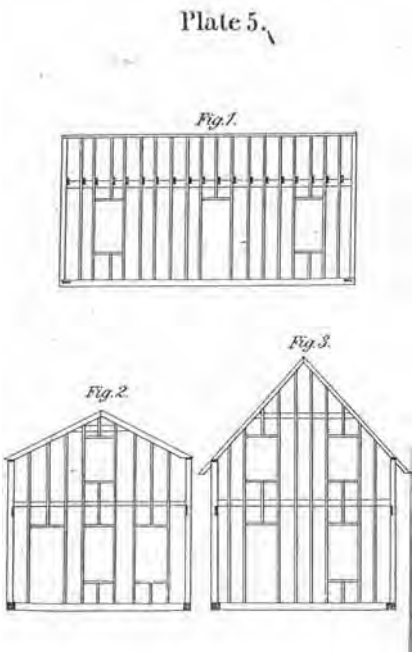
[106] Fred W. Peterson, "Anglo-American Wooden Frame Farmhouses in the Midwest, 1830–1900: Origins of Balloon Frame Construction," in *People, Power, Places: Perspectives in Vernacular Architecture VIII,* edited by Sally McMurry and Annmarie Adams (Knoxville: University of Tennessee Press, 2000), 4.

percent savings in the amount of material to enclose the same volume as compared to the braced frame.[107] Additions were as easy to construct as the original house, and easier to frame into than if braced framing was used. Another benefit because of the balloon frame's light weight was how it allowed a structure to be moved easier, something that pioneers occasionally took advantage of when they needed to allow more room on a property for other buildings or if additional land was obtained.



The balloon frame derived its name from the lightweight framing that allowed a large volume of space to be enclosed economically. The drawing shown above is from was published nearly 60 years after the system was developed (Masonry, Carpentry, Joinery, International Library of Technology Vol. 30 (1889, reprint Chicago: Chicago Review Press, 1980), Carpentry section, drawing between pages 101 and 102). Below right is a drawing of balloon framing from 1894 (William E. Bell, Carpentry Made Easy, or the Science and Art of Framing (Philadelphia: Ferguson Bros. & Co., 1894), plate 5). Below left is a drawing of platform or Western framing construction, a development from balloon framing, published in the 1930s (Charles George Ramsey and Harold Reeve Sleeper, Architectural Graphic Standards, 3rd Edition (New York: John Wiley and Sons, 1941).





[107] Peterson, *Homes in the Heartland,* 9 and 11.

The Bliss–Francis farmhouse in Section 18 of New Lenox Township, illustrated above, shows the degree of flexibility afforded by the use of the balloon frame. Additions could be constructed over time to meet the needs of its inhabitants. This flexibility extends to the ability to lift the structure from its foundations for relocation by supporting the floor framing and sill plates at the base of the exterior wall framing. The house shown here was in the process of being moved to Joliet Township for use as a youth services center after its original site in New Lenox Township was redeveloped.

Farming trade publications touted the benefits of the balloon frame to their audience.[108] All of its inherent advantages led American farmers to adopt it as the standard structural framing system for houses by the end of the century. Although many ethnic groups brought their own techniques of constructing farmhouses and farm buildings with them to the United States, they often adopted balloon framing techniques in whole or in part and adapted it to their traditions.[109] Within the area of the rural survey are a few examples of this, such as the first Spangler farmhouse (illustrated in this chapter as an example of a German stone farmhouse), where additions have been constructed using balloon frame.

As different architectural styles were introduced, the balloon frame was easily adaptable to create the forms and spaces required. Albert Britt of central Illinois, in his book *An America That Was,* describes his family's new farmhouse that "cost nearly a thousand dollars":[110]

> Farmhouses were built without benefit of architect or reference to a particular style or period. Such plans as existed were principally in the head of the local carpenter who bossed the job. Ours was named Perkins and he came from Alexis, all of six miles away….A model of our house could have been made easily with a set of child's building blocks, but it was roomy and comfortable without

[108] Peterson, *Homes in the Heartland,* 15–24.
[109] One example was German-Russian farmers from Eastern Europe: "German-Russians eventually combined *Batsa* brick with balloon-frame construction, placing clay brick in walls between the studs to stabilize and insulate the dwelling." (Michael Koop, "German-Russians," in *America's Architectural Roots: Ethnic Groups that Built America,* Dell Upton, ed. (New York: Preservation Press, John Wiley & Sons, 1986), 131.)
[110] Albert Britt, *An America That Was* (Barre, Massachusetts: Barre Publishers, 1964), 33.

> dormers, turrets, or scrollsaw ornamentation, which unpleasantly common on dwellings of that time. Prime consideration was enough interior space to suite a family needs, and if the house was leakproof through rain and snow and windproof for anything short of a cyclone, all hands were satisfied. Houses were painted white, window blinds green. Barns were always painted red and as the color weathered some of the barns were beautiful. If a barn was in sight of from the road it usually had the year of construction painted on it in large white numerals.[111]

With the completion of the new farmhouse, Britt goes on to describe how the older farm structures were adapted for new functions: "with the building of a new home the little old one became a stable for horses, and the lean-to kitchen the family smokehouse."[112] This shows the flexibility that the framing system allowed, since these new functions required new or larger openings, relocating the structure, or adding onto the structure.

The Nichols–Reniff–Chervan farmhouse in Section 9 of New Lenox Township, shown above left, is a rare example of a nineteenth century brick masonry farmhouse – most houses used wood frame construction. Shown above right is a large milk house on the former Reynolds–Gillett–Storm–Jensen–Webb farmstead in Section 14 of New Lenox Township. Its common bond brick coursing has header brick in a contrasting color, giving the plain walls an articulation of horizontal lines.

Masonry Construction

Although brick masonry is somewhat rare in the northern Will County areas intensively surveyed since 1999, a few larger structures have been identified. The most significant structure in New Lenox is the Nichols–Reniff–Chervan farmhouse in New Lenox Township, illustrated above. The presence of this brick masonry farmhouse indicates either the relative affluence of the farm owner or the availability of brick. The area once had a significant historic structure on Route 30: the Old Brick Tavern, also known as the Haven farmhouse. Unfortunately, this building was demolished in 1995, and its site was subsequently made a Will County Landmark on 21 September 1995. Additional research is necessary to determine the likely origin of brick, which was possibly manufactured in Joliet.

No limestone structures of significance were encountered in New Lenox Township during the rural survey. During the previous rural survey, conducted in 1988, no sizable limestone structures were identified either. The possible reason for the lack of limestone structures in New Lenox is that, despite the township's proximity to Joliet's quarries, the abundance of timber in the lands bordering Hickory Creek and the relatively early date for the saw mills in this region (1833 through 1836) led settlers to construct their dwellings with wood framing rather than importing large quantities of stone from the Joliet region. However, limestone was commonly used for building foundation construction.

[111] Ibid.
[112] Ibid.

Brick masonry appears to have been seldom used for building construction in New Lenox Township until the late 1800s. A significant exception to this was the Old Brick Tavern (Haven farmhouse, illustrated above), formerly located on Route 30 in Section 24. Reportedly used as a family dwelling and inn for travelers on Old Sauk Trail, the structure was demolished in 1995. The monument shown below left is constructed from bricks salvaged from the house. Schmuhl School, shown below right, was constructed in 1932 as a replacement for a wood frame schoolhouse that was damaged in a fire. The train station on the Rock Island Railroad, shown bottom left, was constructed in the early 1900s with unique brick masonry imitating rough stone ashlar (shown bottom right).

Local Limestone

One building material dating from the earliest period of European settlement in northern Will County was limestone quarried from the Des Plaines and Du Page River Valleys. Although several structure are extant in the northern townships of Will County (including Wheatland, Du Page, Plainfield, Lockport, Homer, and Joliet Townships), few are present in New Lenox Township except for a few small smokehouses. Limestone foundations, however, are found throughout the township. The following is a brief overview of the limestone industry in Will County. More extensive information on limestone structures in northern Will County is contained in the rural survey reports for Wheatland, Plainfield, and Lockport Townships (2000), Du Page Township (2001), and Homer Township (2002).

Joliet Limestone

The area surrounding Joliet contains abundant supplies of limestone, derived predominantly from the Niagaran strata. Owing to oxidation of ferrous minerals contained in the stone, the color of the stone ranges from buff near the surface to gray tones at deeper levels. Its surface is a hard, compact and slightly porous, brittle dolomite. The stone has thin seams of greenish clay (chert) running through the whole mass, which upon long exposure to alternate wetting and drying causes the solid calcium carbonate layers to delaminate.[113]

The stone quarrying in the Joliet area began during the 1830s. D.H. Demmond was the first to quarry stone in the Joliet district, most likely on the bluffs west of Des Plaines River overlooking the fledgling Joliet settlement. His was the first stone house in the area, built in 1835. The local limestone was used in the construction of the Illinois and Michigan Canal, such as the locks and foundations of buildings used in the canal operation. Stone quarrying spread quickly and by 1850 a chain of quarries was developing against the bluffs on the western bank of the river. The limestone industry grew steadily, both in number and acreage size of firms. By the beginning of 1856 there were 8 quarries in operation near Joliet, the smallest of which employed 5 men and the largest employed 48. These quarries supplies stone for the United States Custom Houses in Des Moines, Iowa, and Madison, Wisconsin; the Michigan State Capitol; the government buildings at the Rock Island Arsenal; and approximately sixty courthouses and jails in Illinois and Michigan. Illinois State Penitentiary at Joliet, established in 1858, eventually had a quarry roughly triangular and about 1,000 feet in length on the longest side. Lime was also a significant product of the stone industry. Local physician Dr. J. F. Daggett and Lockport businessman Hiram Norton operated a kiln for making lime for mortar used in building construction.

Limestone was used both locally and regionally for a variety of structures. Large limestone blocks were sold for use in major buildings such as the Illinois State Capitol, but smaller blocks were suitable for use in locally laid foundations and subsidiary structures on homesteads. As the quarry industry peaked in the 1880s, many smaller businesses were bought out by much larger operations or forced by competition to abandon their sites. The consolidation of established quarries changed the methods of the business. Tools to crush, cut, rub, and saw stone became more advanced and increased production, while some of the old established quarries saw themselves eclipsed by newer and larger enterprises. It was reported in *Economical Geology of Illinois* (1882) that "the amount of stone accessible here is almost unlimited."[114]

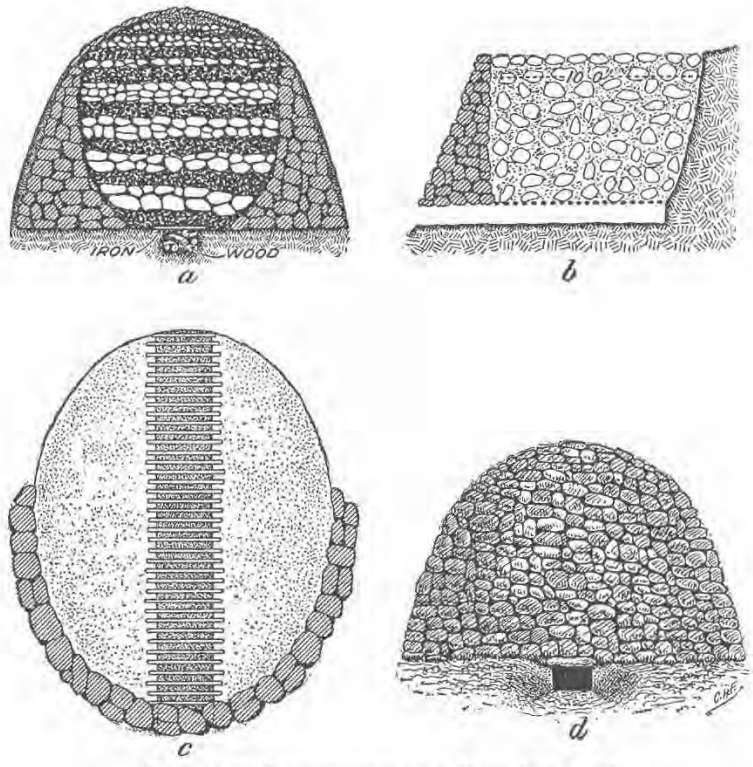
Despite the development of more direct links with customers in metropolitan areas, it did not offset competition from alternative sources with superior building stone. The availability of more durable Indiana limestone and the discovery of the lack of long-term durability of the Joliet stone, in addition to the introduction of other building materials such as concrete, led to the decline of the Joliet, Lemont, and Lockport stone industry. In an Illinois Geological Survey report of 1925, it was reported that "the main uses

[113] Linda Ponte, "The Celebrated Joliet Marble Field," in *An Historical Geography of the Lower Des Plaines Valley Limestone Industry, Time and Place in Joliet,* Michael Conzen, ed. (Chicago: The University of Chicago, 1988), 15–22.

[114] A.H. Worthen, *Economical Geology of Illinois,* Volume II (Springfield, Illinois, 1882), 482.

of dolomite from this area are for road metal [stone for road beds], concrete, flux, agricultural purposes, building stone, and sidewalks."[115] The report also stated that building stone or flagstone (for sidewalks) was no longer a major product of the quarries, and that "with the present tendency towards the use of brick and artificial stone, it seems fairly certain that the dimension stone industry of this area is not a growing industry."[116]

The demand for crushed stone increased with the spread of reinforced concrete structures and hard road construction in the 1910s and 1920s. Stone quarries turned to gravel production with the downturn in the dimension stone industry. Joliet Penitentiary's quarry, located in Section 3 of Lockport Township, used inmate labor for producing aggregate for concrete and gravel for road beds, with state and local government receiving exclusive use as authorized by an Act of the state legislature on 1 July 1905 "empowering the employment of convicts and prisoners in the penal and reformatory institutions of the State of Illinois…for preparing road and building and ballasting material."[117]



DETAILS OF CONSTRUCTION OF A FARM LIMEKILN.[1]

A—Cross section, showing layers of rock and coal. B—Longitudinal section, showing side hill used as back wall. C—Ground plan, showing trench and grate. D—Completed kiln, walled in and plastered with mud.

When masonry construction was necessary, such as with a building foundation, farmers would need to acquire lime for mixing mortar. The limekiln shown at left illustrates how farmers could product their own lime if a source of manufactured lime was not available (Gardner's Successful Farming *(1916)).*

[115] Fisher, *Geology and Mineral Resources of the Joliet Quadrangle,* 118. In the mid-1920s, the Illinois State Penitentiary at Stateville (now Stateville Correctional Center) was under construction and utilized concrete extensively. Gravel for the concrete mixing was quarried by inmates in the region. But the primary involvement of the Illinois prison system with the Des Plaines Valley limestone industry was the quarry at the "old prison" at Joliet (now Joliet Correctional Center). The quarry at the prison, using inmate labor, produced a not insignificant amount of stone material, although use of this stone began to be restricted to state agencies after the early 1900s.

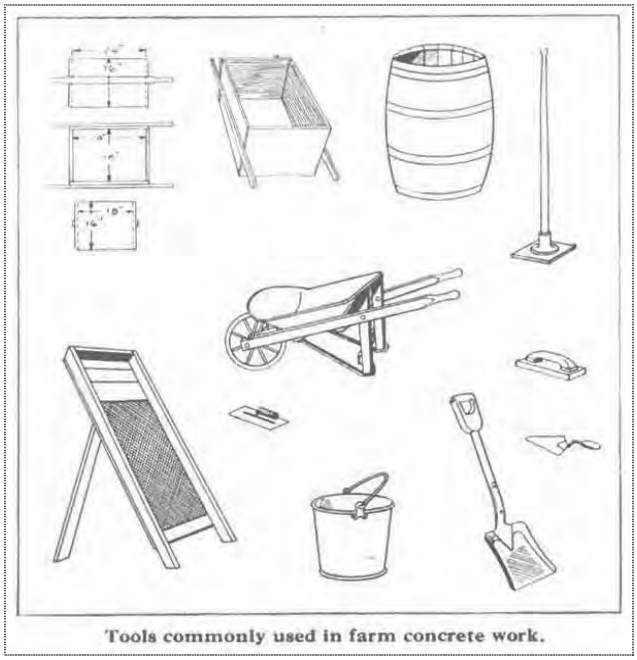
[116] Ibid., 119.

[117] *Fourth Report of the Illinois Highway Commission for the Years 1910, 1911, and 1912* (Springfield, Illinois: Illinois State Journal Company, 1913), 21. The stone was reserved for use by state agencies and local governments because of laws that prevented sales of prison-made goods to the private sector.

The two examples of reinforced concrete shown above are located in New Lenox Township, both on the site of the former Higinbotham–Warren farmstead in Section 20. Above left is the basement story of a barn whose superstructure is no longer extant. The wall running along Haven Avenue is a far more ornamental use of the material, which is used for the sections of wall and intermediate piers terminated with fluted limestone columns.

Reinforced Concrete

Although concrete-like material was used by the Ancient Romans, its use in recent times dates only from the mid-nineteenth century. In 1860, S.T. Fowler patented a type of reinforced concrete wall construction, but it was not until the 1870s and 1880s that examples had actually been constructed. By 1900, there were numerous patented systems of reinforced concrete construction.[118]



Tools commonly used in farm concrete work.

A barnyard paved with concrete is clean and dry no matter what the weather may be. It saves valuable manures and makes an economical feeding place for stock of all kinds

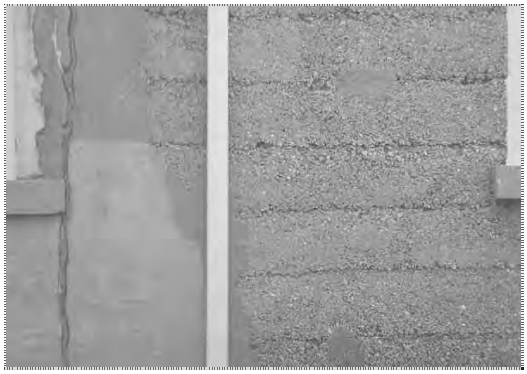
Numerous early twentieth century publications discussed the simplicity of concrete. (Illustration at left from Plans for Concrete Farm Buildings *(N.p.: Portland Cement Association, n.d. [circa 1920s]); illustration above from* Concrete on the Dairy Farm *(N.p.: Portland Cement Association, n.d. [circa 1920s]).)*

[118] William B. Coney, "Preservation of Historic Concrete: Problems and General Approaches," National Park Service Preservation Brief 15, 2.

Concrete was seen as a material with great potential for use on the farm. Farmers were given guidance in using concrete on the farm, recommending its use in a variety of structures:

> Concrete can be used on the farm for residences, barns, poultry houses, garages, piggeries, stalls and mangers, milk houses, machine sheds, ice houses, silos, all kinds of tanks and troughs, vats and wallows, manure pits, septic tanks, piers and foundations, sidewalls, steps, driveways, hen nests, pump pits, fence posts, etc.
>
> ———
>
> Of all the buildings on the farm, which should be built of concrete, probably none is more important than the silo. Here is a structure in which it is essential to keep the silage fresh in order that the stock may be keep thrifty and growing all winter.…The concrete silo is ratproof, windproof, fireproof and will withstand cyclones. It will not dry out in the hot summer months, keeps the silage in perfect condition and can be constructed at a moderate first cost. There are four types of silos: monolithic, cement block, stave, and cement plaster construction.
>
> ———
>
> Concrete buildings contain no crevices in which to harbor vermin….The first requirement of a milk house is that it is scrupulously clean, and the construction should be such as to eliminate breeding places for germs and cracks or crevices for dirt to collect, making cleaning difficult or impossible. A milk house properly constructed of concrete fulfills these requirements, and concrete floors are recommended for sanitary reasons, with proper provisions for draining. The milk house should be located with reference to other buildings, such as stables and manure pits.[119]

The survey area contains numerous examples of cast-in-place concrete structures, including silos, milk houses, pump houses, paving, and building foundations.

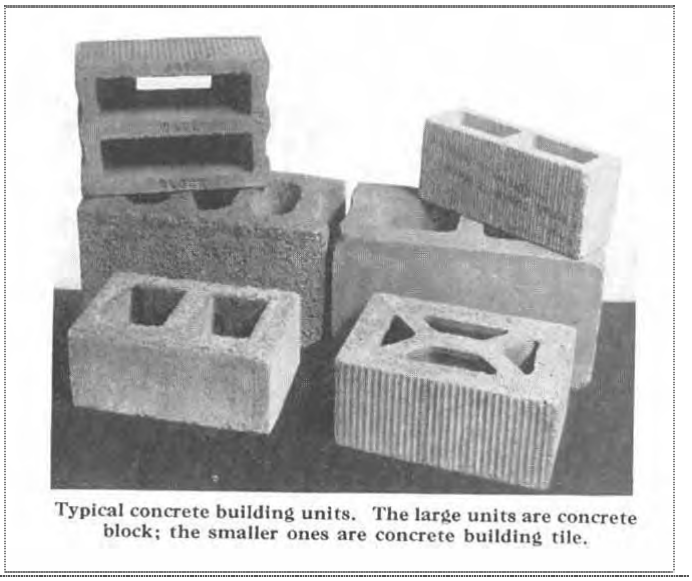


The Foursquare style house shown above is on Maple Street (Illinois Route 6) and lies less than a mile west of New Lenox Township in Joliet Township. It was constructed with poured concrete walls with a type of finish known as "popcorn concrete." Concrete was poured in lifts, or layers, with heights apparent from the detail photograph shown at right. These lifts were approximately the same height as the exterior formwork boards. The resulting finish is uniquely decorative, resulting in horizontal banding that made it attractive to a number of Prairie style architects. Frank Lloyd Wright used a similar wall construction and exterior finish technique on Unity Temple in Oak Park, and W. Carbys Zimmerman designed numerous structures for the Chicago Park District with similar poured concrete walls as well.

[119] "The Use of Concrete Work on the Farm," *Building Age* (February 1917), 102–3.

Concrete Block

Beginning in the early 1900s, mass production of concrete block units succeeded after several earlier developments failed to lead to widespread production.[120] Harmon S. Palmer patented a cast iron machine with a removable core and adjustable sides in 1900, allowing companies and cottage industries to spring up across the country. Palmer founded the Hollow Building Block Company in 1902, selling $200 block machines. Other manufacturers who flooded the market with similar machines (without directly infringing on Palmer's patent) led to more use of concrete block in building construction.



Typical concrete building units. The large units are concrete block; the smaller ones are concrete building tile.

Farmers in the early twentieth century could purchase concrete block from local building material suppliers. (Illustration at left from Prairie Farmer's Reliable Directory of Farmers and Breeders of Will and Southern Cook Counties, Illinois *(Chicago: Prairie Farmer Publishing Company, 1918); illustration above from* Concrete on the Dairy Farm *(N.p.: Portland Cement Association, n.d. [circa 1920s]).)*

The blocks were produced by mixing Portland cement, water, sand, and gravel aggregate (typically one part cement to two or three parts sand to four to six parts aggregate); placing the mixture in the machine and tamping it down to eliminate voids; and pulling a lever to release the block from the machine. Newly made blocks were stacked until the concrete cured, usually recommended to be a one month period of time. Blocks were made with a variety of face textures and even color, with "rockface" block being one of the most popular.[121]

Although early block machines and block manufacturers produced units relatively larger than contemporary units, standards were introduced in the mid-1920s by concrete products organizations that included fabrication of units 8 by 8 by 16 inches in size. Other standards, produced by the National Association of Cement Users, the Concrete Producers Association, and the Concrete Block Manufacturers Association, promoted testing to improve quality.[122] However, concrete block began to fall out of favor as

[120] Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870–1930* (Knoxville, Tennessee: University of Tennessee Press, 1999), 11.
[121] Ibid., 24.
[122] Ibid., 21–22.

a building facing material during this same period. During the 1930s, smooth-faced block began to dominate the industry as architectural styles changed. Also by the later 1930s, large scale manufacturers of block units introduced mass production techniques, supplanting the use of concrete block machines.

Just as with concrete, farmers were encouraged to use concrete block for their structures. At the annual meeting of the Illinois Farmers' Institute in 1913, one lecturer discussed concrete block for silos:

> It is clear that the cash outlay for material becomes of the first importance and cost of labor becomes second. To illustrate, a man in such circumstances might have gravel on his farm. Also, he might have lumber, which he could use temporarily for the scaffold. The cost of cement block molds is slight, and if this man were somewhat of a mechanic, he would find it advantageous to secure a mold or molds and make his own cement blocks at odd times. In this way a cement block silo could be built with less cash outlay than any other form of silo.[123]

Building trade journals also promoted the use of concrete block on the farm:

> If one may judge from the demand and the variety of uses to which it is put, the concrete block is the most important of all cement products. When properly made it has not failed to give satisfaction as a building material and much of its popularity has resulted from the pleasing architectural effects that have been brought about. Hollow blocks represent a considerable saving in cost, without reducing the strength so as to impair the safety of the building. The use of facings to bring about pleasing exterior treatments has its advantages while the interior air chambers allow them to conduct heat or cold but slowly. This fact makes buildings of this material warm in winter and cool in summer and tends to prevent sweating of walls.[124]

Shown at left is the milk house on Maple Road in Section 4 of New Lenox Township, constructed of painted concrete block.

[123] M.L. King, "Planning the Silo," in *Eighteenth Annual Report of the Illinois Farmers' Institute,* H.A. McKeene, ed. (Springfield, Illinois: Illinois State Journal Company, 1914), 64.
[124] "The Use of Concrete Work on the Farm," 100.

The concrete block crib barn shown below right was illustrated on a previous page and is located on the Snoad–Kase–Handorf farmstead in Section 5 of New Lenox Township. With the exception of the slight gambrel bend in the roofline, it is very similar to the published example shown below (Plans for Concrete Farm Buildings *(N.p.: Portland Cement Association, n.d. [circa 1920s])).*

This combination corn crib and granary built with concrete staves provides economical, firesafe, ratproof storage for grain and ear corn.

Classification of Farmhouse Types

Building construction includes three areas of stylistic classification: "high style," where the building clearly relates to a defined architectural style in form and detail; vernacular of "folk architecture," where builders or owners without formal architectural training construct buildings based on regional or cultural customs, and where stylistic elements derived from stylebooks are applied or mixed within the same structure; and utilitarian, where style is entirely secondary and efficient use of materials is the primary factor in the design. Most buildings fall into the categories of vernacular and utilitarian. Farmhouses were usually built by a builder or carpenter, and reflect general types of houses popular at the time. A discussion of the utilitarian types of farm buildings is covered later in this chapter. The discussion below first describes the architectural *styles* found to some degree in the survey area. This is followed by an outline of the *types* farmhouses, since most of these structures are better categorized by this means, with only the applied ornament being classified by style. There are a few houses in the survey area that have undergone extensive renovations, making identification difficult. In these situations, an assessment has been made as to possible original style or type with notes made in the comment portion of each survey form giving additional information on additions or alterations.

Architectural Style

In the second half of the nineteenth century, architectural styles were disseminated through stylebooks promoting not only aesthetic features of houses but also the orderly qualities for a proper domestic environment.[125] Another source of building ideas was agricultural journals. Although carpenters and builders rarely followed such books and journals exactly, they did influence the types of houses being constructed (and discussed in the next section) as well as the stylistic elements applied to those houses. Although it is unlikely that many of the buildings in the survey area were built using designs or supervision of academically trained architects, many of the farmhouses were built by carpenters and builders competent at applying fashionable architectural styles in their work.

The photographs above show examples of the subtle influence of "high style" architectural design in New Lenox Township. The Flanagan house in Section 22 along Route 30, shown above left, is Italianate Victorian with a Classical Revival porch added to the structure. The detail view shown above right is on the Francis–Spector farmhouse in Section 9. The house is basically a Gabled Ell configuration with Victorian ornamental features applied to the exterior.

[125] Peterson, *Homes in the Heartland,* 68.

Rural New Lenox Township has few intact Greek Revival style structures, since most have been modified in some fashion. Above left is the Van Duser–Handorf farmhouse on Maple Road (Route 6), where the basic outlines of the Greek Revival ornament (raking cornice and corner pilasters) are still visible, despite the residing of the house that covered over these detail features. The Gougar farmhouse off Gougar Road likely had simpler ornamental features, but these too are obscured by residing of the house.

Greek Revival

The Greek Revival style was popular beginning in the 1820s and continued in some regions until the 1870s. Inspired by archaeological excavations and measured drawings of ancient Greek temples, the style was developed by America's first trained architects and spread by pattern books that influenced carpenters and builders across the relatively young United States. Greek Revival buildings have simple rectilinear forms, prominent classical ornament, molded cornices and window lintels, and other ornamental motifs inspired by Classical architecture. The style's simple massing and details went along with the sometimes limited materials and resources of rural areas. Few intact examples of the Greek Revival style are present in rural New Lenox Township. Several farmhouses in the region have the basic rectilinear form inspired by Classical architecture even if they do not have Greek Revival detailing.

Gothic Revival

The small trefoil window (above) in the gable end of the Bauch–Scheer farmhouse in Section 36, now abandoned, is one of the few Gothic Revival features in rural New Lenox. The steeply pitched roof of the Hubbard–Wessell–Hobbs farmhouse in Section 34 may be influenced by the Gothic Revival style.

Gothic Revival was roughly contemporary with Greek Revival, although with very different inspiration. It utilized late Medieval Gothic forms that have vertically oriented massing with steeply sloped roofs, and detail features such as pointed arches, narrow lancet windows, decorative bargeboards and finials, battlemented parapets, and clusters of chimney stacks. Like Greek Revival, pattern book guided architects and builders, such as Andrew Jackson Downing's *The Architecture of Country Houses.* Gothic Revival architecture is not strongly present in rural New Lenox Township, although some buildings have ornamental features inspired by the style.

The two farmhouses shown above are in New Lenox Township. Above left is the Nichols–Reniff–Chervan farmhouse in Section 9, which is Italianate in form as well as detail. The Francis–Spector farmhouse, also in Section 9, featured in a detail view on a previous page, has Italianate detailing.

Italianate

Italianate, or Italianate Victorian as it is sometimes called, was one of the most popular and fashionable building styles in the mid-1800s, popular from about 1850 to 1880. Inspired by Italian Renaissance architecture (in fact Renaissance Revival was a related architectural style), Italianate style houses feature rectilinear massing, low pitched roofs, overhanging eaves with and bracketed cornice, and tall rectangular windows. Other features often present are moldings or hoods around window lintel (which are sometimes arched) and polygonal or rectangular bays or towers. Numerous examples of Italianate are present in the survey region. There are also several farmhouses with Italianate detailing, such as window hoods or brackets.

Shown at left is the Chris Shields farmstead in Section 3 of New Lenox Township, formerly the Andrew Franks farmstead that was illustrated in the Combination Atlas Map of Will County *(1873) when it had a New England One and a Half farmhouse. Sometime in the 1880s or 1890s, the house was renovated to include a mansard roof characteristic of the Second Empire style, as shown in the detail view at right. Based on the examination of historic plat maps, all of the farmstead buildings (except the silo, which is still standing) was demolished in the 1980s.*

Second Empire

Roughly contemporary with Italianate was the Second Empire style, which took its name from the public buildings with mansard roofs built under French emperor Napoleon III (the first empire being the reign of his uncle, Napoleon). The style was transformed and applied in the United States to domestic as well as institutional buildings. In addition to the mansard roof and architectural features often present on Italianate buildings, Second Empire buildings often feature rich classical or baroque detailing and dormer windows with moldings or hoods. No true examples of Second Empire are extant in New Lenox Township, although there was at least one example (illustrated above) that is no longer extant.

The Reynolds–Schwab farmhouse in Section 11 of New Lenox Township, shown above left, has gabled dormers that are the result of several additions. The house appears to have reached this overall form during the era that the Queen Anne style was fashionable. The small house shown above right, on Maple Road in Marley, is a simple example of Queen Anne.

Queen Anne

Popular in the last two decades of the nineteenth century, this building style in its purest form utilized irregular, asymmetrical massing and floor plans, several types of building materials, and extensive ornament to create an eclectic architectural tapestry that was often picturesque and entertaining. None of the farmhouses in the survey region reflect all of the primary elements of Queen Anne, although the massing and details of some of them show Queen Anne influence, likely due to the influence of the style on builders and carpenters.

The house shown above is located along Route 30 in New Lenox Township, and has the overall form (side gabled) and details (window shutters and entrance framing) of the Colonial Revival style.

Colonial and Georgian Revival

After the comparative excesses of the Italianate, Second Empire, and Queen Anne styles, the Colonial and Georgian Revival styles are more restrained and utilize stricter use of ornament and proportion. Introduced on the east coast at the end of the nineteenth century, it spread to the Midwest over the next decade and became an influential style for larger homes and public buildings until the 1930s (although it is still being implemented on many structures today). The rectilinear forms of Colonial Revival structures

are often symmetrical and have gabled roofs with dormers, classical columns and ornament, and ornamental window shutters. Georgian Revival buildings differ in that they adhere more closely to symmetrical floor plans, have strong cornice lines, Flemish bond brick coursing, watertables, and other elements of traditional Colonial period architecture. The survey area does have a few farmhouses that have the same massing and proportions of Colonial and Georgian revival models, although without much of the detailing present in "high style" examples.

Craftsman or Arts and Crafts Style

The Arts and Crafts movement originated in England in the mid-nineteenth century, although it did not become fashionable in the United States until the first two decades of the twentieth century. The style favored simple designs with natural materials, low-pitched roofs, battered wall treatments, exposed rafters, and casement and double hung windows. Although there are no true examples of Craftsman or Arts and Crafts farmhouses in the region, there are a few with elements having its stylistic influence.

Shown at left is a bungalow on Cherry Hill Road in Section 18 of New Lenox Township with strong horizontal line reminiscent of the Prairie Style.

Prairie Style

The Prairie Style was developed by several architects in the Midwest but originated chiefly from the Chicago area, where Frank Lloyd Wright, Walter Burley Griffin, Marion Mahony Griffin, William Purcell, and George Elmslie (among several others) formulated a set of principles uniquely suited to and inspired by the American suburban and rural landscape. In many ways it developed from the Arts and Crafts movement, although it was a distinct style with its own characteristics. Prairie Style structures are characterized by broad, horizontal massing, hipped and gabled roofs with deep overhangs, asymmetrical floor plans, and geometric detailing based on nature motifs. Natural and earth-toned materials such as wood, stucco, and brick predominate, and windows often have leaded glass windows that repeat and develop nature motifs. The style was fashionable from around 1895 to 1920.

The survey area does not have any "high style" Prairie Style houses, although there are a few that show its influence. Bungalows often have architectural massing or ornamental elements that relate to the Arts and Crafts Style and the Prairie Style, although bungalows developed from somewhat different origins and acquired these features when adapted to the American Midwest. (Bungalows are discussed on a subsequent page in this chapter in the section on house types.)

The charming Tudor Revival house shown at left is located on Cherry Hill Road in Section 18 of New Lenox Township.

Tudor Revival

From about 1910 to 1940, Tudor Revival was one of several fashionable revival styles in practice. Based on English late medieval architecture, the style was adapted to unique American building forms created by the balloon frame. Although Tudor Revival buildings were also built in stone, the use of wood and stucco to imitate a half-timbered appearance was a predominant feature. Often times only the ground or first floor was clad with stone while the upper story was clad with wood and stucco "half-timbering." The style also utilized asymmetrical floor plans and massing, narrow multi-paned windows, prominent masonry chimneys, and steeply sloped roofs. The survey area has one fine Tudor Revival structure.

Ranch

Because it is a relatively recent domestic architecture development (it generally dates from the post-World War II era), ranch style houses were generally not recorded in the rural survey. The presence of a ranch style house was noted on the site plan of surveyed farmsteads to indicate that these houses likely replaced the original house on the site or provided an additional dwelling on the property. Ranch style houses are usually one or at most two stories and have rambling floor plans and relatively low-pitched hipped or gabled roofs. Although much of the housing on newly developed areas have features and elements reminiscent of older architectural styles (Colonial Revival, Dutch Colonial, or even Queen Anne), their true architectural lineage traces back to the ranch houses of the 1950s and 1960s.

Illustrated at left is a simple ranch style house on Laraway Road in Section 31 of New Lenox Township.

House Types

Vernacular residential dwellings are not always suited to classification by architectural style because style is not the primary organizing principle in their design. Most vernacular houses relate to a *type* that describes or classifies its massing and floor plan. This section discusses the different types of housing found specifically in the survey area. Additional types and subtypes do exist but have been excluded because they are not pertinent to the discussion of northern Will County.

During the survey, there were not any readily identifiable structures dating from the earliest period of settlement (approximately the 1820s to the 1840s). House types dating from the earliest settlement may have used configurations known as single pen or double pen, which basically are one or two room houses respectively. A double pen dogtrot separates the two rooms with a space in between covered by the roof. A saddlebag house is similar to the double pen except for the inclusion of a central chimney between the two rooms.

The house types classified below are those that are typically found in the survey area. As with any classification system, there are alternate systems that could be utilized. Most of the definitions provided below were derived from *How to Complete the Ohio Historic Inventory* by Stephen C. Gordon and published by the Ohio Historic Preservation Office. Building forms followed the movement of settlers from New England westward through the Ohio Valley to Illinois.[126] However, a significant number of the settlers in the survey area were new immigrants to the United States. Their influence on the region's buildings is visible in some of the extant house types, but more readily visible in the barns and other farm structures.

What type of farmhouse is it? *This is actually a simple example (a Gabled Ell with a large infill addition) of how the farmhouse type or style can be obscured by later additions. This house is in Section 10 of New Lenox Township.*

[126] The settlers discussed in Chapter IV, if they were not new immigrants to the United States, mainly originated in the New England states. For overviews of this pattern of diffusion, see Fred B. Kniffen, "Folk Housing: Key to Diffusion," in *Common Places: Readings in American Vernacular Architecture,* Dell Upton and John Michael Vlack, ed. (Athens, Georgia: University of Georgia Press, 1986); and John A. Jakle, Robert W. Bastian, and Douglas K. Meyer, *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* (Athens, Georgia: University of Georgia Press, 1989). Jakle, et al., provide another classification system for house types as well. Yet another system of house type classification is provided by Fred W. Peterson in *Homes in the Heartland: Balloon Frame Farmhouses of the Upper Midwest, 1850–1920.*

Log House

Early settlers needed shelter from the elements immediately upon arriving on their homesteads. A log house offered an immediate solution, but some settlers would build a mud brick, earth, or timber shanty until a more permanent wood frame or stone house was complete. Log structures use cut timbers stripped of bark with ends notched for joining at right angle corners. Smaller straight wood timber members were used for roof rafters and purlins. Shingles for roofing were cut by the settlers as well. Chinking, the material used to seal the openings between logs, could be made from mixtures of mud, vegetable fibers, and any number of items available to the settlers. Such structures were typically built near existing stands of trees in order to have access to fuel and to take advantage of the shelter they provided from north winds. While most log structures enclosed only one room, a few were larger and could have two or more rooms. Windows, however, were rare. Glass was usually unavailable and oiled parchments used for translucent openings were kept small to prevent heat loss in winter.

Few log structures appear to have survived the first few decades after the settlement of the survey region. Of the six townships intensively surveyed to date in Will County, only one visible log structure was identified, the small barn that reportedly was the original settlement house on the Robert Clow farmstead in Section 22 of Wheatland Township. There may be several structures, however, that may be log structures in some part of their construction, such as the rear wing of the farmhouse illustrated below.

Although none of these examples are in New Lenox Township, it is worth illustrating them here to show examples of this building type. Illustrated above left is the combination barn and original homestead on the Robert Clow farm in Section 22 of Wheatland Township. A portion of the structure is log construction. The farmhouse on the Eaton-Weinhold-Schafer-Schoenherr farmstead on Ferguson Road in Section 30 of Du Page Township is a Gabled Ell type house, although the rear wing is a much simpler construct. Reportedly, the original building, shown above left, is a log structure beneath the clapboard siding on this rear wing. The logs settlement house shown below left was built by William Wells in Section 21 of Homer Township in 1848. The cabin shown below center was also built in Homer Township in 1848, on Thomas Bump's land a few miles from the Wells homestead. The reconstructed log homestead below right is at the Pioneer Settlement of the Will County Historical Society in Lockport.

New Lenox Township has a few remaining examples of I Houses. Illustrated above left is the Hubbard–Wessell-Hobbs farmhouse in Section 34. The Gougar farmhouse, shown above right, is at the historic location of Gougar's Corners, where Will County's first post office was located.

I House

The name "I House" was first recognized in 1930 as a housing type in Indiana that had originated in the Middle Atlantic states. The form was later identified in the other Midwestern "I" states of Illinois and Iowa.[127] The form consists of a two story, one room deep plan that was at least two rooms wide. Chimneys were often placed at each end of the floor plan. Several I houses were noted in the rural survey, constituting some of the oldest extant farmhouses.

Illustrated at left is a farmhouse with attributes of the New England One and Half type, such as the side gabled roof and three-bay facade. The farmhouse, owned by the Kestel family for several generations, is located on Cedar Road in Section 33.

Hall and Parlor

The Hall and Parlor house is a simple rectangular plan dwelling one to one-and-a-half stories in height, with a sideways oriented gable roof. In plan, these types of houses have one larger room for the kitchen and daily living and a side room used as a more formal parlor or a bedroom. There is often an addition at the rear of the house extending from the parlor side. Chimneys are often placed at each end of the house. The type was used less often after the late 1800s.[128] Few Hall and Parlor houses were identified in the survey area. Other houses in the survey may have started our as Hall and Parlor types, but through renovations and additions have evolved into other forms.

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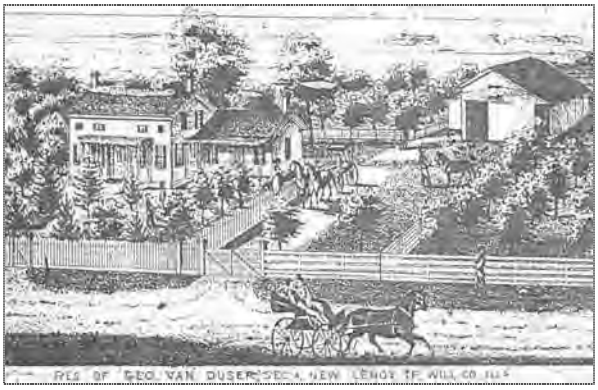
[127] Kniffen, "Folk Housing: Key to Diffusion," in *Common Places: Readings in American Vernacular Architecture,* 7–8.

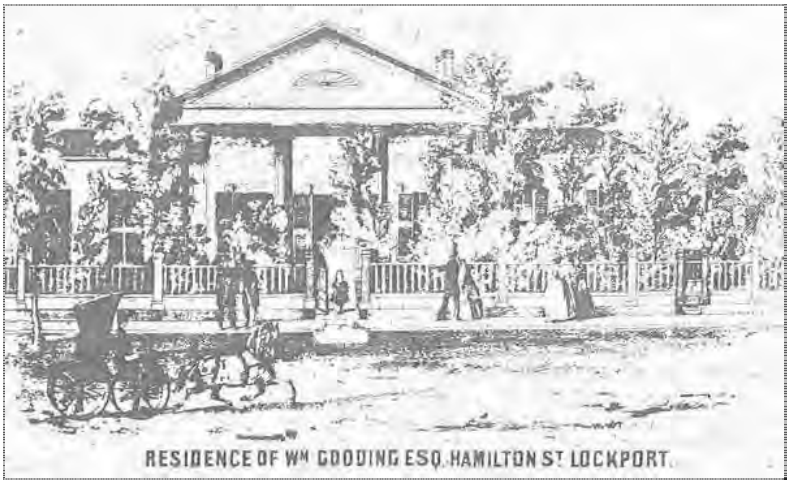
[128] Stephen C. Gordon, *How to Complete the Ohio Historic Inventory* (Columbus, Ohio: Ohio Historic Preservation Office, 1992), 125. Since the form can be confused with later cottage-types of houses, one feature that can date it properly is the height to width ratios of the window openings: tall window openings usually date a house to the 1800s.

New England One and a Half

This house type has been seen previously in northern Will County, although usually identified as Hall and Parlor type from which it is related. It is a rectangular plan dwelling one to one-and-a-half stories in height and are at least two bays wide. Flanking a central entrance hall and stairs are two large rooms with two or more smaller rooms across the rear of the house. Some houses of this type are not symmetrical across the front, depending on the need for interior space. New England One and a Half houses, popular from the 1830s to the Civil War, often have Greek Revival ornament, consisting of pilasters, architraves, cornice returns and entablature panels. Farming settlers emigrating from New England, where this house type originated, brought this type of house with them to the Midwest.



The resemblance of these three farmhouses on Maple Road (Route 6 or Southwest Highway) in New Lenox Township is undeniable. At top left is the Ferguson–Van Duser–Handorf farmhouse in Section 3. Above left is the Snoad–Kase–Handorf farmhouse in Section 5. At top right and above right is the Van Duser–Handorf farmhouse in Section 4 (top left illustration from Combination Atlas Map of Will County *(1873)). In addition to the three New England One and a Half houses still standing on Maple Road, there were at one time there were three other farmhouses, including the Andrew Frank farmhouse (Section 3), the E.E. Gorham farmhouse (also Section 3), and the J.C. Kercheval farmhouse (Section 5), which are illustrated below from drawings published in the* Combination Atlas Map of Will County.



The New England One and a Half is a house type that dates from the first decades of European settlement. The examples shown here are located in northern Will County. The William Gooding House in Lockport (a Will County Landmark since 15 June 2000), shown top right in an illustration from S.H Burhans and J. Van Vechten, Map of Will County, Illinois *(1862), is a Gable Front and Wing type Greek Revival style house whose center bay is a one and a half story massing that is derived from the New England One and a Half. The Gooding house was built circa 1845, the same time as many of the examples shown on this and the previous page. Above right is the farmhouse on the Rugg–Button–Warren farmstead in Section 21 of New Lenox Township, whose front bay is likely the original portion of the house. Shown above left are three examples from Homer Township. At top left is the Davis–Corwin–Jungels–Beaver–De Pra farmhouse; above middle left, the Brooks–Paddock–Hallis farmhouse; and above left, the Lanfear–Cagwin–Vander farmhouse. The farmhouses illustrated below are numerous examples of this house type or house types with similar characteristics in Wheatland, Plainfield, Lockport, and Homer Townships of northern Will County. Some of the examples shown below are limestone farmhouses; the remaining ones are wood frame construction.*

The Upright and Wing farmhouse, with Victorian detailing, on the Harper–Morarity farmstead in Section 12 on Francis Road is shown above left. The farmhouse above right is located on land once owned by the Higinbotham family. It is located on Old New Lenox Road in Section 17.

Upright and Wing

The Upright and Wing was popular in the mid to late 1800s.[129] The type consists of an "upright" portion with a gable end, usually one-and-a-half to two stories, and a one to one-and-a-half story wing. The gable end of the wing is usually at or below the eave of the upright. Upright and Wing type houses have T- or L-shaped floor plans. Inside, the wing contains a kitchen and one or two bedrooms and the upright a parlor and additional bedrooms.[130] Oftentimes, the "wing" portion was constructed at a homestead first, followed by the "upright" when more space was needed for growing farming families.

Illustrated above left is the Charles Snoad farmstead on Maple Road in Section 5 as illustrated in the Combination Atlas Map of Will County (1873). This is a typical Gable Front and Wings house, and although it is still standing it has been significantly altered. The farmhouse at right, located on Delaney Road in Section 33, has an unusual form with a large dormer atop a gable roof, which may have originated as a Gable Front and Wings.

Gable Front and Wings

The Gable Front and Wings type, popular in the early 1800s, was the predecessor of the Upright and (single) Wing type. It has a two story central gable front bay containing the main entrance with two flanking wings, often one to one and a half stories in height. Because this house type was popular just prior to the settlement of Will County, it is not often found in the rural survey areas. One possible example was identified in New Lenox Township.

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[129] Peterson classifies the Upright and Wing with the Gabled Ell type (both being forms of ell or T-plan houses), making it "the most numerous and familiar farmhouse type in the Upper Midwest…." (Peterson, *Homes in the Heartland,* 96.).

[130] Gordon, *How to Complete the Ohio Historic Inventory,* 132.

Above left is the Gabled Ell farmhouse with subtle Queen Anne detailing on the Pester–Hobbs farmstead on Delaney Road in Section 34. The farmhouse above right, located on the former Reynolds–Gillett–Storm–Jensen–Webb farmstead on Marley Road, is larger than many Gabled Ell types.

Gabled Ell

This type of farmhouse usually dates from the two decades after the Civil War.[131] It has an L-shaped plan, sometimes has with additions to make a T-shaped plan, and usually is two stories in height with a gabled roof. Within the main "L" there is often a porch. In most arrangements, the gable end of the shorter of the two wings faces the street or main approach with the broad side of the other wing at the side. It is found frequently in New Lenox Township.

The Side Hallway house shown above left on Maple Road in the hamlet of Marley once was owned by W. Bush according to the sketch map in Iva Gillett Sproat's Heritage of Faith, Heritage of Land *(1983).*

Side Hallway

Side Hallway houses are typically simple rectilinear volumes, two stories in height, and often with gable roofs oriented to the front or the side. In plan the entry is at the end bay of the front elevation, opening into the main stair hall. Adjacent to the hall is the main parlor with additional rooms at the rear of the house. The form was popular until the 1880s.[132]

[131] Ibid., 136.
[132] Ibid., 126.

The Four-over-Four example above is located on Route 30 in Section 14.

Four-over-Four

The Four-over-Four basically consists of a central hallway flanked by two rooms each side in a house two to two-and-a-half stories in height. Exploiting balloon frame construction, the form was popular in the middle 1800s, although it returned during the vogue of the Colonial and Georgian Revival styles. A few Four-over-Four farmhouses are present in the survey area.

The Gable Front house above left is located on Maple Road in Marley. The Spaulding–Fritz farmhouse shown above right is located on Old Manhattan Road in Section 31.

Gable Front

The Gable Front house describes a variety of house types dating from the mid-1800s through the 1920s, and derives from the Gable Front and Wings type and other examples illustrated above. It is similar to the Four-over-Four, except that the main entrance at the gable end faces the street or main approach. It is also similar to the Side Hallway type, and usually has a rectangular floor plan. A relatively economical type of house, the Gable Front is found throughout New Lenox Township, particularly in the hamlet of Marley.


The Foursquare farmhouse above left is located on Spencer Road in Section 28; the example above right is located on Cherry Hill Road in Section 18.

American Foursquare

The American Foursquare[133] was introduced around 1900 and continued to be popular until the 1920s. It consists of a two to two-and-a-half story block with a roughly square floor plan with four rooms each floor. Roofs are hipped or pyramidal, with dormer windows (hipped and gable) on at least the front elevation and sometimes the side and rear elevations. Foursquares usually have front porches, but they could also have bay windows (some extending both stories) and one story rear additions. Many Foursquares were built from plans developed by local lumber companies or mail order sources that advertised in farm journals; others were purchased whole and delivered as pre-cut, ready-to-assemble houses from Sears, Roebuck and Company or home manufacturers.

The Cape Cod house with a large shed roof dormer shown above is located on Francis Road in Section 9.

Cape Cod

In the quarter century after the mid-1920s, the Cape Cod was a popular house type. The type was inspired by eighteenth century cottages in Massachusetts and Virginia.[134] The Cape Cod has a simple rectangular plan, one story in height, and a gable roof.

[133] The term "American Foursquare" was coined by Clem Labine, former editor of the *Old-House Journal.* (Gordon, *How to Complete the Ohio Historic Inventory,* 137.)
[134] Ibid., 140.


The Dormer Front Bungalow shown above left is located on the Schoop–Reichert–Howell farmstead is located in Section 36 adjacent to New Lenox-Howell Airport. The hipped roof bungalow above right is located on Delaney Road in Section 32.

Bungalow

The term bungalow derives from the word *bangla,* an Indian word adopted by the British in the nineteenth century for a one story house with porches. The American house form descended from the Craftsman movement, using natural materials and simple forms to create an informal domestic environment. Popular from approximately 1905 to 1935, there are two basic types of bungalows (and numerous subtypes), each deriving their names from the dominant roof forms. The Dormer Front Bungalow (also called the Shed Roof Bungalow) has a gable or shed roof turned parallel to the front elevation and a single large dormer. The Gable Front has the roof turned perpendicular to the main elevation. The examples in the rural survey are somewhat simpler than those found in city and suburban areas, lacking stylistic features such as exposed roof beams, ornamental wall trim, or shingle siding.

Schoolhouses

Historic plat maps for the survey area illustrate the relative frequent spacing of schools. Many of these early schools were typical "one room" schoolhouses: a rectangular volume with a gabled roof. As the need for larger schools grew, and as schools were consolidated in the 1950s, the one room schoolhouses were replaced with multiple room school buildings, usually of masonry construction. Many of these former schoolhouses were converted to single family houses, such as the Lynk and Francis Schools in New Lenox Township. Both of these schoolhouses were significantly altered during their conversions. The Schmuhl Schoolhouse on Route 30, discussed in the New Lenox Township rural survey report, was made a Will County Landmark in 2002.

Development of the Barn

The barns of the American Midwest have several typical functions: animal shelter, crop storage, crop processing, equipment storage, and machinery repair. However, barns also have specialized functions, with its designation carrying adjectives such as "horse" barn or "dairy" barn. In some instances a substitute term was used such as hog house or implement shed, especially if a larger multipurpose "barn" is also on the farm. Nonetheless, these structures shared some similar forms and structural systems.[135] Barn structure in Britain dating from the time of Roman settlement are still discernible. Most surviving European barns date from the sixteenth century, the beginning of the "second agricultural revolution"[136] following the ravages of the Black Death and the transfer of communal landholdings to private ownership. One of the most common forms of Old World farm shelter was the housebarn, a large rectangular structure with a house unit sharing a common wall with the larger barn.[137]

European colonists, with some exceptions, did not bring the practice with them of constructing large housebarns. Many reasons explain the discontinuance of housebarns, including "geographic abundance, a penchant for individualism, freedom, and persistent search for privacy and comfort."[138] Faced with clearing virgin forest or breaking sod, pioneer settlers had little time to do more than erect a roughhouse and perhaps a crude animal shelter in the early years. Not until after some ten years after settlement, or perhaps not even until the second generation, did the pioneer have the means to construct a large barn.[139]

The skeletal framework of barns consists typically of sill timbers resting directly on the foundation (usually stone, although concrete was introduced in the early 1900s). The sills also form the substructure for the floor joists and wall framing. The barn's joists sometimes remained round, except for the top side where the top was flattened to accommodate floorboards. Most early barns had a gable roof composed of rafters, rough sawn boards, and wooden shingles. Vertically attached boards, some as large as fourteen inches wide, ran from the sill to the top plate of the wall for siding on timber frame barns.[140]

The need for large barns necessitated the development of structural systems to enclose large volumes of space. As the frontier of settlement passed into the Midwest, many early barns were constructed of logs by settlers who either possessed log-building skills or gained these techniques by association with other ethnic or cultural groups. Although the eastern Midwest was well forested, providing sufficient log materials, the prairies of the central Midwest (including Illinois) had less forested land to supply log construction. Therefore, other solutions were required.[141]

As discussed earlier in this chapter, light framing techniques and advanced wood milling machines influenced the development of Midwestern farmhouses. However, barns continued to be built as with heavy timber. As these large framing members became scarce and expensive in the early twentieth century, new innovations were sought, such as plank framing that featured the substitution of heavy long, square timbers with plank lumber.[142]

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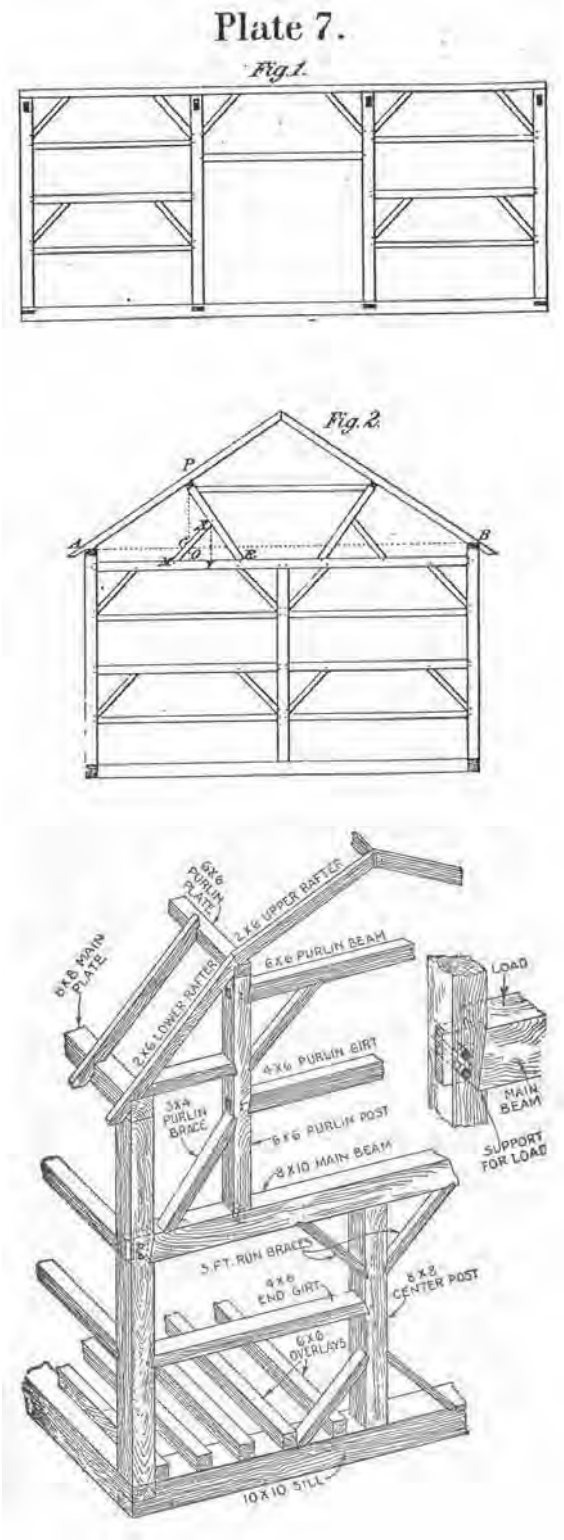
[135] Allen G. Noble and Hubert G.H. Wilhelm, "The Farm Barns of the American Midwest," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 9.
[136] Ibid.
[137] Ibid.
[138] Hubert G.H. Wilhelm, "Midwestern Barns and Their Germanic Connections," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 65.
[139] Ibid.
[140] Ibid., 48–50.
[141] Ibid.
[142] Lowell J. Soike, "Within the Reach of All: Midwest Barns Perfected," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 147. Two major forms of plank framing developed. The first took dimension plank lumber and imitated heavy timber framing, carrying the loads through posts and beams. The second type opened up the center of the barn by using a truss for the framing bents. This was



The drawing above left of heavy timber barn framing dates from 1894 (William E. Bell, Carpentry Made Easy, or the Science and Art of Framing *(Philadelphia: Ferguson Bros. & Co., 1894), plate 7). The axonometric drawing shown below left is an axonometric diagram of typical heavy timber barn framing* (Audels Carpenters and Builders Guide #3 *(New York: Theo. Audel & Co., 1923), figure 1.786).*

followed by an adaptation of the balloon framing for barn construction. Stud walls replaced posts and girts for handling loads; roof loads were carried by trusses made from lighter weight lumber (Ibid., 155–156).

At the beginning of the twentieth century, new barn building ideas emerged from a growing field of experts: agricultural engineers, experiment station researchers, and commercial farm planning services. The American Society of Agricultural Engineers (ASAE) soon contained a committee on farm structures after its formation. The result of these efforts widened the variety of barn building plans available to farmers and encouraged improved building standards.[143] Round barns, constructed in limited numbers but found throughout the Midwest, were often promoted by state university agriculture departments and other public and private advocacy agencies in the early twentieth century. At about this time, manufacturers and marketers of pre-cut, ready-to-assemble houses (such as the American Foursquare house type discussed above) entered the market for barn construction. Two major Iowa firms, the Louden Machinery Company of Fairfield and the Gordon-Van Tine Company of Davenport advertised plans for their pre-cut barns along with their pre-cut homes.

Engineering research led to the development of framing for gambrel roofs, culminating in the Clyde or Iowa truss. (The shape of the gambrel roof allowed a larger loft space to store hay than the gable roof allowed.) The first step in this development was the work of John Shawver of Ohio, who developed a gambrel truss form using sawn lumber. The Iowa truss was developed by A.W. Clyde, an engineer with the Iowa State College farm extension service, around 1920. It had a stiff frame at a far cheaper cost than the Shawver truss, which required expensive extra-length material.[144] The open loft, free from interior braces like those used in the Shawver and Iowa trusses, was finally achieved with the laminated gothic arch roof. Bent-rafter gothic arch construction, although more economical in labor and material, proved less rigid that the more expensive sawed type. For this reason, many farmers adopted a combination of the two, with the sawed rafters spaced every 8 to 12 feet and the bent rafters spaced between, twenty-four inches on center. During the 1930s, the gothic roof entered the last phase of its evolution. At Iowa State Agricultural College, Henry Giese tested existing types of laminated bent rafters in an attempt to solve their shortcomings. Working in collaboration with Rock Island Lumber Company, distributor of Weyerhauser Forest Products, he explored the potential of modern glues to yield a stronger bent rafter. Using Douglas fir, clear of knots and defects, glue-laminated under approximately 100 pounds per square inch of pressure and shaped to an arch form, the rafter was stronger than those laminated conventionally with nails and bolts (either the shaved- or bent-lumber techniques).[145]

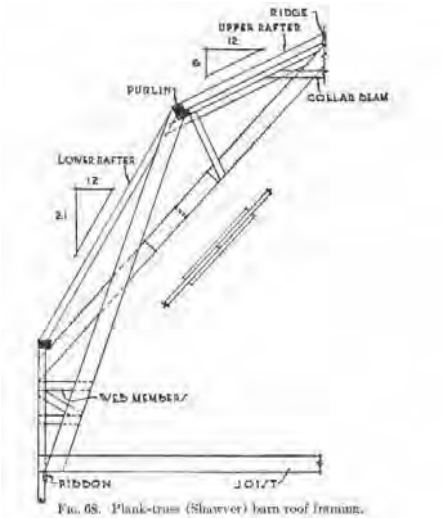


FIG. 68. Plank-truss (Shawver) barn roof framing.

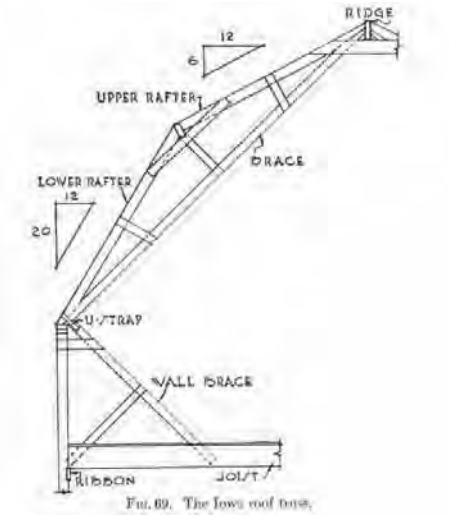


FIG. 69. The Iowa roof truss.

The Shawver and Iowa roof framing layouts are illustrated in the two figures shown above, from Deane G. Carter and W.A. Foster, Farm Buildings, *3rd ed. New York: John Wiley & Sons, 1941).*

[143] Ibid., 158.
[144] Ibid., 161–2.
[145] Ibid., 162–164.

The two-story loft barn ceased to be built after World War II.[146] In the first half of the twentieth century the dependence on draft animals waned and mechanical power in the form of tractors increased, and farmers needed less loft space.[147] Less custom wood frame structures were built as manufactured buildings using steel became available. One early metal-barn type, such as Quonsets using corrugate metal, gained a notable measure of popularity among some Midwestern farmers immediately after World War II. Corrugated metal was also a suggested covering for wooden barn siding, and organizations as the Asbestos Farm Service Bureau promoted the use of large asbestos-based cement boards for siding.[148]

Because lofts were no longer needed, one story barn construction became more standard in the post-war years. The shift from loose to baled or chopped hay reduced the need for haymows as many farmers adopted the "loose-housing" or "loafing" system for housing cattle. University of Wisconsin agricultural scientists argued that cows would be more content and give more milk if they were allowed to roam in and out of the barn at will. The loose-housing system resulted in the construction of one-story galvanized all-steel barns.[149] The pole barn was a simple method for constructing the necessary enclosure for farm implements and the limited amount of hay still required on the farm. Pole barns use round poles set into small, individual foundations, to which engineered roof trusses and wall girts and siding are attached. The structural concept for the modern pole barn was developed by H. Howard Doane of St. Louis in the early 1930s. He and George Perkins, his farm manager, used creosoted wood poles (which were commonly used for telephone poles) for the vertical structural members.[150]


August, 1939 The Illinois Farmers Guide

Good Place for Machinery

Roof and Walls Are a Single Unit on This Metal-Covered Machine Shed on the Durham Lucas Farm, in Warren County. Picture Taken During Construction in Winter of 1936.

The rural survey area contained a few fairly unremarkable pole barn structures. Perhaps more distinctive were the few Quonset structures dating from the 1930s through 1950s. The illustration shown at left is from the Peoria publication The Illinois Farmers Guide, *August 1939.*

[146] Ibid., 165.
[147] In 1930, 61,000 combines were counted by the U.S. Census; in 1953, 918,000. One in six farmers already owned a tractor by 1932. In 1944, 14 percent of the nation's hay was harvested with windrow balers; by 1948, the figure was 46 percent (Glenn A. Harper and Steve Gordon, "The Modern Midwestern Barn, 1900–Present," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens: Ohio University Press, 1995), 225.)
[148] Ibid.,226.
[149] Glenn A Harper and Steve Gordon, "The Modern Midwestern Barn, 1900–Present" in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 225.
[150] Ibid.

Barn Types

As with house types, there are several systems that have been used to classify barns, either by function, shape and structural system; ethnic traditions and their influence; or regional characteristics and commonalties.[151] The classification types developed below are based on Allen G. Noble and Richard K. Cleek's *The Old Barn Book: A Field Guide to North American Barns & Other Farm Structures* and Allen G. Noble's *Wood, Brick & Stone.* Classification is often by ethnic influence, which is appropriate to the region of the rural survey because of the Scottish, Irish, and German origins and ancestry of many of its settlers; or it is by shape and configuration.

English Barn or Three-bay Threshing Barn

The English barn (also called the Three-bay Threshing barn) was introduced into North America through English colonial settlement in southern New England.[152] The English and continental European immigrants of the early 1800s introduced this barn type to the Midwest. It was originally designed as a single function barn to store or process grain and was most suitable for small-scale, subsistence farms. It is a single level, rectangular structure divided into three parts or sections, each termed a bay.

Large double doors are centered on both long sides of the structure. Hand threshing with a grain flail was done in the central bay, sometimes called the threshing bay. Following threshing, the large doors were opened to create a draft, which, during winnowing, would separate the chaff from the heavier grain, and carry it away. Flanking the central bay were the other two bays of generally equal dimensions. One was used during the fall or winter to store sheaves of harvested grain, awaiting threshing. The other bay was used for storing the threshed grain, commonly in bins, and straw, which was used as feed and bedding for horses and cattle.[153] Early examples had steeply pitched (over 45 degrees) gable roofs and low stone foundations. They were sided in vertical boards with small ventilation openings high on the gable ends. Windows are largely absent, although later versions included them at animal stall locations. Gable-end sheds were a common addition.[154]

Eventually as dairying replaced wheat production in the agricultural economy, threshing/storage function of this barn type was no longer as important. At first no animals were housed in the structure, although subsequently internal rearrangements often were made to introduce animal stalls in one of the two side bays. This effectively reduced the grain storage and processing function and only offered shelter for a modest number of animals.[155] In some cases this barn type was raised and placed over a basement, which then could house the animals, especially dairy cows.[156]

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[151] Often there are more conflicts than agreements between different classification systems. The types defined herein seem to best describe the structures actually present and the social and ethnic origins of their builders.

[152] Fred B. Kniffen "Folk-Housing: Key to Diffusion," in *Common Places, Readings in American Vernacular Architecture,* Dell Upton and John Michael Vlach, ed. (Athens, Georgia: University of Georgia Press, 1986), 11.

[153] Charles Calkins and Martin Perkins, "The Three-bay Threshing Barn," in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 40–41.

[154] Allen G. Noble and Richard K. Cleek, *The Old Barn Book: A Field Guide to North American Barns and Other Farm Structures* (New Brunswick, New Jersey: Rutgers University Press, 1995), 77.

[155] Allen G. Noble, *Wood, Brick and Stone,* The North American Settlement Landscape, Volume 2: Barns and Farm Structures (Amherst, Massachusetts: University of Massachusetts Press, 1984), 56–58.

[156] Calkins and Perkins, "The Three-bay Threshing Barn," in *Barns of the Midwest,* 59.

The Three-bay Threshing barn above left is reportedly (according to the farmstead's current owner) one of the oldest in New Lenox Township. It is located off of Spencer Road in Section 26. The relatively small example shown above right is located on Delaney Road in Section 32.

The bank barn shown at left is located on the Ferguson–Van Duser–Handorf farmstead in Section 3

Raised, Bank, and Basement Barns

The Raised or Bank barn originated in central New York as a shelter for dairy cattle. It was the first multi-purpose barn to gain widespread popularity. They are usually larger than Three-bay Threshing barns and have a ground floor level for cattle and dairy cows with an upper level for hay and feed storage. This upper level is reached by an earthen ramp, bridge, or the natural slope of an embankment. Basement barns are similar to Raised barns, in that the foundation walls extend up to the bottom of the second floor. However, Basement barns do not have ramps nor are sited to utilize the natural topography to access the second floor. The survey area has only a few Basement barns. Raised, Bank, and Basement barns often have very similar characteristics with German barns. Although similar, Raised barns do not usually have the forebay or other features of German barns. Nonetheless, many of the barns in the survey area could be categorized to either grouping.

The Nichols–Reniff–Chervan farmstead on Clinton Road, Section 9, has the Pennsylvania German barn shown at left.

German Barn

German barns, also called a German/Swiss barn or Pennsylvania barns, includes a group of barns introduced into the Delaware Valley by German-speaking settlers. It was one of the first American barn types to combine crop storage and animal shelter. It became a structure synonymous with Pennsylvania Dutch culture and its mixed grain-livestock agriculture. These barns had a lower story partially cut into the natural slope of the land and an upper level that was accessed from a slope or ramp. A forebay is formed by recessing the ground floor wall and enclosing it at each end with the masonry gable end walls. Another distinctive feature is the use of a combination of stone masonry and wood framed and sheathed walls: stone was typically reserved for gable end walls and/or north facing walls.

Round Barn

"Non-orthogonal" barns (round or polygonal in plan) were popular in the first two decades of the twentieth century. In Illinois, agriculture professor Wilber J. Fraser of the University of Illinois promoted the use of round barns, and the example once present on Route 30 in New Lenox Township was similar to those constructed to Fraser's concepts.

New Lenox Township once had a round barn, located on the Reynolds–McDowell–Kirstein farmstead in Section 22 on Route 30. Based on historic plat maps and the approximate age of the business located on the site of the round barn, it appears to have been demolished in the 1960s. The farmhouse on the farmstead remains and is illustrated above right. (Historic photograph above left from Drury, This is Will County, Illinois *(1955).)*

In the late nineteenth and early twentieth centuries, northern Will County lay at the southern end of the dairy farm region west of Chicago. Illustrated above is the dairy barn with an adjacent cast-in-place concrete silo on the Rugg–Button–Warren farmstead on Haven Avenue, Section 21. The dairy barn on the Church–Nelson–Scheel farmstead on Francis Road, Section 11, which has been converted to a residence.

Wisconsin Dairy Barn

A barn associated with dairying is the Wisconsin Dairy barn, which originated at the Wisconsin's Agricultural Experiment Station at Madison around 1915. It was specially designed to provide a structure for efficient dairy farming. This large barn was typically 36 by 100 feet or larger. It had a gambrel roof or occasionally a round roof, although early versions were often gable-roofed with horizontal boarding. Rows of small windows and gable-end doors were typical. There was usually a large gable-end loft opening and a triangular hay hood. Frequently there are roof ventilators.[157]

[157] Noble and Cleek, *The Old Barn Book,* 77.

Illustrated above left is the Plank Frame barn on the Rugg–Button–Warren farmstead on Haven Avenue, Section 21. Above right is an illustration of a "small general farm barn" from Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

Plank Frame Barn

This relatively small barn type originated in the eastern Midwest in around 1875.[158] They often have gambrel roofs, one story in height plus a large hay loft, small ground floor windows, and a large sliding door to allow dairy cows to pass. Their floor plans are approximately 30 feet by 40 feet in dimension. They had multiple functions: dairy barn, hay storage, workshop, and later tractor shed.

Three-ended Barn

This barn type is a modification to the Three-bay Threshing barn, adding a hay storage barn addition perpendicular to an existing barn. This addition, sometimes called a straw shed, could have less height than the main portion of the barn or (as shown above at right) be taller than the main barn. The additions could also have an open bay at ground level for a cart to drive into for unloading hay into the loft space.

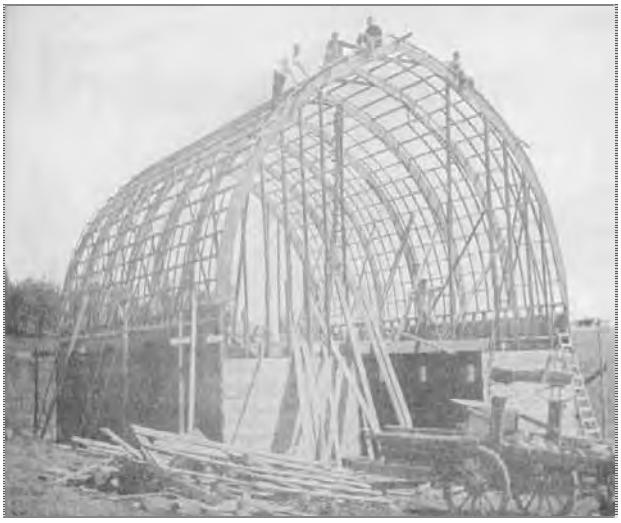
The Schoop–Reichert–Howell farmstead in Section 36 has the only extant Three-ended barn in New Lenox Township.

[158] Noble and Cleek, *The Old Barn Book,* 117.

The small feeder barn shown at right is located on Francis Road in Section 9.

Feeder Barn

During the last two decades of the nineteenth century, Illinois and Iowa developed into the regional center for beef production. Farmers with rougher land, fit more for raising cattle than crops, raised their cattle from birth to finished beef. They fattened their stock on surplus corn, alfalfa and feed supplements, and sold them to the rail-connected beef-processing industry in Chicago. The industry was also aided by the introduction of the refrigerated box car. In order to build a barn to hold cattle and hay, the feeder barn (sometimes called the hay barn) was developed. Cattle are housed and fed on the ground floor with a loft above to hold hay.



Illustrated above is a round roof structure, located in Section 20, without the side walls that would make the building a full barn. This structure is likely an implement shed. The historic photograph at left is from Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

Round or Gothic Roof Barn

Round Roof or Gothic Roof barns came into existence with structural advances in the first quarter of the twentieth century. Although called round, roof shapes for this type are often gothic arch in form. The name describes the roof shape, although the configuration of their floor plans were usually based on more typical barn types such as plank frame, Dairy, or Raised barns.

Illustrated at left is a pole barn structure.

Pole Barn

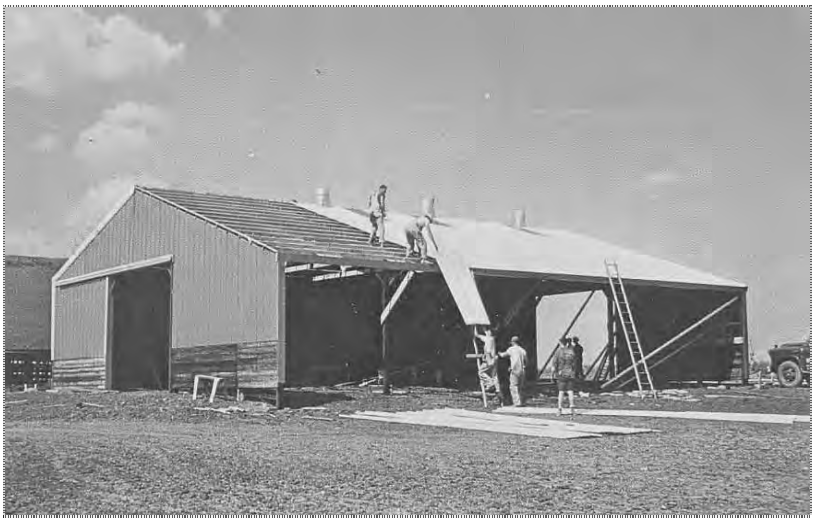
The latest major barn type, called the pole barn, evolved in the eastern Midwest. The walls of the building are hung on poles that are driven into individual footings buried in the ground below the frost line. The floor is typically a concrete slab or dirt, and does not have a loft. Later versions usually have metal siding, especially those erected after World War II.[159] The pole barn is an example of economical construction techniques applied to modern agriculture.

Quonsets

Sometime referred to as Quonset "huts," this building type is named for their use at the U.S. Naval Air Station at Quonset Point in Davisville, Rhode Island, in 1942. However, the building type was introduced in the United States in the 1930s, and similar structures were used by the British and French during World War I. Their universal use by American military forces made it seem to be an ideal economical building type in the post-war years, finding use as storage facilities, offices, homes, and commercial ventures such as movie theaters. Military Quonsets often had steel framing members to support the corrugated galvanized metal sheathing, but civilian examples used wood framing as well. Where it could be observed, the examples present in the rural survey area usually have wood framing. Their use in the survey area of New Lenox Township includes garages and small implement sheds.

The structure shown at left uses ribbed metal formed to a curve to create a structural form for the roof structure, similar to a Quonset type building.

[159] Noble and Cleek, *The Old Barn Book,* 120.



The illustration above left is from an advertising postcard for a Morton Building, manufactured by Interlocking Fence Company of Morton, Illinois. The wood board siding at the base of the building is as easily replaceable material that isolates the metal siding panels from ground moisture and resulting corrosion

Manufactured Buildings

While pole barn structures use manufactured materials assembled by a local builder or the farmer himself, manufactured buildings were developed as a complete system. Such buildings offer farms quick construction time and potentially lower cost because of the use of standardized components. The buildings also allow for large floor areas, giving farmers flexibility in usage. New Lenox Township has several manufactured buildings, most of which are located on liveries in the region.

Grain Elevators

Grain elevators began to be constructed alongside developing rail systems during the second half of the nineteenth century. Early elevators were often associated with the flour mills they served. They were usually timber-framed structures, as were the mills themselves.[160] Concrete grain elevators and silos, usually constructed in banks of two to ten or more, were constructed in the early decades of the twentieth century. Located within New Lenox is the grain elevator adjacent to the Rock Island Railroad tracks, illustrated below.

Shown at left is the grain elevator in the center of New Lenox along what is now the Rock Island Railroad tracks.

[160] Keith E. Roe, *Corncribs in History, Folklife, and Architecture* (Ames, Iowa: Iowa State University Press, 1988), 176.

Corncribs

The history of the corncribs can be traced back to pre-Columbian days. Advanced Native American civilizations such as the Aztecs of Mexico had log and stone granaries. Early European explorers reported seeing Indian corn stored in houses fashioned from saplings bound together with strips of hickory bark and set above the ground on poles to keep them out of reach of squirrels and mice. Native Americans in drier climates built pits for underground crop storage.[161]

European settlers first stored their corn in baskets in hovels and later in lofts over their kitchens. Soon they built crude barns to house their animals, although their feed corn was kept in piles or in bins. Only later did separate corn houses or cratches come to be built. By 1681 the terms "corn cribb," "corn house," and "corn barne" were in general use. The term "cratch" was also in use to describe a small corn storage bin or building. The Indian method of storing corn in underground pits or mounds, though well known, was not adopted by the colonists for grain storage.[162]

Pioneer farmers frequently built log corncribs during their two centuries of migration into and settlement of the Midwest. Most crude frontier log cribs were little more than bins, loosely constructed of saplings or split rails and laid up with saddle notching to hold them together.[163] With the availability of inexpensive sawn lumber, farmers made use of the material in corncribs and other structures.[164] In constructing a framed corncrib, two ways of attaching the slat siding or cribbing were used. The slats were put on either horizontally or vertically (cribbing attached diagonally for extra strength seems to have come into practice about 1900).[165]

The size of the corncribs remained small, even as corn production rose, during much of the nineteenth century, due in part to the practice of corn shocking. Corn could be gradually "shucked out" as needed and hauled to the crib or barn for milling and feeding to livestock. Large corncribs were unnecessary since farmers could leave much of their corn in the field until spring.[166] Crib width was influenced by the climate of a region; drier conditions allowed for wider cribs with no increased loss of corn due to mold. As corn production outgrew the single crib in the developing Corn Belt, double cribs were formed by extending the roof over a pair of cribs to form a gable roof. If the gap between the cribs was then lofted over, extra space was gained beneath the roof for overflow storage of ear corn. Spreading the cribs apart not only increased the loft space but created a storage area below for wagons, tools and implements. These structures, called crib barns, became common in the Midwest by 1900.[167] The creation of larger corncribs and their overhead grain bins depended upon the invention of new methods to raise the grain and ear corn higher than a farmer could scoop it. High cribs were made possible by the commercial adaptation of continuous belt and cup elevators from grain mills and by the portable grain elevator grain.

In the early decades of the twentieth century, both concrete and steel were promoted as alternative construction materials for corncribs and grain elevators. The use of hollow clay tiles was also encouraged in those parts of the Midwest where they were manufactured, notably in Iowa, Illinois and Indiana.[168] The most common variety of concrete corncrib was made of interlocking stave blocks, which had been cast with ventilating slots in them. In some cases, steel wires or rods were incorporated in the vents to keep rats out. The blocks were laid up in the form of a circular bin. These were encircled with steel rods, enabling the structure to withstand side pressures from the corn heaped within. Single and double bin

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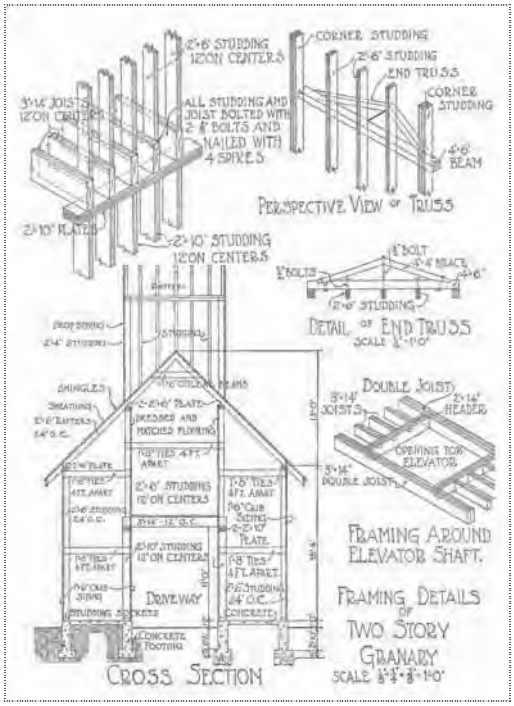
[161] Ibid., 4.
[162] Ibid.
[163] Noble and Cleek, *The Old Barn Book,* 170–1.
[164] Roe, *Corncribs in History, Folklife, and Architecture*, 26.
[165] Ibid., 27.
[166] Keith E. Roe, "Corncribs to Grain Elevators: Extensions of the Barn, " in *Barns of the Midwest,* Allen G. Noble and Hubert G.H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 170.
[167] Roe, *Corncribs in History, Folklife, and Architecture*, 60.
[168] Ibid., 177.

corncribs of this type were most common, although four-bin corncribs were not unusual. Between 1900 and 1940, concrete was promoted as a do-it-yourself material, poured into rented forms, for building corncribs.[169]

Crib Barns

Crib barns are simple structures formed of pens or cribs that have a space between the cribs for implement storage. There are two basics types: crib barns with the gable or roofline parallel to the cribs, and transverse crib barns with the roofline perpendicular to the pens. The configuration of crib barns developed from practical limitations and needs, such as the height that a scoopful of corn could be pitched from a wagon (which dictated the bin height) and the size of farm equipment (which dictated the spacing between bins). Later crib barns, including most in New Lenox Township, have mechanical elevators houses in a small projecting cupola at the ridge of the crib barn roof. Crib barns constructed of concrete block are also present in the survey area.



Crib barns, usually with two bins, abound in the survey area. Illustrated at left are framing details of a crib barn (Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915). The crib barn above with a gambrel roof is located on Spencer Road in Section 28. The example shown below left is located on the Pester–Hobbs farmstead on Delaney Road in Section 34. The concrete block crib barn shown below right is located in Section 20.*

[169] Ibid., 176.

Metal bins abound in New Lenox Township, and are much more prevalent than crib barns. The large group of bins with an elevator shown above right are located on Cherry Hill Road in Section 30. Mesh bins, examples of which are shown below, are less numerous.

Metal and Mesh Bins

Metal construction for corn storage came into use early in the twentieth century and was promoted by the steel industry during World War I as a crop saver for the patriotic farmer. Rectangular or hexagonal corncribs were constructed from flat, galvanized-steel sheet metal with ventilating perforations. Corrugated, curved sheets created the more common cylindrical bin type, which was usually topped with a conical roof. The steel corncrib had wall ventilation slits and, most times, a roof ventilator at its peak.[170] Steel was ideal for fabricating standard parts, as well as being vermin-proof. Proper design of metal bins included such factors as ventilation, consideration of structural loads from the feed to be contained, and use of a concrete or heavy timber foundation with the exterior walls anchored to the foundation. Roofs usually consisted of overlapping sheets to form a conical form.[171] Corncribs manufactured of steel rods or heavy wire mesh also became available in the 1930s. The wire mesh type was particularly popular after World War II because of its low cost, ease of filling, and low maintenance.

[170] Ibid.
[171] R.E. Martin, "Steel Bin Design for Farm Storage of Grain," *Agricultural Engineering* (April 1940): 144 and 146.

Illustrated above are silos constructed of clay tile block (left), cast-in-place concrete (center), and precast concrete (right). The silo at left is located north of Laraway Road in Section 26. The one at center is located on the Rugg–Button–Warren farmstead in Section 21. The example at right is one of the few remaining buildings on a former farmstead on Spencer Road in Section 26.

Silos

Silos, structures used for preserving green fodder crops, principally field corn, in a succulent condition, are a recent phenomenon, employed only after 1875 and not truly established until shortly before the turn of the century. The stored green fodder material is termed ensilage, which is shortened to silage. The acceptance of silos was gradual but eventually came to be enthusiastically embraced by farmers because it offered certain advantages. First, larger numbers of cattle could be kept on the farm because the food value of corn is greater than that of a combination of hay and grain. Second, less water was needed for stock in the winter, making labor requirements less strenuous as frequent ice breaking and thawing was no longer required. Finally, because succulent green fodder could be fed throughout the year, cows produced milk during the entire winter season, increasing the income of the farm.[172]

The first silos were pits excavated inside the barn. The earliest upright or tower silos date from the end of the 1880s and were rectangular or square in form and constructed with the same materials and techniques as those used in the barn itself, with framed lumber walls.[173] Many were constructed within the barn building.[174] Later examples of this silo type had rounded corners on the inside formed by a vertical tongue-in-groove lining. The rectangular silo appeared in some areas as late as 1910. The octagonal silo type that followed attempted to achieve the advantages of a circular silo while keeping the ease of angular construction. In the 1890s circular forms began to be seen. A shift from the rectangular to the circular stems from the efficiency of the circular form in storing corn ensilage by eliminating air space and thereby reducing spoilage.

The wooden-hoop silo was formed with wood, soaked and shaped into gigantic circular hoop forms and then fastened together horizontally in the tower shape. This style did not become popular because the hoops tended to spring apart. A more common type of wood silo was the panel or Minneapolis silo, also known by several other names. It was advertised in numerous farm journals in the early twentieth century. It consisted of ribs set about 20 inches to 24 inches apart and horizontal matched boards (known as

[172] Noble, *Wood, Brick and Stone*, 71–72.
[173] Noble and Cleek, *The Old Barn Book*, 158.
[174] Ingolf Vogeler, "Dairying and Dairy Barns in the Northern Midwest," *Barns of the Midwest* (Athens: Ohio University Press, 1995), 108.

staves) set in grooves in the ribs. Steel hoops were placed around silo, which locked boards in place. This type silo was made with either single or double wall construction and was polygonal in plan.

Masonry silos, constructed of either hollow clay tile, brick, or concrete block, appeared in the first decades of the twentieth century. In comparison with the other two types of silos, brick silos were more difficult to construct because of the time required to erect the relatively small masonry units. There were many patents on concrete blocks for silo purposes, with some blocks curved and other finished with rock-faced building blocks. Some patented blocks had reinforcing sold with the blocks or integral with the block units.[175] Concrete block silos were finished on the interior with a layer of cement mortar to seal joints that might leak air or water. The hollow clay tile block silo, generally known as the "Iowa Silo," was developed by the Experiment Station of the Iowa State College and erected during the summer of 1908 on the college farm.[176] Brick and tile companies manufactured curved clock for silos, advertising them in farm journals. The main complaint regarding the hollow block silo was that the masonry units were porous and leaked water. The mortar joints on both inside and outside of wall needed to be properly pointed as a further precaution against leakage. Some silo builders washed the interior of the wall with cement mortar as a further precaution. Steel reinforcing consisted of heavy wire embedded in the mortar joints.[177]

Cement stave silos were constructed as early as 1904 in Cassopolis, Missouri, which used book-shaped staves.[178] Several patents existed for cement stave silos, including that of the Mason & Lawrence of Elgin, Illinois, dating from 1914.[179] Farmers also could make concrete staves or blocks to construct a silo or other farm structure using a block mix, either by the dry tamp method or the wet cast process. The dry tamp method involved making a relatively dry concrete mix and removing the block after being compressed in a molding machine. The wet cast process used a concrete mix with more water added, which was placed in a series of molds for 24 to 48 hours. Curing of the staves (allowing the formed concrete to attain proper strength) for two or three days was important with either method. After removal from the curing room, the staves were to be sprinkled with water periodically until they were a week to ten days old. Further open air curing continued over an additional three weeks. Concrete staves could vary in size, but were often approximately 30 inches long, 10 inches wide, and 2 1/2 inches thick. One end of the block was concave and the other convex to allow fitting the blocks in the assembled structure.[180] The finished staves

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[175] W.A. Foster, "Silo Types and Essentials," *Hoard's Dairyman* (21 February 1919): 201, 216, 217, and 232.

[176] Ibid.

[177] Clay tile block silos are not found in the rural survey area included in this study and are somewhat rare in northern Illinois.

[178] Foster, "Silo Types and Essentials." Patents were granted on this type stave in 1908 and was known commercially Playford patent cement stave silo.

[179] "How to Make and Sell Concrete Silo Staves," *Concrete* (October 1927): 32–35. In addition to their own manufacturing plant, Mason & Lawrence licensed seven other companies to produce their design for concrete staves. Other patents for cement stave silos included the Interlocking patent, with an interlocking end joint; the Caldwell patent, with a stepped end joint and a steel reinforcing bar embedded in the stave; and the Perfection patent, with a hollow side joint filled with cement mortar upon erection (Foster, "Silo Types and Essentials").

[180] David Mocine, "Keep Workmen Busy the Year Round," *Concrete Products* (January 1948): 161. The manufacture and construction of the Mason & Lawrence precast concrete silo was described as follows (Ibid., 161–2):

> Staves are formed in flat sections measuring 12 x 30 in. by 21/2 in. thick, with the curvature of the completed silo being taken care of by the slight angle made at the joint between each successive stave. Compressive strength of the concrete at 28 days is 70 p.s.i. and flexural strength of the completed stave at 28 days is 1400 pounds. Reinforcing is provided by 1/4-in. smooth round steel bars running the full length of the two vertical sides (concave and convex edges). Each course of staves in the silo is held in place and further reinforced by a 58 in. rolled steel ban around the outside. The stave design is so engineered that these bands pull the staves against each other, forming a true curve, which is a basic point of the patent, according to Mr. Lawrence. The completed silo may be from 10 to 18 feet in diameter, and any height up to 60 feet. Chutes, receiving rooms and doorways are also formed to reinforced concrete and designed to fit the silo.

(or blocks) were then ready for assembly. This excerpt from *Concrete* magazine from 1927 outlines the erection procedure for a concrete stave silo:

> Concrete staves are generally set up dry, no mortar being used in the joints. In some types a grove is molded entirely around the edge of the stave….The hoops or steel rods, placed to reinforce the silo, are set as the erection of the wall progressed. Hoops are usually composed of two or three sections, depending upon the diameter of the silo. The sections are joined by means of special lugs. After the hoops are placed in position they are drawn tight enough to hold them in position….After the entire silo walls are completed, the hoops are drawn tight, care being exercised to draw them all to the same tension.
>
> The number of hoops to be used depends on the size of the silo and the material it is to store. The silage or other material exerts and outward pressure which would burst the silo, unless the proper number of steel hoops was provided. This pressure increases in proportion to the depth of the silage. At the top of the silo, where the pressure is light, hoops are usually spaced 30 inches apart. Because the silo staves are 30 inches high, this is the maximum spacing that can be used. A little farther from the top the silos are double hooped, that is, the hoops are spaced fifteen inches apart. Some silo manufacturers double-hoop the silo for its entire height, believing that this adds to its appearance as well as to its strength. The 9/16 inch rod with rolled threads is now most generally used for silo hoops.
>
> After the walls are erected and the hoops tightened, the interior walls are ready for a wash that seals the joints and produces a smooth, impervious surface. A cement wash, made of a mixture of cement and water and of the consistency of thick paint, is often used.[181]

Silos constructed with monolithic concrete walls also appeared in the early decades of the twentieth century. Concrete silos were built using "slip-forms," with the forms usually about two feet high and lifted once the level below had cured sufficiently, leaving cold joints between each level.[182] Such silos could be expensive to construct since labor was required to prepare the concrete and lift the forms. However, forms could be rented from contractors or cement manufacturers.

Farm journals gave their readers the essential information for constructing a silo with the "essential features…necessary to secure good, sweet silage,"[183] mostly focusing on the silo walls. Wall strength, smoothness of interior walls, and air and water tightness were considered essential features. The foundation for the silo could consist of a wall ten inches minimum in width extending below the frost line and six to eight inches above grade. Conical roof shapes were common on some early silos, but gambrel and, later, domical roofs became more prevalent.[184] An essential feature of any roof was a snug fit to prevent birds from entering the silo.

By the late 1940s, a new type of silo appeared: the blue Harvestore silos. Constructed of fiberglass bonded to sheets of metal, they were first introduced in Wisconsin. The glass-coated interior surface prevented silage from freezing and rust from forming, and because the container is airtight, the silage does not spoil. Augers, derived from coal-mining equipment, are used to boar the silage out at the bottom of the silo, a great change from the earlier top-unloaded silos.[185] In 1974 the company launched another line of products for the containment of manure called Slurrystore. By 1999, over 70,000 of the Harvestore structures of various sizes (tall and short, narrow and stout) had been built.[186]

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[181] "How to Make and Sell Concrete Silo Staves," *Concrete* (October 1927): 32–35.

[182] The presence of cold joints had the potential to allow air to enter the silo. Therefore, it was important to coat the silo interior with a layer of cement mortar. Like other silo types, this mortar layer would need to be renewed periodically.

[183] W.A. Foster, "Silo Types and Essentials," *Hoard's Dairyman* (21 February 1919): 201.

[184] Gambrel and domical roofs allowed for filling the silo to the top of the outer wall, maximizing the storage capacity.

[185] Noble and Cleek, *The Old Barn Book*, 108–9.

[186] Information from the website of A.O. Smith Harvestore Products, Inc., www.slurrystore.com/56/Sp99/spri99nl.htm.

Other Farm Structures

> We did much of our own carpentering as a matter of course. The farmer who couldn't build his own henhouse or woodshed wasn't much of a farmer.[187]

Farmhouses, barns, corn cribs, and silos make up approximately half of the buildings in the survey area. The remaining structures include many of the structures illustrated below. They include chicken houses, hog houses, milk houses, smokehouses, and windmills. As implied by the above quote, many of these structures likely were built by the farmers themselves.

Chicken Houses

Illustrated above left is a well-proportioned structure for housing chickens on the Pester–Hobbs farmstead on Delaney Road in Section 34. The example shown above right, located on Cherry Hill Road in Section 30, has a broken gable that was intended to contain a clerestory window.

Milk Houses

The brick milk house structure shown above left, located along Marley Road in Section 14 on the former Reynolds–Gillett–Storm–Jensen–Webb farmstead, is unusual in its use of such an expensive material. The wood frame example shown above right, located on the Joseph Gougar farmstead in Section 20, is much more typical in its use of wood framing for the upper structure and cast-in-place concrete for the foundation and possibly the cooling tank inside the milk house.

[187] Britt, *An America That Was,* 127.

Miscellaneous Buildings

Illustrated on this page are examples of some of the agricultural support structures found on New Lenox farmstead. At top left is a hog house north of Laraway Road in Section 25. The implement shed shown at top right, located on the Pester–Hobbs farmstead on Delaney Road in Section 34, has its large sliding doors oriented to the farm fields located to the north of the building, thus allowing convenient access for equipment. The garage and apartment structure shown above left, on the same farmstead as the hog house at top left, is a building type found on several New Lenox farmsteads and provided a place for farm laborers to live on site. The small worker house shown above right, located on the Reynolds–Schwab farmstead in Section 11, once provided the same function. The two buildings shown below, an exhibition barn (left) and field house (right), are located on Francis Road and were built after 1957 on land donated by the Francis family.

Illustrated above is the view north from a farmstead on Delaney Road in Section 34 of New Lenox Township.

CHAPTER II

NEW LENOX TOWNSHIP HISTORY

Settlement Patterns in New Lenox Township

New Lenox Township lies within the Valparaiso Morainic System, whose undulating terrain is a result of the melting of the glacier that formed the moraine and the runoff that scoured and carved the shallow valleys bordering the present-day creeks that cross from the northeast to the southwest. Glacial forces also left lowlands in which ponds and marshes are also present. One of the aspects that made this land attractive to settlers was the abundance of timber on the land, primarily in the northern half of the township. Beyond the valleys bordering Hickory Creek and Marley Creek in the northern part of New Lenox Township is the gently undulating prairie lands that form the outer edges of the Valparaiso Morainic System, specifically the Wheaton, West Chicago, and Manhattan Moraines.

The unique topography of New Lenox Township is a product of glacial forces from the Pleistocene Era. As the ice sheet that formed the Valporaiso Morainic System melted, creek valleys were scoured that are present today in the northern part of the township, as shown in the bottom two photographs. At bottom left is an area of lowlands bordering Hickory Creek on the grounds of the Sanctuary Golf Course in Section 15. Shown at bottom right is Maple Road in the hamlet of Marley, where the road slopes down toward the west at Marley Creek. The top illustration shows the slightly undulating terrain formed by the moraines on the outer edge of the Valparaiso Morainic System.

Prior to the arrival of settlers from the eastern states of the young country, other peoples lived on the land. Native Americans peoples from the Early Archaic (circa 9,000 B.C. to 6,000 B.C.) to the Mississippian Period (1,000 A.D. to the arrival of French settlers) left several remnants in New Lenox Township. Bisecting the township from the west to the east is Sauk Trail, dating back perhaps to 8,000 B.C.[1] Eleven individual sites had been identified as of 1988, broken down in the following table below by type, size, and geographic location:

New Lenox Township Archaeological Sites[2]

Site Name or Section Number	Cultural Affiliation	Type of Site	Topographic Location	Year Reported
Section 8	Unknown	Unspecified prehistoric	Uplands	1934
Francis Farm (Section 16)	Unknown	Unspecified prehistoric	Slope	1957
Jensen (Section 14)	Middle Woodland, Late Woodland, and Mississippian	Habitation	Slope	1957
Section 14	Mississippian	Unspecified prehistoric	Bluff top	1957
Section 18	Unspecified archaic	Camp	Uplands	1957
Gougar (Section 18)	Unspecified historic	Mound	Floodplain	1957
Section 17	Unspecified prehistoric	Unspecified prehistoric	Terrace	1963
Section 17	Late Archaic and Mississippian	Camp	Floodplain	1967
Jackson Branch (Section 31)	Unspecified prehistoric	Unspecified prehistoric	Uplands	1977
Section 2	Unspecified Woodland	Camp	Uplands	1978
Section 14	Mississippian	Unspecified prehistoric	Uplands	1984
Section 14	Unspecified prehistoric	Unspecified prehistoric	Terrace	1984

A site investigated recently (mid-1990s) contains the remains of settlements dating from the Late Woodland (400 A.D. to 1000 A.D.), Mississippian (1000 A.D. to 1600 A.D.), and Proto-Historic (1600 to 1673) periods, with artifacts, hearths, storage and trash pits, individual post holes, and whole and partial structure remnants.[3] When the golf course was planned out in ensuing years, the fairways were curved around sites with important findings in order to preserve them.

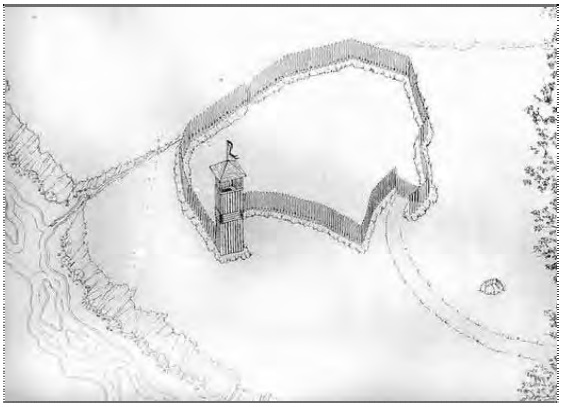
Illustrated at left are excavations at the New Lenox Site, 11-Wi-213, in 1995 (photograph from the Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS) online database, Illinois Historic Preservation Agency).

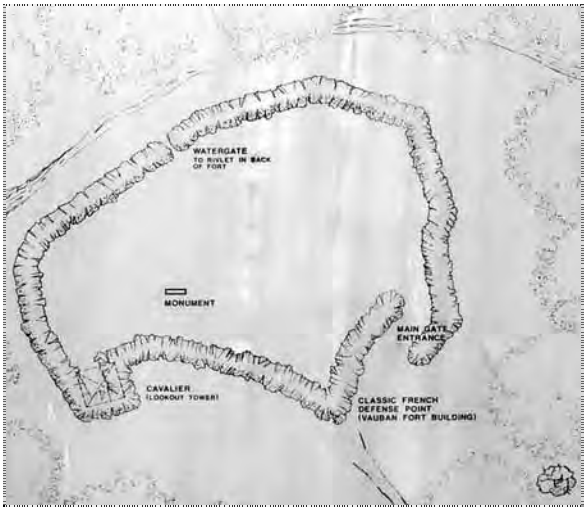
[1] Originally, the Sauk Trail ran easterly across Illinois from Rock Island to the Illinois River near Peru, continuing parallel to the north bank of the Illinois and Des Plaines River to Joliet, then easterly to Valparaiso, Indiana. From there it angled northeasterly to LaPorte and on across southern Michigan to Detroit.

[2] John Doershuk, *Plenemuk Mound and the Archaeology of Will County*, Illinois Cultural Resources Study No. 3 (Springfield, Illinois: Illinois Historic Preservation Agency, 1988), 96–8.

[3] Registration Form for New Lenox Site, 11-Wi-213, National Register of Historic Places, prepared by Midwest Save Our Ancestors Remains and Resources Indigenous Network Group (Midwest SOARRING), 2 May 1995 [Draft]. This draft version of the National Register form, unsigned by state and federal preservation officers, was obtained from the Will County Land Use Department. It is not available for public viewing due to the need to keep the site location confidential.

The earliest Europeans to spend any length of time in the region of New Lenox Township appear to have been the French troops and fur traders that built and occupied a fortification on high ground over looking a tributary of Hickory Creek. The fort, with its distinctive V-shaped walls, was based on design concepts of Marshall Sebastien Vauban (1633-1707), military architect to Louis XIV. Evidence has been found by archaeologists in the 1970s for post holes for the stockade fence, which was dated to 1729 during the war between French fur traders and the Fox tribe of Native Americans. Based on this investigation, it is believed that the fort was in use for only a relatively short period of time.





Illustrated at top is an overall view of the site of the French fort. A ring of low mounds marks the location of the perimeter walls. The drawings above show schematically how the fort may have looked (left image) and the mounds defining the perimeter of the fort (right). The marker at left was placed at the site in the 1930s by the Will County Centennial Committee. Other markers, placed on the boulder shown below, mark the site along Francis Road.

Shown above left is a portion of the earthwork remains of the French fort, located in Section 8 on a bluff above a tributary of Hickory Creek and within the Higinbotham Woods of the Joliet Park District. The trail at left extends over the earthworks, and foot traffic may damage them. Protection in the form of wood framed walkways should be considered, such as the example shown above. (Photograph above right of the World War I battlefield at Beaumont-Hamel in France from Natalie Bull and David Panton, "Drafting the Vimy Charter for Conservation of Battlefield Terrain," APT Bulletin *31, no. 4 (2000).) The photograph at lower left shows the remains of the hearth for Aaron Friend's trading post, which was discovered in 1978, and located several hundred yards south of the site of the French fort.*

Arrival of Permanent European Settlers

Exactly a century after the French fort was in use, the first Europeans to settle in the region of New Lenox Township arrived: Joseph Brown, Aaron Friend, and Col. Sayre. Brown and Sayre lived in an old Indian bark shanty; Friend had an unfinished log cabin.[4] Friend was described as a trader, but little is known about either of them. Friend, a Native American, eventually relocated west after the Black Hawk War. While in the New Lenox region, Friend reportedly operated a "trading post" several hundred yards south of the site of the French fort, which was located near a Potawatomi Village. Col. Sayre, who built a saw mill in 1832 or 1833 on Hickory Creek in Joliet Township nearly a half mile from the border with New Lenox Township, is reported to have arrived in the area in 1829 as well. Joseph Brown is known to have died in the fall of 1830.

Earlier that same year, several other settlers came to the area, including William Rice Sr. and William Rice Jr. and their families. The Rices built a log cabin and broke the prairie sod on five acres of land they sold to John Gougar, son of William Gougar Sr., in the fall of 1830.[5] A man named Grover worked for the elder Gougar and assisted in preparing the cabin for the rest of the family, who were to move from

[4] Harriet J. Francis, "History of New Lenox," address given at a P.T.A. meeting at Haven School, 11 February 1958, 1.

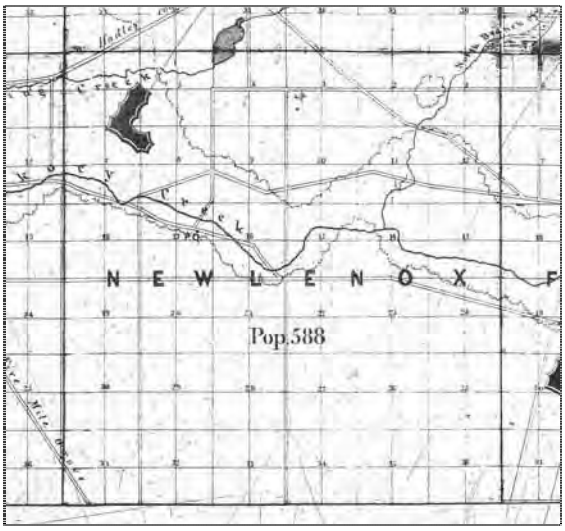
[5] The farmstead site for this land is discussed later in this chapter. It is not known with the present research if the original homestead and the historic farmstead site are one in the same.

Pennsylvania the following year. In the meantime, the Rices built a temporary structure in the vicinity of the future town of New Lenox. Lewis Kercheval arrived in the areas from Ohio in October 1830, and built a tent for his family's shelter while a homestead cabin was finished.[6] Among the other early settlers were Samuel Russell from Connecticut and John I. Davidson from New Jersey. The latter bought out Aaron Friend's land claim. Joseph Norman from Indiana settled in the area in 1830 before John Gougar.

The first winter of 1830–1831, known as that of the "Deep Snow," was extremely difficult for these early settlers. Beginning a few days before Christmas, snow fell to a depth of three feet with drifts of four to six feet. High winds and bitterly cold temperatures continued over the next two months, leaving many homesteaders trapped on their land. Kercheval is reported to have cut down trees so his horses and cows feed upon the upper branches.[7]

Most early settlers chose land bordering or near to Hickory Creek. The Abraham Francis family, who like many other early settlers could trace their heritage to England, came from Ohio in 1831. Cornelius C. Van Horne and family, from New York State, settled in the township in 1832, followed by Joseph S. Reynolds of Ohio the following year. Others who settled on Hickory Creek included Michael and Jared Runyon; Isaac and Samuel Pence; Joseph, Alfred, and James Johnson; and Henry Higinbotham. The latter bought out Col. Sayer's interest in his saw mill in 1834. Samuel Haven and his sons, Dwight, Carlos, Rush, and Alvin, emigrated from New York State in 1835 or 1836.

Within the natural boundary of the Des Plaines River Valley, and extending to the Sauganashkee Slough and other swampland on the east and Hickory Creek on the south, early settlers of European origin established a region they called "Yankee Settlement."[8] In the years before the beginning of construction on the Illinois and Michigan Canal in 1837, Yankee Settlement encompassed the region of the soon-to-be-



The northern half of New Lenox lay within the region known as "Yankee Settlement," which extended from the Des Plaines River to Hickory Creek. An early plat map of the region is shown above left from 1851 (Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois *(Chicago: James H. Rees, 1851)). The historic woodlands of New Lenox Township, still largely extant today, are shown in the plat map illustrated above right from 1873* (Combination Atlas Map of Will County *(Elgin, Illinois: Thompson Brothers & Burr, 1873)).*

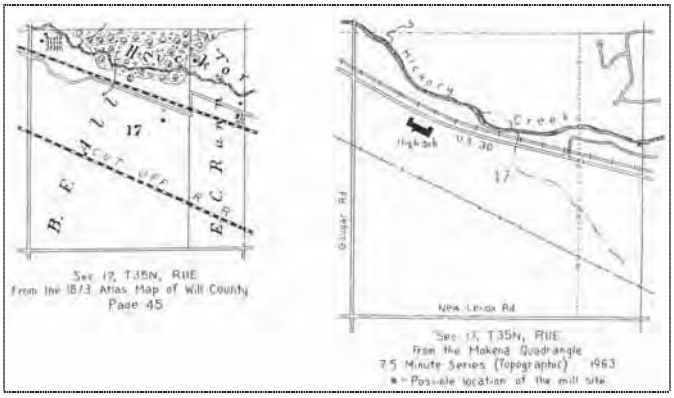
[6] George Woodruff, *History of Will County, Illinois* (Chicago: Wm. Le Baron Jr., & Company, 1878), 495–6.

[7] Ibid., 496. Ms. Gougar reported in 1958 that the "Kerchevals built north of the greenhouses on Gougar Road. At least, when [I was] a child attending Gougar School, we used to go to an old haunted house, which was called the Kercheval house" (Francis, "History of New Lenox," 2).

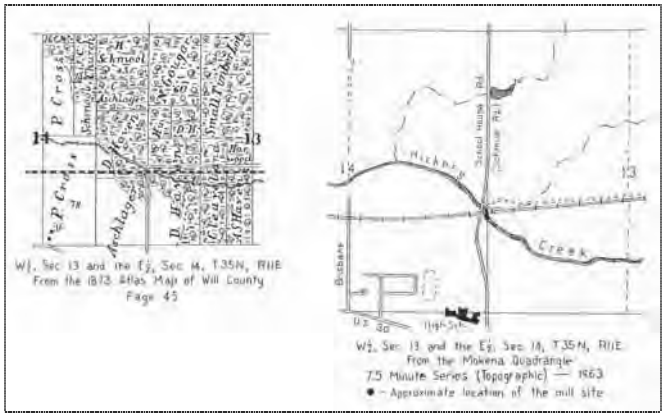
[8] Sauganashkee Slough is a shallow lake east of Lemont in Cook County and lies in lowlands formed at the end of the last Ice Age. Hickory Creek lies to the north of contemporary New Lenox, and flows into the Des Plaines River south of Joliet, opposite of the former site of Joliet Mound.

established villages of Lockport and Lemont. A guide book to Illinois dating from 1837 defined Yankee Settlement as being "in the southwestern part of Cook and corner of Will county, a large settlement in a rich undulating prairie, between Hickory Creek, and the Sauganaskee."[9] The settlers of northern New Lenox Township were included in this region. The immediate area around Hickory Creek, extending and including the region later part of Frankfort Township, was known as Hickory Creek Settlement. This area was a natural place for early settlers to gather, since they located "near timber to use for building and fuel and also sell cord wood. They located near water for themselves and the stock. They cut the timber and had it sawed for their buildings and they hunted wildlife for food."[10]

The first saw mill in New Lenox Township was built by Joseph Norman, on Hickory Creek, in 1833 or 1834, followed by Isaac Hine's saw mill in 1836. With the abundance of timber along Hickory Creek, these were appropriate additions to the region, even with the Sayre mill nearby in Joliet Township. Of the forest it was later written that "no part of the county had a better growth of fine timber than did Hickory Creek. Its black walnuts, oaks and hickories were the wonder and astonishment of the pioneers and furnished immense quantities of a fine quality lumber for the cabins and fences."[11] It was also this timber that built the many early homesteads that are still extant in New Lenox Township.



The maps illustrated here show the locations of early saw mills of New Lenox Township. The location of Joseph Norman's saw mill (map above) was on Hickory Creek at the border between Section 16 and 17. The Isaac Hine saw mill (map below) was located on Hickory Creek near where it crosses Schoolhouse Road. (Drawings reproduced from Philip E. Vierling, Early Powered Mills of the Des Plaines River and Its Tributaries, Illinois, *Volume II (Chicago: Illinois Country Outdoor Guides, 1998).)*



[9] J.M. Peck, *A Gazetteer of Illinois, in Three Parts: Containing a General View of the State, a General View of Each County, and a Particular Description of Each Town, Settlement, Stream, Prairie, Bottom, Bluff, Etc.; Alphabetically Arranged* (Philadelphia: Grigg & Elliot, 1837), 313.
[10] Francis, "History of New Lenox," n.p.
[11] W.W. Stevens, *Past and Present of Will County, Illinois* (Chicago: S.J. Clarke Publishing, 1907), 102.

Illustrated above are early naturalist photographs from the early 1900s of forests in the region of western New Lenox Township bordering Hickory Creek (University of Chicago, Department of Botany Records). Since it was reported that much of the best old-growth timber was cut down by early settlers, it is possible that these are images of second generation forests.

The first "traveled" road, known today as Route 30, extended east-west across New Lenox Township and was based on the route of the Old Sauk Trail. The first post office in Will County was established at homestead of William Gougar Sr. in 1832, although C.C. Van Horne served as postmaster. It was relocated Joliet the following year. A post office under the name of Young Hickory was established 8 June 1846. Following the reorganization of county government in 1851, the name New Lenox was taken from Lenox, New York, where J. Van Duser, the first county supervisor, originated. The Young Hickory post office was renamed New Lenox the same year.[12]

During the period before the Civil War, the underground railway helped African Americans who had escaped from slavery in the South. Several locations in New Lenox have been reported as "stops" along the underground railway route,[13] including the homes of Samuel Haven, Abel Bliss,[14] and others. Haven's farmstead in Section 24 received "passengers" who had passed between a Mr. Beaumont in Joliet and Bliss in Section 18 of New Lenox Township.[15] (The Samuel Haven homestead, Old Brick Tavern, is illustrated on the following page.)

Relocated to Joliet Township, 1980 Mills Road, 07-24-400-037 (survey site 52)

Illustrated at left is the Abel Bliss farmhouse, formerly located on Haven Avenue in Section 18 of New Lenox Township. As seen in this photograph, it is being readied for a move, and ended up in Joliet Township. It is to be renovated for a social service center. The Abel Bliss farmstead was reportedly a "stop" on the Underground Railroad.

[12] This post office was closed in 1853. As discussed below, another New Lenox post office was established after the village was founded.

[13] The current owner of the Reynolds–Schwab house in Section 11, discussed later in this chapter, reported that his property was also a "stop" on the Underground Railroad. This information had come from the previous owner of the house.

[14] Abel Bliss was born in Hampton County, Massachusetts, on 9 February 1810. He settled in the region of New Lenox Township in 1837, marrying Lucinda Blake (also from Hampton County) in 1840. Three of their children lived to adulthood: Harriet, Abel Jr., and Alice. Abel Bliss' farm was 500 acres in size in the late 1870s. (Woodruff, *History of Will County, Illinois*, 778.)

[15] Francis, "History of New Lenox," n.p.

Soon after the arrival of farming settlers, a dirt road ran through the northern part of Section 1 of New Lenox Township that connected Joliet with settlements to the east. (This road roughly followed the path known since the 1930s as Illinois Route 6, Southwest Highway.) The road was lined with maple trees along portions of its length planted by Charles Snoad, who owned several hundred acres of land in Sections 5 and 6 of New Lenox Township. In planting these trees, Snoad established the straight alignment of Route 6. It was given the name Maple Street in the 1860s.

Upon coming to the prairies, the initial priorities of early settlers included provision for shelter and developing sufficient agricultural resources for basic subsistence. Soon thereafter, long before agricultural production became market-oriented, settlers established educational, religious, and social institutions to meet less tangible needs, as well as business institutions to expand and supplement those that were tangible. These led to the opening of schools and the gathering of settlers with a common faith. The schoolhouse sometimes was utilized for religious services until a separate structure could be built by the congregation. These community buildings were also used for local political and administrative functions, such as early township meetings, as well as the first meeting places of religious worship. For the development of economic and business needs, settlements were established. In New Lenox Township, most settlements were based on transportation routes, such as the early road system, or after 1852, the railroad. The following section of the report discusses the development of settlements in the region and the institutions that formed in and around them.

Old Brick Tavern. *This fine brick structure with Greek Revival detailing on Route 30 in Section 24 was originally built by Samuel Haven. It is said to have served as the family home as well as a tavern and inn for travelers along the old Sauk Trail. This farmstead, shown in the 1950s in an aerial photograph from This is Will County, Illinois (1955), is reported to have been a "stop" on the Underground Railroad. This historic structure was suddenly demolished in 1995, and is a significant loss to the heritage of Will County. A monument, illustrated above, was constructed from surviving bricks to mark the location of the Old Brick Tavern, and was designated a Will County Landmark on 21 September 1995.*

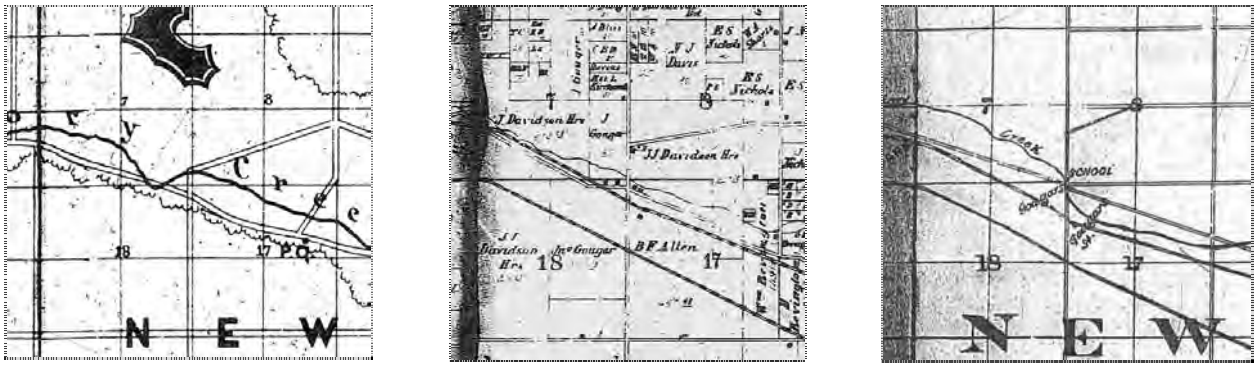
The Settlements and Towns of New Lenox Township

Gougar's Crossing

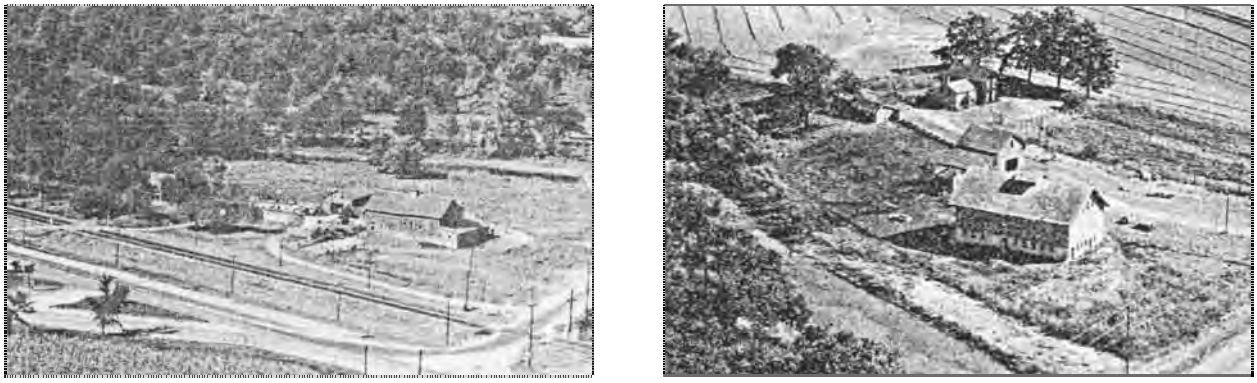
> History records that the first settlers who came to this community to make their home settled at, or near, Gougar's Crossing.[16]

According to the above affirmation of Ms. Francis, made in 1958, Gougar's Crossing was the first settlement of European settlers in New Lenox Township. It is difficult to visualize this settlement based on extant elements, although it seems that it simply was a grouping of a few homesteads. William Rice Sr. and William Rice Jr. had built a log cabin in this vicinity in 1830, which was purchased later in the year by John Gougar, representing his father, William. This homestead was the site of Will County's first post office, which relocated officially to "Juliet" (Joliet) on 29 June 1833. The plat map for 1862 shows a grouping of four homestead sites at the intersection of present-day Gougar Road and the route known as Old New Lenox Road. Also by 1862, the Rock Island and Pacific Railroad passed to the south of the crossroads settlement. The crossing was a stop for milk trains in the 1880s and 1890s, where as many as 75 cans, each holding 8 gallons, were loaded every morning.[17]

Other names for Gougar's Crossing were Gaugers and Gaugers Crossings. Plat maps from the late 1920s and 1940 marked "Gaugers," but not near the intersection of Gougar Road and Route 30. On these plat maps, Gaugers is located a little over a half mile east along Route 30, approximately at the location of the



The map excerpts above show the area of Gougar's Crossing in 1851 (left), 1862 (center, with four homestead sites marked), and 1898 (right). The map above right mistakenly shows Gougar School as being at the crossing, which actually was located at the intersection of Francis and Gougar Roads. The aerial photographs below document the Davis Gougar (left) and Florence H. Williams (right) farmsteads in the mid-1950s. The farmhouse on the Gougar farmstead appears to be the only extant structure. (Map above left excerpted from Map of the Counties of Cook […] the Northern Part of Will, State of Illinois *(1851); above center from Burhans and Van Vechten,* Map of Will County, Illinois *(1862); above right from* Snyder's Real Estate Map of Cook, Du Page, and Part of Will Counties *(1898); and historic photographs below from Drury,* This is Will County, Illinois *(1955).*



[16] Francis, "History of New Lenox," 1.
[17] Ibid., 4.

present day Interstate 80 interchange. A gravel quarry was active in the 1930s and 1940s in northeast Section 18 near the intersection of Gougar Road and Route 30. The William Gougar farmhouse, reportedly built between 1840 and 1845, is the only extant historic structure at the crossing.

Spencer

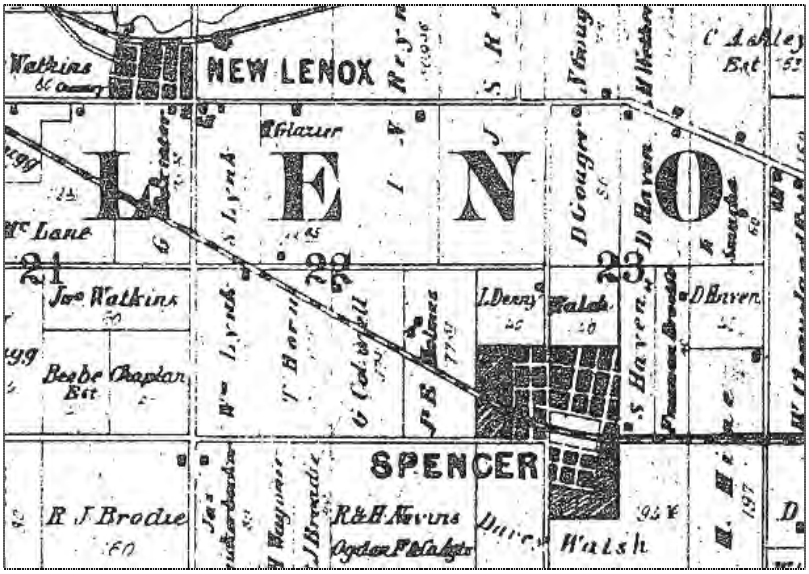
The village of Spencer was surveyed and platted in 1856 by A.J. Mathewson, County Surveyor, for Frank Goodspeed and Albert Mudge, who owned the land on which it was located. Situated along the right of way of the Joliet Cut-off of the Michigan Central Railroad, this was the first settlement platted in New Lenox Township. Russell Kennedy built the first structure at the site, a storehouse, in 1856, followed by a grain elevator the following year. A post office was established on 5 September 1857.[18] In 1875, H.S. Carpenter built another large elevator, which was operated by W.M. Dudley. Business at this elevator was 800 car loads of grain (corn and oats) in the later 1870s. By 1878, Spencer had two stores operated by N.P. Holmes and the Knapp Brothers, plus a saloon, post office, blacksmith-shop, shoe shop, and a grain dealer. Spencer did not have a church and the nearest school was located approximately a half mile south of the settlement. At this time it was commented that "a considerable amount of business" was transacted in what was described as a "little and apparently unimportant village," due in large part to the productivity of the area farmers who shipped from its train station.[19]

The Holmes family was associated with Spencer. Asher Holmes, born in Sherburne, Chenango County, New York, in September 1796. He married Eliza Ann Elmore in 1826 and came to the New Lenox Township region in 1835. Asher and Eliza Asher had seven children: James E., Myron, Orasmus, Lydia, Sophie, Julius S., and Eliza Ann. Asher Holmes farm was located in Section 22 of New Lenox Township. James E. Holmes was born in 1827 and married Mary E. Stiffler in 1854, and had three children that lived to adulthood. The James E. Holmes farm, specializing in stock raising, was located in southeast Section 22, west of the settlement of Spencer. James Holmes served as postmaster of the Spencer post office for over two decades, as well as Town Clerk and Street Commissioner. Julius Holmes was born in 1848 and married Sophie Willis in 1871, and the couple had five children. Julius was a dealer in grain, coal, and ground feed and may have lived in Spencer and served as School Trustee, possibly for Spencer School.[20]

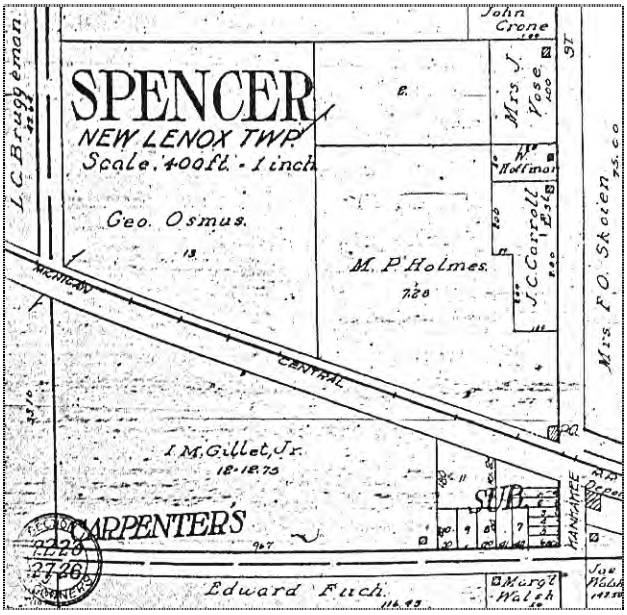
Spencer declined in the later 1800s, because by 1907 it was described as being somewhat smaller than 30 years before, and its business seems to have been diverted to New Lenox, Frankfort, and Mokena.[21] The post office was closed in 1913. The decline of Spencer is borne out by examining the plat maps reproduced below. Despite its optimistic beginning, Spencer never lived up to its promise. Several original buildings, however, remain at the site, including several houses that in recent years have been repaired by their owners.

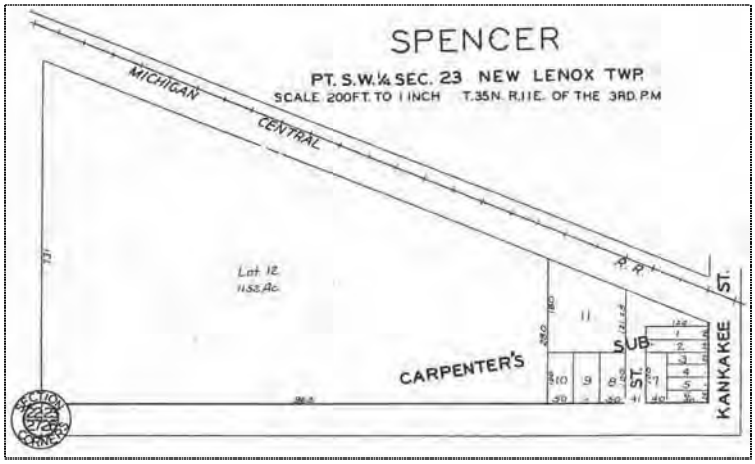
Illustrated at left is the Orasmus Holmes farmstead, illustrated in the Genealogical and Biographical Record of Will County, Illinois *(Chicago: Biographical Publishing Company, 1900). It is a rare example of a saltbox house type, and may have been a Hall and Parlor or I House with a rear addition. The house in the form shown at left was not found during the rural survey and may no longer be extant. One house in Spencer, however, shown in the center of the top photograph on page 11 has similar proportions, although the "saltbox" addition has been removed or shifted. Additional investigation is necessary to determine if they are the same house.*

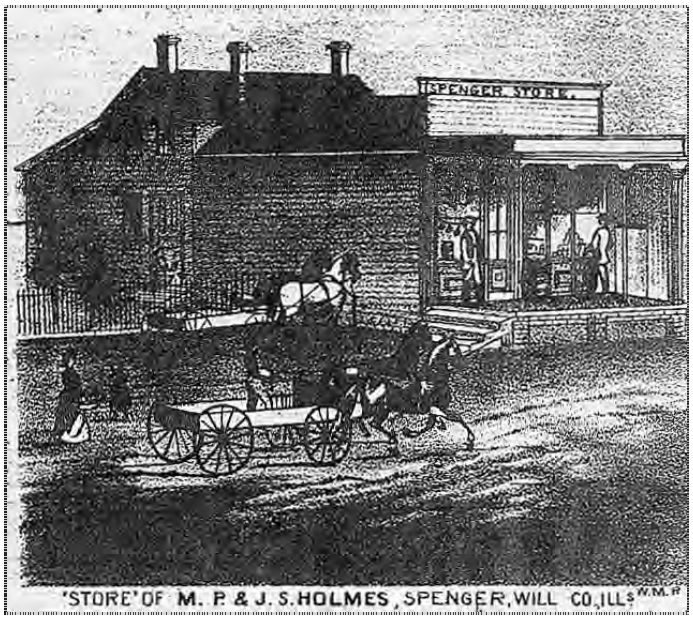
[18] *Illinois Place Names*, William E. Keller, editor, and James N. Adams, compiler (Springfield, Illinois: Illinois State Historical Society, 1989), 513.
[19] Woodruff, *History of Will County, Illinois*, 506.
[20] Ibid., 783.
[21] W.W. Stevens, *Past and Present of Will County, Illinois* (Chicago: S.J. Clarke Publishing, 1907), n.p.



The plat maps illustrated here tell the story of Spencer: an optimistic beginning, followed by the reality that development never really occurred. At left is an excerpt from the 1862 plat map showing that Spencer was anticipated to be larger than New Lenox. The detail plat map from 1862 (below left) shows the rotated grid of streets oriented with the right-of-way for the Joliet Cut-off of the Michigan Central Railroad. These blocks were never officially established, and the 1909 plat map below right shows settled plots of land south of the railroad tracks and extending north along "Kankakee Street" (Spencer Road). The bottom image is a plat map dating from 1958 (Sidwell Studios).







The illustration at left, from the Combination Atlas Map of Will County *(1873), shows the "store" (at the drawing title indicates) of M.P. and J.S. Holmes, located in "Spenger" (Spencer). One of the few structures remaining from the New Lenox Grain Company (as it was called in the 1950s) is shown below, which is located approximately 15 yards from the former right-of-way of the railroad tracks. The historic photograph of the New Lenox Grain Company at lower left is reproduced from Drury,* This is Will County, Illinois *(1955). The photograph at lower right was taken at the time of the 1988 rural reconnaissance survey of Will County.*

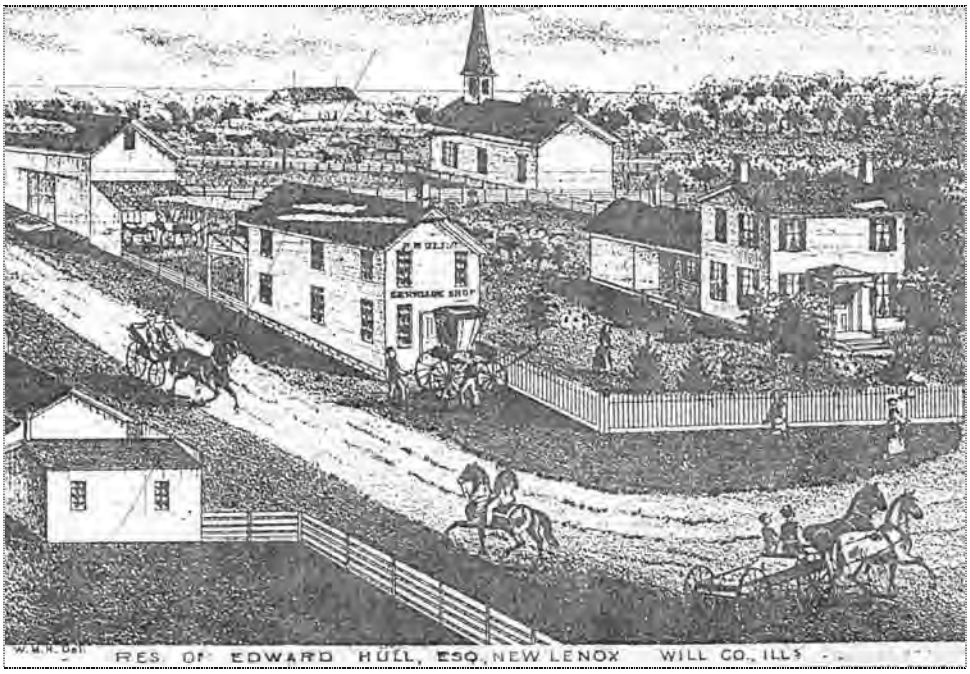
Several houses are still extant at the site of Spencer, although they have had extensive alterations. Nonetheless, it is still possible to see their relationship as an early railroad settlement through their relatively common architectural scale and relationship to the former railroad grading. In comparing these houses with the photographs taken in 1988 during the previous rural survey, it is apparent that some of these houses have been repaired in recent years. Most of the houses, however, are clad with synthetic siding. The house shown at lower right has had historicized ornament applied to the roof and porch eaves. Spencer Park, shown at bottom right, preserves the name of the region.

New Lenox

The town of New Lenox, officially incorporated as the Village of New Lenox since 1946, was first platted in 1858 by George Gaylord of Lockport, and surveyed by A. J. Mathewson, County Surveyor. The town's region prior to its survey was called Van Horne's Point by area settlers. The name originally recorded on the 1858 plat was Tracy, after the general superintendent of the Rock Island and Pacific Railroad. When Mr. Tracy requested that another name be found, it was decided to use the same name for the town that J. Van Duser had selected a few years before when naming the township.

The first residence in the town was built by a Mr. Robinson, followed by C.C. Van Horne, both completed before the town was officially surveyed.[22] A storehouse was soon built along the railroad tracks. A grain warehouse was built by Samuel Woodward. When the town of New Lenox was founded, the post office initially was named Tracy after the official survey documents. It was officially renamed New Lenox in 1863.[23] By the later 1870s, the town had three stores, operated by W. Knickerbocker, Tunis Lynk and George Hilton, plus three blacksmith shops, one grain warehouse, two wagon shops, one hotel, one tin shop, and one physician. A butter factory was operated by J.B. Saulsbury, about whom it was said, "he does not make cheese, but devotes his entire attention to the manufacture of butter, and works up from four to five thousand pounds of milk daily…."[24]

By the end of the nineteenth century, three railroads intersected within the vicinity of New Lenox: the Chicago, Rock Island and Pacific Railroad, the Wabash Railroad, and the Elgin, Joliet and Eastern Railroad. Despite this potential advantage, the growth of New Lenox was relatively slow.[25] The town "became" a suburb of Chicago in the mid-1920s, when Rock Island electric trains began to run service



The Combination Atlas Map of Will County *(1873) published this illustration of New Lenox, with Cedar Road at left and Maple Street extending to the right. Edward Hull's Carriage Shop is shown with his homestead adjacent. The church building in the upper portion of the illustration is the Bethel Methodist Church that stood at the corner of Pine and Hickory Streets.*

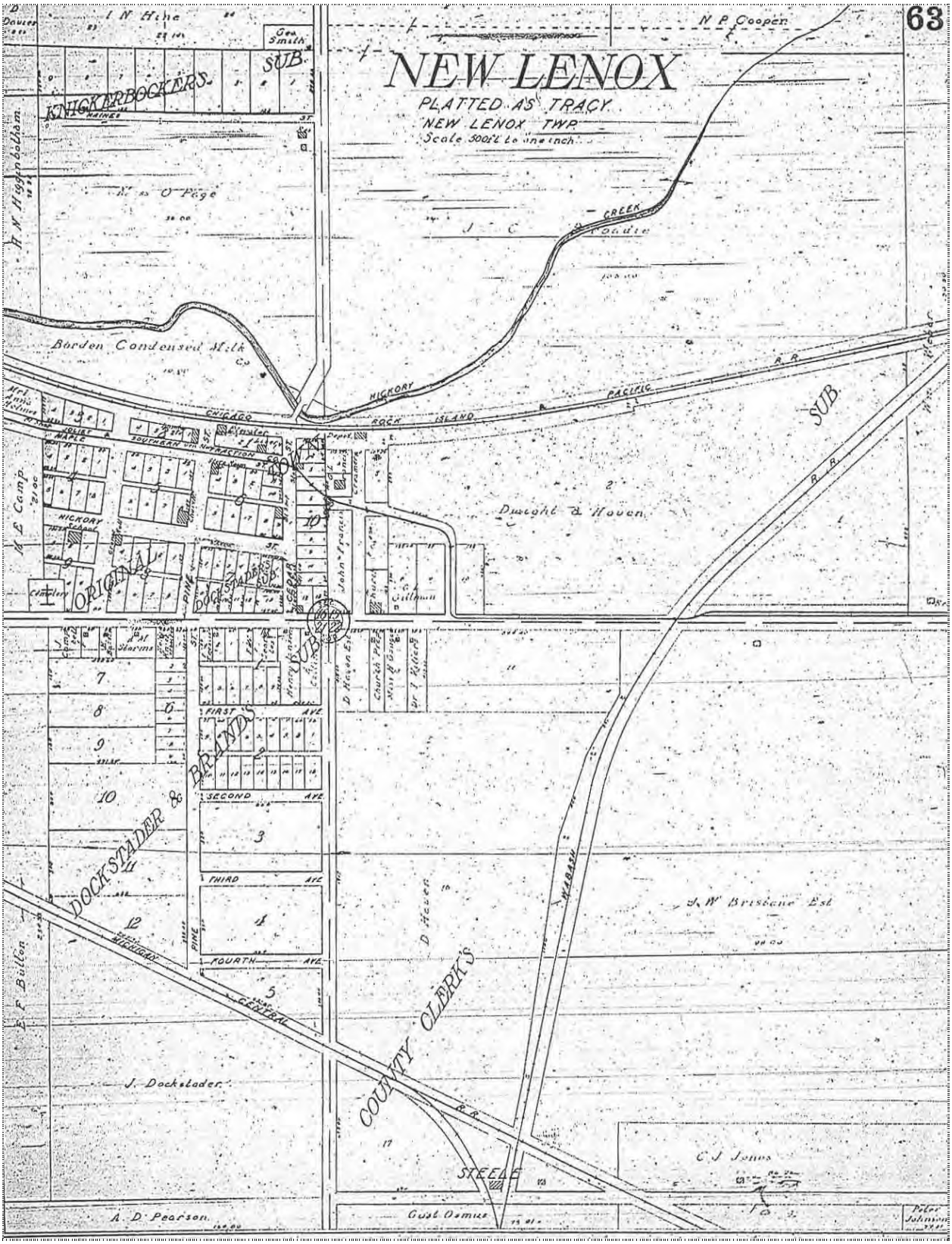
[22] Woodruff, *History of Will County, Illinois,* 505.
[23] *Illinois Place Names,* 451.
[24] Woodruff, *History of Will County, Illinois,* 505.
[25] August Maue, *History of Will County, Illinois* (Indianapolis: Historical Publishing, 1928), 316.

Maple Street, view to the west, in New Lenox is shown in a historic postcard circa 1900. The photograph at left shows Maple Street, with the view looking the same direction, as it appears currently.

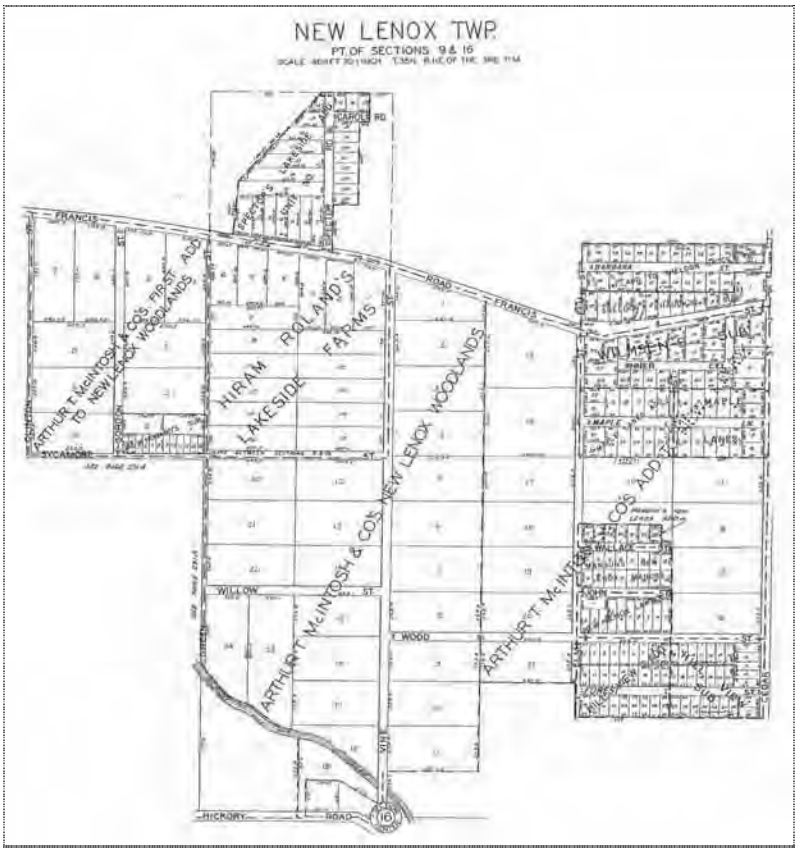
through the town. Commuters could live in New Lenox and work in Chicago. By the late 1920s, New Lenox State Bank, numerous stores, and the lumber yards north of Hickory Creek at Cedar Road were the main businesses in town. New Lenox was incorporated as a village in 1946. Residential development in the town continued in waves up to the present. In the late 1950s, local historian Harriet Francis made the following prediction, which in many respects has come to pass:

> More hundreds of acres are being subdivided into city lots or acre tracts. Houses have spring up almost overnight, as it were, and these people are pioneering among us and calling this home. The rural life which we have enjoyed has changed some and may become quite complex and metropolitan. This community is or soon will be a part of Greater Chicago. I'm not trying to prophesy. I only know times are changing rapidly.[26]

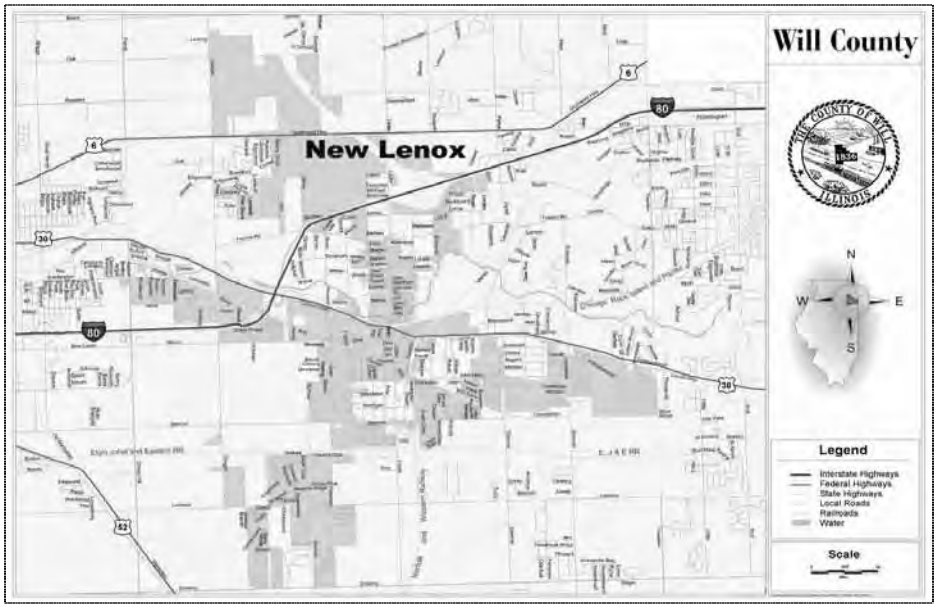
[26] Francis, "History of New Lenox," 9.



Illustrated above is the plat map of New Lenox from Geo. A. Ogle & Co., Standard Atlas of Will County, Illinois *(Chicago, 1909).*



The plat map above shows the subdivision of portions of Sections 9 and 16 in New Lenox Township, which was formerly farmland owned by J.M. Spector (Francis farmstead) and woodlands for area farmer's access to timber (Sidwell Studio, 1958). Portions of this land were subdivided into five acre lots as early as the 1860s for regional farmers and New Lenox residents to have access to timber for their own uses. This land appears to have been annexed around the time the Village of New Lenox was incorporated in 1946. The recent map of New Lenox Township, illustrated below, shows the annexations that New Lenox has made across the township in all four directions (map courtesy of the Will County Land Use Department).



The historic photograph above shows H.N. Dickinson's store and the grain elevator circa 1905. A current photograph of the same structures is shown at right. (Historic photograph reproduced from Robert E. Sterling, A Pictorial History of Will County: Volume I *(Joliet, Illinois: 2H Printing, 1975).)*

Churches of New Lenox

The Mormons, as early as 1831, were the first to hold services in the region. The Methodists came next, and it is they who would dominate much of the religious life of New Lenox in the early decades of settlement. In the 1830s and 1840s, religious services were held in the homes of Thomas and Abraham Francis, John Cooper, others. Among the leaders of these services was Rev. Stephen R. Boggs, a circuit rider. Another visiting preacher, Rev. Reed, held services in basement of Francis' new barn. Services were also held west of Cedar Road in a schoolhouse on Francis Road.[27]

The first church building in New Lenox Township was the Bethel Methodist Church, erected in 1850. In 1859, the church building was moved to the newly established town of New Lenox, where the structure received several modifications. Bethel Methodist was later joined by Grace Episcopal Church, which opened in September 1870. A new Methodist church building was built in 1899 and dedicated the following year.

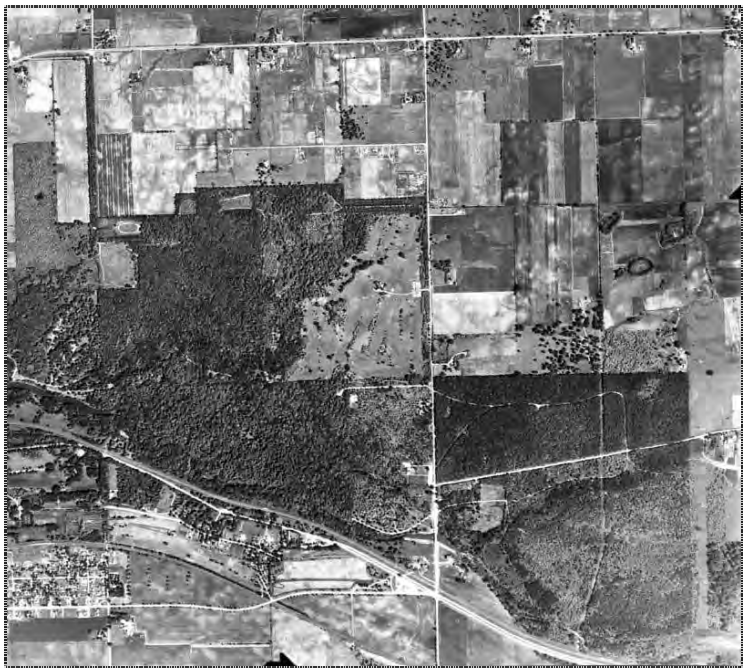
In the 1860s, the Rock River conference of the Methodist Church purchased a picnic grounds and resort called "Cold Springs" adjoining the west side of the village for annual camp meetings of the church.[28] The first meeting was held in 1867. Forty years later, the camp grounds were described as "fenced and very neatly and tastefully fitted up with cottages and suitably built buildings and are now the pride of the community,"[29] when meeting were held for two weeks in August. A dining hall and small store served meeting congregants. New Lenox was referred to as "the Mecca of all Methodists" because it maintained one of the best camp meetings in the state.[30] Attendance at the Methodist Camp Grounds meetings declined in the first decades of the twentieth century and was discontinued in the mid-1920s.

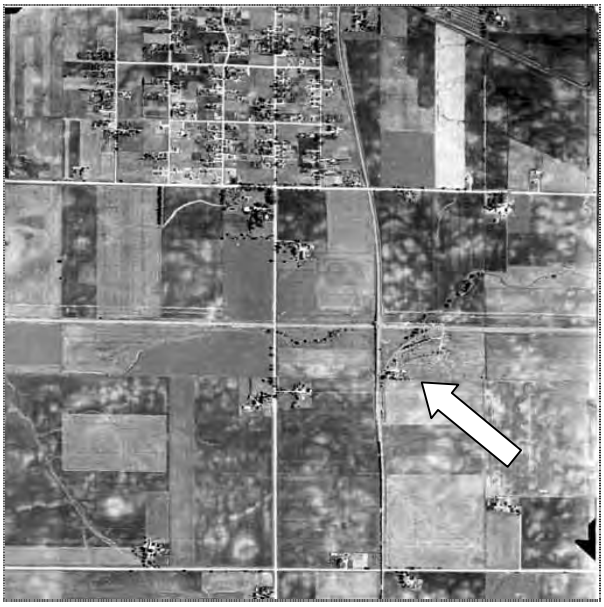
[27] Francis, "History of New Lenox," n.p.
[28] The camp meeting and revival meetings had their origins in the 1780s in the Presbyterian, Baptist, and Methodist denominations, primarily in frontier areas of Kentucky and Tennessee. By the time Will County was settled, the Methodists were the only regular practitioners of this type of gathering.
[29] Stevens, *Past and Present of Will County, Illinois,* 107.
[30] Maue, *History of Will County, Illinois,* 316.

Shown at top and above left are historic photographs of the Methodist Church buidling, built in 1899; a current view of the church is shown above right. Grace Episcopal Church, built in 1870, is shown below left in a historic photograph and below right in a current view. Grace Episcopal Church was reportedly modeled on a design published by American architect Richard Upjohn. (Historic photographs from the collection of the New Lenox Historical Society, obtained from the website of the Village of New Lenox at www.newlenox.net.)

Illustrated here are historic photographs of the Methodist Camp Grounds, with an entrance gate (left) and wood framed cottages (right). Cottages in two rows facing each other were a common arrangement at camp meeting sites. The former Methodist Camp Grounds are shown below, providing a welcome open park space in an area that, is becoming increasingly developed. A log cabin stands in the park, shown at bottom left; a historic photograph of the cabin is shown at bottom right. (Historic photographs above from Robert E. Sterling, A Pictorial History of Will County: Volume I *(Joliet, Illinois: 2H Printing, 1975); bottom right from the collection of the New Lenox Historical Society, obtained from the website of the Village of New Lenox at www.newlenox.net.)*

The historic photograph above left shows the Rock Island & Pacific Railroad depot in 1905, with the steel bridge at Cedar Road crossing Hickory Creek at the right and the New Lenox grain elevator in the distance. The photograph above right is a current view of the same scene. (Historic photograph reproduced from Robert E. Sterling, A Pictorial History of Will County: Volume I *(Joliet, Illinois: 2H Printing, 1975).) The aerial photograph shown below, taken 30 May 1954, includes the woodlands of Pilcher Park and Higinbotham Woods. The land in Sections 7 and 8 of New Lenox Township containing the woodlands was originally purchased by John and Nicholas Gougar, Lewis Kercheval, John Davison, and others between 1830 and 1834. By the time of the 1862 plat map, much of the land was part of J.J. Davison's estate. Forty years later, H.N. Higinbotham owned the land, who sold it to Robert Pilcher. It was given to the City of Joliet by Pilcher for a public park and forest preserve in 1920. Another use of open space in New Lenox Township is the New Lenox–Howell Airport, located on the former Reichert farm in Section 36. Shown at bottom is the main hangar of the small private airport.*





Shown above is an aerial view of Brisbane (noted with arrow) from 1939, a settlement established at the crossing of the Wabash and Elgin, Joliet and Eastern Railroads. Shown above right is the pole yard located at the crossing. The photograph at right shows some of the surviving house structures at the site. (Historic photograph above right from the collection of the New Lenox Historical Society, obtained from the website of the Village of New Lenox at www.newlenox.net.)

Brisbane

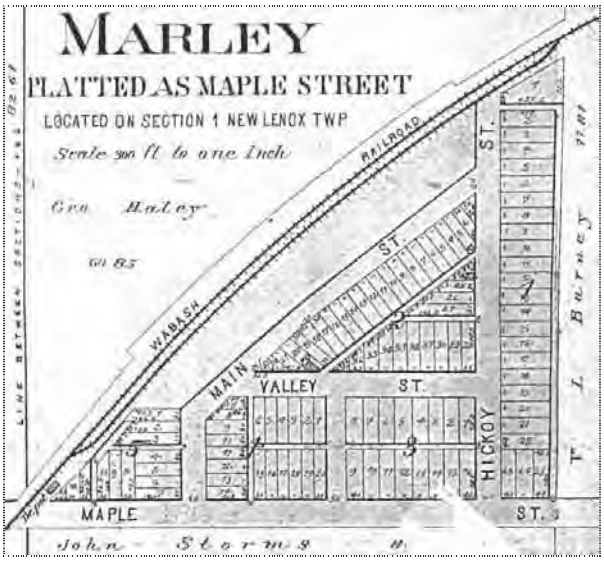
Brisbane was established sometime after the Wabash Railroad and Elgin, Joliet and Eastern Railroad was constructed in the late 1880s. It was first marked on plat maps in 1893. Activities at the site included the pole handling yard, illustrated at top right in a historic photograph. Structures still extant at the site include a few small houses, sheds, and at least one barn. Another railroad crossroads settlement called Steele was located at the intersection of the Wabash Railroad and Michigan Central Joliet Cut-off Railroad, approximately a mile north of Brisbane.

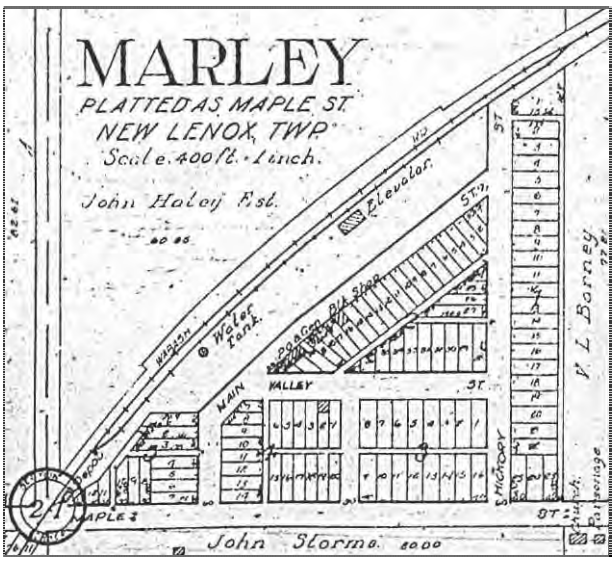
Marley

Marley is located on a rise in the landscape adjacent to Marley Creek (originally named North Fork Creek), which flows to Hickory Creek, in northeastern New Lenox Township. Prior to the arrival of settlers of European origin, much of the future hamlet site was covered with forest. The land was purchased initially by Peter Bolles on 23 June 1835,[31] a portion of whose original 82.35 acres were later purchased by Myron Nathan Marshall in June 1850. Marshall obtained 40 acres of the Bolles farm, along with another 40 acres to the north. Other members of the Marshall family owned land in Sections 1 and 12 of New Lenox Township.[32]

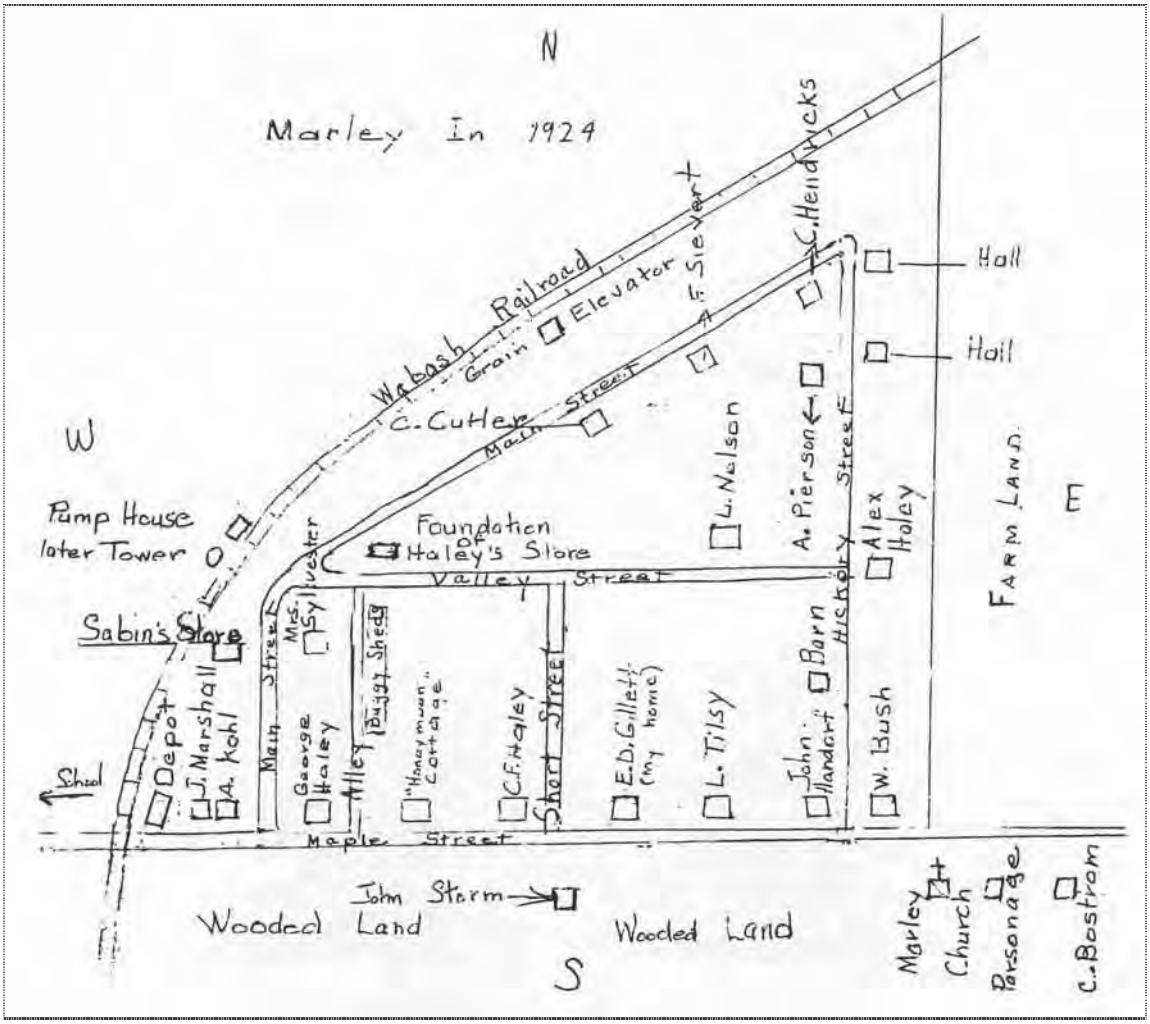
The community of Marley had it origins in the similarly-sized settlement of Hadley in Homer Township. Established around settlers with common religious beliefs in the 1830s, it grew to include a post office, two goods stores, a church, a blacksmith shop, and numerous dwellings by the 1840s. Hadley reached its

[31] Illinois Public Domain Land Tract Sales Database (www.ilsos.net/departments/archives/genealogy/ landsrch.html).
[32] Iva Gillett Sproat, *Heritage of Faith, Heritage of Land* (Coal City, Illinois: Bailey Printing and Publishing Company, 1983), 59.





Marley is shown above in two historic plat maps from 1893 (left) and 1909. They clearly show how the railroad and Maple Road defined the layout of the hamlet. The remarkable sketch map below shows the people living in Marley, the stores, and the railroad yard circa 1924 (Iva Gillett Sproat, Heritage of Faith, Heritage of Land *(Coal City, Illinois: Bailey Printing and Publishing Company, 1983)).*



Illustrated above is the view west along Maple Road circa 1900 (Sproat, Heritage of Faith, Heritage of Land *(1983)). A similar contemporary view is shown below, taken several hundred yards west of the historic photograph shown above. Trees and fences along the north side of Maple Road continue to define the street wall of the settlement. The small house in the righthand side of the photograph below is a house located on the same lot as the "honeymoon cottage," an even smaller house that newly married couple often occupied that was demolished around 1930.*

The historic photograph above shows Marley around 1910 as viewed from the west across the Wabash Railroad tracks. The water tower is visible at center right, with the Haley store in the center background and houses along Maple Road beyond. Marley Church is located within the stand of trees to the left of the Haley store. The image at left, dating from around 1920, shows the crossing at Maple Road with the Marley depot in the background. (Both historic photographs reproduced from Sproat, Heritage of Faith, Heritage of Land *(1983).)*

peak of population in the decade following, after which a decline in population occurred. Hadley Baptist Church was established at the settlement in the 1840s, with a church building constructed in 1850, but traced its origins to the first gathering of early settlers for religious services in 1833. As church members transferred to other congregations, and the Homer Congregational Church was founded in 1860, Hadley Baptist Church faced a crisis. By 1877, the church had only 23 members. Hadley Church struggled on, gaining new members but never able to command sufficient means to truly thrive.

In 1870, Myron Nathan Marshall sold 2,500 acres of land in New Lenox, Homer, and Frankfort Townships in Will County and Orland Township in Cook County to Archibald Allerton and his partner, a Mr. Staley from New York City, for the purpose of raising buffaloes, cattle, and horses. The southern boundary of this estate was Maple Street, with the main entrance located on land now occupied by the hamlet of Marley. This venture lasted a brief two years and the land was divided into smaller farms. In 1879, Allerton sold some of the remaining land to the Chicago and Strawn Railway Company for a railway right-of-way. Soon thereafter, Allerton sold 160 acres southeast of the right-of-way to George Haley.[33]

[33] George L. Haley was born in Wayne County, New York, in 1850 and was brought to Homer Township by his parents, Charles and Elizabeth Haley, in 1860. George Haley, who married Emma L. Dancer in 1875, had a 35 acre

Unfortunately, the Chicago and Strawn Railroad was not built, and Haley obtained the remaining land. Colonel Ralph Plumb of Streator, Illinois, obtained a contract on 4 May 1880 to build a rail line from Forrest, Illinois (located in Livingston County, southeast of Pontiac), to Chicago. This was to be an extension of the Wabash, St. Louis, and Pacific Railway. The rail line was completed in 1881, and a depot was built on the east side of the tracks north of Maple Road.[34]

The triangular piece of land bounded by the railroad tracks and Maple Road were owned by George Haley sixteen acres in size. To capitalize on the railroad's imminent arrival, Haley hired F. M. Wood of Streator in April 1880 to survey the sixteen acres into lots. The southern boundary of the settlement was Maple Road. Initially this subdivision with 111 lots was named Maple Street. A schoolhouse was already located about a quarter of a mile west of the Marley on Maple Road, dating from 1850.[35] In the center of this acreage, Griffin Marshall and his son, Edward, had purchased land to construct a frame building on Maple Road for a post office and general store on the first floor. Living quarters were provided on the second floor and a shed roof addition on one end. The name Marley was used for the post office when "Mar" and "ley" were taken from the Marshall and Haley family names.[36]

Illustrated above are two more views of Maple Road running east-west through Marley. Parallel to Maple Road is Valley Street in Marley (below), showing the view east with the Alex Haley house in the background; the former site of the Haley store was at the corner at the left side of the photograph.

farm in the late 1870s in northeast New Lenox Township)Woodruff, *History of Will County, Illinois,* 783).

[34] Sproat, *Heritage of Faith, Heritage of Land*, 59.

[35] Ibid. In 1895, this structure was replaced with a new wood frame building.

[36] Ibid., 59–60. Marley post office was established on 13 August 1880 and closed on 10 March 1919 (*Illinois Place Names*, 432).

The first residence after the founding of the settlement was built about in 1882 or 1883 by Benjamin Bowen at the intersection of Maple Road and Main Street. He was followed in 1885 by Chester McDermott, who built a cottage to the north of the Bowen house on Main and Valley Streets. Amos Savage built a home on the corner of Hickory Street and Maple Road. A small hotel primarily to serve the needs of railroad workers was built near the railroad tracks on the west side of Main Street near Valley Street.[37] In addition to these houses, the railroad built several structures, including a pump house, a water tower, and coal chutes (a long storage building for coal). In the later 1880s, a grain elevator was built near the north part of the hamlet between Main Street and the railroad tracks.[38] A small livestock holding yard was located near the grain elevator.

Area farmers visited Marley almost daily to bring milk to the train depot for transport to Chicago, pick up mail, shop for groceries, and visit with residents. The Marshall store, later joined by the Haley Store at the corner of Main Street and Valley Street, sold heavy , as well as also pianos, windmills and automobiles, as well as groceries, yard goods and other general supplies. A blacksmith shop was set up by Adolph Haley, which was later taken over by the Rouse brothers. By 1900, Marley and the immediate vicinity included approximately 20 homes and adjacent farmsteads.[39] Other features of the town included a walk on the north side of Maple Road, originally construction with wood planks but later replaced with cinders. The town had three horse blocks to allow residents and visitors to alight from their horses and carriages.

During the winter of 1899, ground was broken on Marley Church, the spiritual center of the community. Limestone was hauled from a Joliet quarry for the foundation. The cornerstone was laid on 25 May 1900, and the completed church dedicated on 6 January 1901. In 1904, the parsonage of the Hadley Baptist Church, built in 1880, was moved to Marley, a process that reportedly took about two weeks.

The railroad depot was still in operation until 1932, when a derailment of 22 refrigerator train cars demolished the small wood frame structure.[40] More change occurred in the 1950s and 1960s. In 1954, the John Storm farmstead south of Maple Road was sold, with a portion of the land subdivided for residential development. A portion of the former site of the Storm farmstead was purchased by Agnes Haley for conversion to a park for the Marley Church in memory of her parents, Charles and Elizabeth Haley. Mrs. Robert Regan, who owned the Storm farm and planning the subdivision, donated additional land for the park.[41] The park was dedicated on 4 July 1955.

The deck of the steel bridge over Marley Creek dating from the late 1800s partially collapsed in December 1955 and was subsequently repaired. The bridge was replaced two years later, reopening on 20 September 1958. Widening of Maple Street from the Route 6 to Wolf Road began in 1959 and was completed in 1961. This improvement led to the removal of the cinder walk and the limestone horseblock on the north side of the road.[42] Willow Run Golf Course, with nine holes, was established in 1960 on farmland formerly owned by the Joe Bruns family immediately east of Marley. The Marley School was sold after the 1959–1960 school year to an area farmer, who dismantled it for lumber in the spring of 1960. (The school bell was later hung in the Marley Church tower.) A brick two room school building was built in the spring of 1960, but was in use only a few years before the Marley School District merged with the New Lenox School District around 1963.

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[37] The hotel later became H.H. Sabin's General Store and was converted to a private home in 1920. Sabin's store moved to a new location and stayed in business until 1953.

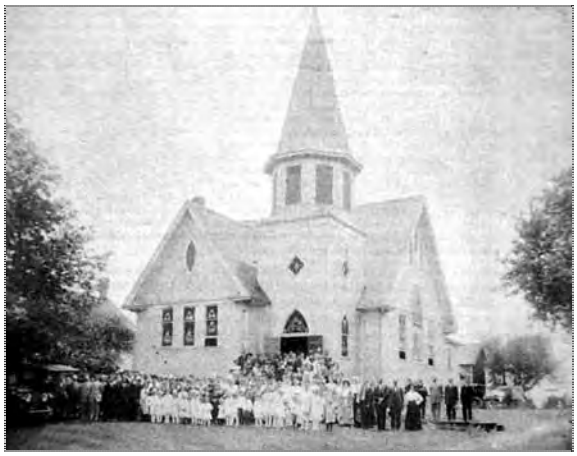
[38] The grain elevator was demolished in the 1940s (Sproat, *Heritage of Faith, Heritage of Land,* 65).

[39] Ibid., 67.

[40] Mrs. Sproat recorded other changes in Marley: "Most of the homes in the village were here when I came, many of which have since been remodeled. A barn was made into a home; one house was destroyed by fire; three new homes were built after 1924; and one was moved into the village." (Ibid., 91.

[41] In 1963, Mr. Louis F. Sass, donated an additional acre lot to the church to enlarge the park on the west end.

[42] Sproat, *Heritage of Faith, Heritage of Land,* 94.



Marley Community Church, as it has officially been known since 1966, is illustrated above left in a historic photograph dating from around 1915 (Sproat, Heritage of Faith, Heritage of Land *(1983)). The steeple was removed from the bell tower around 1924 when it was found to be in bad condition. The church is shown above left in an aerial photograph from the 1950s, when a railing was in place atop the truncated bell tower (Drury,* This is Will County, Illinois *(1955)). In 1983, a fund was set up by the church to restore the steeple, which was subsequently rebuilt. A current photograph of the church is shown below. Illustrated at bottom is Haley Park in Marley, opened on 4 July 1955 on the site of the former John Storm farmstead.*






Illustrated here are several of the houses of Marley. Many houses are similar, but have evolved over time to have their own character. Simple gable front examples are shown above, including a historic photograph of the Marley Church parsonage (Sproat, Heritage of Faith, Heritage of Land *(1983)). Despite modern renovations, the houses show distinct form and style relationships to the period that many were originally constructed (1880 to 1910). Queen Anne is particularly well represented, such as the house shown above right and elements of the four examples shown below.*




Several of the houses in Marley have undergone extensive alterations. The Marshall store, the first building construction in Marley after its founding, is shown above left while still operating as a mercantile business. Later the house was converted entirely to a residence, shown above left and below right. A current view of the house is shown below right, which has been reclad with log siding. (Historic photographs reproduced from Sproat, Heritage of Faith, Heritage of Land *(1983)*

The Haley store, shown at top left, was located at the northeast corner of Main and Valley Streets. It burned in 1918, and the historic photograph at top right show the ruins of the store. The site of the store has a concrete foundation along Main Street, shown below in current photographs, which may have been part of the store's foundation or part of the scale on the track side of the building. (Historic photographs reproduced from Sproat, Heritage of Faith, Heritage of Land *(1983).)*

Schoolhouses in New Lenox Township

The first schoolhouse in New Lenox Township was a log structure located in the forest along Hickory Creek built in the summer of 1832. Early settler C.C. Van Horne taught in the schoolhouse the following winter. Several years later, prior to the platting of New Lenox, a schoolhouse was located near the future village. By 1860, seven wood frame schoolhouses were located across the township. While most early schoolhouses were one-room buildings, five of them in New Lenox Township had two or more rooms. Total enrollment was reported at 206 students. In the town of New Lenox, a somewhat large two story wood frame schoolhouse was built in 1869. By 1877, a total of nine schoolhouses were present in the township.[43]

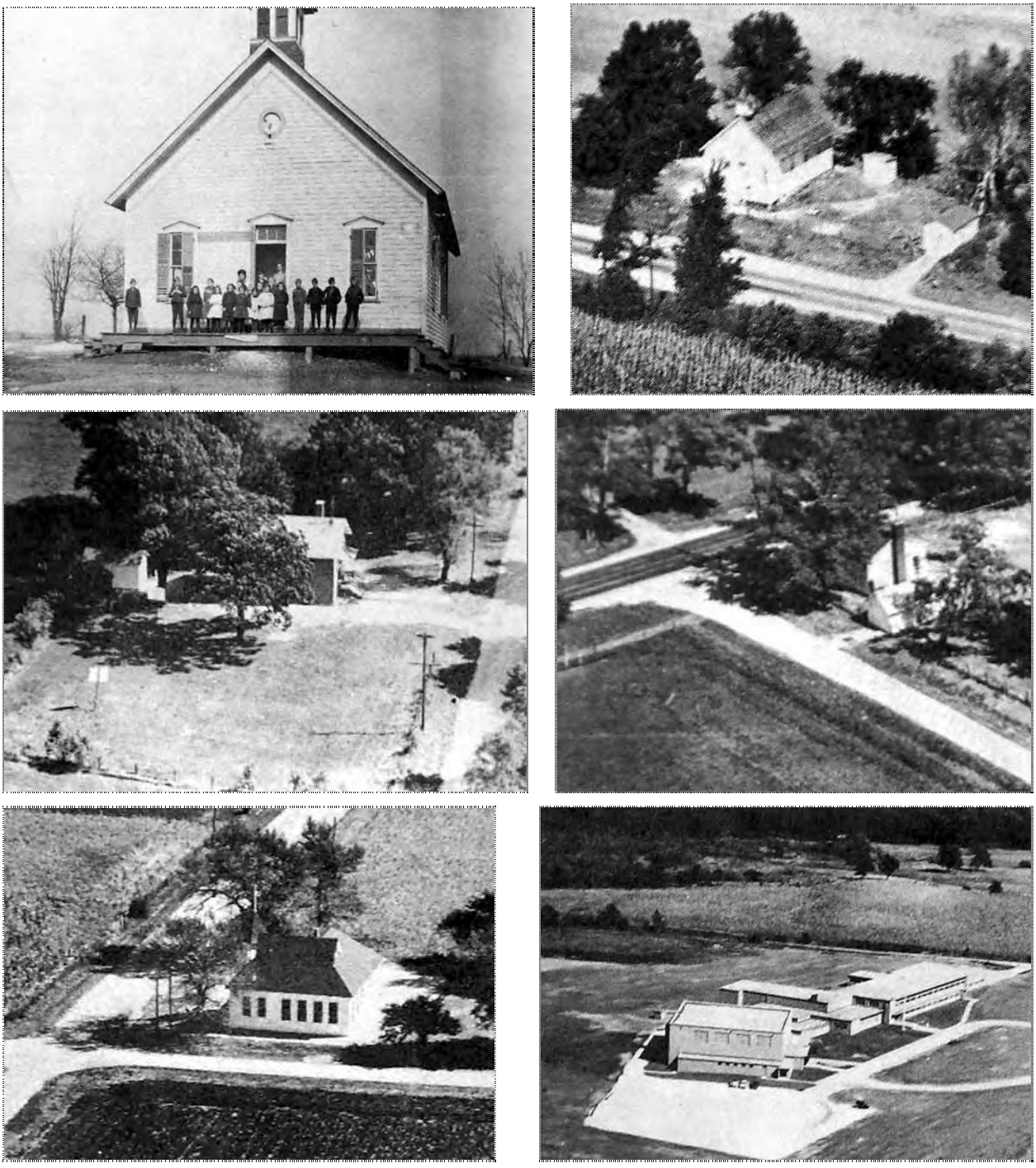
Within 50 years, the number of schoolhouses had dropped to seven, with a total enrollment of 178 students in 1920.[44] This parallels a trend in other townships of northern Will County, where the number of pupils dropped in the rural areas between the late 1800s and first decades of the 1900s. In the town of New Lenox, Haven Avenue School was built in the late 1920s, serving District 122. Consolidation of the nine school districts existing in 1948 occurred in the 1950s and 1960s, along with the construction of new school buildings. Following a referendum in 1951, District #210 was formed and the construction of Lincoln-Way High School followed two years later.[45]

The interior of the Marley School is shown above circa 1906 (Sproat, Heritage of Faith, Heritage of Land *(1983)).*

[43] Leslie Joseph Farrington, "Development of Public School Administration in the Public Schools of Will County, Illinois, As Shown in a Comparison of Three Selected Years: 1877, 1920, and 1965" (Ph.D. diss., Northern Illinois University, 1967), 101–3. The seven schoolhouses and their later names were distributed across the township in the following locations: Section 2 along the road later known as Route 6 (later called Marley School); Section 4 at Clinton Road and Route 6 (later called Lynk School); Section 8 at the intersection of Gougar and Francis Roads (Gougar School), where Cherry Hill Elementary School was built in the 1950s; Section 11 near the intersection of the Francis Road and road later named Marley Road (Francis School); Section 24 at the intersection of the later named Route 30 and Schmuhl Road (Schmuhl School); Section 26 along Spencer Road south of the village of the same name (Spencer School); and Section 33 at the intersection of Laraway and Nelson Roads (Reiter School).

[44] Ibid., 173–4.

[45] Ibid., 299–300.



Shown above are historic photographs of schools of New Lenox Township. Marley School, shown in the top row circa 1895 (left) and in 1955, no longer exists. Francis School (middle left) and Lynk School (middle right) are both extant, although they have been significantly altered with additions when they were converted to residences. Also, Lynk School was moved a few hundred yards east along Maple Road at the time of its conversion. The Queen Anne style Reiter School (bottom left) along Laraway Road is no longer extant. Lincoln-Way High School (bottom right) on Route 30 at Schmuhl Road, was constructed in 1953 and 1954. (Marley School, top left, from Sproat, Heritage of Faith, Heritage of Land *(1983); all others from John Drury,* This is Will County, Illinois *(Chicago: The Loree Company, 1955).)*

Illustrated at left is the two story wood frame schoolhouse constructed in the town of New Lenox in 1869 (image from the collection of the New Lenox Historical Society, obtained from the website of the Village of New Lenox at www.newlenox.net).

By the time of the rural survey, Schmuhl School was the most intact rural schoolhouse in the township. At least two schoolhouses survive with significant alterations and additions as residences: Francis School on Francis Road near Marley Road; and Lynk School on Maple Road near Clinton Road, although it has been moved several hundred yards to the east. Schmuhl School was moved across Route 30 on 26 April 2000 after it became endangered when its site was obtained for commercial business. The New Lenox Historical Society led an effort to move the school, now located at the Hickory Creek Nature Preserve, Barrens Access, of the Forest Preserve District of Will County. Schmuhl School, formerly facing north on the south side of the road, now faces south in order to retain the proper orientation to the road.[46] The schoolhouse was named a Will County Historic Landmark on 17 October 2002.[47]

While most of the schoolhouses of New Lenox Township were wood frame structures, at least two were brick. The original Schmuhl School suffered an extensive fire in 1932 and was rebuilt in brick masonry. Francis School appears to have been brick as well, as shown in the aerial photograph illustrated above and visible in the exposed portion of the structure of the house partially enveloping the building.

[46] At the time that this report is in preparation, Schmuhl School still needed to have the steel cribbing used to moved the building removed in order to be permanently set on its new foundation. Restoration work to return the building to its 1930s interior appearance is also planned.

[47] Will County Historic Preservation Commission Historic Landmark Nomination Staff Report, prepared by Amy Munro, Will County Land Use Department, October 2002.

Schmuhl School, built in 1932, is show here on its new site north of Route 30 on the property of the Hickory Creek Nature Preserve, Barrens Access, of the Forest Preserve District of Will County. Located across Schoolhouse Road to the west is Lincoln-Way High School, whose original buildings are now more than 50 years old.

Cemeteries of New Lenox Township

There are two cemeteries in New Lenox Township dating back to the early decades of settlement. Each of these contains the resting places of significant farming families of New Lenox. The oldest of these is Maplewood Cemetery within the Village of New Lenox, which appears to have been first used in the 1850s or perhaps even earlier. Marshall Cemetery in Section 12 on Regan Road is shown on the township plat map from 1873, but not on that dating from 1862. An examination of some of the surviving early markers in Marshall Cemetery confirms that the earliest burials may date from the mid-1860s.

On the following pages are photographs of both of these two cemeteries. Both of them have monuments fabricated of fine materials: granite, limestone, marble, and cast zinc. Many of the oldest markers are marble and limestone, with a few observed to be severely weathered and broken, and would benefit from a program of conservation performed by qualified materials conservators. Maplewood Cemetery has a wrought and cast iron fence along portions of its perimeter that needs repair and conservation work as well.




A portion of the Haven Avenue side of Maplewood Cemetery in New Lenox has a wrought iron fence with cast iron posts flanking an entrance gate, shown in the top row of photographs. Illustrated above is the ghosting of the original road extending from the iron entrance gate to a horseshoe shaped road encircling the Francis family monument. Like many of the early markers in the cemetery, those shown in the photograph at lower left are marble with limestone bases. The marker shown in close-up at lower right for Myron Holmes is fabricated in Joliet limestone. Although much of the detail has eroded, some is still visible. Like many of the older monuments in early Will County cemeteries, these markers may benefit from a program of materials conservation performed by a qualified consultant.


Marshall Cemetery, located in Section 12 on Regan Road, lies within a rolling forested area of the township. It may not be as old as Maplewood Cemetery, although it too contains several early markers, such as that for "Clarissa L.," shown at lower left, dating from 1865. (Snow was used to help highlight the engravings on the marker.) The photograph above right shows a typical small marker used for a child or young person. Maplewood Cemetery has several such markers that were fabricated in cast zinc. Shown at lower right are the wrought iron gates of the cemetery.

Significant and Contributing Farmsteads in New Lenox Township[48]

Despite the pace of development in New Lenox Township, the region has retained several active or recently active farms and agriculturally-related sites. Many of these have sufficient architectural integrity to contribute to a potential "rural heritage region."[49] These are labeled as "contributing" on the maps in Appendix B. A few farmstead sites have higher levels of integrity and therefore have potential for local or even national significance, usually because one or more of the larger structures (house or major barn) have either architectural significance, historical significance, or both. These sites are labeled on the maps Appendix B as "locally significant" and have potential for nomination as a Will County Landmark, or "significant" and have potential for nomination to the National Register of Historic Places.

In general, New Lenox Township has fewer sites with local or national significance than Homer Township located immediately north. It is probably on par with Plainfield Township, which has a similar amount of developed land, in terms of the number of sites that are significant. Plainfield Township, however, has structures that are built of local limestone and are potentially significant nationally. Unlike other townships in northern Will County, New Lenox Township does not contain any surviving structures built in local limestone, although many farmhouses and other structures use this material in their foundations. One farmhouse dating from the 1860s or 1870s was built in brick masonry, and even has additions in brick. This is one of the few sites in New Lenox Township that has potential for National Register listing.

The detailed descriptions provided below focus on significant and selected contributing farmsteads and structures in New Lenox Township.

Ferguson–Van Duser–Handorf

The farmhouse on the Ferguson–Van Duser–Handorf farmstead in Section 3 of New Lenox Township (PIN 08-03-400-013) is one of three very similar New England One and a Half type farmhouses that are located almost exact one apart along Maple Road (Route 6 or Southwest Highway). The example at the Ferguson–Van Duser–Handorf farmstead retains its overall form, although presence of synthetic siding, the lack of original detailing, and the addition of an enclosed porch on the front compromise the overall integrity of the structure. The farmstead also contains one of the finest examples of barn architecture in the township, with a Bank barn structure that is in fair condition. The farmstead contributes to the rural heritage of the region, and with restoration of the house and continued maintenance on the barn and other support structures, could be considered for nomination as a Will County Landmark.

The land on which the farmstead is located was purchased by James L. Dean on 23 June 1835.[50] William Ferguson is listed on the plat map from 1862 as the farmstead's owner, followed by George Van Duser on the 1873 plat map. William Ferguson's farm was listed in the Agricultural Schedules of the 1850 Federal Census was being 100 acres of tilled land and 10 acres of "unimproved" land, often used as pasturage. He had 6 horses, 5 dairy cows (producing 300 pounds of butter), 15 head of cattle, and 15 hogs. Crop yields were 400 bushels of wheat, 500 bushels of corn, 700 bushels of oats, 25 bushels of potatoes, and 30 tons of

[48] This portion of the narrative describes the families who occupied significant extant farmstead sites in the three-township survey area. A few, although by no means all, of the families who had a significant impact on Will County agriculture and whose farmstead sites have not survived are also described. Sources of information have included the plat maps listed in the bibliography to this report as well as a variety of historical writings, including *Will County Property Owners* (1842); George H. Woodruff, *History of Will County Illinois* (1878); *Souvenir of Settlement and Progress of Will County, Illinois: A Review* (1884); *Portrait and Biographical Album of Will County, Illinois* (1890); *Genealogical and Biographical Record of Will County, Illinois* (1900), W.W. Stevens, *Past and Present of Will County, Illinois* (1907); August Maue, *History of Will County, Illinois* (1927); Census data and the Agricultural Schedules from the 1850, 1860, 1870, and 1880 Federal Censuses; and other references footnoted in the text.

[49] See Chapter III of this report for further discussion of architectural integrity and heritage regions.

[50] Illinois Public Domain Land Tract Sales Database (www.ilsos.net/departments/archives/genealogy/ landsrch.html).

hay. Ten years later, the farm was 160 acres of tilled land and 20 acres of pasturage. Ferguson had about the same number of farm animals. Crop yields were also similar to 1850, except that wheat was a much smaller crop and five times the number of potatoes was produced. By 1870, the farm had passed to George Van Duser. The farm was recorded in the Agricultural Schedules of the Federal Census as being the same approximate size as in 1860 (crop yields were not recorded).[51]

The farmstead has been owned by the Handorf family since at least 1902, when they are first shown as owners on the plat map from that year. The farm is potentially eligible as an Illinois Centennial Farm.[52]

Located in Section 3 of New Lenox Township, the Ferguson–Van Duser–Handorf farmstead has one of the three remaining New England One and a Half farmhouses on Maple Road (Route 6 or Southwest Highway), shown at upper left. There were once as many as six very similar farmhouses in the mid-1800s along the same road. At lower left is the farm's Bank barn with an adjacent milk house. The photograph above shows a concrete block crib barn. The garage and apartment shown below center is a building type found at several New Lenox farmsteads.

[51] It is not clear from examination of the 1880 Census records which George Van Duser farm was recorded, since two farms under that name are shown on the 1873 plat map.
[52] The Illinois Centennial Farms Program is discussed in Chapter III.

The Van Duser and Handorf families owned the farmstead in Section 4 on Maple Road where the farmhouse above is located. The New England One and a Half farmhouse retains the general form is its Greek Revival ornament (raking cornice and corner piers) despite residing with aluminum. This farmhouse may be threatened by the future construction of the Interstate 355 extension, whose route will pass a few hundred yards to the west.

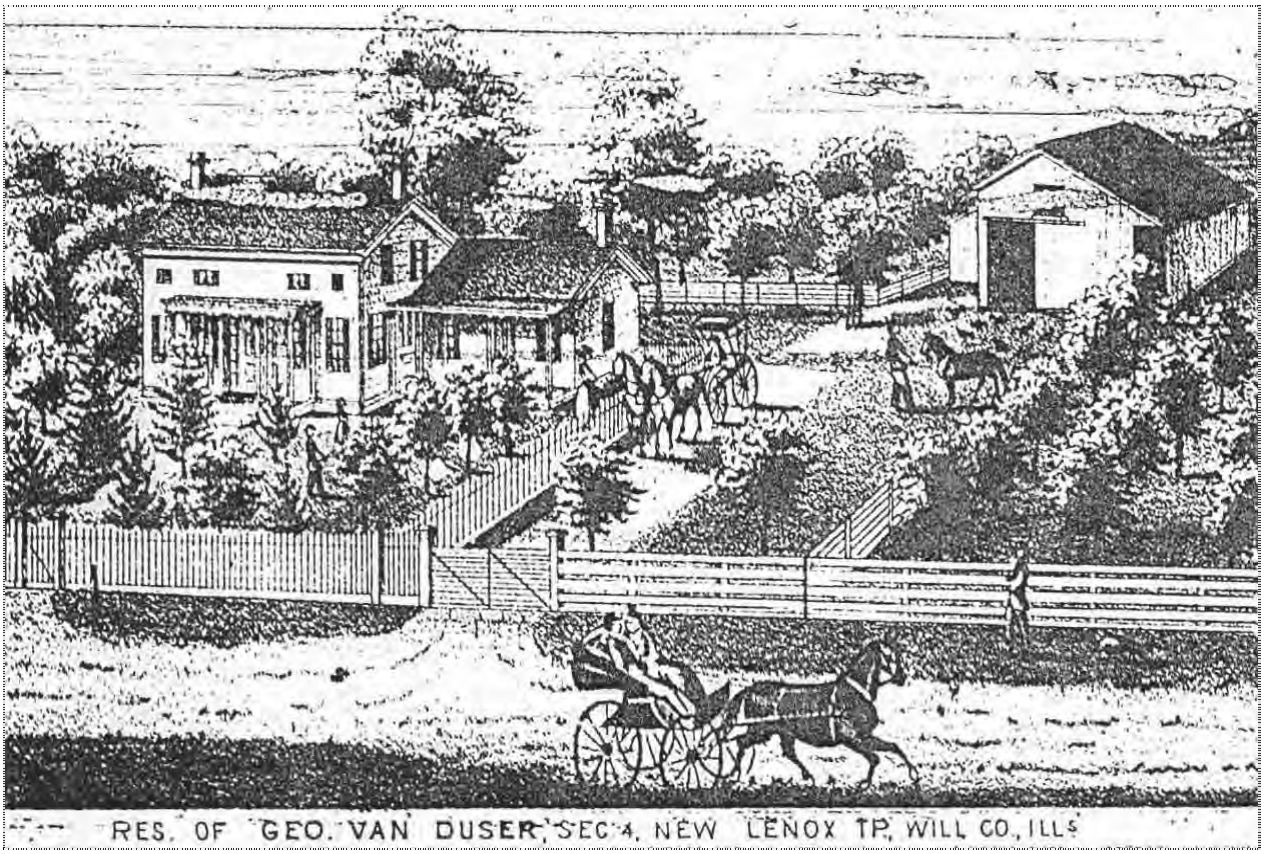
Van Duser–Handorf

The second of three New England One and a Half farmhouses on Maple Road, the Van Duser–Handorf farmhouse (PIN 08-04-400-003) probably has the most amount of intact Greek Revival detailing. The presence of synthetic siding, which appears to obscure much of the detailing, compromises the overall integrity of the structure. The farmstead's support structures have been demolished since the 1988 rural survey of Will County. The farmhouse alone, however, contributes to the rural heritage of the region, and with restoration of the house could be considered for nomination as a Will County Landmark.

The land that the farmhouse is located was originally purchased by William Kirby on 23 June 1835.[53] The plat map from 1862 shows G. Van Duser to be the farm's owner, with Ed Van Duser shown as owner on the 1909 plat map. J. Handorf Jr. is listed as owner on the 1948 plat map. The farmstead has remained in the Handorf family ever since.

Because more than one farm was shown on the 1873 plat map as being owned by George Van Duser, information contained in the Agricultural Schedules of the Federal Censuses from 1850 through 1880 can be confusing. None of the farmstead's support structures remain at the site, however, and current significance of the site is derived from the architecture of the farmhouse alone. Therefore, for the purposes of this report, discussion of the farm's agricultural production is not included.

[53] Illinois Public Domain Land Tract Sales Database.



The Van Duser and Handorf farmhouse is shown at top from the Combination Atlas Map of Will County *of 1873. The image above right, although of poor quality, shows the structure in the early 1900s* (Genealogical and Biographical Record of Will County, Illinois *(Chicago: Biographical Publishing Company, 1900)). The aerial photograph illustrated above left of the farmstead is from John Drury's* This is Will County, Illinois *(1955), and shows the extant farmhouse at left, the barn at center, and a second farmhouse on the site. The latter two structures were demolished in the late 1980s or 1990s, since they were documented in the 1988 rural survey of Will County.*

The Kercheval–Snoad–Kase–Handorf farmstead in Section 5 has the third of three New England One and a Half farmhouses on Maple Road. The farmhouse (with PIN 08-05-400-002) is much altered, but retains the overall form of the house type. The farmstead structures shown above left and right are now part of a separate tract of land. Note that the concrete block crib barn, shown above left, is very similar to the one located on the Ferguson–Van Duser–Handorf farmstead in Section 3, although it has a gable roof addition on the south side. The pole barn shown above right has a metal sided residence attached at the south end.

Kercheval–Snoad–Kase–Handorf

The farmhouse on the Kercheval–Snoad–Kase–Handorf farmstead in Section 5 of New Lenox Township (PIN 08-05-400-002) is the third of three very similar New England One and a Half farmhouses that are located on Maple Road. The example at the Kercheval–Snoad–Kase–Handorf farmstead retains its overall form, although presence of synthetic siding, the lack of original detailing, and the alteration of the front porch compromise the overall integrity of the structure. Most of the farmstead's support structures, many of which are potentially contributing to the rural heritage of the region, are now contained in a separate land parcel as the farmhouse. The combination of both parcels of land contributes to the rural heritage of the region, and with restoration of the house and continued maintenance on the support structures, could be considered for nomination as a Will County Landmark.

The land that the farmstead is located was originally purchased by Reuben Kercheval on 18 November 1841.[54] The Agricultural Schedules from the 1850 Federal Census list the Reuben Kercheval farm as being 80 acres of tilled land and 20 acres of pasturage and woodland. Kercheval's farm had crop yields of 200 bushels of wheat, 600 bushels of corn, 700 bushels of oats, 70 bushels of potatoes, and 20 tons of hay. The farm appears to have passed to George Snoad in the 1850s, since he is shown at the farm's owner on the 1862 plat map and is listed as owning a similar sized farm in the 1860 Federal Census. Crop yields for the farm under Snoad's operation were somewhat smaller than reported for Kercheval ten years earlier. The 1873 plat map shows the farm as owned (or rented) by "A. Van Skiver," and it is not clear from the Agricultural Schedules of the 1870 Federal Census who was occupying the farmstead.

The 1893 plat map documents T. Kase as owner of the farm, followed by Henry Kase on the 1909 plat map. J. Handorf Jr. owned the farm in the 1940s, as listed on the 1948 plat map, with Howard Handorf listed as owner on the 1985 plat map. Howard and Geraldine Handorf are listed on the plat map published in January 2003. The farm is potentially eligible as an Illinois Centennial Farm.

Doig–Storm

The presence of a high style farmhouse is relatively rare, but the presence of *two* similar farmhouses is exceedingly unusual. The two Doig farmhouses, one in southeast Homer Township (Doig–Lauffer) and the other in northwest New Lenox Township (Doig–Storm), were both constructed in the 1860s in the Greek Revival style.[55] While both structures have had additions and minor alterations, the resemblance of the two is still apparent. With careful restoration work, the Doig–Storm could be considered for nomination as a Will County Landmark.

The farmhouse on Maple Road in New Lenox Township (PIN 08-05-300-029) was built by Thomas Doig, son of Andrew Doig Sr., who built the similar farmhouse in southeast Homer Township.[56] Thomas was born on 2 March 1826 in Dundee, Scotland. His father immigrated to the United States in 1830, with the remainder of the family arriving three years later. After living in Washington, D.C. (where he worked as a stone cutter on the Capitol Building), Andrew Doig and family immigrated to Homer Township in 1847. Thomas Doig followed two years later, after working in Baltimore during the interim as a bricklayer. He traveled west to California in 1850, enjoying some success at prospecting. In 1853 he returned to Illinois, settling in New Lenox. The following year he purchased a farm in Section 5, which he

[54] Illinois Public Domain Land Tract Sales Database.

[55] According to David Krivickas of Homer Township, the farmhouse on the Doig–Lauffer farm was built in part with forced labor from Confederate prisoners of war during the Civil War. Documentation of this information was not found during the Homer Township rural survey, and it is not known if the Doig–Storm farmhouse in New Lenox Township shares this aspect.

[56] For information on Andrew Doig and the farmhouse in Homer Township, see Rural Historic Structural Survey of Homer Township, Will County, Illinois, dated September 2002.

The Greek Revival style pright and Wing Doig–Storm farmhouse on Maple Road in Section 5 is very similar to the Doig–Lauffer farmhouse in southeast Homer Township, obviously due to the family connection between the two farms. The Doig–Storm farmhouse in New Lenox Township is shown in the top row, and the Doig–Lauffer farmhouse of Homer Township is shown above right. The latter had been illustrated in the Combination Atlas Map of Will County, Illinois *(1873), before the second story was constructed on the wing of the house, and when the two houses were similar mirror images of each other. It appears that the porch on the front of the Doig–Storm farmhouse (top row) has been removed.*

later enlarged to 172 acres of land.[57] (Thomas' brother Andrew Jr. purchased an adjacent farm in 1869). Thomas married Anna Maria Link on 5 May 1854 in Chicago. Anna was previously married to Gilbert Van Duser, who had died in New Lenox in 1853. Thomas and Anna Doig raised her two children from her marriage to Gilbert Van Duser.

In the 1860 Federal Census, Thomas Doig's farm is listed as 160 acres of tilled land and 40 acres of woodland and pasturage. Farm animals include 4 horses, 6 dairy cows (producing 600 pounds of butter), 6 head of cattle, and 5 hogs. Crop yields included 300 bushels of wheat, 800 bushels of corn, 500 bushels of oats, 75 bushels of potatoes, and 25 tons of hay. The 1870 Federal Census recorded the Thomas Doig's farm as being smaller (62 acres of tilled land and 20 acres of woodland and pasturage), indicating that he may have given or sold some of his land to his brother Andrew when he moved to New Lenox Township.[58] In the 1880 Federal Census, Thomas Doig's farm is listed as being 50 acres of tilled land and

[57] According to the Illinois Public Domain Land Tract Sales Database, the land had been originally purchased by Joel A. Mattison on 10 September 1849.

[58] Andrew Doig Jr. moved to New Lenox Township in 1869. See Chapter II of the Rural Historic Structural Survey of Homer Township, Will County, Illinois, dated September 2002.

5 acres of pasturage.[59] Eighteen acres of the farm's land produced 275 bushels of corn. Other farm yields are not recorded for the farm under this Census.

Thomas Doig owned the farm in Section 5 until at least 1909, after which the farm was owned by G.L. Francis (late 1920s) and Mrs. B. Storm (1940s). The Storm family owned the farmhouse through the date of the 1976 plat map, then it was owned by William and Irene Hansen. The land surrounding the farmhouse was subdivided for development in the 1990s.

The Nichols–Reniff–Chervan farmstead in Section 9 of New Lenox Township (PIN 08-09-200-003) has a rare brick masonry farmhouse. It is also built in the Italianate style, one of the few "high style" farmhouses in the area. The main part of the farmhouse is has a Side Hallway configuration with a low sloped shed roof addition on the south side. The farmstead also has the township's only remaining German barn, with a projecting bay forming a covered porch.

Nichols–Reniff–Chervan

The Nichols–Reniff–Chervan farmstead on Clinton Road in Section 9 of New Lenox Township (PIN 08-08-200-003) has potential for local significance, representing the rural heritage of Will County. With further study, it may merit nomination as a Will County Landmark and may even be suitable for National Register nomination. The farmstead contains an Italianate farmhouse that is unusual for the region in that it is constructed in brick masonry. The other potentially significant building on the farmstead is the Pennsylvania German barn, the only structure of this type remaining in New Lenox Township and one of the few extant examples in northern Will County.

The land on which the Nichols–Reniff–Chervan farmstead is located was originally purchased by Elizabeth Ware on 17 June 1836.[60] The 1860 Federal Census listed a farm under the name of Eben Nichols, with 400 acres of tilled land and 25 acres of woodland and pasturage. The farm had 4 horses, 6 dairy cows (producing 500 pounds of butter), and 7 head of cattle. Crop yields included 500 bushels of corn, 500 bushels of oats, 100 bushels of potatoes, and 25 tons of hay. The 1873 plat map recorded R. Jones as the occupant of the farm. The Agricultural Schedules of the 1870 Federal Census listed the Robert Jones farm as being 70 acres of tilled land, about the correct size as shown on the plat map. The

[59] The 1880 Federal Census reported agricultural statistics from calendar year 1879.
[60] Illinois Public Domain Land Tract Sales Database.

Jones farm had 3 horses and 2 dairy cows (producing 250 pounds of butter). Crop yields included 400 bushels of corn, 75 bushels of potatoes, and 14 tons of hay.

The 1893 plat map lists Reniff and White as owners of the farm, followed by Charles Reniff alone on the plat map from the late 1920s.[61] The 1957 plat map lists A.B. Chervan as the farm's owner. The farm is now incorporated into the Village of New Lenox.

Francis–Spector

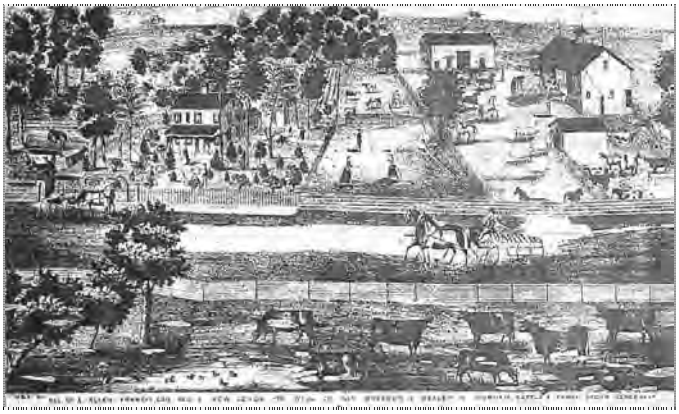
The Francis–Spector farmhouse on Francis Road in Section 9 (PIN 08-09-400-021) has potential for local significance, representing the rural heritage of Will County. With further study, it may merit nomination as a Will County Landmark and may even be suitable for National Register nomination. The house is used currently as a retail gift shop.

The farmhouse was built by Abraham Francis, who first came to the New Lenox Township area with his family in 1831. Francis purchased the land (800 acres in all) on 10 January and 23 June 1835.[62] His children included Abraham Allen Francis, born in 1840, and John, born in 1843. In the Agricultural Schedules of the 1850 Federal Census, the Francis farm is listed as being 480 acres in size, with 13 horses, 13 dairy cows (producing 600 pounds of butter and 300 pounds of cheese), 42 head of cattle, 175 sheep (producing 500 pounds of wool), and 27 hogs. Crop yields included 875 bushels of wheat, 1,000 bushels of corn, 2,000 bushels of oats, 200 bushels of potatoes, and 120 tons of hay. Ten years later, the farm was listed in the Federal Census as being 640 acres in size (300 acres of tilled land and 340 acres of woodland and pasturage). Farm animals included 10 horses, 20 dairy cows (producing 1,500 pounds of butter), 60 head of cattle, and 300 sheep.

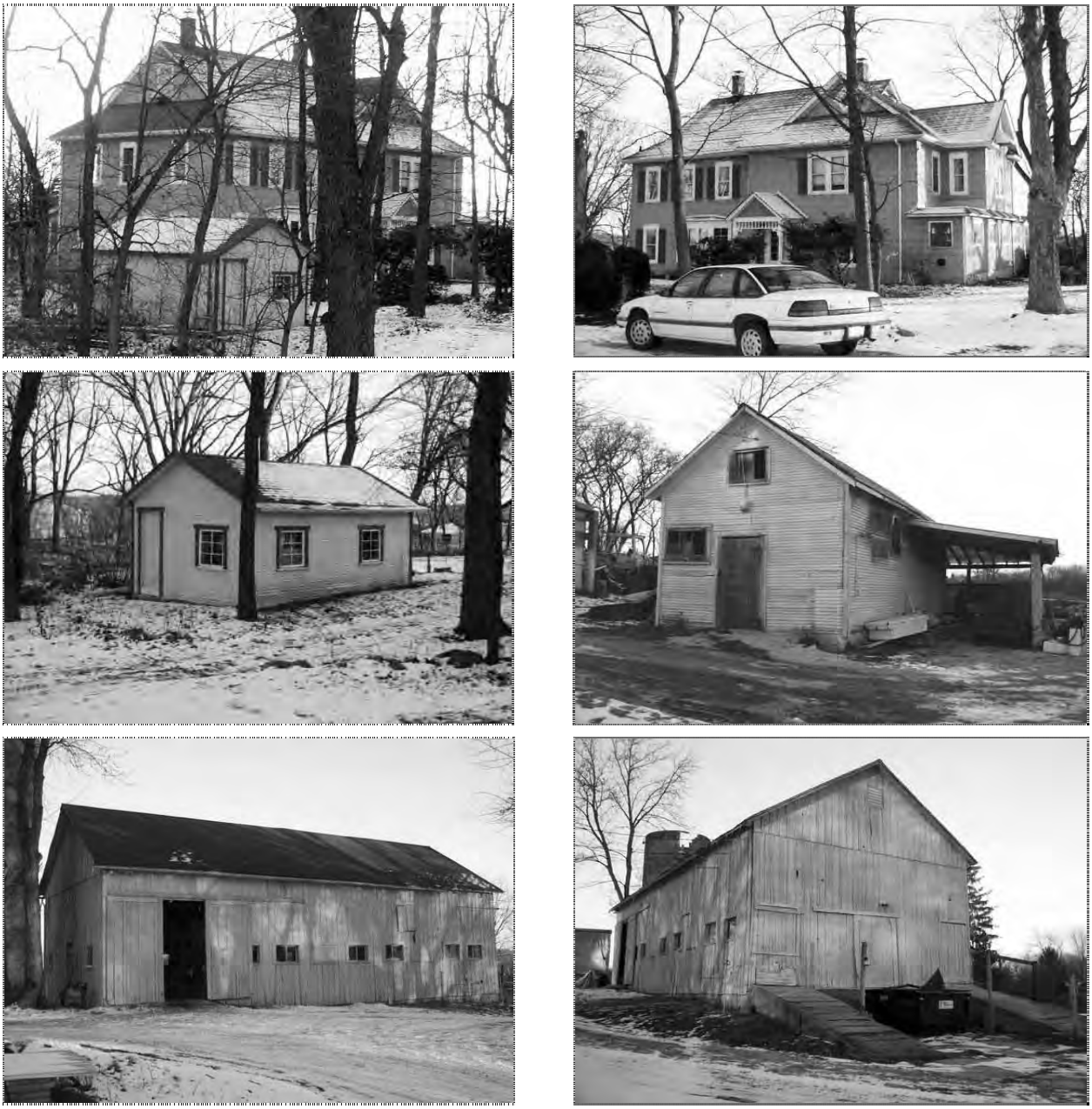
Abraham Allen (A. Allen) Francis inherited the farm on his father's farm death in the 1860s. He married Lizzie Haven in 1870. In the late 1870s, the younger Francis was the president of the Will County Agricultural and Mechanical Association and the New Lenox Mutual Fire Insurance Company, the local volunteer fire department.[63] The Federal Census of 1870 listed the A. Allen Francis farm as being 600 acres of tilled land and 120 acres of woodland. Farm animals included 19 horses, 12 dairy cows (producing 600 pounds of butter), 87 head of cattle, and 71 hogs. Crop yields included 3,000 bushels of corn, 2,000 bushels of oats, 100 bushels of potatoes, and 300 tons of hay.

The farm continued to be owned by the Francis family until at least 1909, when it was listed as being part of the A. Allen Francis estate. H. Rowland is listed as the owner on the plat map from circa 1940, followed by J.M. Spector on the 1948 plat map. In the 1950s, much of the farm land was apportioned off, and the farmstead site was annexed into the Village of New Lenox in the 1980s.

[61] The 1930 Federal Census of New Lenox Township lists Charles Reniff, 65, born in Illinois, farmer, and his wife Dora, 61, born in Illinois.
[62] Ibid.
[63] Woodruff, *History of Will County, Illinois*, 781–2.



The Francis-Spector house in Section 9 of New Lenox Township is one of the most intact examples of Victorian Italianate detailing on a farmhouse in the region. Now operated as a commercial business, the house is one of the few intact examples in New Lenox that is not *covered with synthetic siding material. The image at middle left shows the farmstead as illustrated in the* Combination Atlas Map of Will County *of 1873, before the farmhouse had the upright addition to its wing. This view also shows the barn and other support structures in relation to the farmhouse. Shown at lower left is a summer kitchen or worker's cottage on the grounds of the farmhouse; it is the only remaining support structure on the farmstead site of historical importance.*



The farmhouse on the Reynolds–Schwab farmstead in Section 11 of New Lenox Township, illustrated in the top row, appears to have been constructed in several phases, the last of which left the structure in the Queen Anne style. Like a few farmhouses encountered in New Lenox Township, it is clad with composition siding material that was probably installed 40 or more years ago. Shown at middle left is the summer kitchen on the farmstead, and a former worker's house (now a shed) illustrated at middle right. The Plank Frame barn, complete with ramps at one end to walk cows into and out of the structure, is shown in the bottom row.

Reynolds–Schwab

The Reynolds–Schwab farmstead in Section 11 of New Lenox Township (PIN 08-11-103-009) is contributing to the rural heritage of the region and has potential to be locally significant. With restoration of the house and maintenance on the barn and other support structures, the farmstead could be considered for nomination as a Will County Landmark. The current owner of the property reported that the house dates from 1839, but it is likely that the current form of the house is the result of numerous additions and

alterations, since the overall form of the structure is generally Queen Anne in style (not in use until the 1880s).

The land on which the farmstead is located was originally purchased by John M. Reynolds on 23 June 1835.[64] John M. Reynolds was born in Champaign County, Ohio, on 11 February 1813. His parents settled in southern Illinois in 1818, where John and his brother Isaac remained until 1833, when the two moved north to the New Lenox Township area. John established a farm in Sections 2 and 11 in the northeast portion of the township. In 1835, he married Miss E.W. Snapp, daughter of Abram Snapp, an early settler of the Homer Township area.[65]

The Agricultural Schedules of the 1850 Federal Census listed the J.M. Reynolds farm as being 100 acres of tilled land and 190 acres of woodland and pasturage. Farm animals included 3 horses, 10 dairy cows (producing 800 pounds of butter), 7 head of cattle, 30 sheep (producing 80 pounds of wool), and 4 hogs. Crop yields included 100 bushels of wheat, 150 bushels of corn, 300 bushels of oats, 15 bushels of potatoes, and 30 tons of hay. The Census from ten years later listed the farm as being 100 acres of tilled land and 90 acres of woodland and pasturage, with 5 horses, 19 dairy cows (producing 1,500 pounds of butter), 44 head of cattle, 57 sheep, and 2 hogs. Crop yields that year were 500 bushels of corn, 600 bushels of oats, 25 bushels of potatoes, and 60 tons of hay.

The Federal Census from 1870 listed the farm as being 250 acres of tilled land and 40 acres of woodland. Farm animals included 6 horses, 5 dairy cows (producing 300 pounds of butter), 9 head of cattle, 265 sheep (producing 600 pounds of wool), and 1 hog. Crop yields included 40 bushels of wheat, 850 bushels of corn, 1,200 bushels of oats, 100 bushels of potatoes, and 140 tons of hay. The Census from 1880 listed the farm as being 128 acres of tilled land, 122 acres of pasturage, and 50 acres of woodland. The farm had 12 horses, 14 dairy cows (producing 1,550 pounds of butter), 26 head of cattle, and 5 hogs. Crop yields included 1,000 bushels of corn from 45 tilled acres, 1,200 bushels of oats from 35 acres, and 60 bushels of potatoes from 1 acre.

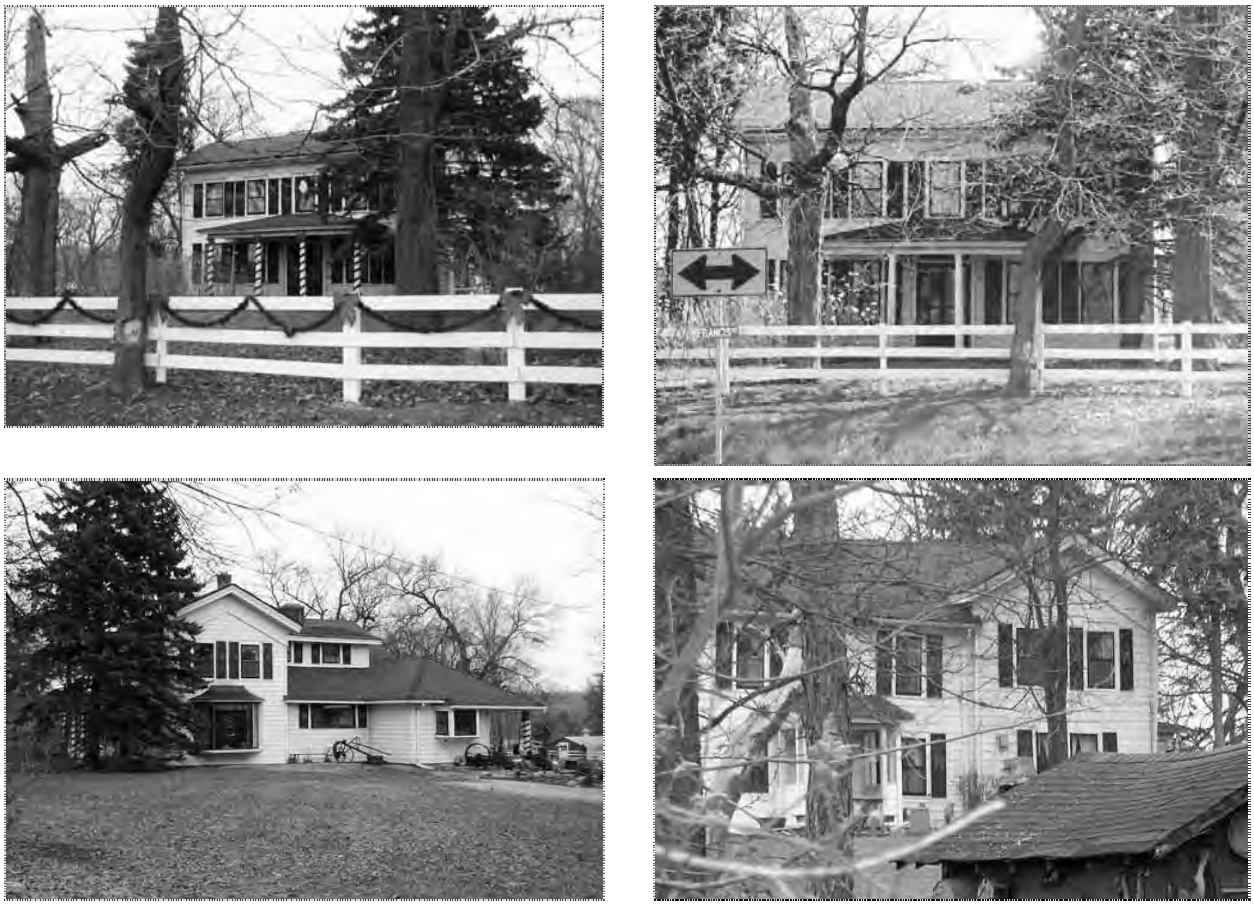
The farm remained was owned by John M. Reynolds and his family through the date of the 1902 plat map. The plat map from 1909 lists C.H. Marshall as the farm's owner, with J.R. Bowen shown as owner on the plat map from the late 1920s. In the 1940s, John O'Connor is listed as owner, with William Schwab listed as owner from the mid-1950s through the early 1990s. Much of the farmland was developed as the "Oak Brook" subdivision in the 1960s, along with the right-of-way of Interstate 80 passing from the northeast to the southwest.

Church–Nelson–Scheel

The farmhouse on the Church–Nelson–Scheel farmstead (PIN 08-11-300-014), located on Francis Road in Section 11, is a contributing structure to the rural heritage of New Lenox Township. If the synthetic siding was removed from the farmhouse and other restoration work carried out, it could be considered for nomination as a Will County Landmark.

The land on which the farmhouse is located was originally purchased by David Bloom on 23 June 1835.[66] By the date of the 1862 plat map, J.C. Church is listed as the farm's owner. The Agricultural Schedules of the 1860 Federal Census listed the John C. Church farm as being 62 acres of tilled land and 40 acres of woodland and pasturage. Farm animals included 3 horses, 4 dairy cows (producing 200 pounds of butter), 10 head of cattle, 33 sheep, and 4 hogs. Crop yields included 20 bushels of wheat, 200 bushels of corn, 200 bushels of oats, 75 bushels of potatoes, and 30 tons of hay. The Census data on the farm from ten years later

[64] Illinois Public Domain Land Tract Sales Database.
[65] Woodruff, *History of Will County, Illinois*, 785.
[66] Illinois Public Domain Land Tract Sales Database.



The Church–Nelson–Scheel farmhouse on Francis Road in Section 11 retains its original I House form with additions on the rear. The Greek Revival details at the roof eave have been obscured by the application of synthetic siding materials.

listed the farm as being 36 acres of tilled land and 56 acres of pasturage, with 7 horses, 7 dairy cows (producing 300 pounds of butter), 1 head of cattle, 20 sheep (producing 170 pounds of wool), and 7 hogs. Crop yields included 35 bushels of wheat, 100 bushels of corn, 50 bushels of potatoes, and 20 tons of hay.

By the time of the 1893 plat map, Charles Nelson is listed as the farm's owner, and the 1880 Federal Census indicates that he probably owned the farm as early as the mid to late 1870s. The 1880 Census data for the farm listed it as 40 acres of tilled land, 30 acres of woodland, and 30 acres of pasturage. Farm animals included 6 horses, 5 dairy cows, and 5 hogs. Crop yields included 200 bushels of corn from 19 acres of land.

A.G. Nelson is listed on the 1909 plat map as the farm's owner, followed by Norman Roth on the plat map from the late 1920s. The plat map from circa 1940 listed Fred Scheel as the farm's owner. The farm was apportioned off in the late 1970s or early 1980s, with some of the land developed for residential use.

Reynolds–Gillett–Storm–Jensen–Webb

The farmhouse on the former Reynolds–Gillett–Storm–Jensen–Webb farmstead (PIN 08-14-101-015) is an unusual Gabled Ell farmhouse in that it is much larger than typical examples. If the synthetic siding was removed from the farmhouse and other restoration work carried out, it could be considered for nomination as a Will County Landmark.

The farmhouse on the former Reynolds–Gillett–Storm–Jensen–Webb farmstead in Section 14 of New Lenox Township is an unusually large Gable Ell type. According to historic plat maps, the farmstead flanked Marley Road and was therefore a "split farmstead," with most of the agricultural support structures located opposite the farmhouse. One of the few surviving farmstead buildings is the unique brick masonry milk house, shown above right.

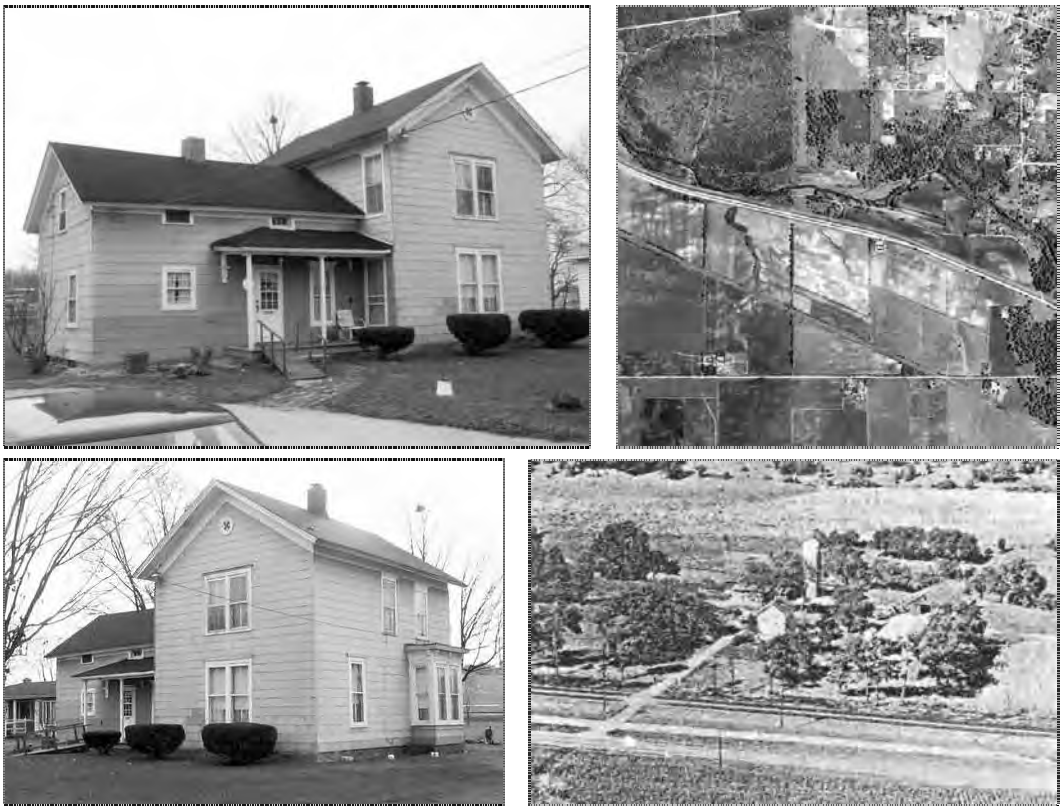
The land that the farmhouse is located was originally purchased by Joseph Reynolds Jr. on 22 October 1834. The farmhouse located west of Marley Road probably dates from the 1870s or 1880s, when Joseph S. Reynolds owned the surrounding farmland. Joseph Reynolds was the son of Isaac N. Reynolds, born in Champaign County, Ohio, on 13 October 1811. His parents settled in southern Illinois in 1818, where Isaac and his brother John remained until 1833, when the two moved north to the New Lenox Township area. Isaac established a homestead on the Old Sauk Trail (present day Route 30) and farm in Sections 15 and 22.

that would grow to 365 acres. Issac married Ruey Halderman of LaSalle County in 1834, and the couple had ten children that lived to adulthood: Abram, Joseph S., Isaac N. Jr., Charlotte, Hattie, William, and Ruena, Sarah, John, and Charles.[67].

Joseph S. Reynolds was born in 1839 within the New Lenox Township area. He served in the Civil War, commanding the 64th I.V.I. during its march with General Sherman from Atlanta to the sea. Near the end of the war, Reynolds was promoted to Brigadier General. After leaving the army, he studied law at Chicago University, was admitted to the bar in 1866, and began the practice of law in Chicago. In 1867, he was elected to the Illinois House of Representatives and State Senate representing Chicago.[68]

The farm was owned by A.C. Gillett by the time of the 1893 plat map, followed by H.W. Storm, as shown on the 1909 plat map. H.W. Storm is listed as owner through the early 1940s, with Irvin S. Jensen listed on the 1948 plat map. Harlow Jensen is listed on the 1966 plat map, with Lowell and Kathleen Webb listed on the 1972 plat map.

[67] Woodruff, *History of Will County, Illinois*, 785.
[68] Ibid., 784–5.



The simple form and partially intact detailing of the farmhouse on Old New Lenox Road, owned at one time by the Higinbotham family, is shown in the photograph above left. Shown at top right is an overhead aerial photograph taken 30 May 1954, showing the farmhouse and its outbuildings near the center of the image prior to the construction of ranch houses along Old New Lenox Road. The oblique angle aerial photograph above right was taken about the same time, and is reproduced from Drury, This is Will County, Illinois *(1955); Route 30 extends across the lower portion of the view in this lower image and Old New Lenox Road appears to cut through the farmstead.*

Higinbotham

The Higinbotham farmhouse (PIN 08-16-104-001), so named for the family that once owned the farm on which it was located, is a good example of an Upright and Wing farmhouse, with its simple form and nearly intact Greek Revival and Gothic Revival detailing. Examination of the house reveals clearly how the "wing" portion, which is roughly a Hall and Parlor or New England One and a Half, constructed first before the "upright" section was added. The farmhouse was resided with composition siding material, probably a few decades ago, and the application of this synthetic material may be considered to detract from the integrity of the structure. While it may not contribute to the rural heritage of Will County as a whole, it does serve as a reminder of the original use of the surrounding land by European settlers. The farmhouse is located on Old New Lenox Road, once the main road leading from Joliet to New Lenox. Additional research is necessary to determine the exact connection of the house with the Higinbotham family.

The land on which the farmstead is located was originally purchased by "Joseph Newman" on 16 October 1830, one of the earliest land purchases in the township.[69] Historic plat maps record that the farmstead was owned by William Bevington in 1862, E.C. Raney in 1873 and 1893, and H.N. Higinbotham in 1902, 1909, circa 1940. The land was owned subsequently by the City of Joliet in 1948 and J.B. Anderson in 1957. Residential development of the surrounding land appears to have occurred in the early 1960s.

[69] Illinois Public Domain Land Tract Sales Database. It was actually purchased by Joseph Norman for the saw mill be he later built in 1833 or 1834.

The William Gougar Sr. farmhouse in Section 18 is an historic site already marked by the two monuments shown below, placed there in the 1930s. The I House type farmhouse contributes to the rural heritage of the region, and may be eligible for nomination as a Will County Landmark if the synthetic siding and aluminum framed storm windows are removed and historically appropriate siding installed. This restoration work may reveal information on the front porch element, which may or may not have taken the configuration of the porch currently in place. The farmhouse does not have any of its agricultural support structures other than a few wood framed sheds.

Gougar

The I House (PIN 08-18-205-002) located near the intersection of Gougar Road and Route 30 represents one of the earliest settlements in New Lenox Township, long associated with the Gougar family. William Gougar Sr. was born in Northumberland County, Pennsylvania, on 12 November 1783, and later settled in Berks County, Pennsylvania. Gougar and his wife, Catherine (Able), immigrated first to Picqua County, Ohio, to establish a new farm in 1818. Four years later, they moved further west to Vermillion County,

In addition to the William Gougar Sr. farmhouse in Section 18, the Joseph Gougar farmstead in Section 20 on the road named after the family represents their heritage in the region. What was said about the Joseph E. Gougar farmstead in 1907 is true today: "He has made many needed and substantial improvements, including a nice home and good set of farm buildings, and he keeps everything about the place in a neat and well kept condition, indicating his enterprising and progressive spirit."[70] *The farmhouse, shown upper left, may either be an I House type or a Hall and Parlor with a gable front addition. A summer kitchen is shown at upper right. The bottom row shows a gambrel roofed crib barn (left) and Plank Frame barn.*

Indiana, where the Gougar family remained until settling in the New Lenox Township region in 1831. John Gougar, son of William Gougar Sr., had purchased a settlement in the fall of 1830 hacked out of the wilderness in the western part of the New Lenox Township region along Hickory Creek. This became the homestead of the Gougar family, with the surrounding farm growing to 320 acres. After living for a time in the original log cabin on the homestead, William Gougar built "a more commodious frame residence"[71] between 1840 and 1845 that is still standing today and illustrated on the previous page.[72] William Gougar Sr. was a German Lutheran, and with no place of worship for his faith, often used his home for services.[73] He died in 1861 (Catherine Gougar had died in 1854).

[70] Stevens, *Past and Present of Will County, Illinois*, 273.
[71] Ibid., 539.
[72] It has been claimed that the house (1840 to 1845) and barn (1840) were the first frame building in the New Lenox Township area (Works Progress Administration, Federal Writers Project, *Illinois: A Descriptive and Historical Guide* (Chicago: A.C. McClurg, 1939), 525).
[73] As reported in Stevens, *Past and Present of Will County, Illinois*, 272, Catherine and William Gougar were members of the Methodist Episcopal Church.

The William Gougar Sr. farm was inherited by son John Gougar, who was recorded in the 1860 Federal Census as being 50 years old, born in Pennsylvania, along with his wife Mary, 47, also born in Pennsylvania. Their children included Eli, 29, and Joseph, 28, both born in Illinois. The Agricultural Schedules of the Federal Census also recorded information on the farm. The 1850 Census listed the farm as being 240 acres of tilled land and 160 acres of woodland and pasturage, with 8 horses, 20 dairy cows (producing 200 pounds of butter, a relatively low output), 30 head of cattle, 60 sheep, and 25 hogs. Crop yields included 400 bushels of wheat, 1,000 bushels of corn, 1,000 bushels of oats, 25 bushels of potatoes, and 10 tons of hay. In 1860, when John Gougar was running the farm, the Agricultural Schedules recorded that it was 340 acres of tilled land (a significant increase in the amount of crop land) and 20 acres of woodland and pasturage. Farm animals included 8 horses, 14 dairy cows (producing 1,000 pounds of butter), 50 head of cattle, and 9 hogs. Crop yields included 400 bushels of wheat, 800 bushels of corn, 800 bushels of oats, 60 bushels of potatoes, and 80 tons of hay.

In the 1870 Federal Census, the John Gougar farm was reported as being 240 acres of tilled land and 50 acres of woodland and pasturage. The number of farm animals changed from ten years earlier with a decrease in the number of cattle from 50 to 20 and an increase in the number of hogs from 9 to 38. Crop yields shifted to included only 60 bushels of wheat,[74] 1,500 bushels of corn, 1,300 bushels of oats, 200 bushels of potatoes, and 60 tons of hay. The 1880 Census listed the farm as being 205 acres of tilled land, 35 acres of pasturage, and 110 acres of woodland. Farm animals included 12 horses, 18 dairy cows (producing 1,300 pounds of butter), 35 head of cattle, and 40 hogs. Crop yields included 2,450 bushels of corn from 70 acres, 1,450 bushels of oats from 35 acres, and 200 bushels of potatoes from 1 acre. In the ensuing decades, the farm passed to Louis Gougar and Davis Gougar. The 1930 Federal Census listed Davis Gougar, 35, farmer; Davis' mother Gertrude, 64; sister Elisabeth Allen, 26; brother-in-law Edward Allen, 35, hardware store salesman; sister Mary, 31; niece Mary Ann, 4; and farm laborer Thomas Stuart, 30. Much of the farmland was sold and subdivided in the 1940s, a portion of which became the Woodruff Golf Course soon thereafter. The William Gougar Sr. farmhouse contributes to the rural heritage of the region, and with restoration of the house could be considered for nomination as a Will County Landmark.

Among the eleven children in the founding Gougar family was William Jr., who was born while the family was in Ohio. The younger Gougar married Clarissa Hawkins in 1859, and three of their four children (Joel William, Helen (Nellie), and Frank) lived to adulthood.[75] His farm, purchased in 1853 from earnings obtained in California "Gold Rush" mining, was located in Section 20 of New Lenox Township (it remained in the Gougar family until William's death in 1906). The farmhouse (PIN 08-21-402-024) is illustrated on the following page.

Another son of William Gougar Sr. was Joseph E. Gougar, born 21 March 1834 after his parents had settled in New Lenox Township. Joseph Gougar received advanced education at Beloit College and Madison University at Madison, Wisconsin, and studied business at Bryant & Stratton Business College and Thomas J. Sloan's College, Chicago. He was employed with Reynolds & Willis, a wholesale grocery in Chicago, as a bookkeeper, and after a year formed a partnership with a member of the Reynolds family of New Lenox Township.[76] Joseph Gougar established a farm in Sections 19 and 20 of New Lenox Township (PIN 08-20-300-006), which is illustrated in current photographs on the previous page, between 1860 and 1862.[77] He married Harriet Perkins of Grundy County in 1864.[78]

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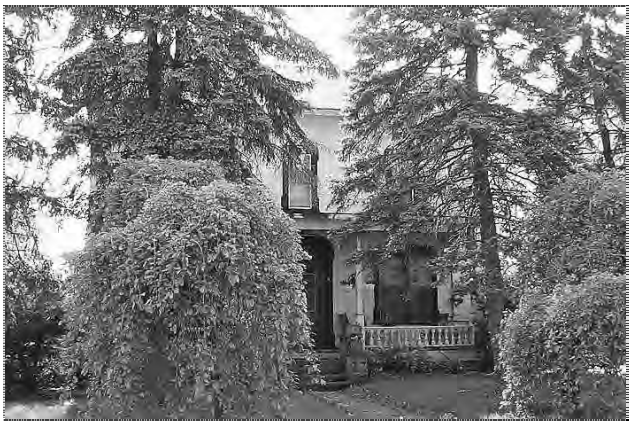
[74] Decreases in the production of wheat and corresponding increases in the production of corn were common in northern Will County in the 1870s and 1880s.

[75] Woodruff, *History of Will County, Illinois*, 782.

[76] Additional research is necessary to determine who in the Reynolds family with which Joseph Gougar formed a partnership.

[77] The Joseph Gougar farm is not included in the Agricultural Schedules of the 1870 Federal Census, but is shown on the plat map from 1862 of New Lenox Township. The farm was located on land originally purchased by H. Blanchard on 14 May 1852 (80 acres in southeast Section 19) and George Samuel on 23 June 1835 (80 acres in southwest Section 20) (Illinois Public Domain Land Tract Sales Database). It is possible that the Joseph Gougar



In addition to the William Gougar farmhouse and the Joseph Gougar farmstead, the William Gougar Jr. farmhouse is extant on Pine Street in a residential area south of the center of New Lenox. The William Gougar Jr.'s heirs sold the farmstead after his death in 1906, and it was owned by A.D. Pearson in the 1910s and Mark and W. McClure from the 1920s through the early 1940s. The surrounding land was developed for residential use in the late 1940s. The position of the Italianate detailed farmhouse dictated a bend in Pine Street when it was laid out in the 1940s, and is located closer to the street than other houses in the neighborhood.

The Agricultural Schedules of the 1870 Federal Census recorded the Joseph Gougar farm as being 160 acres in size. Farm animals included 10 horses,[79] 6 dairy cows (producing 400 pounds of butter), 5 head of cattle, and 52 hogs. Crop yields included 50 bushels of wheat, 500 bushels of corn, 900 bushels of oats, 25 bushels of potatoes, and 40 tons of hay. Ten years later the farm was recorded as having 2 horses,[80] 11 dairy cows (producing 5,860 gallons of milk for sale and 700 pounds of butter), 31 head of cattle, and 4 hogs. Crop yields included 1,050 bushels of corn from 35 acres, 540 bushels of oats from 18 acres, and 60 bushels of potatoes from 1 acre.

Joseph and Harriet Gougar had six children, including son Harlow Gougar, who inherited the farm after 1909. The 1930 Federal Census recorded Harlow, 50, farmer; his wife Ruby, 41; daughters Elisabeth, 16, and Harriet Ann, 14; son Robert J., 3; and farm laborer Ray McCune, 45. Ruby Gougar owned the farm by the 1950s, and Robert J. Gougar has owned the farm since the 1970s. The Joseph Gougar farm is potentially eligible as an Illinois Centennial Farm, and by the end of the decade will be eligible as an Illinois Sesquicentennial Farm. The Joseph Gougar farmstead contributes to the rural heritage of the region, and with restoration and/or proper maintenance of the buildings could be considered for nomination as a Will County Landmark.

Rugg–Button–Warren

The Rugg–Button–Warren farmstead on Haven Avenue in New Lenox (PIN 08-21-200-021) was found to be abandoned at the time it was documented in December 2002. In March and April 2003, the site was cleared of trees and buildings. It may seem futile to discuss the farmstead in this report, given that fact that it no longer exists. The farmstead's buildings, however, were unique, such as the farmhouse whose front portion is a New England One and a Half house type. Also, its' proximity within the Village of New Lenox was representative of the agricultural heritage of the town. When the farmstead was established, it lay at the edge of the town of New Lenox, and was surrounded by residential development in two phases: to the south in the first decade of the twentieth century and to the north and northwest in the 1960s and 1970s.

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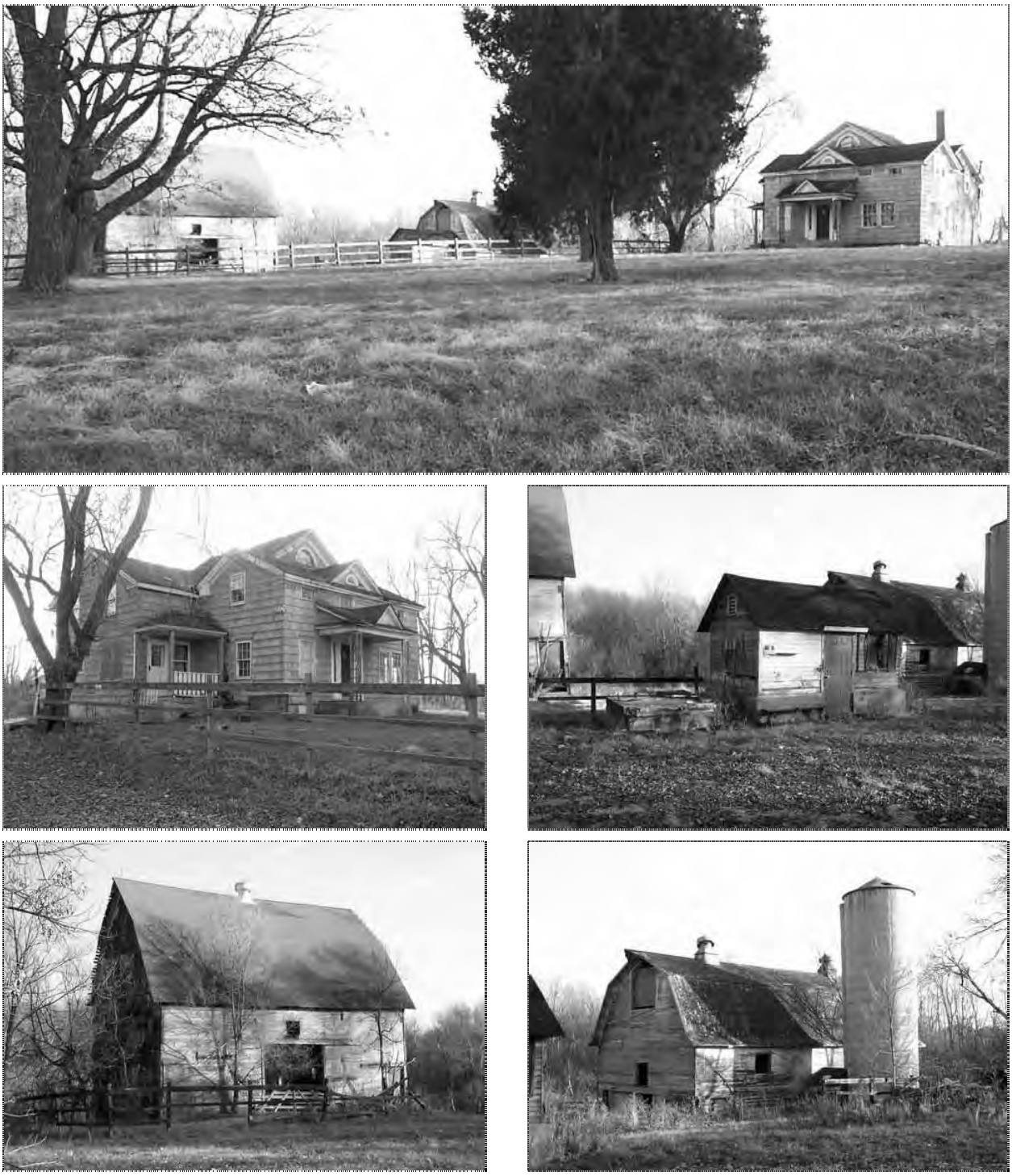
farmstead site was originally established by George Samuel, and that perhaps a portion of the farmhouse was first built by him during his ownership. George Samuel had also purchased 80 acres in the southeast portion of Section 20, land that later owned by William Gougar Jr.

[78] Stevens, *Past and Present of Will County, Illinois,* 272–3.

[79] The presence of 10 horses on such a relatively small farm indicates that Joseph Gougar may have been raising them as part of his farming operations.

[80] This may indicate that Joseph Gougar ceased to raise horses on his farm.



This farmstead site was demolished in April 2003. *Perhaps one of the most architecturally unique farmsteads in New Lenox Township was the former Rugg–Button–Warren farmstead in Section 21 on Haven Avenue. At the time of survey, the farmstead was abandoned. The farmhouse, shown at top and middle left, appears to originally have been a Hall and Parlor or perhaps a New England One and a Half with rear additions to give the structure a Queen Anne style look. The farmstead's milk house is shown middle right. The farmstead had two barns: a gambrel roofed Plank Frame barn with a barn bridge (bottom left) and a Dairy barn with an adjacent cast-in-place silo (bottom right). The farmstead's farmhouse and entrance drive were located on high ground while the two barns were set on a slope that extends down to a ravine.*

The land on which the farmstead was located was originally purchased by C.C. Van Horne, probably on speculation, on 14 May 1835.[81] The plat map from 1862 indicates that the farmstead was owned by J. Rugg. The Agricultural Schedules of the 1850 Federal Census list the diverse Jason Rugg farm, with 42 acres of tilled land and 25 acres of pasturage and woodland. Farm animals included 7 horses, 7 dairy cows (producing 400 pounds of butter and 400 pounds of cheese), 15 head of cattle, 24 sheep (producing 66 pounds of wool), and 4 hogs. Crop yields were fairly small, given the size of the farm, with 60 bushels of wheat, 250 bushels of corn, 200 bushels of oats, 20 bushels of potatoes, and 50 tons of hay. Ten years later, the farm had enlarged to 119 acres of tilled land and 10 acres of pasturage and woodland. Farm animals included 7 horses, 10 dairy cows (producing 800 pounds of butter and 1,200 pounds of cheese), 15 head of cattle, and 5 hogs. Crop yields included 28 bushels of wheat, 300 bushels of corn, 300 bushels of oats, 80 bushels of potatoes, and 40 tons of hay. The federal population Census for 1860 recorded Jason Rugg, 53, farmer, born in Vermont; his wife Lydia, 50, also born in Vermont; and sons John J., 21, and Oliver O., 13, both born in Illinois.

The 1870 Federal Census listed the Jason and John J. Rugg farm as having 118 tilled acres and 10 acres of pasturage and woodland. Farm animals included 9 horses, 9 dairy cows (producing 600 pounds of butter), 14 head of cattle, and 6 hogs. Crop yields included 40 bushels of wheat, 800 bushels of corn, 800 bushels of oats, 75 bushels of potatoes, and 60 tons of hay. Rugg also kept bees, producing 30 pounds of wax and 120 pounds of honey. In the 1880 Federal Census, the John J. Rugg farm was listed as being 80 acres of tilled land and 40 acres of pasturage. Farm animals included 7 horses, 7 dairy cows (producing 3,360 gallons of milk for sale), 4 head of cattle, and 2 hogs. Crop yields included 400 bushels of corn from 20 acres, 180 bushels of oats from 6 acres, and 80 bushels (6 tons) of flax from 10 acres.

With the exception of the farmhouse, the surviving buildings (dairy barn, Plank Frame barn, and milk house) on the farmstead date from the early twentieth century. By 1902, the farm had passed to E.F. Button. By the early 1940s, Ronald E. Button owned the farm. The plat map from 1948 shows Patrick Warren as the owner. The 1976 plat map shows the farmstead and 52 surrounding acres in trust with Harris Trust Savings, with the balance of the farmland (approximately 149 acres) owned by John and Jane Warren. Nine years later, the plat map of New Lenox Township shows the entire farm in trust with Harris Trust Savings, and by 1990 the farmstead site was incorporated into the Village of New Lenox.

Broadie–Bentley

The Broadie–Bentley house (PIN 08-28-200-017), located on Cedar Road near the intersection with Illinois Highway, is lone of the largest farmhouses in New Lenox Township. The Gabled Ell structure with a cross-gabled roof has much of its original Victorian detailing intact and also retains painted wood siding. The house once commanded a farm over 230 acres in size, which was subdivided in the 1970s. The former farmstead's Three-bay Threshing barn and crib barn are located behind the house, but on a separate parcel of land (PIN 08-28-200-016) under different ownership than the house. The house, or at least the original portions of the house, dates from the 1860s or 1870s, and is potentially eligible as a Will County Landmark. With further study, it may merit nomination to the National Register of Historic Places.

The land on which the farmhouse is located was originally purchased by Walter L. Newberry on 23 June 1835.[82] The farmhouse was built by Robert J. Broadie, who born in Ohio on 5 February 1829. His wife, Ann, had come to the New Lenox Township area in 1835 with her parents when she was three years old. Ann and Robert were married in 1854 and had three children who lived to adulthood: Esther Ann, John, and Sarah. Robert Broadie died in 1873 at the relatively young age of 43, at which time the farm he left to his wife was 735 acres in size.[83]

[81] Illinois Public Domain Land Tract Sales Database.
[82] Illinois Public Domain Land Tract Sales Database.
[83] Woodruff, *History of Will County, Illinois,* 778.

In the Agricultural Schedules of the 1860 Federal Census, the Robert J. Broadie farm was listed as 160 acres of tilled land. Farm animals included 5 horses, 1 working oxen, 8 dairy cows (producing 300 pounds of butter), 31 head of cattle, and 3 swine. Crop yields included 51 bushels of wheat, 400 bushels of corn, 800 bushels of oats, 60 bushels of potatoes, and 50 tons of hay. The 1870 Census lists the farm as being 600 acres of tilled land and 40 acres of woodland. Farm animals included 9 horses, 17 dairy cows (producing 1,100 pounds of butter and 200 pounds of cheese), 53 head of cattle, and 8 hogs. Crop yields included 40 bushels of wheat, 500 bushels of corn, 1,800 bushels of oats, 50 bushels of potatoes, and 75 tons of hay.

The 1880 Census lists the Ann Broadie farm as being 260 acres of tilled land, 90 acres of pasturage, and 68 acres of woodland. Despite the large size of the farm, the Census data indicates a slight downturn in its productive capacity. Farm animals included only 6 horses, 3 dairy cows (producing 400 pounds of butter), 2 head of cattle, and 8 hogs. Crop yields included 1,000 bushels of corn from 40 acres, 600 bushels of oats from 20 acres, and 40 bushels of potatoes from 1/2 acre. Ten cords of wood were sold for $40.

J.C. Broadie was recorded as the farm's owner on the 1893 plat map. The next owner, J.R. Bentley, is recorded on the 1902, 1909, and circa late 1920s plat maps. Mrs. J.R. Bentley is shown on the circa 1940 and 1948 plat maps, followed by Caroline Bentley on the 1957, 1966, and 1972 plat maps. In the mid-1970s, the farmland was sold off and the farmstead site subdivided, separating the farmhouse from the barn and other surviving structures.

The Broadie–Bentley farmhouse is one of the largest in New Lenox Township. The cross-gabled, Gabled Ell structure has Victorian window hoods and other detail from the period. The structure also retains wood siding and trim. The former farmstead's crib barn (bottom left) and Three-bay Threshing barn (bottom right) are located on an adjacent parcel of land that contains a horse farm with several other contemporary building. These two historic structures are in fair to poor condition.

The Spaulding–Fritz farmhouse in Section 31 on Old Manhattan Road is a Gable Front type. The farmhouse has composition siding that was probably installed several decades ago, and retains its wood trim.

The Plank Frame barn and Feeder barn on the Spaulding–Fritz farmstead have been resided with ribbed metal siding, lessening their historical integrity but protecting the structures for possible future restoration.

Spaulding–Fritz

The Spaulding–Fritz farmstead in Section 31 (PIN 08-31-300-006) is potentially eligible as an Illinois Centennial Farm, having been owned by the Fritz family for the past 100 years. The farmstead contributes to the rural heritage of Will County. The land on which the farmstead is located was originally purchased by William B. Egan on 23 June 1835.[84] Old Manhattan Road, passing southwest of the farmstead, dates from the first decades of European settlement of the region; it was originally known as Five Mile Grove Road. By

[84] Illinois Public Domain Land Tract Sales Database.

date of the 1862 plat map, Leonard Spalding was the farm's owner. The Spalding farm is not listed in the 1850 Federal Census, indicating that it was probably established in the 1850s, although all of the buildings currently on the farmstead were built between the 1890s and 1960s. On the Agricultural Schedules of the 1860 Federal Census, the Leonard Spalding farm was listed as having 80 acres of tilled land. The farm had 2 horses, 5 dairy cows (producing 400 pounds of butter), 6 head of cattle, and 6 hogs. Crop yields included 5 bushels of wheat, 500 bushels of corn, 350 bushels of oats, 70 bushels of potatoes, and 20 tons of hay.

The 1870 Federal Census listed the farm as being the same size as ten years before. The farm had 2 horses, 4 dairy cows (producing 300 pounds of butter), 3 sheep, and 3 hogs. Crop yields were quite small: 10 bushels of wheat, 150 bushels of corn, 150 bushels of oats, 30 bushels of potatoes, and 20 tons of hay. There appears to have been a period of transitional ownership in the ensuing decades. The Census data for 1880 does not list the Spalding farm. The 1893 plat map records the farm under the ownership of Thomas Tait. The 1902 plat map shows that Julius Fritz owned the farm. The 1930 Federal Census recorded several members of the Fritz family, including Julius Fritz, 70, born in Germany and a naturalized citizen since 1883; his wife Augusta, 67, also born in Germany and a naturalized citizen since 1870; son Ernest, 44, farm laborer; son Oscar, 27, farmer and head of household; Oscar's wife Minnie, 27; and the latter couple's son Norman, 2. Oscar Fritz owned the farm by the late 1940s, followed by Eugene Fritz by the mid-1980s. The farm continues to be owned by the Fritz family.

The I House type farmhouse on the Hubbard–Wessel–Hobbs farmstead, located in Section 34 on Laraway Road, is shown above. The farmhouse has composition siding that was probably installed several decades ago, and retains its wood trim.

Hubbard–Wessel–Hobbs

The Hubbard–Wessel–Hobbs farmstead on Laraway Road (PIN 08-34-100-002) only has a few remaining structures (farmhouse, crib barn, and implement shed), but contributes to the rural heritage of the region. The simple farmhouse is a good example of its type and merits preservation. The land on which the farmstead is located was originally purchased by Thomas R. Hubbard on 23 June 1835,[85] and the 1862

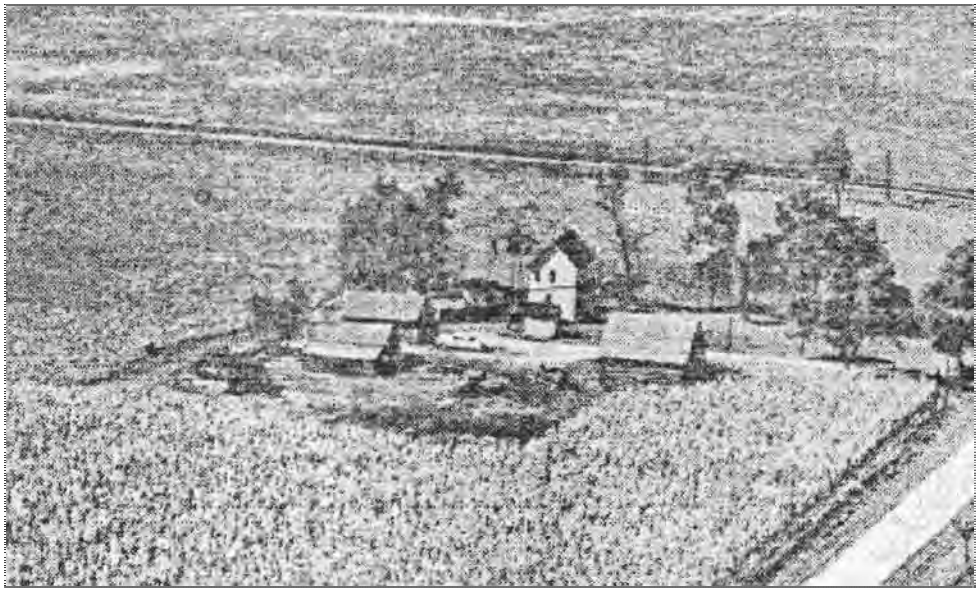
[85] Illinois Public Domain Land Tract Sales Database.

plat map documents J.N. Hubbard as the farm's owner. The 1850 and 1860 Federal Censuses do not contain records of the Hubbard farmstead.

The 1873 plat map documents P.H. Wagner as owner of the farm. The Agricultural Schedules of the 1870 Federal Census list the Phillip Wagner farm, with 80 acres of tilled land and 3 acres of woodland. Farm animals included 2 horses, 1 dairy cow (producing 100 pounds of butter), and 3 hogs. Crop yields included 15 bushels of wheat, 200 bushels of corn, 300 bushels of oats, 60 bushels of potatoes, and 8 tons of hay. The 1880 Federal Census recorded the Wagner farm as 50 acres of tilled land and 30 acres of pasturage. Farm animals included 1 horse, 5 dairy cows (producing 700 pounds of butter), 3 head of cattle, and 1 hog. Crop yields included 750 bushels of corn from 25 acres, 720 bushels of oats from 18 acres, and 50 bushels of potatoes from 1 acre.

The farm was shown as being owned by H. Wessel on the 1893, 1909, and circa late 1920s plat maps. The plat map from circa 1940 lists the Wessel brothers as owners. William Hobbs Jr. owned this farm and the farm to the south on Delaney Road, discussed below, by the mid-1950s. The two farms were inherited by the children of William Jr. and Lilly Hobbs in the 1970s or 1980s.

Shown above left is another view of the farmhouse on the Hubbard–Wessel–Hobbs farmstead. Above right is the crib barn, one of the few structures remaining on this site. Illustrated below is the Hobbs farmstead on Laraway Road, showing the I House type farmhouse (center) and crib barn (right), both of which are still extant (Drury, This is Will County, Illinois *(1955)).*



The Pester–Hobbs farmstead in Section 34 on Delaney Road has several intact original structures, including the Gabled Ell farmhouse with subtle Queen Anne detailing, shown above and below left; the Three-bay Threshing barn, shown below right; the crib barn (middle left) and milk house (middle right); and the implement shed (bottom left). The photograph at bottom right is the view towards the other Hobbs family farmstead, located on Laraway Road

Pester–Hobbs

The Pester–Hobbs farmstead in Section 34 on Delaney Road (PIN 08-34-300-002) is one of the most intact in New Lenox Township. It has several buildings with potential for local significance, and may merit nomination to the National Register. If any intact site deserves preservation for the future, it is this farmstead. Understanding of its overall significance would require the intensive survey of Manhattan Township to the south, but the future survey of Green Garden Township will be the first step in this process.

The land on which the farmstead is located was originally purchased by Thomas R. Hubbard on 23 June 1835.[86] The name printed on the 1862 plat map is not legible, but the 1873 plat map documents J. Pester as the farm's owner. The Agricultural Schedules of the 1870 Federal Census list the John Pester farm, with 80 tilled acres. Farm animals included 5 horses, 5 dairy cows (producing 400 pounds of butter), 6 head of cattle, and 2 hogs. Crop yields included 18 bushels of wheat, 200 bushels of corn, 666 bushels of oats, 40 bushels of potatoes, and 8 tons of hay. Ten years later, the farm was recorded in the Federal Census as being 76 acres of tilled land and 44 acres of pasturage. Farm animals included 7 horses, 5 dairy cows (producing 200 pounds of butter), 10 head of cattle, and 10 hogs. Crop yields included 1,900 bushels of corn from 48 acres and 1,300 bushels of oats from 28 acres.

The farm remained in the Pester family through at least the late 1920s, as documented on historic plat maps. The farm was owned by the Hobbs family at least by the early 1940s. The 1930 Federal Census recorded William Hobbs, 60, farmer, born in England; his wife Louisa, 62, born in Illinois; son William Jr., 29; daughter-in-law Lilly, 32; and grandson Harry, 10 months old. William Hobbs Jr. owned this farm and the farm to the north on Laraway Road, discussed above, by the mid-1950s. The two farms were inherited by the children of William Jr. and Lilly Hobbs in the 1970s or 1980s.

Illustrated at right is the Hobbs farmstead on Delaney Road, Section 34 of New Lenox Township. At the time that this photograph was taken, a small one story structure, possibly a summer kitchen, was extant behind the main house. A garage is located on the same spot currently. (Drury, This is Will County, Illinois *(1955).)*

[86] Illinois Public Domain Land Tract Sales Database.


Although the Bauch–Scheer farmhouse lies abandoned, it retains sufficient historic fabric for the possibility of restoration. This restoration work would include reconfiguration of the window to their original appearance, since the casement windows are not historically appropriate. The entrance drive to the farmstead site retains a line of trees sheltering it from the north. Other than a chicken house in poor condition, the farmstead does not have any surviving structures; the barn lies in ruins on the site.


Bauch–Scheer

The farmhouse on the Bauch–Scheer farmstead (PIN 08-36-200-015) is a structure in crisis. While to some it may appear as an abandoned wreck, sufficient historic fabric remains to allow possible restoration of the structure back to its original appearance. In its current state it is not contributing to the rural heritage, but it is hoped by presenting the farmhouse in this report that enough attention will be brought to it for restoration to take place. If nothing else, at least the farmstead will be documented before it disappears.

The land on which the former farmstead is located was originally purchased by Horatio O. Stone on 19 July 1836.[87] The plat map from 1862 recorded P. Nickalle and Ogden Bretwood & Co. as the owners of the farm, which occupied the northeast quarter-section. The 1873 plat map recorded Philip Bauch as the next owner, who continued to farm the property through at least the date of the 1909 plat map. The next owner, Clarence Scheer, owned the farm next, followed by Constantine Drugas in the mid-1980s. The farmhouse's windows were probably altered to casement configurations in the 1950s or 1960s.

[87] Illinois Public Domain Land Tract Sales Database.

CHAPTER III

S R EY S ARY AN RECO EN ATIONS

Period of Significance 183 to 1 7

The six townships that have been intensively surveyed to date were first settled by farmers of European origin in the late 1820s and early 1830s. Settlers first came to the region later called New Lenox Township in 1829. A significant number of settlers were present in the area prior to 1836, the year construction began on the Illinois and Michigan Canal in the townships to the north and west. Based upon these development trends, a general date of 1830 seems appropriate for a beginning date of European-influenced agricultural development.

Farming would continue to be the dominant use of the land in the survey region until the recent past. Suburban development, the defining element that would alter the economic development of the region, did not begin on a large scale until the post-World War II era. Subdivisions were established outside of Joliet as early as the late 1930s and Orland (later Orland Park) in the 1950s. The town of New Lenox expanded in the 1940s, with more and more land platted and annexed in the 1950s and 1960s. By 1970, two critical elements were in place in New Lenox Township: sufficient land had been developed for housing and industry for New Lenox and the hamlet of Spencer to be joined together, giving the former a certain "critical mass"; and Interstate 80 was constructed across the township, cutting it in two physically. These two elements constituted a significant change to the dynamic of the township, as agriculture declined as amajor social and economic force in the region. Therefore, a closing date for the period of agricultural significance would fall approximately around 1970.

The use of the closing date of 1970, however, does not mean that *all* elements constructed prior to that time were surveyed. Only a select number obviously constructed between 1950 and 1970 have been included. Horse farms in New Lenox Township generally have been included. The horse farms *not* included in the survey of New Lenox were omitted because of their apparent disconnection to the earlier agricultural economic life of the region.

Significance

National Register and Local Landmark Criteria

A selected number of properties within the rural survey area are potentially eligible for listing on the National Register of Historic Places. The National Register Criteria for Evaluation, as cited below, provide standards that significant historic properties are required to meet in order to be listed in the register:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
> B. That are associated with the lives of persons significant in our past; or
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
> D. That have yielded, or may be likely to yield, information in prehistory or history.[1]

[1] Quoted from National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources Division, 1997), 2; originally published in *Code of Federal Regulations, Title 36, Part 60*.

The three criteria that are most applicable to the rural survey area are A, B, and C. Under Criterion A, the survey region has significance as a region with over 100 years of productive agricultural history. The survey region has less significance under Criterion B, except on a local level as discussed below. Under Criterion C, the survey region contains architecturally significant structures that represent the diverse range of architectural styles and building forms, as well as agricultural practices that occurred during the period of significance.

In addition to eligibility for national listing, properties within the survey region are also eligible for local Will County listing, either individually as landmarks or as a group as a preservation district. The following are the criteria for Will County landmark listing as stated in the Will County Preservation Ordinance:

> Criteria for Consideration of Nomination. The Commission may recommend to the County Board the designation of landmarks and preservation districts, where not more than fifty percent (50%) of the property owners whose property is located within the boundaries of the proposed district object to designation, when after a thorough investigation results in a determination that a property, structure or improvement, or area so recommended meets one (1) or more of the following criteria:
>
> a) It has character, interest, or value which is part of the development, heritage, or cultural characteristics of a local community, the County of Will, State of Illinois or the Nation;
> b) Its location is a site of a significant local, County, State, or National event;
> c) It is identified with a person or persons who significantly contributed to the development of the local community County or Will, State of Illinois, or the Nation;
> d) It embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials;
> e) It is identified with the work of a master builder, designer, architect, engineer, or landscape architect whose individual work has influenced the development of the local area, County of Will, State of Illinois, or the Nation;
> f) It embodies elements of design, detailing, materials, or craftsmanship that render it architecturally significant;
> g) It embodies design elements that make it structurally or architecturally innovative;
> h) It has a unique location or singular physical characteristics that make it an established or familiar visual feature;
> i) It has character which is a particularly fine or unique example of a utilitarian structure with a high level of integrity or architectural significance;
> j) It is suitable for preservation or restoration;
> k) It is included in the National Register of Historic Places and/or the Illinois Register of Historic Places.
> l) It has yielded, or may be likely to yield, information important to pre-history, history or other areas of archaeological significance.
>
> In the event a property, structure, or an area is found to be of such significant character and quality where it is determined that its designation as a landmark or preservation district is in the overall best interest of the general welfare, any person may nominate and the Commission may recommend to the County Board such appropriate designation.

One of the differences between national and local listing is that local significance may be easier to justify than national significance. Properties that are eligible and listed as local landmarks, but may be more difficult to nominate for the National Register, receive important recognition and thereby afforded a certain measure of protection. Eventually, these properties could be listed as National Register properties if the case for their nomination improves. Additionally, local landmark designation often gives protections that National Register listing does not. The suggested properties have been researched sufficiently in performing this survey to merit consideration as Will County Landmarks.[2] It should be noted that some of

[2] It is useful at this point to provide general readers of this report with information on the issues surrounding the

the properties with local landmark potential could be determined, after performing additional research, to have sufficient significance for National Register designation.

The areas that have been intensively surveyed since 1999 and prior to the New Lenox survey have several properties with an appropriate degree of individual or relational significance. These properties with potential for local landmark or National Register eligibility have fallen into five general themes: a limestone building multiple property district in northern Will County; a multiple property district at the Wheatland Presbyterian Church Rural Crossroads; a rural heritage district in southwest Wheatland Township and northwest Plainfield Township (and includes the Wheatland Presbyterian Church Rural Crossroads within its boundaries); a rural heritage corridor along Hadley and Chicago-Bloomington Roads in southeastern Homer Township; and a select number of structures, primarily farmhouses, in Homer Township.

The intensive rural survey of New Lenox Township has yielded the following results: potential multiple property historic district with local significance within the hamlet of Marley; potential multiple property district with local significance within the former hamlet of Spencer; a significant amount of land within New Lenox Township to amend the Hadley Road and Chicago Bloomington Road Heritage Route identified in southeast Homer Township; and a few additional individual properties with potential for or worthy of local landmark designation or National Register nomination.

Another measure of recognition is the listing of farmsteads that have been "owned by a straight or collateral line of descendants of the original owner for at least 100 years."[3] Since 1972, the Illinois Department of Agriculture has administered the Illinois Centennial Farms Program. Illinois has been settled by farmers since the early 1800s, meaning that some farms have been in the same family for more than 100 years. To recognize the achievement of 150 years of ownership, the Illinois Sesquicentennial Farms Program was established in 2000. Application for either program requires a written legal description and the familial line of farmer owners.[4] The sites in New Lenox Township on the following table could be identified as having potential for centennial or sesquicentennial farm status. Additional research may locate other farms in the township that are also eligible.

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designation of a property as a Landmark as embodied in the Will County Preservation Ordinance. (The issues discussed herein are current as of the date of this report.) Landmarks may be properties (including districts), structures, or natural features. Any individual or group may propose a property for designation to the Historic Preservation Commission. Although the property owner does *not* need to be the party proposing designation, and the property owner does *not* need to grant consent in event of approval by the Historic Preservation Commission and the Will County Board, the property owner is notified in accordance with legal requirements of public hearings (adjacent property owners are notified as well).

The Will County Preservation Ordinance protects historic sites designated as Landmarks from alteration and demolition. (The ordinance also has a clause that provides for the review of demolition permits on buildings and structures 30 years and older.) All work on the Landmark (with the exception of normal maintenance) must be reviewed by the Historic Preservation Commission prior to beginning work, although work limited by economic hardship or in response to emergency situations is allowable with proper documentation. Demolition of a Landmark is permitted only after review of the demolition application by the Historic Preservation Commission, who may require written, graphic, and/or photographic documentation of the Landmark prior to demolition. Owners of Will County Landmarks are not obligated to preserve, rehabilitate, or restore their properties; however, owners may be eligible for low-interest loans, tax credits, or grants to assist with such actions. (Source: "Will County Landmark Nomination Questions," n.d.)

[3] Introduction to the Illinois Centennial Farms Program application form, Illinois Department of Agriculture.

[4] Additional information on the form is optional, and includes from whom the farm was originally purchased; the size of the original farm; the purchase price per acre; where the first familial owner was born; if this first owner had any other farms previously; was the land farmed before it was originally purchased; did the first familial owner have any other occupations while operating the farm; if any of the original structures or portions of structure still extant; when the present farmhouse was constructed; and what the crops are on the farm at present.

Farms with Potential for Centennial or Ses uicentennial Farm Status in New Lenox Township

STREET N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	HISTORIC FAR ING FA ILY	LI ELIHOO OF CENTENNIAL STAT S	LOCAL LAN AR POTENTIAL[6]
13809	MAPLE ROAD (ROUTE 6 OR SOUTHWEST HIGHWAY	08-03-400-013	FARMHOUSE, BARN, METAL BINS, POLE BARN, CRIB BARN, GARAGE AND APARTMENT, AND MILK HOUSE	HANDORF	GOOD	POTENTIALLY SIGNIFICANT LOCALLY
1180	MAPLE ROAD (ROUTE 6 OR SOUTHWEST HIGHWAY	08-05-400-002	FARMHOUSE, MILK HOUSE, AND GARAGE	HANDORF	REQUIRES ADDITIONAL RESEARCH	POTENTIALLY SIGNIFICANT LOCALLY
	GOUGAR ROAD	08-20-300-006	FARMHOUSE, BARN, GARAGE, SUMMER KITCHEN, POLE BARN, MILK HOUSE, AND METAL BINS	GOUGAR	GOOD (POSSIBLY FOR SESQUICENTENNI AL STATUS AS WELL)	CONTRIBUTING
22593	OLD MANHATTAN ROAD	08-31-300-006	FARMHOUSE, BARN, FEEDER BARN, CRIB BARN, METAL BINS, AND GARAGE	FRITZ	GOOD	POTENTIALLY SIGNIFICANT LOCALLY

Integrity

One important issue in the consideration of significance of a property or site is its historical and architectural integrity. This can be defined as the degree that a structure or group of structures retains its original configuration and materials, and that these materials are in good enough condition that measures can be taken to extend their service life. Replacement of selected elements, such as rotted wood members, may be necessary, but total replacement is not necessary. The issue applies primarily to the exterior of the structure, although in some cases the integrity of the interior may be a factor as well.

In the areas of northern Will County included in this and past intensive surveys, individual buildings on farmsteads may be in poor condition or significantly altered. In these instances, determination of significance can only be made on the historical importance of the original owner or builder. Some farmstead sites have an eroded integrity because of the loss of one or more significant structures, making it difficult to recognize the agricultural connections of the site. Determination of integrity has to be made on a case by case basis. In many instances, the presence of a former farmhouse or barn alone communicates agricultural origin of the site.

Another issue that defines the integrity of a structure is the presence of historically appropriate materials. Since a 150-year-old farmhouse is unlikely to have all of its original wood siding in place, an appropriate replacement would be wood siding material of similar dimension to the original. The presence of artificial or synthetic siding material, such as metal, aluminum, or vinyl siding, seriously detracts from the integrity of the building or element. It should be noted that this applies not only to farmhouses but barns and other agricultural support buildings. This issue is addressed in *Preservation Brief No. 8: Aluminum and Vinyl Siding on Historic Buildings,* which states the following:

[5] The likelihood of Centennial or Sesquicentennial status has been based on a brief review available plat maps.
[6] Local landmark potential statement is based on recent rural survey report evaluations, not on current Will County Landmark status.

> Preservation of a building or district and its historic character is based on the assumption that the retention of historic materials and features and their craftsmanship are of primary importance. Therefore, the underlying issue in any discussion of replacement materials is whether or not the integrity of historic materials and craftsmanship has been lost. Structures are historic because the materials and craftsmanship reflected in their construction are tangible and irreplaceable evidence of our cultural heritage. To the degree that substitute materials destroy and/or conceal the historic fabric, they will always subtract from the basic integrity of historically and architecturally significant buildings.[7]

Contributing and Non-contributing Properties

Many of the farmsteads and supporting rural sites in the New Lenox survey can be considered contributing to a potential rural heritage district or simply retain the character of an agricultural development. In evaluating the sites in this survey, a contributing site is one that retains a *coherent* appearance as a farmstead or whatever its original function once was. Most of the structures on the property were observed to be in good or fair condition, although a few of the structures might be considered to be in poor condition. Non-contributing sites are listed as such because they lack integrity, such as potentially significant structures that have been significantly altered or were observed to be in poor condition.

Will County Land Use Department Planning Documents

In April 2002, Will County adopted a new *Land Resource Management Plan*. The plan addresses the importance of Will County Landmarks and National Register designated properties and sites through preservation planning. The new document is also very realistic, recognizing that growth likely will occur and, if not regulated properly, could have a detrimental impact on the character of the county's rural areas. The *Land Resource Management Plan* focuses primarily on land use and development forms, but advocates that the preservation of rural areas should include the preservation of those elements significant to agricultural production and the agricultural landscape, such as rural structures. Therefore, the *Land Resource Management Plan* supports the goals for the preservation of rural structures.

The new *Land Resource Management Plan* also includes discussion of different forms of development in rural areas, both historically and at present. This includes preserving the character of hamlets and other small rural crossroad settlements. Contemporary development trends include Conservation Design Subdivisions, which rearrange the typical layout of streets and housing lots, setting aside a substantial amount of land as permanent open space. Conventional Suburban Residential subdivisions typically consume the entire development parcel. Historic structures and landscapes are specifically recognized in the *Land Resource Management Plan* as meriting protection when developing a Conservation Design Subdivision.[8]

A detailed review of the new *Land Resource Management Plan*, and its application to the rural survey area of New Lenox Township, is beyond the scope of this report. However, the information provided in this new document should be considered in the development of protection measures for the rural heritage areas and sites discussed below.

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[7] John H. Myers, with revisions by Gary L. Hume, *Preservation Brief No. 8, Aluminum and Vinyl Siding on Historic Buildings: The Appropriateness of Substitute Materials for Resurfacing Historic Wood Frame Buildings* (October 1984).

[8] To view the *Land Resource Management Plan* in its entirety, please visit http://www.willcountylanduse.com/lrmp/lrmpmain.html, or contact the Will County Land Use Department, Planning Division, at (815) 727-8430.

Potential Historic istricts and Landmarks

Homer and New Lenox Rural Heritage District

In the report for Homer Township (2002), a potential "heritage route" in the southeastern portion of the township was first discussed. During the survey of New Lenox Township, several more rural areas with similar characteristics of agricultural open space with farmsteads and forested areas, intertwined winding roads, were identified. In addition to supplementing the region identified in Homer Township, a significant opportunity was discovered to link forest preserve and park space on the eastern and western edges of New Lenox Township with southeastern Homer Township.

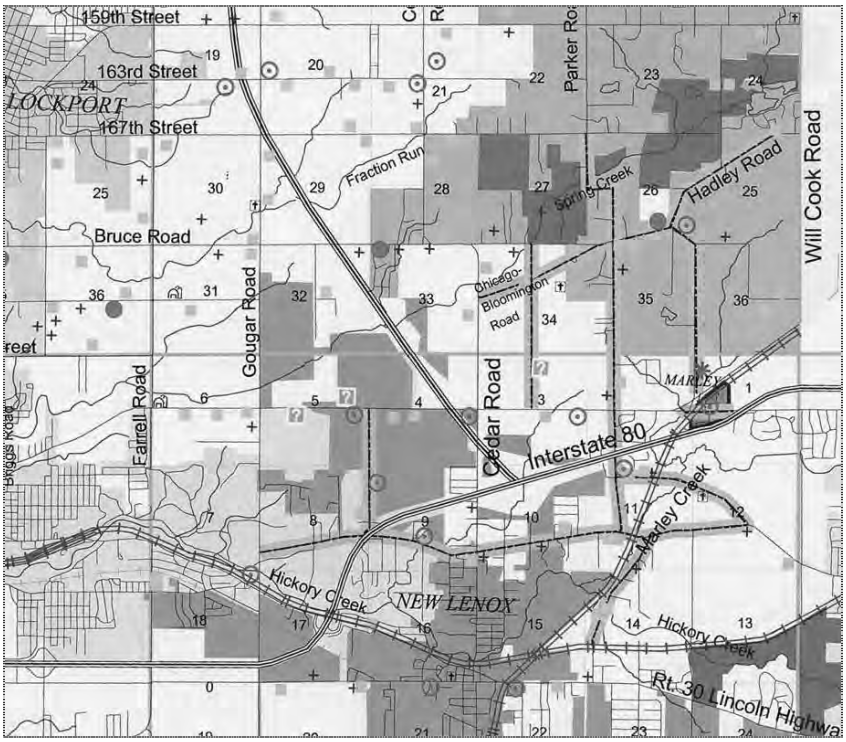


Hadley Road and Chicago Bloomington Road Heritage Route. *The photographs above, previously seen in the rural survey report for Homer Township, show the views along these roads. They are reproduced here to show the character of this region that is alternately wooded and open lands immediately north of the New Lenox Homer boundary. At left is the Doig–Lauffer farmstead at the forked intersection of Hadley and Lauffer Roads. After passing the Gorham–Frazer farmhouse (center, known by the name "Stone Manor"), Hadley Road then forks into Chicago-Bloomington Road, in turn leading to farmsteads such as the Rowley–Morse–Buckholdt–Dailey–Anderson farmstead (right) in Section 34 of Homer Township. Roads such as Francis Road, Parker Road, Regan Road, and Marley Road retain similar characteristics.*

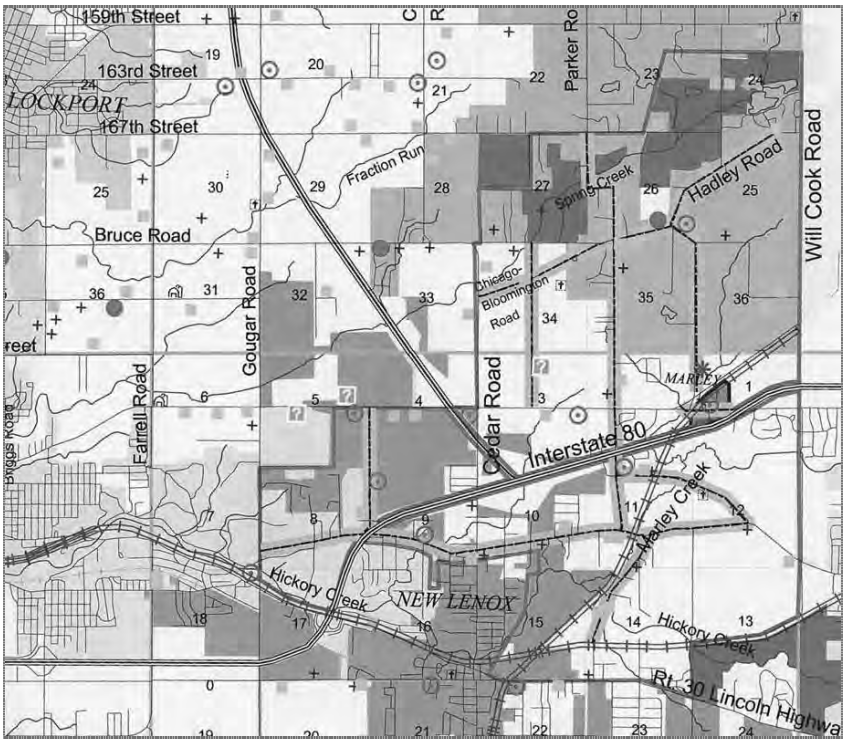
Hadley and Chicago-Bloomington Road, as illustrated above, is a unique example in the region due to its topography, the heritage of its path through the region (originally an Native American trail, it is one of the few non-orthogonal roads in the area), and the remaining historic structures and farmstead sites. Francis Road in New Lenox Township shares many of these qualities, as does other routes such as Clinton Road, Ragen Road, and Parker Road. Within this region also lies the hamlet of Marley, which retains much of its historical and architectural integrity. Referring to the maps shown on the following page, the region containing these roads is bordered by park district or forest preserve lands to the north, east, and west: Messenger Woods in Homer Township; Hickory Creek Preserve in eastern New Lenox Township (both of these under the control of the Forest Preserve District of Will County); and Pilcher Park in western New Lenox Township (under the control of the City of Joliet Park District).

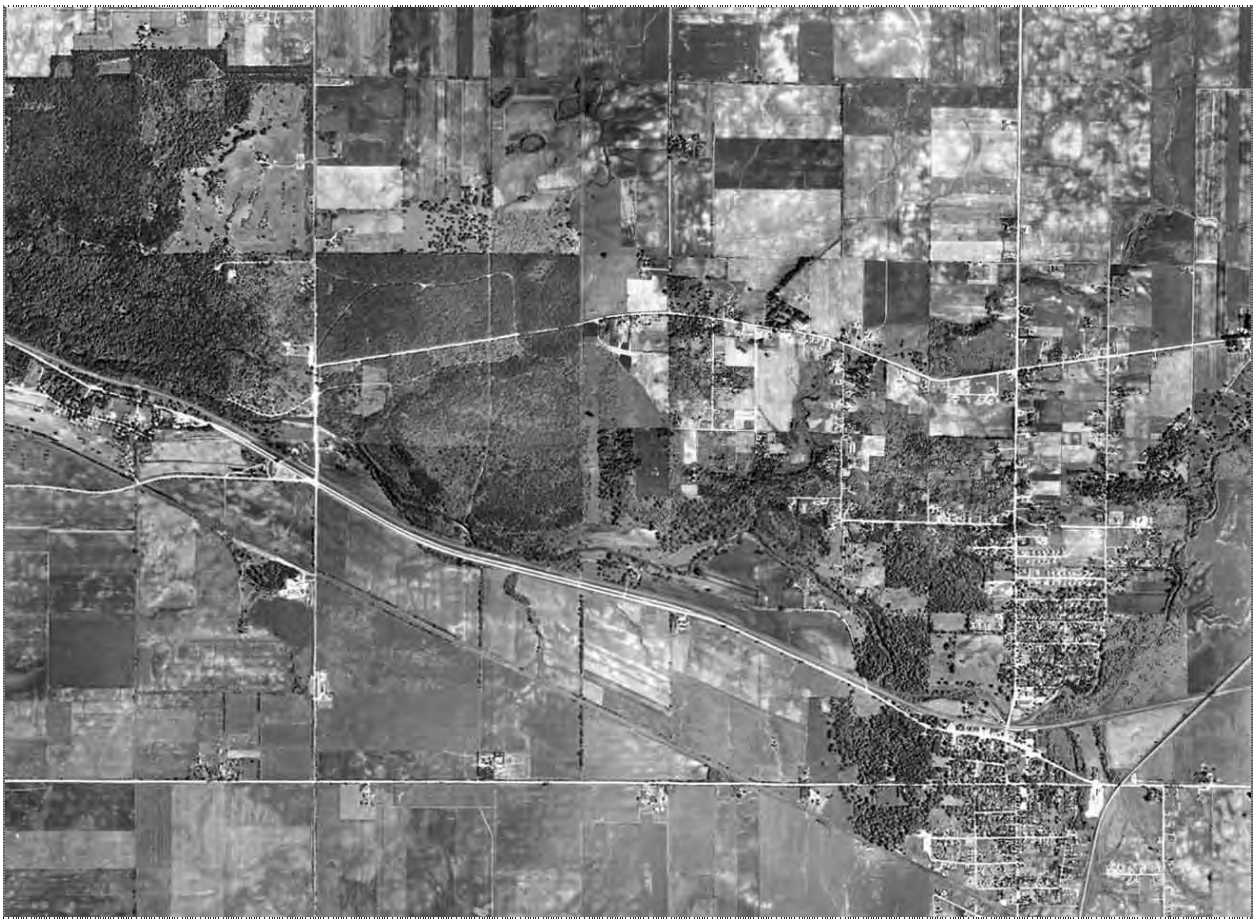
Several historically and architecturally significant farmsteads are located within this roughly triangular area. In addition, much of the non-subdivided land in this region is either currently used in agriculture or has already been designated as open space (such as the Sanctuary Golf Course of the Village of New Lenox). While it is true that Interstate 80 currently passes through the area, ironically, the construction of Interstate 80 has helped to isolate Marley from development in adjacent areas.

There appears to be, therefore, an opportunity to link the forest preserve lands with a carefully planned region of open space, significant farmstead architecture, and controlled development. The lower map on the following page proposes a "buffer zone" that should be studied further for possible protection. An assessment should be made to see if principles and ideas set forth in the new *Land Resource Management Plan* benefit efforts for preservation of this region.



The maps shown above and below are excerpts from those prepared for the rural survey report. Highlighted in the top map (with dashed lines with a pale border) are "rural heritage" roads in southern Homer and northern New Lenox Townships that retain significant aspects of rural character. Maple Road running through Marley is included in this category of significance. Note that many of the roads are non-orthogonal, a feature that possibly adds to their uniqueness. The map below shows the same area with a suggested "buffer zone" (outlined in a medium shade) around the rural heritage routes.



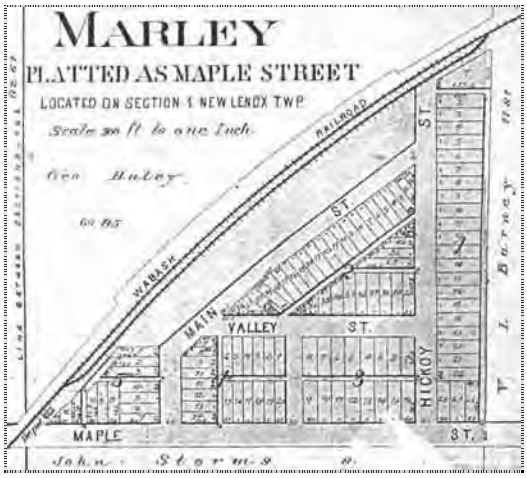


The aerial photograph (dated 30 May 1954) shown above includes some of the areas illustrated on the maps on the previous page. At the left edge of the photograph is Pilcher Park of the Joliet Park District, located north of Route 30 (Lincoln Highway) in Section 7 of New Lenox Township. Toward the center of the map, east of Gougar Road and flanking Francis Road, is Higinbotham Woods. While much of the land bordering and south of Route 30 has been developed, and although Interstate 80 extends from the northeast to the southwest, land extending north to Route 6 (Southwest Highway) retains much of the open character shown in this historic photograph.

Marley

The 110-year-old hamlet of Marley has grown to fill the boundaries of its original platting. Growth beyond this area, other than some small scale 1950s and 1960s suburban development immediately to the south, has not occurred. This has primarily has been due to a degree of isolation of the community, falling between the railroad tracks to the north and west (which was its original boundary as planned), Interstate 80 to the south, and a golf course to the east.

Within these boundaries, the original structures of Marley (including the Marley Community Church and about 8 or 10 houses) retain much of their integrity. Marley is more than its plan and its buildings. Landscape plays an important aspect, as the town is nestled on a slight slope extending up from Marley Creek. Trees and other landscaping are also important, as the main street of the town was named Maple Road.



Marley retains the character of a residential hamlet, located today almost as an island with the railroad tracks to the north and Interstate 80 to the south. The plat map of Marley above left dates from 1893. The grand plans for Spencer, as shown in the plat map below left from 1862, never came to be – only a few houses and the depot defined the settlement. Seven houses have survived, many appearing in good condition. Most, however, have been resided with synthetic siding.

Spencer

While lacking the integrity of Marley, the former crossroads settlement of Spencer retains many of its original houses. According to the most recent plat maps (issued January 2003), Spencer borders but is not incorporated into the Village of New Lenox. While Spencer may not merit the same degree of protection as Marley, conservation of its original structures should be encouraged.

Southern New Lenox Township

The potential regional significance of southern New Lenox Township should be assessed in connection with evaluations of future rural survey efforts in southern and southeastern townships such as Manhattan and Green Garden. This region, roughly defined by Spencer/Illinois Highway on the eastern end and Interstate 80 on the western end, includes Sections 19, 20, and 25 through 36. The present rural survey identified 44 sites whose overall significance, if any, appears to be best understood in the larger context of these adjacent areas.

Individual Landmarks

In addition the themes discussed above, there are several individual structures and sites that have potential for local landmark status. As noted above, some of these sites may have potential for National Register eligibility after additional research. The following sites in New Lenox Township listed in roman text are recommended for possible Will County Landmark nomination. *Sites listed in italicized text have somewhat less significance due to compromised integrity, typically due to artificial siding. If these features were reversed, then they would merit local significance.*

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	SIGNIFICANCE
13809	*MAPLE ROAD (RO TE 6 OR SO THWEST HIGHWA*	*08-03-400-013*	*FARMHO SE AND OTHER STR CT RES ARE CONTRIB TING; FARMHO SE IS POTENTIALL SIGNIFICANT LOCALL AS A NIQ E FARMHO SE T PE (HO SE C RRENTL COVERED WITH ARTIFICIAL SIDING)*
	MAPLE ROAD (RO TE 6 OR SO THWEST HIGHWA	*08-04-400-003*	*FARMHO SE IS CONTRIB TING; FARMHO SE IS POTENTIALL SIGNIFICANT LOCALL AS A NIQ E FARMHO SE T PE (HO SE C RRENTL COVERED WITH ARTIFICIAL SIDING)*
1180	*MAPLE ROAD (RO TE 6 OR SO THWEST HIGHWA*	*08-05-400-002*	*FARMHO SE AND OTHER STR CT RES ARE CONTRIB TING; FARMHO SE IS POTENTIALL SIGNIFICANT LOCALL AS A NIQ E FARMHO SE T PE (HO SE C RRENTL COVERED WITH ARTIFICIAL SIDING)*
1700	CLINTON ROAD	08-09-200-003	LOCALLY SIGNIFICANT FARMHOUSE; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
263	FRANCIS ROAD	08-09-400-021	LOCALLY SIGNIFICANT FARMHOUSE; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
	FRANCIS ROAD	*08-10-301-001*	*CONTRIB TING B T NOT SIGNIFICANT D E TO N MERO S MODIFICATIONS AND ADDITIONS*
19125	PARKER ROAD	08-11-103-009	POTENTIAL FOR LOCAL SIGNIFICANCE BECAUSE OF THE FARMHOUSE AND THE SUPPORT STRUCTURES
	FRANCIS ROAD	*08-11-300-014*	*FARMHO SE IS CONTRIB TING; POTENTIALL SIGNIFICANT LOCALL IF ALTERATIONS ARE REMOVED OR REVERSED*
451	*MARLE ROAD*	*08-14-101-015*	*FARMHO SE IS CONTRIB TING; POTENTIALL SIGNIFICANT IF ARTIFICIAL SIDING IS REMOVED*
530	OLD NEW LENOX ROAD	08-16-104-001	CONTRIBUTING; AN EXAMPLE OF A SIMPLE FARMHOUSE THAT RETAINS MUCH OF ITS HISTORIC INTEGRITY AND POTENTIALLY SIGNIFICANT LOCALLY
	GO GAR ROAD	*08-18-205-002*	*FARMHO SE IS CONTRIB TING; POTENTIALL SIGNIFICANT LOCALL IF ARTIFICIAL SIDING IS REMOVED*
	HAVEN AVENUE	08-21-200-021	SURVIVING FARMSTEAD BUILDINGS POTENTIALLY SIGNIFICANT LOCALLY DESPITE POOR CONDITION OF SOME OF THE BUILDINGS
	CEDAR	08-28-200-017[9]	LOCALLY SIGNIFICANT AND POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
1413	LARAWAY ROAD	08-34-100-002	POTENTIAL FOR LOCAL SIGNIFICANCE
14058	DELANEY ROAD	08-34-300-002	LOCALLY SIGNIFICANT FARMSTEAD SITE, POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
	SCHEER ROAD	08-36-200-015	POTENTIAL FOR LOCAL SIGNIFICANCE, ALTHOUGH FARMHOUSE STRUCTURE IS CURRENTLY ABANDONED

[9] The Three-bay Threshing barn and crib barn for this former farmstead site are part of the property address immediately to the south with PIN 08-28-200-016.

Survey Summary

The survey of New Lenox Township documented 471 structures, including 115 houses, 56 barns, and 300 agricultural support structures on 90 sites. The previous surveys of Lockport, Plainfield, Wheatland, Du Page, and Homer Townships documented a total of 1,434 structures, including 290 houses, 158 barns, and 916 agricultural support structures on 330 sites.[10] The following tables give a breakdown for the five townships intensively surveyed to date for each of the building types discussed in Chapter I:

Farmhouses

House Type	Wheatland	u Page	Plainfield	Lockport	Homer	New Lenox	Totals
I House	4	1	3	3	2	9	22
Hall and Parlor	4	2	3	4	5	2	20
New England One and a Half	Not evaluated[11]					5	5
German Farmhouse	0	0	1	1	0	0	2
Four over Four	11	6	11	8	6	9	51
Side Hallway	1	0	1	1	0	2	5
Gothic Revival					1	0	1
Italianate	1	0	0	1	3	2	7
Upright and Wing	27	3	8	7	16	26	87
Gabled Ell	15	8	15	6	4	16	64
Gable Front	5	3	3	6	11	8	36
Queen Anne	2	0	0	0	2	9	13
Foursquare	11	1	8	4	2	5	31
Bungalow	4	0	1	7	0	8	20
Tudor Revival	1	0	0	0	0	1	2
Cape Cod	7	—	1	1	4	4	17
Other	4	2	2	1	4	9	22
Totals	97	26	57	50	60	115	405

Barns

Barn Type	Wheatland	u Page	Plainfield	Lockport	Homer	New Lenox[12]	Totals
Three-bay Threshing	16	9	7	10	13	20	75
Bank	1	1	0	1	2	1	6
Raised	2	1	1	1	1	0	6
Pennsylvania German	7	0	1	0	0	1	9
Three-ended	3	1	0	0	0	1	5
Plank Frame	14	2	15	4	6	15	56
Feeder	6	1	0	0	1	2	10
Dairy	8	0	3	5	3	13	32
Round Roof	1	0	0	0	1	0	2
Other or unknown	1	2	1	0	6	3[13]	13
Totals	59	17	28	21	33	56	214

[10] Wheatland Township contained 101 sites with a total of 499 structures. Plainfield Township contained 70 sites with a total of 225 structures and elements. Lockport Township contained 56 sites with a total of 166 structures and elements. Du Page Township contained 28 sites with a total of 131 structures. Homer Township contained 76 sites with a total of 343 structures and elements.

[11] New England One and a Half type farmhouses were not evaluated as a house type in previous intensive rural surveys and were categorized primarily as Hall and Parlor types, German Farmhouses, and other types.

[12] New Lenox Township included a Three-bay Threshing barn and a Dairy barn converted to houses.

[13] In New Lenox Township, one barn was identified as an exhibition barn, one as a horse barn, and one unknown (ruin).

Support Buildings

Building Type	Wheatland	u Page	Plainfield	Lockport	Homer	New Lenox	Totals
Animal Shed/Shelter	27	2	1	2	8	4	44
Small Barn	4	1	7	2	0	1	15
Cellar	1	0	0	1	0	0	2
Chicken House/Coop	18	3	6	4	14	13	58
Corn Crib	3	1	0	1	4	0	9
Crib Barn	48	13	24	14	26	45	170
Foundation[14]	10	2	1	1	10	5	29
Garage	36	3	15	8	18	37	117
Horse Stable	0	0	0	0	0	4	4
Hog House	3	0	1	0	1	4	9
Implement Shed	41	7	35	14	25	22	144
Machine Shed	1	1			1	1	4
Mesh Bin	4	7	0	8	6	2	27
Metal Bin	10	9	1	2	22	49	93
Milk House	3	4	0	0	19	20	46
Pole Barn/Metal Building	10	1	0	5	20	25	61
Privy	3	0	1	0	0	0	4
Pump House	16	3	12	10	0	0	41
Shed	36	12	11	2	25	33	119
Silo	46	11	16	15	30	13	131
Smoke House	3	2	0	0	6	2	14
Summer Kitchen	5	1	1	0	1	2	10
Windmill	10	3	4	5	4	2	28
Other	5	1	4	1	10	16[15]	37
Totals	343	88	140	95	250	300	1,215

The following series of tables list farmsteads and agriculturally-related sites and their status toward landmark potential; farmhouse types; barn types; and all other support buildings. The tables cover only New Lenox Township.

[14] Most foundations appeared to be for sheds or other small buildings. Larger foundations for barns were present at a few farmsteads.

[15]The survey of New Lenox Township included 1, field house, 1 restroom building, 1 concession stand, 1 well, 2 pool houses, 1 church building, 1 fireplace, 1 coach house, 2 fuel storage tanks, 1 mobile home, 2 worker houses, and 1 club house.

Farmsteads and Agriculturally related Sites (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	O ERALL SIGNIFICANCE
	HAAS ROAD	08-01-100-001	FARMHOUSE, CRIB BARN, SILO, METAL BIN, SHED, AND GARAGE	CONTRIBUTING
	MAPLE ROAD	08-01-102-006	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-103-005	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAIN STREET	08-01-102-006	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-103-008	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-104-005	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-102-108	CONCRETE FOUNDATION	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-105-003	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAIN STREET	08-01-105-002	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-304-033	CHURCH	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-105-004	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	VALLEY STREET	08-01-102-018	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAIN STREET	08-01-103-006	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-105-004	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAIN STREET	08-01-106-011	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	VALLEY STREET	08-01-104-006	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
	MAPLE ROAD	08-01-106-005	HOUSE (MARLEY)	LOCALLY SIGNIFICANT
18501	PARKER ROAD	08-02-100-017	FARMHOUSE, BARN, CRIB BARN, SILO, AND POLE BARN	CONTRIBUTING
18600	PARKER ROAD	08-02-100-036	FARMHOUSE, BARN, AND CRIB BARN	NON-CONTRIBUTING
	BLODGETT	08-03-200-009	FARMHOUSE, BARN, SILO, AND GARAGE	CONTRIBUTING
13925	MAPLE RD (SW HWY)	08-03-400-011	FARMHOUSE, BARN, MILK HOUSE, AND CRIB BARN	CONTRIBUTING
13809	MAPLE RD (SW HWY)	08-03-400-013	FARMHOUSE, BARN, METAL BINS, POLE BARN, CRIB BARN, GARAGE AND APARTMENT, AND MILK HOUSE	LOCALLY SIGNIFICANT
	MAPLE RD (SW HWY)	08-04-300-010	FARMHOUSE, BARN, MILK HOUSE, CRIB BARN, SILO, AND GARAGE	CONTRIBUTING
790	MAPLE RD (SW HWY)	08-04-300-011	FARMHOUSE, BARN, AND MILK HOUSE	CONTRIBUTING
	MAPLE RD (SW HWY)	08-04-400-003	FARMHOUSE AND GARAGE	LOCALLY SIGNIFICANT
	MAPLE RD (SW HWY)	08-05-100-012	FARMHOUSE	CONTRIBUTING
	MAPLE RD (SW HWY)	08-05-200-012	FARMHOUSE, BARN, AND FEED SHED	CONTRIBUTING
	MAPLE RD (SW HWY)	08-05-300-029	FARMHOUSE AND IMPLEMENT SHED	LOCALLY SIGNIFICANT
1180	MAPLE RD (SW HWY)	08-05-400-002	FARMHOUSE, MILK HOUSE, AND GARAGE	LOCALLY SIGNIFICANT
1190	MAPLE RD (SW HWY)		(2) CRIB BARNS, (3) POLE BARNS, AND A METAL BIN	CONTRIBUTING
2500	MAPLE RD (SW HWY)	08-06-300-004	FARMHOUSE AND SILO	CONTRIBUTING
16135	MAPLE RD (SW HWY)	08-06-400-012	FARMHOUSE, BARN, SILO, MILK HOUSE, AND GARAGE	CONTRIBUTING
	MAPLE RD (SW HWY)	08-06-400-028	FARMHOUSE, BARN, (3) SHEDS, MILK HOUSE, SCREENED COOP, HOG HOUSE, AND GARAGE	CONTRIBUTING
18826	GOUGAR ROAD	08-06-400-029	FARMHOUSE	NON-CONTRIBUTING
1700	CLINTON	08-09-200-003	FARMHOUSE, BARN, CRIB BARN, AND FEED SHED	LOCALLY SIGNIFICANT; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY

Farmsteads and Agriculturally related Sites (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	O ERALL SIGNIFICANCE
	CLINTON	08-08-400-017	FARMHOUSE, BARN, MESH BINS, METAL BIN, MILK HOUSE, GARAGE, SHED, (2) POLE BARNS, AND SILO	CONTRIBUTING
	CEDAR	08-09-207-026	FARMHOUSE	NON-CONTRIBUTING
430	FRANCIS ROAD	08-09-302-024	FARMHOUSE AND SUMMER KITCHEN	LOCALLY SIGNIFICANT; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
263	FRANCIS ROAD	08-09-400-021	FARMHOUSE, BARN, CRIB BARN, GARAGE, IMPLEMENT SHED, AND SMALL FEEDER BARN	CONTRIBUTING
	FRANCIS ROAD	08-10-301-001	FARMHOUSE	NON-CONTRIBUTING
	FRANCIS ROAD	08-10-400-001	EXHIBITION BARN, FIELD HOUSE, CONCESSION STAND, RESTROOMS, AND FIREPLACE	CONTRIBUTING
	FRANCIS ROAD	08-10-400-016	FARMHOUSE AND GARAGE	NON-CONTRIBUTING
13326	REGAN	08-11-103-002	FARMHOUSE AND GARAGE	CONTRIBUTING
19125	PARKER ROAD	08-11-103-009	FARMHOUSE, BARN, SILO, CHICKEN HOUSE, MILK HOUSE, HOG HOUSE, AND (2) SHEDS	LOCALLY SIGNIFICANT
13124	REGAN ROAD	08-11-200-031	FARMHOUSE AND GARAGE	NON-CONTRIBUTING
	FRANCIS ROAD	08-11-300-014	FARMHOUSE, HORSE BARN, GARAGE, AND SHED	CONTRIBUTING
1300	FRANCIS ROAD	08-11-300-018	BARN (CONVERTED TO HOUSE)	CONTRIBUTING
910	MARLEY ROAD	08-11-301-001	HOUSE	NON-CONTRIBUTING
	FRANCIS ROAD	08-12-300-017	IMPLEMENT SHED	NON-CONTRIBUTING
12131	FRANCIS ROAD	08-12-401-012	FARMHOUSE, BARN, MILK HOUSE, CRIB BARN, MESH BIN, IMPLEMENT SHED, AND SILO	CONTRIBUTING
451	MARLEY ROAD	08-14-101-015	FARMHOUSE, MILK HOUSE, AND GARAGE	CONTRIBUTING
215	MARLEY ROAD	08-14-301-003	FARMHOUSE, IMPLEMENT SHED, AND GARAGE	CONTRIBUTING
	ROUTE 30	08-14-304-013	FARMHOUSE	CONTRIBUTING
	MARLEY ROAD	08-14-101-039	MILK HOUSE	CONTRIBUTING
530	OLD NEW LENOX ROAD	08-16-104-001	FARMHOUSE	CONTRIBUTING
	HAVEN	08-17-304-009	FARMHOUSE RUINS, BARN FOUNDATION, CONCRETE BUILDING, CONCRETE SLAB, AND CONCRETE STREET WALL	CONTRIBUTING (WALL ONLY)
54	CHERRY HILL RD	08-18-101-006	HOUSE	CONTRIBUTING
50	CHERRY HILL RD	08-18-101-007	HOUSE	CONTRIBUTING
56	CHERRY HILL RD	08-18-101-016	HOUSE	CONTRIBUTING
	GOUGAR ROAD	08-18-205-002	FARMHOUSE, (3) SHEDS, AND GARAGE	LOCALLY SIGNIFICANT
	SPENCER (IL HWY)	08-19-400-003	FARMHOUSE, BARN, AND GARAGE	CONTRIBUTING
1730	HAVEN	08-20-100-006	FARMHOUSE, CRIB BARN, IMPLEMENT SHED, (2) MOBILE HOMES, WORKER HOUSE, POLE BARN, AND GARAGE	CONTRIBUTING

Farmsteads and Agriculturally related Sites (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	O ERALL SIGNIFICANCE
	HAVEN	08-21-200-021	FARMHOUSE, BARN, DAIRY BARN, MILK HOUSE, AND RUIN	LOCALLY SIGNIFICANT
1020	HAVEN	08-20-200-005	FARMHOUSE, CRIB BARN, GARAGE, SHED, AND METAL BIN	CONTRIBUTING
930	HAVEN	08-20-200-006	FARMHOUSE, BARN, IMPLEMENT SHED, MILK HOUSE, CRIB BARN, AND SHED	CONTRIBUTING
	GOUGAR ROAD	08-20-300-006	FARMHOUSE, BARN, GARAGE, SUMMER KITCHEN, POLE BARN, MILK HOUSE, AND METAL BINS	CONTRIBUTING
15700	SPENCER (IL HWY)	08-20-300-007	FARMHOUSE, BARN, CRIB BARN, AND SILO	CONTRIBUTING
	SPENCER (IL HWY)	08-20-400-012	CRIB BARN AND METAL BINS	CONTRIBUTING
	ROUTE 30	08-22-103-086	HOUSE	LOCALLY SIGNIFICANT
	PINE STREET	08-21-402-024	FARMHOUSE	LOCALLY SIGNIFICANT
	ROUTE 30	08-22-203-002	FARMHOUSE AND GARAGE	CONTRIBUTING
	NORTHGATE ROAD	08-22-306-007	FARMHOUSE, BARN, METAL BUILDING, CRIB BARN, AND MILK HOUSE	CONTRIBUTING
	JOLIET HWY	08-22-306-006	HOUSE AND COACH HOUSE	CONTRIBUTING
	JOLIET HWY	08-22-306-006	BARN (CONVERTED TO HOUSE)	NON-CONTRIBUTING
	JOLIET HWY	08-22-400-015	HOUSE	CONTRIBUTING
	SPENCER	08-23-300-000	SHED	CONTRIBUTING
	ILLINOIS HWY	08-23-303-004	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	SPENCER	08-23-303-004	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	ILLINOIS HWY	08-23-303-005	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	ILLINOIS HWY	08-23-303-011	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	ILLINOIS HWY	08-23-303-012	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	SPENCER	08-23-300-021	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	SPENCER	08-23-300-020	HOUSE (SPENCER)	LOCALLY SIGNIFICANT
	JOLIET HWY	08-22-307-006	HOUSE	CONTRIBUTING
	SPENCER	08-23-300-019	HOUSE	NON-CONTRIBUTING
	ROUTE 30	08-23-200-022	FARMHOUSE, BARN, AND CRIB BARN	CONTRIBUTING
	SCHMUHL RD	08-25-300-002	BARN FOUNDATION, MILK HOUSE, IMPLEMENT SHED, AND SILO	NON-CONTRIBUTING
	LARAWAY ROAD	08-25-400-002	FARMHOUSE, BARN, SILO, MILK HOUSE, POOL AND POOL HOUSE, CHICKEN HOUSE, HOG HOUSE, METAL BINS, GARAGE AND APARTMENT, CRIB BARN, AND IMPLEMENT SHED	CONTRIBUTING
12008	LARAWAY ROAD	08-25-400-015	FARMHOUSE, BARN, METAL BIN RUIN, CRIB BARN, GARAGE, STORAGE SHED, MILK HOUSE, AND WINDMILL	CONTRIBUTING
	SPENCER	08-26-100-016	FARMHOUSE, BARN, CRIB BARN, METAL BIN, SHED, MILK HOUSE, AND CONCRETE SLAB	CONTRIBUTING
	CEDAR	08-27-300-004	FARMHOUSE, BARN, CRIB BARN, METAL BINS, AND GARAGE	CONTRIBUTING
	ILLINOIS HIGHWAY	08-27-300-008	TWO HOUSES, TWO SHED, AND A BARN	NON-CONTRIBUTING
21709	NELSON ROAD	08-28-100-003	FARMHOUSE, FEEDER BARN, POLE BARN, AND GARAGE	CONTRIBUTING
14909	ILLINOIS HWY	08-28-100-011	FARMHOUSE, BARN, HORSE STABLE, CRIB BARN, CHICKEN HOUSE, (2) SHEDS, POLE BARN, AND GARAGE	CONTRIBUTING

Farmsteads and Agriculturally related Sites (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	O ERALL SIGNIFICANCE
1021	CEDAR	08-28-200-017	FARMHOUSE, BARN, AND CRIB BARN	LOCALLY SIGNIFICANT
	LARAWAY ROAD	08-28-400-004	FARMHOUSE, BARN, METAL BIN, AND POLE BARN	CONTRIBUTING
	SPENCER	08-29-100-010	IMPLEMENT SHED	NON-CONTRIBUTING
2805	LARAWAY ROAD	08-29-300-003	FARMHOUSE, BARN, CRIB BARN, CHICKEN HOUSE, SHED, AND GARAGE	CONTRIBUTING
22061	GOUGAR ROAD	08-29-300-008	FARMHOUSE, POLE BARN, METAL BIN, MACHINERY SHED, AND METAL BIN	CONTRIBUTING
	CHERRY HILL RD	08-30-100-001	FARMHOUSE, BARN, CRIB BARN, ANIMAL SHELTER, HORSE BARN, CHICKEN HOUSE, (2) SHEDS, WORKER'S HOUSE, AND HOG HOUSE	CONTRIBUTING
	CHERRY HILL RD	08-30-100-003	FARMHOUSE, IMPLEMENT SHED, AND MILK HOUSE	NON-CONTRIBUTING
	SPENCER	08-30-200-013	FARMHOUSE, CRIB BARN, SILO, AND SEVERAL OTHER STRUCTURES	CONTRIBUTING
2120	CHERRY HILL RD	08-30-300-001	FARMHOUSE, CRIB BARN, (3) POLE BARNS, METAL BINS AND ELEVATOR, AND SHED	CONTRIBUTING
	GOUGAR ROAD	08-30-400-012	FARMHOUSE, BARN, METAL BINS, AND POLE BARN	CONTRIBUTING
	LARAWAY ROAD	08-31-200-003	CRIB BARN AND POLE BARN	NON-CONTRIBUTING
	LARAWAY ROAD	08-31-200-005	FARMHOUSE AND POLE BARN	CONTRIBUTING
	OLD MANHATTAN RD	08-31-300-002	HOUSE	CONTRIBUTING
22953	OLD MANHATTAN RD	08-31-300-006	FARMHOUSE, BARN, FEEDER BARN, CRIB BARN, METAL BINS, AND GARAGE	LOCALLY SIGNIFICANT; CENTENNIAL FARM ELIGIBLE
16342	DELANEY ROAD	08-31-400-001	FARMHOUSE, BARN, POLE BARN, CHICKEN HOUSE, IMPLEMENT SHED, CRIB BARN, AND METAL BINS	CONTRIBUTING
15926	DELANEY ROAD	08-32-300-015	FARMHOUSE, BARN, METAL BIN, POLE BARN, AND GARAGE/POOL HOUSE	CONTRIBUTING
	DELANEY ROAD	08-32-400-019	FARMHOUSE, CRIB BARN, AND SEVERAL OTHER STRUCTURES	CONTRIBUTING
	DELANEY ROAD	08-32-308-018	HOUSE	CONTRIBUTING
22522	CEDAR	08-33-200-003	FARMHOUSE AND (2) CRIB BARNS	CONTRIBUTING
14828	DELANEY ROAD	08-33-300-004	FARMHOUSE, CRIB BARN, IMPLEMENT SHED, METAL BIN, METAL SHED, AND GARAGE/IMPLEMENT SHED	CONTRIBUTING
14850	DELANEY ROAD	08-33-300-008	FARMHOUSE, BARN, AND MILK HOUSE	CONTRIBUTING
	DELANEY	08-33-400-004	FARMHOUSE, BARN, AND SEVERAL OTHER STRUCTURES	CONTRIBUTING
22932	CEDAR	08-33-400-005	FARMHOUSE, BARN, POLE BARN, TANK, CRIB BARN, GARAGE, IMPLEMENT SHED, AND IMPLEMENT SHED RUIN	CONTRIBUTING
22757	CEDAR	08-34-100-001	CRIB BARN	CONTRIBUTING
1413	LARAWAY ROAD	08-34-100-002	FARMHOUSE, WINDMILL, CRIB BARN, AND IMPLEMENT SHED	CONTRIBUTING

Farmsteads and Agriculturally related Sites (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RES RE AINING	O ERALL SIGNIFICANCE
14058	DELANEY ROAD	08-34-300-002	FARMHOUSE, BARN, CRIB BARN, (2) CHICKEN HOUSE, TANK AND FUEL PUMP, METAL BINS, AND (2) IMPLEMENT SHEDS	LOCALLY SIGNIFICANT
	DELANEY	08-34-400-004	FARMHOUSE, BARN, CRIB BARN, AND SMOKE HOUSE	CONTRIBUTING
2070	SPENCER	08-35-100-004	CRIB BARN	NON-CONTRIBUTING
	SPENCER	08-35-100-008	BARN, IMPLEMENT SHED, AND CRIB BARN	NON-CONTRIBUTING
	LARAWAY ROAD	08-35-200-002	FARMHOUSE, BARN, AND IMPLEMENT SHED	CONTRIBUTING
	LARAWAY ROAD	08-35-200-007	FARMHOUSE, HORSE STABLE, AND METAL BUILDING	NON-CONTRIBUTING
	SPENCER (IL HWY)	08-35-300-002	FARMHOUSE, BARN, CRIB BARN, IMPLEMENT SHED, CHICKEN HOUSE, AND GARAGE	CONTRIBUTING
12643	LARAWAY ROAD	08-36-200-015	FARMHOUSE, BARN, CLUB HOUSE, GARAGE, MESH BIN, STABLE, CHICKEN HOUSE, AND WELL	CONTRIBUTING
	SCHMUHL RD	08-36-300-001	METAL BIN	NON-CONTRIBUTING
22744	SCHEER ROAD	08-36-400-008	FARMHOUSE, BARN, AND METAL BUILDING	CONTRIBUTING
	SCHEER ROAD	08-36-200-015	FARMHOUSE, CHICKEN HOUSE, SILO, AND RUINS	CONTRIBUTING

Farmhouses (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	B IL ING STYLE	ETAILS STYLE	PERIO OF CONSTR CTION	SIGNIFICANCE
	HAAS ROAD	08-01-100-001	UPRIGHT AND WING	VERNACULAR	1870S	CONTRIBUTING
	MAPLE ROAD	08-01-102-006	GABLE FRONT	VERNACULAR	1890S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-103-005	SIDE HALLWAY	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAIN STREET	08-01-102-006	FOUR-OVER-FOUR	QUEEN ANNE	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-103-008	GABLE FRONT	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-104-005	GABLED ELL	QUEEN ANNE	1890S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-102-108	I HOUSE	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAIN STREET	08-01-105-003	UPRIGHT AND WING	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-105-002	GABLE FRONT	QUEEN ANNE	1900S	LOCALLY SIGNIFICANT (MARLEY)
	VALLEY STREET	08-01-304-033	QUEEN ANNE	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAIN STREET	08-01-105-004	GABLE FRONT	QUEEN ANNE	1890S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-102-018	UPRIGHT AND WING	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)
	MAIN STREET	08-01-105-002	UPRIGHT AND WING?	VERNACULAR/QUEEN ANNE	1900S	LOCALLY SIGNIFICANT (MARLEY)
	VALLEY STREET	08-01-104-006	CAPE COD	VERNACULAR	1910S	LOCALLY SIGNIFICANT (MARLEY)
	MAPLE ROAD	08-01-105-004	GABLED ELL	VERNACULAR	1900S	LOCALLY SIGNIFICANT (MARLEY)

Farmhouses (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	B IL ING STYLE	ETAILS STYLE	PERIO OF CONSTR CTION	SIGNIFICANCE
18501	PARKER ROAD	08-02-100-017	I HOUSE	VERNACULAR	1850S	CONTRIBUTING
18600	PARKER ROAD	08-02-100-036	CAPE COD	VERNACULAR	1930S	CONTRIBUTING
	BLODGETT	08-03-200-009	UPRIGHT AND WING	VERNACULAR	1850S	CONTRIBUTING
13925	MAPLE RD (SW HWY)	08-03-400-011	UPRIGHT AND WING	VERNACULAR	1880S	CONTRIBUTING
13809	MAPLE RD (SW HWY)	08-03-400-013	NEW ENGLAND 1 1/2	VERNACULAR	1850S	LOCALLY SIGNIFICANT
	MAPLE RD (SW HWY)	08-04-300-010	BUNGALOW	VERNACULAR	1920S	CONTRIBUTING
790	MAPLE RD (SW HWY)	08-04-300-011	UPRIGHT AND WING	VERNACULAR	1880S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-04-400-003	NEW ENGLAND 1 1/2	GREEK REVIVAL	1850S	LOCALLY SIGNIFICANT
	MAPLE RD (SW HWY)	08-05-100-012	UPRIGHT AND WING	VERNACULAR	1860S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-05-200-012	QUEEN ANNE	VERNACULAR	1880S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-05-300-029	UPRIGHT AND WING	GREEK REVIVAL	1860S	LOCALLY SIGNIFICANT
1180	MAPLE RD (SW HWY)	08-05-400-002	NEW ENGLAND 1 1/2	VERNACULAR	1850S	LOCALLY SIGNIFICANT
1190	MAPLE RD (SW HWY)	08-05-400-002	CONVERTED POLE BARN		1970S	NON-CONTRIBUTING
2500	MAPLE RD (SW HWY)	08-06-300-004	FOURSQUARE	VERNACULAR	1900S	CONTRIBUTING
16135	MAPLE RD (SW HWY)	08-06-400-012	CAPE COD	VERNACULAR	1930S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-06-400-028	FOUR-OVER-FOUR	COLONIAL REVIVAL	1880S	CONTRIBUTING
18826	GOUGAR ROAD	08-06-400-029	GABLE FRONT	VERNACULAR	1880S	NON-CONTRIBUTING
1700	CLINTON	08-09-200-003	SIDE HALLWAY	ITALIANATE	1860S	LOCALLY SIGNIFICANT; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY
	CLINTON	08-08-400-017	FOUR-OVER-FOUR	VERNACULAR	1870S	CONTRIBUTING
	CEDAR	08-09-207-026	FOUR-OVER-FOUR	VERNACULAR	1890S	NON-CONTRIBUTING
430	FRANCIS ROAD	08-09-302-024	UPRIGHT AND WING	ITALIANATE	1862	LOCALLY SIGNIFICANT
263	FRANCIS ROAD	08-09-400-021	CAPE COD	VERNACULAR	1940S	CONTRIBUTING
	FRANCIS ROAD	08-10-301-001	ITALIANATE	ITALIANATE	1870S	NON-CONTRIBUTING
	FRANCIS ROAD	08-10-400-016	UPRIGHT AND WING	VERNACULAR	1880S	NON-CONTRIBUTING
13326	REGAN	08-11-103-002	GABLE FRONT	VERNACULAR	1860S	CONTRIBUTING
19125	PARKER ROAD	08-11-103-009	QUEEN ANNE	VERNACULAR	1839	LOCALLY SIGNIFICANT
13124	REGAN ROAD	08-11-200-031	UPRIGHT AND WING	"SWISS CHALET"	1870S	NON-CONTRIBUTING
	FRANCIS ROAD	08-11-300-014	I HOUSE	VERNACULAR	1850S	CONTRIBUTING
910	MARLEY ROAD	08-11-301-001	SIDE GABLE	VERNACULAR	1900S	NON-CONTRIBUTING
12131	FRANCIS ROAD	08-12-401-012	UPRIGHT AND WING	VICTORIAN	1860S	CONTRIBUTING
451	MARLEY ROAD	08-14-101-015	GABLED ELL	VERNACULAR	1880S	CONTRIBUTING
215	MARLEY ROAD	08-14-301-003	FOUR-OVER-FOUR	VERNACULAR	1920S	NON-CONTRIBUTING
	ROUTE 30	08-14-304-013	QUEEN ANNE	QUEEN ANNE	1880S	CONTRIBUTING
530	OLD NEW LENOX ROAD	08-16-104-001	UPRIGHT AND WING	VERNACULAR	1880S	CONTRIBUTING
	HAVEN	08-17-304-009	RUINS		1900S?	NON-CONTRIBUTING
54	CHERRY HILL RD	08-18-101-006	BUNGALOW	PRAIRIE STYLE	1920S	CONTRIBUTING

Farmhouses (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	B IL ING STYLE	ETAILS STYLE	PERIO OF CONSTR CTION	SIGNIFICANCE
50	CHERRY HILL RD	08-18-101-007	FOURSQUARE	VERNACULAR	1900S	CONTRIBUTING
56	CHERRY HILL RD	08-18-101-016	TUDOR REVIVAL	TUDOR REVIVAL	1940	CONTRIBUTING
	GOUGAR ROAD	08-18-205-002	I HOUSE	VERNACULAR	1840S	LOCALLY SIGNIFICANT
	SPENCER (IL HWY)	08-19-400-003	QUEEN ANNE	VERNACULAR	1890S	CONTRIBUTING
1730	HAVEN	08-20-100-006	FOUR-OVER-FOUR	VERNACULAR	1890S	CONTRIBUTING
	HAVEN AVENUE	08-20-200-005	NEW ENGLAND 1 1/2	VERNACULAR/ QUEEN ANNE	1850S	LOCALLY SIGNIFICANT
1020	HAVEN	08-20-200-005	COLONIAL REVIVAL	COLONIAL REVIVAL	1940S	NON-CONTRIBUTING
930	HAVEN	08-20-200-006	UPRIGHT AND WING	VERNACULAR	1880S	CONTRIBUTING
	GOUGAR ROAD	08-20-300-006	I HOUSE	VERNACULAR	1850S	POTENTIAL FOR LOCAL LANDMARK DESIGNATION
15700	SPENCER (IL HWY)	08-20-300-007	GABLE FRONT	VERNACULAR	1880S	CONTRIBUTING
	PINE STREET	08-21-402-024	FOUR-OVER-FOUR	ITALIANATE	1870S	LOCALLY SIGNIFICANT
	ROUTE 30	08-22-103-086	ITALIANATE	ITALIANATE	1860S	CONTRIBUTING
	ROUTE 30	08-22-203-002	FOUR-OVER-FOUR	VERNACULAR	1880S	CONTRIBUTING
	NORTHGATE ROAD	08-22-306-007	UPRIGHT AND WING	VERNACULAR	1860S	CONTRIBUTING
	JOLIET HWY	08-22-306-006	QUEEN ANNE	QUEEN ANNE	1880S	CONTRIBUTING
	JOLIET HWY	08-22-400-015	NEW ENGLAND 1 1/2	VERNACULAR	1850S	CONTRIBUTING
	ILLINOIS HWY	08-23-303-004	I HOUSE	VERNACULAR	1860S	LOCALLY SIGNIFICANT (SPENCER)
	SPENCER	08-23-303-004	I HOUSE	VERNACULAR	1860S	LOCALLY SIGNIFICANT (SPENCER)
	ILLINOIS HWY	08-23-303-005	UPRIGHT AND WING	VERNACULAR/GREEK REVIVAL	1860S	LOCALLY SIGNIFICANT (SPENCER)
	ILLINOIS HWY	08-23-303-011	UPRIGHT AND WING	VERNACULAR	1870S	LOCALLY SIGNIFICANT (SPENCER)
	ILLINOIS HWY	08-23-303-012	GABLED ELL	QUEEN ANNE	1870S	LOCALLY SIGNIFICANT (SPENCER)
	SPENCER	08-23-300-021	UPRIGHT AND WING	VERNACULAR	1870S	LOCALLY SIGNIFICANT (SPENCER)
	SPENCER	08-23-300-020	UPRIGHT AND WING	VERNACULAR	1870S	LOCALLY SIGNIFICANT (SPENCER)
	JOLIET HWY	08-22-307-006	UPRIGHT AND WING	VERNACULAR	1860S	CONTRIBUTING
	SPENCER	08-23-300-019	BUNGALOW	VERNACULAR	1900S	CONTRIBUTING
	ROUTE 30	08-23-200-022	I HOUSE	VERNACULAR	1860S	CONTRIBUTING
	LARAWAY ROAD	08-25-400-002	GABLED ELL	VERNACULAR	1870S	CONTRIBUTING
12008	LARAWAY ROAD	08-25-400-015	GABLED ELL	VERNACULAR	1880S	CONTRIBUTING
	SPENCER	08-26-100-016	GABLED ELL WITH ADDITIONS	VERNACULAR	1880S?	NON-CONTRIBUTING
	CEDAR	08-27-300-004	QUEEN ANNE	VERNACULAR	1880S	CONTRIBUTING
	ILLINOIS HWY	08-27-300-008	WORKER'S COTTAGE	VERNACULAR	1900S	NON-CONTRIBUTING
			WORKER'S COTTAGE	VERNACULAR	1900S	NON-CONTRIBUTING
21709	NELSON ROAD	08-28-100-003	HALL & PARLOR	VERNACULAR	1850S	CONTRIBUTING
14909	ILLINOIS HWY	08-28-100-011	FOURSQUARE	PRAIRIE STYLE	1900S	CONTRIBUTING
1021	CEDAR	08-28-200-017	GABLED ELL	VICTORIAN	1870S	LOCALLY SIGNIFICANT; POTENTIAL FOR NATIONAL REGISTER ELIGIBILITY

Farmhouses (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	B IL ING STYLE	ETAILS STYLE	PERIO OF CONSTR CTION	SIGNIFICANCE
	LARAWAY ROAD	08-28-400-004	FOURSQUARE	VERNACULAR	1910S	CONTRIBUTING
2805	LARAWAY ROAD	08-29-300-003	FOURSQUARE	PRAIRIE STYLE	1910S	CONTRIBUTING
22061	GOUGAR ROAD	08-29-300-008	GABLED ELL	VERNACULAR	1880S	CONTRIBUTING
	CHERRY HILL RD	08-30-100-001	UPRIGHT AND WING	GREEK REVIVAL	1870S	CONTRIBUTING
	CHERRY HILL RD	08-30-100-003	CAPE COD	VERNACULAR	1930S	NON-CONTRIBUTING
	SPENCER ROAD	08-30-200-013	UPRIGHT AND WING	ITALIANATE	1870S	CONTRIBUTING
2120	CHERRY HILL RD	08-30-300-001	BUNGALOW	PRAIRIE STYLE	1930S	CONTRIBUTING
	GOUGAR	08-30-400-012	UPRIGHT AND WING	VERNACULAR	1870S	NON-CONTRIBUTING
	LARAWAY ROAD	08-31-200-005	UPRIGHT AND WING	VERNACULAR	1870S	CONTRIBUTING
	OLD MANHATTAN RD	08-31-300-002	BUNGALOW	VERNACULAR	1920S	CONTRIBUTING
22953	OLD MANHATTAN RD	08-31-300-006	GABLE FRONT	VERNACULAR	1870S	CONTRIBUTING
16342	DELANEY ROAD	08-31-400-001	FOUR-OVER-FOUR	VERNACULAR	1890S	CONTRIBUTING
15926	DELANEY ROAD	08-32-300-015	GABLE FRONT	VERNACULAR	1880S	CONTRIBUTING
	DELANEY ROAD	08-32-308-018	BUNGALOW	VERNACULAR	1930S	CONTRIBUTING
	DELANEY ROAD	08-32-400-019	QUEEN ANNE	VERNACULAR	1880S	CONTRIBUTING
22522	CEDAR	08-33-200-003	UPRIGHT AND WING	VERNACULAR	1870S	CONTRIBUTING
	DELANEY ROAD	08-33-300-004	RANCH	VERNACULAR	1950S	NON-CONTRIBUTING
	DELANEY ROAD	08-33-300-008	GABLE FRONT AND WINGS	VERNACULAR	1870S	CONTRIBUTING
	DELANEY ROAD	08-33-400-004	FOURSQUARE	VERNACULAR	1910S	CONTRIBUTING
22932	CEDAR	08-33-400-005	HALL & PARLOR	VERNACULAR	1870S	CONTRIBUTING
1413	LARAWAY ROAD	08-34-100-002	I HOUSE	VERNACULAR	1860S	CONTRIBUTING
14058	DELANEY ROAD	08-34-300-002	GABLED ELL	QUEEN ANNE	1880S	LOCALLY SIGNIFICANT
	DELANEY ROAD	08-34-400-004	GABLED ELL	VERNACULAR	1870S	CONTRIBUTING
	LARAWAY ROAD	08-35-200-002	GABLED ELL	VERNACULAR	1870S	NON-CONTRIBUTING
	LARAWAY ROAD	08-35-200-007	RANCH	VERNACULAR	1960S	NON-CONTRIBUTING
	SPENCER (IL HWY)	08-35-300-002	GABLED ELL	VERNACULAR	1880S	CONTRIBUTING
12643	LARAWAY ROAD	08-36-200-015	BUNGALOW	VERNACULAR	1910S	CONTRIBUTING
22744	SCHEER ROAD	08-36-400-008	GABLED ELL	VERNACULAR	1880S	CONTRIBUTING
	SCHEER ROAD	08-36-200-015	GABLED ELL	GREEK AND GOTHIC REVIVAL	1870S	CONTRIBUTING

Barns (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	BARN TYPE(S)	BARN ATES	SIGNIFICANCE
18501	PARKER ROAD	08-02-100-017	PLANK FRAME BARN	1940S	CONTRIBUTING
18600	PARKER ROAD	08-02-100-036	PLANK FRAME BARN	1910S	NON-CONTRIBUTING
	BLODGETT	08-03-200-009	THREE-BAY THRESHING	1870S	CONTRIBUTING
13925	MAPLE RD (SW HWY)	08-03-400-011	DAIRY BARN	1930S	CONTRIBUTING
13809	MAPLE RD (SW HWY)	08-03-400-013	BANK BARN	1870S	LOCALLY SIGNIFICANT
	MAPLE RD (SW HWY)	08-04-300-010	THREE-BAY THRESHING	1900S	CONTRIBUTING
790	MAPLE RD (SW HWY)	08-04-300-011	THREE-BAY THRESHING	1880S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-05-200-012	THREE-BAY THRESHING	1880S	CONTRIBUTING
2500	MAPLE RD (SW HWY)	08-06-300-004	FOUNDATION ONLY		NON-CONTRIBUTING
16135	MAPLE RD (SW HWY)	08-06-400-012	DAIRY BARN	1930S	CONTRIBUTING
	MAPLE RD (SW HWY)	08-06-400-028	DAIRY BARN	1920S	CONTRIBUTING
1700	CLINTON	08-08-200-003	GERMAN BARN	1860S	LOCALLY SIGNIFICANT
	CLINTON	08-08-400-017	THREE-BAY THRESHING	1870S	CONTRIBUTING
263	FRANCIS ROAD	08-09-400-021	PLANK FRAME BARN	1930S	CONTRIBUTING
	FRANCIS ROAD	08-10-400-001	EXHIBITION BARN	1956	CONTRIBUTING
19125	PARKER ROAD	08-11-103-009	PLANK FRAME BARN	1900S	CONTRIBUTING
	FRANCIS ROAD	08-11-300-014	HORSE BARN	1870S	CONTRIBUTING
1300	FRANCIS ROAD	08-11-300-018	DAIRY BARN	1910S	CONTRIBUTING
12131	FRANCIS ROAD	08-12-401-012	THREE-BAY THRESHING	1900S	NON-CONTRIBUTING
	HAVEN	08-17-304-009	UNKNOWN (FOUNDATION ONLY)	1930S	NON-CONTRIBUTING
	SPENCER (IL HWY)	08-19-400-003	PLANK FRAME BARN	1930S	CONTRIBUTING
	HAVEN	08-20-200-005	PLANK FRAME BARN	1900S	CONTRIBUTING
			DAIRY BARN	1910S	CONTRIBUTING
930	HAVEN	08-20-200-006	DAIRY BARN	1930S	CONTRIBUTING
	GOUGAR ROAD	08-20-300-006	PLANK FRAME BARN	1900S	CONTRIBUTING
15700	SPENCER (IL HWY)	08-20-300-007	THREE-BAY THRESHING	1880S	CONTRIBUTING
	NORTHGATE ROAD	08-22-306-007	THREE-BAY THRESHING	1870S	CONTRIBUTING
	JOLIET HWY	08-22-306-006	THREE-BAY THRESHING (CONVERTED TO HOUSE)	1880S	CONTRIBUTING
	ROUTE 30	08-23-200-022	THREE-BAY THRESHING	1870S	CONTRIBUTING
	SCHMUHL RD	08-25-300-002	FOUNDATION		NON-CONTRIBUTING
	LARAWAY ROAD	08-25-400-002	DAIRY BARN	1920S	CONTRIBUTING
12008	LARAWAY ROAD	08-25-400-015	THREE-BAY THRESHING	1880S	CONTRIBUTING
	SPENCER	08-26-100-016	THREE-BAY THRESHING	1870S	LOCALLY SIGNIFICANT
	CEDAR	08-27-300-004	DAIRY BARN	1930S	CONTRIBUTING
	ILLINOIS HWY	08-27-300-008	THREE-BAY THRESHING	UNKNOWN	NON-CONTRIBUTING
21709	NELSON ROAD	08-28-100-003	FEEDER BARN	1920S	CONTRIBUTING
14909	ILLINOIS HWY	08-28-100-011	DAIRY BARN	1900S	CONTRIBUTING
1021	CEDAR	08-28-200-016	THREE-BAY THRESHING	1870S	CONTRIBUTING
	LARAWAY ROAD	08-28-400-004	DAIRY BARN	1920S	CONTRIBUTING
2805	LARAWAY ROAD	08-29-300-003	THREE-BAY THRESHING	1890S	CONTRIBUTING
	CHERRY HILL RD	08-30-100-001	DAIRY BARN	1920S	CONTRIBUTING
	GOUGAR	08-30-400-012	PLANK FRAME BARN	1930S	CONTRIBUTING
22953	OLD MANHATTAN RD	08-31-300-006	PLANK FRAME BARN	1930S	CONTRIBUTING
22953	OLD MANHATTAN RD	08-31-300-006	FEEDER BARN	1940S	CONTRIBUTING

Barns (Sorted by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	BARN TYPE(S)	BARN ATES	SIGNIFICANCE
16342	DELANEY ROAD	08-31-400-001	DAIRY BARN	1930S	CONTRIBUTING
15926	DELANEY ROAD	08-32-300-015	PLANK FRAME BARN	1910S	CONTRIBUTING
	DELANEY ROAD	08-33-300-008	THREE-BAY THRESHING	1870S	CONTRIBUTING
	DELANEY ROAD	08-33-400-004	THREE-BAY THRESHING	1890S	CONTRIBUTING
22932	CEDAR	08-33-400-005	THREE-BAY THRESHING	1880S	CONTRIBUTING
14058	DELANEY ROAD	08-34-300-002	THREE-BAY THRESHING	1880S	CONTRIBUTING
	DELANEY ROAD	08-34-400-004	THREE-BAY THRESHING	1870S	LOCALLY SIGNIFICANT
	SPENCER	08-35-100-008	PLANK FRAME BARN	1930S	CONTRIBUTING
	LARAWAY ROAD	08-35-200-002	PLANK FRAME BARN	1910S	CONTRIBUTING
	SPENCER (IL HWY)	08-35-300-002	PLANK FRAME BARN	1910S	CONTRIBUTING
12643	LARAWAY ROAD	08-36-200-015	THREE-END BARN	1890S	CONTRIBUTING
22744	SCHEER ROAD	08-36-400-008	PLANK FRAME BARN	1920S	CONTRIBUTING
	SCHEER ROAD	08-36-200-015	RUIN		NON-CONTRIBUTING

Support Buildings (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RE 1	STR CT RE 2	STR CT RE 3	STR CT RE 4	STR CT RE	A ITIONAL STR CT RES
			SIGNIFICANCE	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*
	HAAS ROAD	08-01-100-001	CRIB BARN	GARAGE	SILO	METAL BIN	SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	MAPLE ROAD	08-01-102-008	CONCRETE FOUNDATION					
			POTENTIALL SIGNIFICANT LOCALL					
	MAPLE ROAD	08-01-304-033	MARLEY COMMUNITY CHURCH					
			LOCALL SIGNIFICANT					
18501	PARKER ROAD	08-02-100-017	CRIB BARN	SILO	POLE BARN			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
18600	PARKER ROAD	08-02-100-036	CRIB BARN					
			CONTRIB TING					
	BLODGETT	08-03-200-009	CRIB BARN	SILO	POLE BARN			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
13925	MAPLE RD (SW HWY)	08-03-400-011	MILK HOUSE	CRIB BARN				
			CONTRIB TING	*CONTRIB TING*				
13809	MAPLE RD (SW HWY)	08-03-400-013	METAL BINS (2)	POLE BARN	CRIB BARN	GARAGE AND APARTMENT	MILK HOUSE	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	MAPLE RD (SW HWY)	08-04-300-010	MILK HOUSE	CRIB BARN	GARAGE	SILO		
			CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*		
790	MAPLE RD (SW HWY)	08-04-300-011	MILK HOUSE					
			CONTRIB TING					
	MAPLE RD (SW HWY)	08-04-400-003	GARAGE					
			NON-CONTRIB TING					
	MAPLE RD (SW HWY)	08-05-200-012	FEED SHED					
			CONTRIB TING					
	MAPLE RD (SW HWY)	08-05-300-029	IMPLEMENT SHED	GARAGE	POLE BARN	METAL BIN	POLE BARN	POLE BARN
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*
1180	MAPLE RD (SW HWY)	08-05-400-002	GARAGE	MILK HOUSE				
			NON-CONTRIB TING	*CONTRIB TING*				
1190	MAPLE RD (SW HWY)	08-05-400-002	CRIB BARN	CRIB BARN	POLE BARN	METAL BIN	POLE BARN	POLE BARN GARAGE
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*

Support Buildings (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RE 1	STR CT RE 2	STR CT RE 3	STR CT RE 4	STR CT RE	A ITIONAL STR CT RES
			SIGNIFICANCE	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*
2500	MAPLE RD (SW HWY)	08-06-300-004	SILO					
			NON-CONTRIB TING					
16135	MAPLE RD (SW HWY)	08-06-400-012	SILO	MILK HOUSE	GARAGE			
			CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*			
	MAPLE RD (SW HWY)	08-06-400-028	SHED 2	GARAGE	MILK HOUSE	SHED 1	SCREENED COOP	
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*	
			SHED	HOG HOUSE				
			NON-CONTRIB TING	*CONTRIB TING*				
1700	CLINTON	08-09-200-003	CRIB BARN	FEED SHED				
			CONTRIB TING	*CONTRIB TING*				
	CLINTON	08-08-400-017	POLE BARN 1	POLE BARN 2	SILO			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
			MESH BINS (3)	METAL BIN	MILK HOUSE	GARAGE	SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*	
430	FRANCIS ROAD	08-09-302-024	SUMMER KITCHEN					
			CONTRIB TING					
263	FRANCIS ROAD	08-09-400-021	GARAGE	CRIB BARN	IMPLEMENT SHED	SMALL FEEDER BARN	METAL BINS (2)	
			NON-CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	FRANCIS ROAD	08-10-400-001	FIELDHOUSE	CONCESSION STAND	RESTROOMS	FIREPLACE		
			CONTRIB TING	*NON-CONTRIB TING*	*NON-CONTRIB TING*	*NON-CONTRIB TING*		
	FRANCIS ROAD	08-10-400-016	GARAGE					
			NON-CONTRIB TING					
13326	REGAN	08-11-103-002	GARAGE					
			NON-CONTRIB TING					
19125	PARKER ROAD	08-11-103-009	SILO	CHICKEN HOUSE	MILK HOUSE	HOG HOUSE	SHED 2	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
			SHED	FOUNDATION				
			NON-CONTRIB TING	*NON-CONTRIB TING*				
13124	REGAN ROAD	08-11-200-031	GARAGE					
			NON-CONTRIB TING					
	FRANCIS ROAD	08-11-300-014	GARAGE	SHED				
			NON-CONTRIB TING	*NON-CONTRIB TING*				
	FRANCIS ROAD	08-12-300-017	IMPLEMENT SHED					
			NON-CONTRIB TING					
12131	FRANCIS ROAD	08-12-401-012	CHICKEN HOUSE	CRIB BARN	MESH BIN	IMPLEMENT SHED	SILO	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
451	MARLEY ROAD	08-14-101-015	GARAGE	MILK HOUSE				
			NON-CONTRIB TING	*CONTRIB TING*				
215	MARLEY ROAD	08-14-301-003	GARAGE	IMPLEMENT SHED				
			CONTRIB TING	*CONTRIB TING*				
	MARLEY ROAD	08-14-101-039	MILK HOUSE					
			CONTRIB TING					

Support Buildings (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RE 1	STR CT RE 2	STR CT RE 3	STR CT RE 4	STR CT RE	A ITIONAL STR CT RES
			SIGNIFICANCE	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*
	HAVEN	08-17-304-009	CONCRETE BUILDING	CONCRETE SLAB	LIMESTONE AND CONCRETE WALL			
			NON-CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*			
54	CHERRY HILL RD	08-18-101-006	GARAGE					
			NON-CONTRIB TING					
50	CHERRY HILL RD	08-18-101-007	GARAGE					
			NON-CONTRIB TING					
56	CHERRY HILL RD	08-18-101-016	GARAGE					
			NON-CONTRIB TING					
	GOUGAR ROAD	08-18-205-002	SHEDS	GARAGE	SHED			
			NON-CONTRIB TING	*NON-CONTRIB TING*	*NON-CONTRIB TING*			
	SPENCER (IL HWY)	08-19-400-003	GARAGE					
			NON-CONTRIB TING					
1730	HAVEN	08-20-100-006	IMPLEMENT SHED					
			CONTRIB TING					
1730	HAVEN	08-20-100-006	CRIB BARN	MOBILE HOMES (2)	GARAGE	HOUSE	POLE BARN	
			CONTRIB TING	*NON-CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	HAVEN AVENUE	08-20-200-005	SILO	MILK HOUSE	RUIN			
			CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*			
1020	HAVEN	08-20-200-005	CRIB BARN	GARAGE	SHED	METAL BIN		
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*		
930	HAVEN	08-20-200-006	IMPLEMENT SHED	MILK HOUSE				
			CONTRIB TING	*CONTRIB TING*				
	GOUGAR ROAD	08-20-300-006	CRIB BARN	SHED				
			CONTRIB TING	*CONTRIB TING*				
			GARAGE	SUMMER KITCHEN	POLE BARN	MILK HOUSE	METAL BINS (2)	
			NON-CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
15700	SPENCER (IL HWY)	08-20-300-007	CRIB BARN	SILO				
			CONTRIB TING	*CONTRIB TING*				
	SPENCER (IL HWY)	08-20-400-012	CRIB BARN	METAL BINS (2)				
			CONTRIB TING	*CONTRIB TING*				
	ROUTE 30	08-22-203-002	GARAGE					
			NON-CONTRIB TING					
	NORTHGATE ROAD	08-22-306-007	METAL BUILDING	CRIB BARN	MILK HOUSE			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
	JOLIET HWY	08-22-306-006	COACH HOUSE					
			CONTRIB TING					
	ROUTE 30	08-23-200-022	CRIB BARN					
			CONTRIB TING					
	SCHMUHL RD	08-25-300-002	MILK HOUSE	IMPLEMENT SHED	SILO			
			NON-CONTRIB TING	*NON-CONTRIB TING*	*NON-CONTRIB TING*			
	LARAWAY ROAD	08-25-400-002	SILO	MILK HOUSE	POOL AND POOL HOUSE	CHICKEN HOUSE	HOG HOUSE	
			CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
			METAL BINS (2)	GARAGE/APARTMENT	CRIB BARN	IMPLEMENT SHED		
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*		

Support Buildings (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RE 1	STR CT RE 2	STR CT RE 3	STR CT RE 4	STR CT RE	A ITIONAL STR CT RES
			SIGNIFICANCE	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*
12008	LARAWAY ROAD	08-25-400-015	METAL BIN	CRIB BARN	GARAGE	STORAGE SHED	MILK HOUSE AND WINDMILL	
			NON-CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*	
	SPENCER	08-26-100-016	CRIB BARN	METAL BIN	SHED	MILK HOUSE	CONCRETE SLAB	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*	
	CEDAR	08-27-300-004	CRIB BARN	GARAGE	METAL BINS (3)			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
21709	NELSON ROAD	08-28-100-003	GARAGE	POLE BARN				
			NON-CONTRIB TING	*CONTRIB TING*				
14909	ILLINOIS HWY	08-28-100-011	CHICKEN HOUSE	SHED				
			CONTRIB TING	*CONTRIB TING*				
			HORSE STABLE	CRIB BARN	SHED	GARAGE	POLE BARN	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*	*CONTRIB TING*	
1021	CEDAR	08-28-200-017	CRIB BARN					
			CONTRIB TING					
	LARAWAY ROAD	08-28-400-004	METAL BIN	IMPLEMENT SHED	METAL BUILDING			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
	SPENCER	08-29-100-010	IMPLEMENT SHED					
			CONTRIB TING					
2805	LARAWAY ROAD	08-29-300-003	GARAGE	SHED	CRIB BARN	CHICKEN HOUSE		
			NON-CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*		
22061	GOUGAR ROAD	08-29-300-008	POLE BARN	METAL BIN	MACHINERY SHED	METAL BIN		
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*		
	CHERRY HILL RD	08-30-100-001	CRIB BARN	ANIMAL SHELTER	HORSE BARN			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
			CHICKEN HOUSE	SHED	HOUSE	HOG HOUSE	SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	CHERRY HILL RD	08-30-100-003	IMPLEMENT SHED/GARAGE	MILK HOUSE				
			NON-CONTRIB TING	*NON-CONTRIB TING*				
	SPENCER ROAD	08-30-200-013	CRIB BARN	SILOS (2)	ANIMAL SHED	MESH BINS	MILK HOUSE	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
			ANIMAL SHED	SHEDS (2)				
			CONTRIB TING	*CONTRIB TING*				
2120	CHERRY HILL RD	08-30-300-001	CRIB BARN	POLE BARN 2	METAL BINS (6) W/ELEVATOR	POLE BARNS (3)	SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	GOUGAR ROAD	08-30-400-012	METAL BINS	GARAGE	ANIMAL SHED	POLE BARN	METAL BIN	
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	LARAWAY ROAD	08-31-200-003	CRIB BARN	POLE BARN				
			CONTRIB TING	*NON-CONTRIB TING*				
	LARAWAY ROAD	08-31-200-005	POLE BARN	GARAGE	METAL BIN			
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*			
22953	OLD MANHATTAN RD	08-31-300-006	CRIB BARN	GARAGE	METAL BINS (2)			
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*			

Support Buildings (Sort by PIN)

N BER	STREET NA E	PARCEL I ENTIFICATION N BER (PIN)	STR CT RE 1	STR CT RE 2	STR CT RE 3	STR CT RE 4	STR CT RE	A ITIONAL STR CT RES
			SIGNIFICANCE	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*	*SIGNIFICANCE*
16342	DELANEY ROAD	08-31-400-001	POLE BARN	CONCRETE FOUNDATION	CHICKEN HOUSE	IMPLEMENT SHED	CRIB BARN	METAL BINS (3)
			CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*
15926	DELANEY ROAD	08-32-300-015	METAL BIN	POLE BARN	GARAGE/POOL HOUSE			
			CONTRIB TING	*CONTRIB TING*	*NON-CONTRIB TING*			
	DELANEY ROAD	08-32-400-019	CRIB BARN	SHEDS (3)				
			CONTRIB TING	*CONTRIB TING*				
22522	CEDAR	08-33-200-003	CRIB BARN	CRIB BARN				
			CONTRIB TING	*CONTRIB TING*				
	DELANEY ROAD	08-33-300-004	CRIB BARN	IMPLEMENT SHED	METAL BIN	METAL SHED	GARAGE/IMPLEMENT SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
	DELANEY ROAD	08-33-300-008	MILK HOUSE					
			CONTRIB TING					
	DELANEY ROAD	08-33-400-004	CRIB BARN	ANIMAL SHED	POLE BARN	SHEDS (2)	SHED (FORMER HOUSE)	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
22932	CEDAR	08-33-400-005	GARAGE	POLE BARN	TANK	CRIB BARN	IMPLEMENT SHED	IMPLEMENT SHED RUIN
			NON-CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*
22757	CEDAR	08-34-100-001	CRIB BARN					
			CONTRIB TING					
1413	LARAWAY ROAD	08-34-100-002	WINDMILL	CRIB BARN	IMPLEMENT SHED			
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*			
14058	DELANEY ROAD	08-34-300-002	CRIB BARN	CHICKEN HOUSE	TANK AND FUEL PUMP	METAL BINS (2)	IMPLEMENT SHED	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	
			CHICKEN HOUSE	IMPLEMENT SHED				
			CONTRIB TING	*CONTRIB TING*				
	DELANEY ROAD	08-34-400-004	SMOKE HOUSE	CRIB BARN	SHED	CHICKEN HOUSE	GARAGE	
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*	
2070	SPENCER	08-35-100-004	CRIB BARN					
			CONTRIB TING					
	SPENCER	08-35-100-008	IMPLEMENT SHED	CRIB BARN				
			CONTRIB TING	*CONTRIB TING*				
	LARAWAY ROAD	08-35-200-002	IMPLEMENT SHED					
			CONTRIB TING					
	LARAWAY ROAD	08-35-200-007	HORSE STABLE	METAL BUILDING				
			CONTRIB TING	*CONTRIB TING*				
	SPENCER (IL HWY)	08-35-300-002	CRIB BARN	IMPLEMENT SHED	CHICKEN HOUSE	GARAGE		
			CONTRIB TING	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*		
12643	LARAWAY ROAD	08-36-200-015	"SHORTBRANCH SALOON"	GARAGE	MESH BIN	STABLE	CHICKEN HOUSE	WELL, LOCATED NEXT TO HOUSE
			NON-CONTRIB TING	*NON-CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*CONTRIB TING*	*NON-CONTRIB TING*
	SCHMUHL RD	08-36-300-001	METAL BIN					
			CONTRIB TING					
22744	SCHEER ROAD	08-36-400-008	METAL BUILDING					
			CONTRIB TING					
	SCHEER ROAD	08-36-200-015	SILO	MILK HOUSE (FOUNDATION)	CHICKEN HOUSE			
			CONTRIB TING	*NON-CONTRIB TING*	*NON-CONTRIB TING*			

Things to Come? *While the pace of development in New Lenox Township may be less frenetic than the areas from which these examples were drawn, these images may bode for the future of the region if (and when) changes such as the extension of Interstate 355 are implemented. Viewed clockwise from upper left are an abandoned crib barn in southern Du Page County on Route 59, used as a billboard for development; the farmhouse of the former Paddock farmstead in Section 21 of Homer Township, used as an office for the builders during the construction of the adjacent housing development; the Fry farmstead of Section 35 in Wheatland Township, surrounded by development in 2002; and the Fry farmstead three years earlier before development was started. Note how the new tract houses dwarf the domestically-scaled limestone farmhouse.*

Recommendations for Additional Survey Work

Several other areas of Will County are experiencing development that potentially threatens rural historic resources. Based on the issues identified in this report on New Lenox Township and previous intensive rural survey reports, the following area are the immediate priorities for additional survey work: Frankfort, Green Garden, and Crete Townships. *We understand that the Will County Historic Preservation Commission, through Will County Land se Department staff, will next be documenting Green Garden Township.*

Each of these former farmhouses, found to be locally and potentially nationally significant in rural survey reports, is potentially endangered by the planned construction of the Interstate 355 extension. At left is the Ketchum–Heeg–Hullett farmhouse in Section 24 of Du Page Township, located less than 1 8 mile from the proposed route. The Messenger–Reiter house, Section 33 of Homer Township, is located approximately 1 4 mile east of the crossing of Interstate 355 and Bruce Road. The Van Duser–Handorf farmhouse in Section 4 of New Lenox Township, is a few hundred yards east of the planned route of the interstate extension.

Will County performed a rural survey in 1988 that identified approximately 4,867 structures. (A discussion of this survey is provided in the bibliography.) However, numerous changes have occurred in the 14 years since the original survey and a reassessment should be performed in the remaining townships in the county. For the most historically and architecturally significant area, this reassessment should be an intensive survey as this report documents for New Lenox Township.

Landscape Features

One overall issue to consider in performing additional surveys is to include a component that examines the rural *landscape* as well as the rural *architecture.* In performing this survey, efforts were made to comment on certain significant landscape features, although unlike the survey of the rural architecture this has not been performed in a comprehensive manner. Landscape is more than the spaces between buildings – it is what binds and defines the rural environment.

National Register Bulletin 30 is titled "Guidelines for Evaluating and Documenting Rural Historic Landscapes," which is a document meant to guide the process of assessing rural environments toward the goal of nomination to the National Register of Historic Places. The document states that the examination may require using "the combined efforts of historians, landscape historians, architectural historians, architects, landscape architects, archaeologists, and anthropologists."[16] Therefore, the Land Use Department and Will County Historic Preservation Commission should consider performing a limited landscape survey or a landscape survey component for the survey of rural architecture in the areas described below.

The illustration at right shows a series of trees along the northern edge of Maple Road in Marley, which forms a defining aspect of the street facade of this hamlet.

Archaeological Features

Identification and documentation of potential archaeological elements is beyond the scope of this study. As discussed in this Chapters I and II of this report, numerous sites have been identified in New Lenox Township, yielding information on Native American peoples and early European traders. As noted in Chapter II, these sites have been found in different topographical locations. Therefore, future study of the region should consider the potential for archaeological discovery.

[16] National Register Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Interagency Resources Division, n.d.), 7.

CHAPTER I

S R EY ETHO OLOGY

Survey Team

The survey team for this report from WJE consisted of Jeffrey Koerber, Project Manager and Architect, and Craig J. Droba, Project Architect. The majority of the field survey was performed by Mr. Droba. Mr. Koerber compiled the survey data and wrote the survey report. This report incorporates information from the previous reports on Homer Township, dated November 2002; Du Page Township, dated November 2001; and Wheatland, Plainfield, and Lockport Townships, dated November 2000.

Background Research

Work on the rural survey of New Lenox Township began in November 2002, with background research performed at the State of Illinois Archives, Springfield, the Joliet Public Library, and New Lenox Public Library. This report incorporates material from the previous two rural survey reports in northwestern Will County, which included research performed at the following institutions:

- State of Illinois Archives, Springfield
- University of Illinois Libraries
- Joliet Public Library
- Des Plaines Valley Library (Lockport)
- Plainfield Public Library
- Lemont Public Library
- Chicago Public Library
- Will County Historical Society
- Joliet Area Historical Society
- Plainfield Historical Society
- Homer Township Public Library
- New Lenox Public Library

Information on the historic houses and farmsteads of New Lenox Township provided by Mr. Mark Batson and Ms. Diane Batson, both with the New Lenox Historical Society, contributed greatly to the understanding of the historical and architectural context of the region.

Field Survey

Field survey of New Lenox Township was performed by Mr. Droba between November 2002 and February 2003, utilizing the survey forms developed during the 1999–2000 rural survey work. On a typical day of survey, drive-through identification of former or current farmsteads and related support structures was performed in a given location (usually about one to three square mile sections in area, depending on farmstead density) before the site-to-site survey. Maps produced using ArcView GIS were used in the field in conjunction with detailed road maps. Approximately five to twelve farmsteads were surveyed in a typical day, for a total of 10 personnel days until completion of the bulk of the field survey work.

Each site was entered by first approaching the house on each property and requesting permission to survey from the property owner or occupant. (Survey teams were in possession of a letter from the Land Use Department that requested that owners allow the survey to be conducted.) If residents were not home, survey was conducted from the main driveway to the site, staying in open view should the resident return. In instances where the property owner or occupant requested that the survey team leave, the survey was conducted from the public right-of-way; this occurred at only a few sites.

Using a minimum age of 50 years as a general limit for structures to be included in the survey, each structure built before 1950 was documented on a printed version of the database input form, with the most detailed information taken on the farmhouse and primary barn. Each structure was photographed with a 35mm camera with a 28 to 90 mm zoom lens. Kodak Plus-X or Tri-X film was used for all photographs. Many structures dating from approximately 1950 to 1960 were also included in the survey, given that this would allow the data to be used for several years following the completion of this report. Very few

structures less than 40 years old were documented – one of the exceptions was Harvestore silos, which were included because their construction demonstrated the continued vitality of the farm economy in the post-World War II era. During each day of field survey, the taxpayer identification numbers (referred to as "PIN") were looked up at the Will County Office Building in Joliet.

Presentations

A presentation of the survey finding was given to the Historic Preservation Commission at its monthly meeting in May 2003. WJE received verbal comments that were subsequently reviewed and included in this report.

atabase and Base ap Preparation

Mr. Koerber was responsible for entering the field data into the Microsoft Access database. At the time of data entry, details such as house style and barn type were re-examined based on the photographic documentation. Enlarged contact sheets were made of each roll of film, resulting in black and white prints approximately 2-1/4 inches by 3-1/2 inches. Concurrent with the field survey, the base map for the survey region was prepared using ArcView GIS Version 8.2. (GIS stands for Geographical Information System.) Base map information was downloaded from the website of the Illinois Natural Resources Geospatial Data Clearinghouse at www.isgs.uiuc.edu/ nsdihome/ISGSindex.html.

Survey Sheets

Two original copies of the survey sheets and five xerographic copies are being provided to the Land Use Department under separate cover. The survey sheets were generated from Microsoft Access with each structure (or site in the case of elements such as baseball fields or cemeteries) having one page. General information for the site was provided on each page, including address or street intersection, PIN number, property name, site plan sketch, and survey date. The database was set up assuming that each site had one farmhouse, one main barn, and up to five additional structures. For most sites, this was sufficient. However, when a site had numerous additional structures, another line of data in the database was entered and the PIN and other identifying information repeated.

Information on the survey sheets included building type, features, and condition. The general condition of the exterior walls, trim, porches, and roofs was noted as good, fair, or poor. Condition was determined based solely on brief visual examination and does not consider comprehensive structural or material condition.

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In 1988, Will County performed a survey of unincorporated rural areas, documenting approximately 4,867 structures dating from before 1945. The documentation, performed by architect Michael A. Lambert, consisted of black and white photographs and a completed information card utilizing a format established by the Illinois Historic Preservation Agency. Recorded information included the approximate age, architectural style, construction materials, noticeable additions or alterations, and overall condition of the structure. For most sites, survey data was gathered from the public right-of-way. In addition to the survey a report was prepared, "Historic Structures of Will County," dated 1991. The report examined the overall rural themes present in the county and identification of noteworthy structures.

In 1999, the Will County Land se Department, acting as liaisons for the Will County Historic Preservation Commission, engaged Wiss, Janney, Elstner Associates, Inc. to perform an intensive survey of Wheatland, Plainfield, and Lockport Townships in northwest Will County, Illinois. In 2001, an intensive survey was performed of Du Page Township in Will County, followed by Homer Township in 2002. The resulting reports from these surveys were used as a basis for developing this report on New Lenox Township.

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Table

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The table provides information on ownership as listed by the above referenced plat maps for farmsteads determined to be significant historic rural resources and a select number of contributing historic rural resources.

TABLE 1

Will County Rural Historic Structural Survey
New Lenox Township Survey Sites (November 2 2 through arch 2 3)

Names listed on historic plat maps listed in bibliography
(Items in parenthesis indicate farmland owners before surveyed farmstead was likely constructed)

Street Number	Street Name	PIN as Indicated in Sidwell	Assessment of Significance	1862	1873	18 3	1 2	1	Circa 1 4	1 48	1 7	1 66	1 72	1 76	1 8	1	2 3
13809	Maple Road (Route 6 or Southwest Highway	08-03-400-013	Farmhouse and other structures are contributing; farmhouse is potentially significant locally as a unique farmhouse type	William Ferguson	G. Van Duser	J. Holm	J. Handorf	John Handorf	John Handorf	John Handorf Jr.	John Handorf Jr.	John Handorf Jr.	First National Bank of Joliet	First National Bank of Joliet	John Handorf	John B. Handorf	John B. Handorf
	Maple Road (Route 6 or Southwest Highway	08-04-400-003	Farmhouse is contributing; farmhouse is potentially significant locally as a unique farmhouse type	G. Van Duser	G. Van Duser	George Van Duser	George Van Duser	Edward Van Duser	Mrs. Edward Van Duser	John Handorf Jr.	John Handorf Jr.	John Handorf Jr.	Marion Handorf, et al.	Doris Handorf	Doris Handorf	Doris Handorf	Doris Handorf
1180	Maple Road (Route 6 or Southwest Highway	08-05-400-002	Farmhouse and other structures are contributing; farmhouse is potentially significant locally as a unique farmhouse type	George Snoad	A. Van Skiver	T. Kase	H. Kase	Henry Kase	Henry Kase	Minnie Sproat	John Handorf Jr.	John Handorf Jr.	John Handorf Jr.	John Handorf Jr.	Howard Handorf	Howard Handorf	Howard and Geraldine Handorf
1700	Clinton Road	08-08-200-003	Locally significant farmhouse; potential for national significance	J. Nichols	R. Janes (?)	Reniff and White	Reniff and White	Reniff and White	C. Reniff	C. Reniff	A.B. Chervan	A.B. Chervan	A.B. Chervan	A.B. Chervan	A.B. Chervan	A.B. Chervan	[not listed]
263	Francis Road	08-09-400-021	Locally significant and potential for national significance	A. Francis	A.A. Francis	A. Francis	A. Allen Francis	A. Allen Francis Estate	H.R. Rowland	J.M. Spector	J. Spector	J. Spector	J. Spector	J. Spector	Land subdivided		
	Francis Road	08-10-301-001	Contributing but not significant due to numerous modifications and additions	Jonathan Cooper	N.P. Cooper	N.P. Cooper	N.P. Cooper	N.P. Cooper	N.P. Cooper	Land platted and subdivided							
19125	Parker Road	08-11-103-009	Potential for local significance because of the farmhouse and the support structures	J.M. Reynolds	John M. Reynolds	J.M. Reynolds	J. Reynolds	C.H. Marshall	John O'Connor	John O'Connor	William Schwab	William Schwab (surrounding land subdivided)	William Schwab	William Schwab	"A.H."	William Schwab	"J.P. Jr."
	Francis Road	08-11-300-014	Farmhouse is contributing; potentially significant if alterations are removed or reversed	J.C. Church	J.C. Church	Charles Nelson	Charles Nelson	A.G. Nelson	F.H. Scheel	F.H. Scheel	F.H. Scheel	Continental National Bank	Edith M. Scheel	Edith M. Scheel	Land subdivided		
451	Marley Road	08-14-101-015	Farmhouse is contributing; potentially significant if artificial siding is removed	J.S. Reynolds	J.S. Reynolds	A.C. Gillett	A.C. Gillett	H.W. Storm	H.W. Storm	Irvin S. Jensen	Irvin S. Jensen	Harlow Jensen	Lowell and Kathleen Webb	Lowell and Kathleen Webb	Lowell Webb	Lowell Webb	Harold Webb Trust
530	Old New Lenox Road	08-16-104-001	Contributing; an example of a simple farmhouse that retains much of its historic integrity	H. Bevington	H. Boardman	J. McDonald	H.N. Higinbotham	H.N. Higinbotham	R.J. Barr	Land platted and subdivided							
	Gougar Road	08-18-205-002	Farmhouse is contributing; potentially significant if artificial siding is removed	J. Gougar	J. Gougar	John Gougar	Louis Gougar	L.E. Gougar	T. Gougar	Former farmland surrounding the farmstead annexed by the City of Joliet							

TABLE 1

Will County Rural Historic Structural Survey
New Lenox Township Survey Sites (November 2 2 through arch 2 3)

Names listed on historic plat maps listed in bibliography
(Items in parenthesis indicate farmland owners before surveyed farmstead was likely constructed)

Street Number	Street Name	PIN as Indicated in Sidwell	Assessment of Significance	1862	1873	18 3	1 2	1	Circa 1 4	1 48	1 7	1 66	1 72	1 76	1 8	1	2 3
	Haven Avenue	08-21-200-021	Surviving farmstead buildings potentially significant locally despite poor condition of some of the buildings	J. Rugg	J. Rugg	J.J. Rugg	E. Button	E.F. Button	Ronald E. Button	Patrick Warren	Patrick Warren	John Warren	John Warren	John and Jane Warren	Land incorporated into the Village of New Lenox		
	Cedar	08-28-200-017[1]	Locally significant and potential for national significance	R.J. Broadie	Robert J. Broadie	J.C. Broadie	J.R. Bentley	J.R. Bentley	Mrs. J.R. Bentley	Mrs. J.R. Bentley	Caroline Bentley	Caroline Bentley	Caroline Bentley	Land subdivided			
22593	Old Manhattan Road	08-31-300-006	Locally significant farmstead site; farmstead is eligible as a Centennial Farm	L. Spalding	L. Spalding	Thomas Tait (Tate?)	J. Fritz	Julius Fritz	Julius Fritz	Oscar Fritz	Oscar Fritz	Oscar Fritz	Oscar Fritz	New Lenox State Bank	Eugene Fritz	Oscar H. Fritz	Glenn and Bernadine Fritz
1413	Laraway Road	08-34-100-002	Potential for local significance	J. Hubbard	P.H. Wagner	H. Wessell	P. Wagner [H. Wessell]	H. Wessell	Wessell Brothers	C.L. Wessell	William Hobbs	William Hobbs	William Hobbs	First National Bank of Joliet	First National Bank of Joliet	Robert, Harry, and Irene Hobbs	Robert, Harry, and Irene Hobbs
14058	Delaney Road	08-34-300-002	Locally significant farmstead site, potentially significant nationally as well	[name illegible]	J. Pester	J. Pester	J. Pester	J. Pester Estate	William Hobbs	William Hobbs							
	Scheer Road	08-36-400-___	Potential for local significance, although farmhouse structure is currently abandoned	P. Nickalle Ogden Bretwood & Co.	Philip Bauch	Philip Bauch	Philip Bauch	Philip Bauch	Clarence Scheer	Clarence Scheer	Clarence Scheer	Clarence Scheer	Clarence Scheer	Chicago Title and Trust Co.	Constantine Drugas	Constantine Drugas Trust	Orland Golf View




Illustrated above are four different farmhouse types from New Lenox Township, each with some degree of local significance. From left to right: the New England One and a Half on the Van Duser–Handorf farmstead in Section 4; the Gougar farmhouse in Section 18, an example of an I House; the Cross-Gabled Brodie–Bentley farmhouse in Section 28; and the Gabled Ell farmhouse on the Pester–Hobbs farmstead in Section 34.

[1] The Three-bay Threshing barn and crib barn for this former farmstead site are part of the property address immediately to the south with PIN 08-28-200-016.

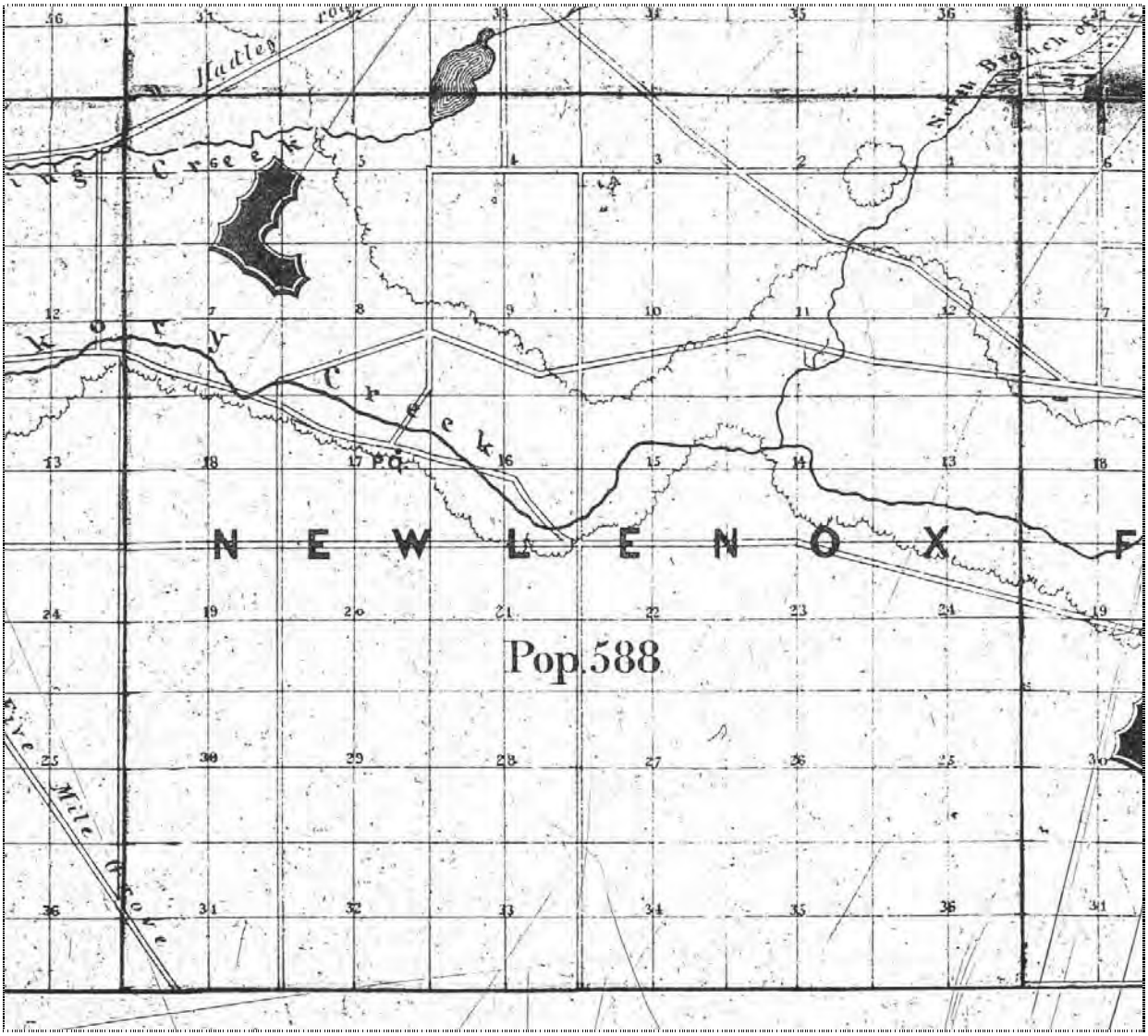
Appendix A

Reproductions of Will County Plat aps

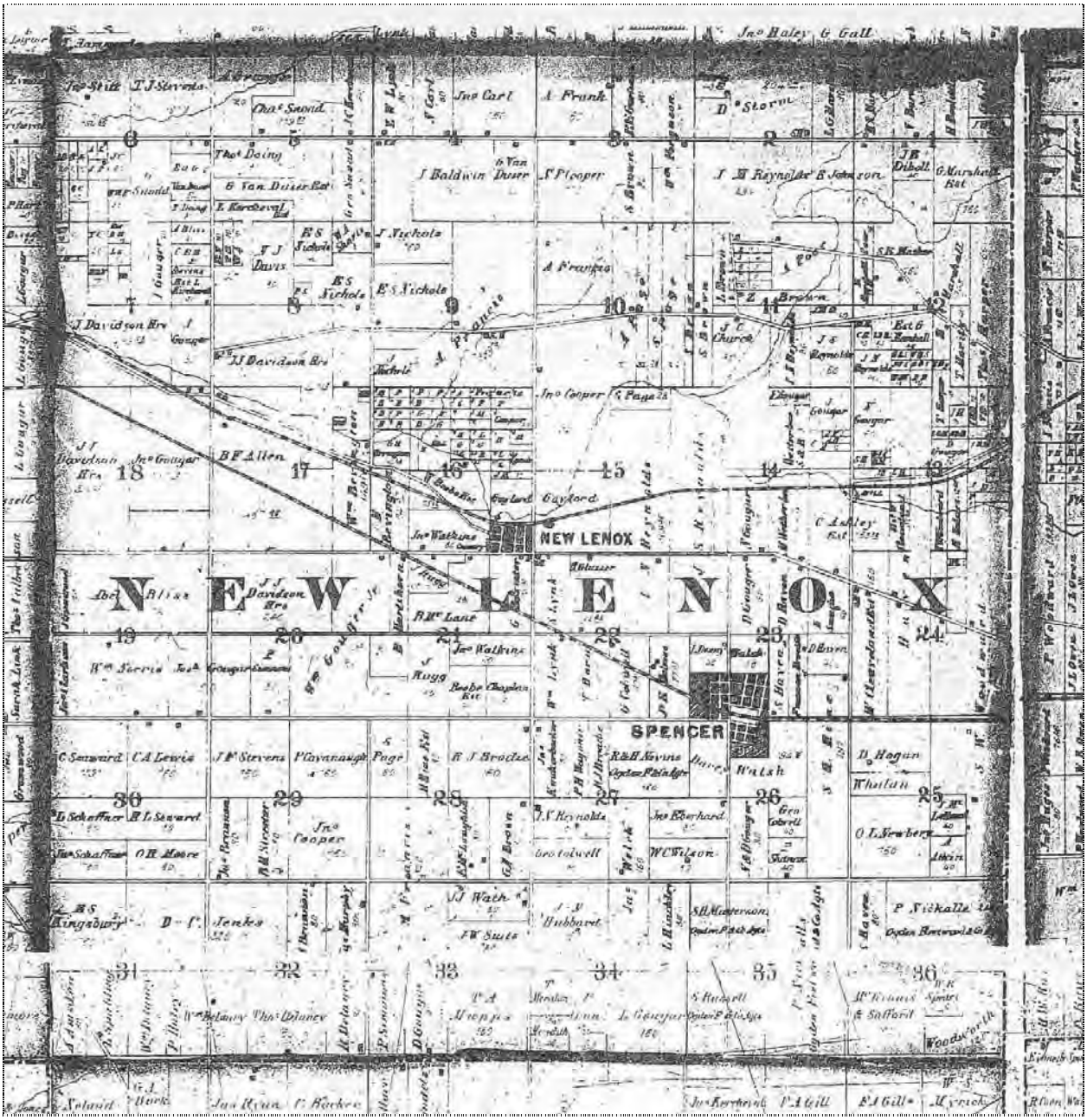
New Lenox Township New Lenox Spencer and arley

Introduction

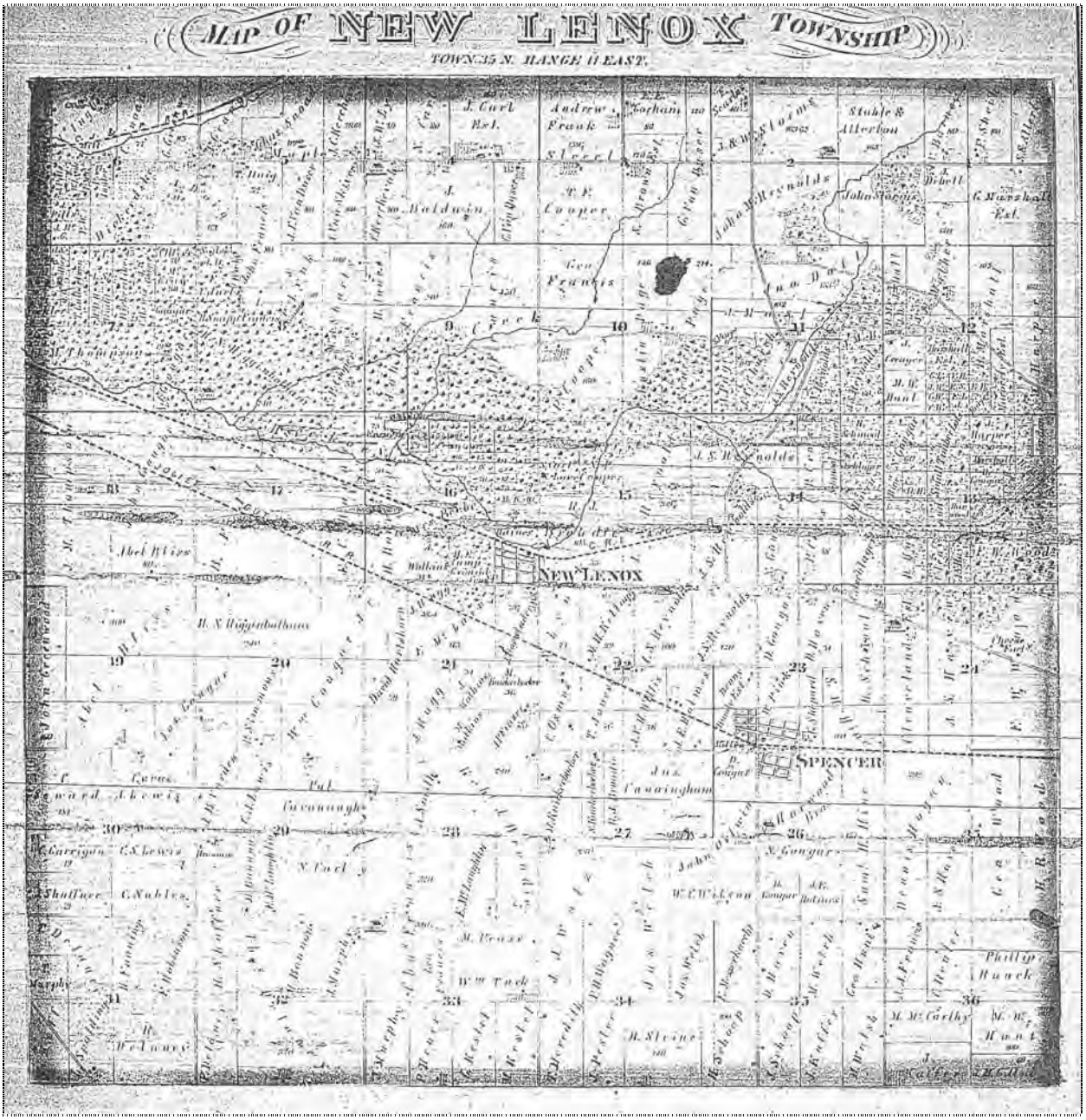
In researching and analyzing the farmsteads included in this study, a range of historic plat maps were reviewed to determine the recorded owner of each of the more significant sites. As with any plat map, the *owner* of the property is listed and not necessarily the *occupant*. Nonetheless, these maps are useful in determining the overall patterns of settlement; tracking the uses of the land for farming and subsequent other uses (such as residential and industrial development or quarrying operations); and for understanding the patrimony of some of the more significant families, as farmsteads passed from generation to generation. All maps are reproduced here from copies obtained from a variety of sources. For some of the maps, more legible or original copies may exist. Most maps dating between 1940 and 2003 are copyright Rockford Map Publishers, Inc.; reproduction of these maps for commercial use is prohibited.



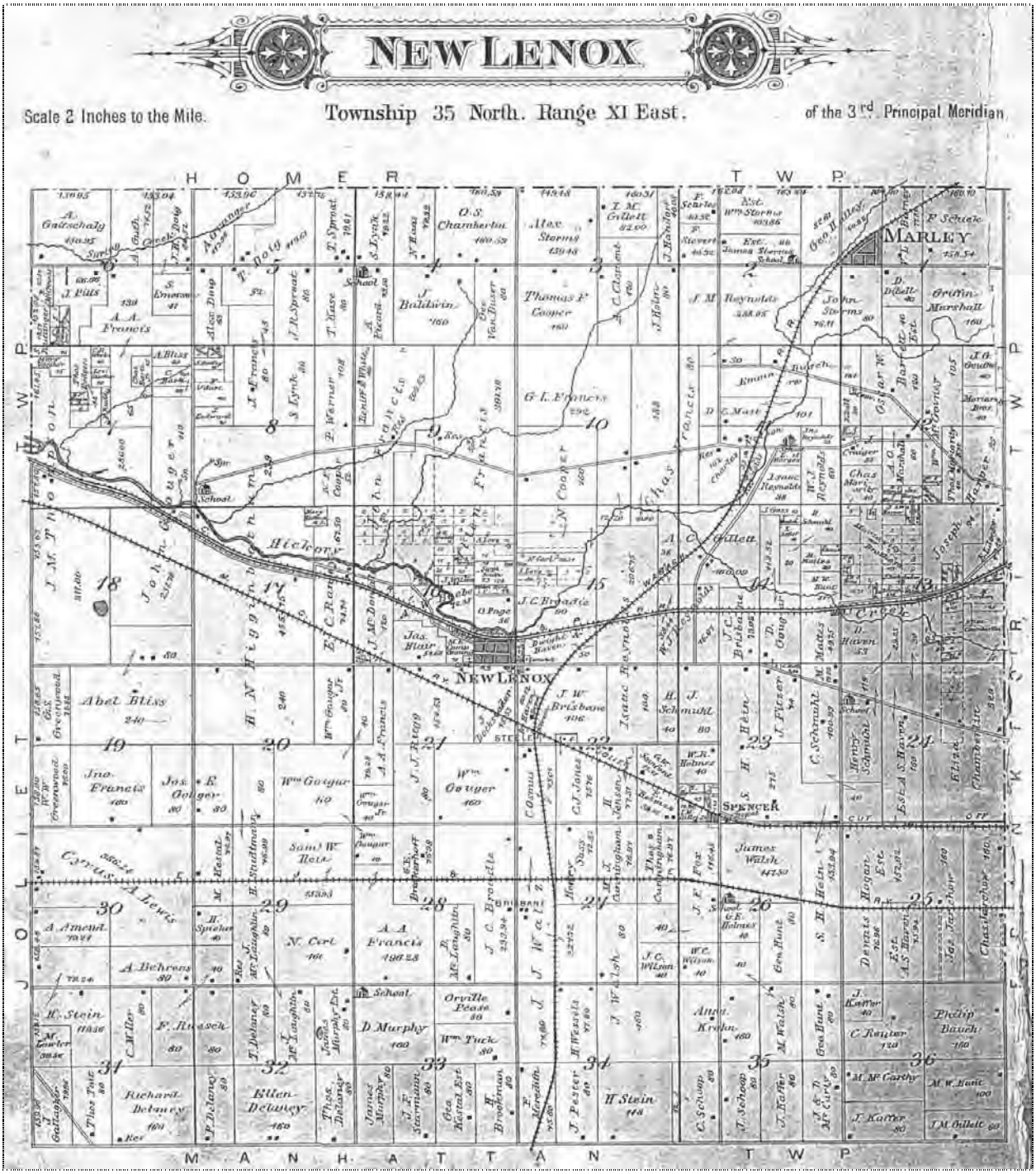
Source: *Map of the Counties of Cook, Du Page, the East Part of Kane and Kendall, the Northern Part of Will, State of Illinois* (Chicago: James H. Rees, 1851).



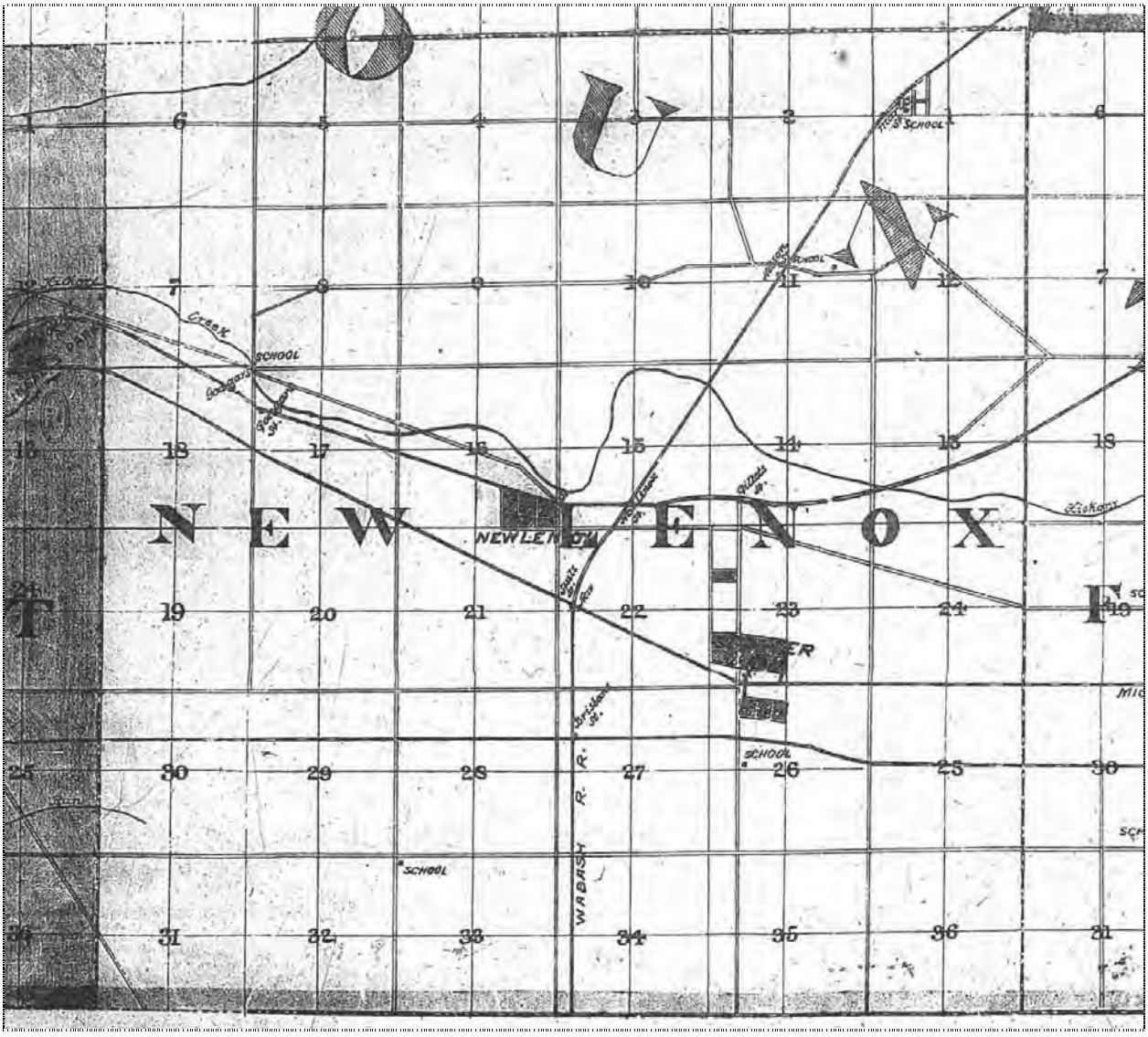
Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).



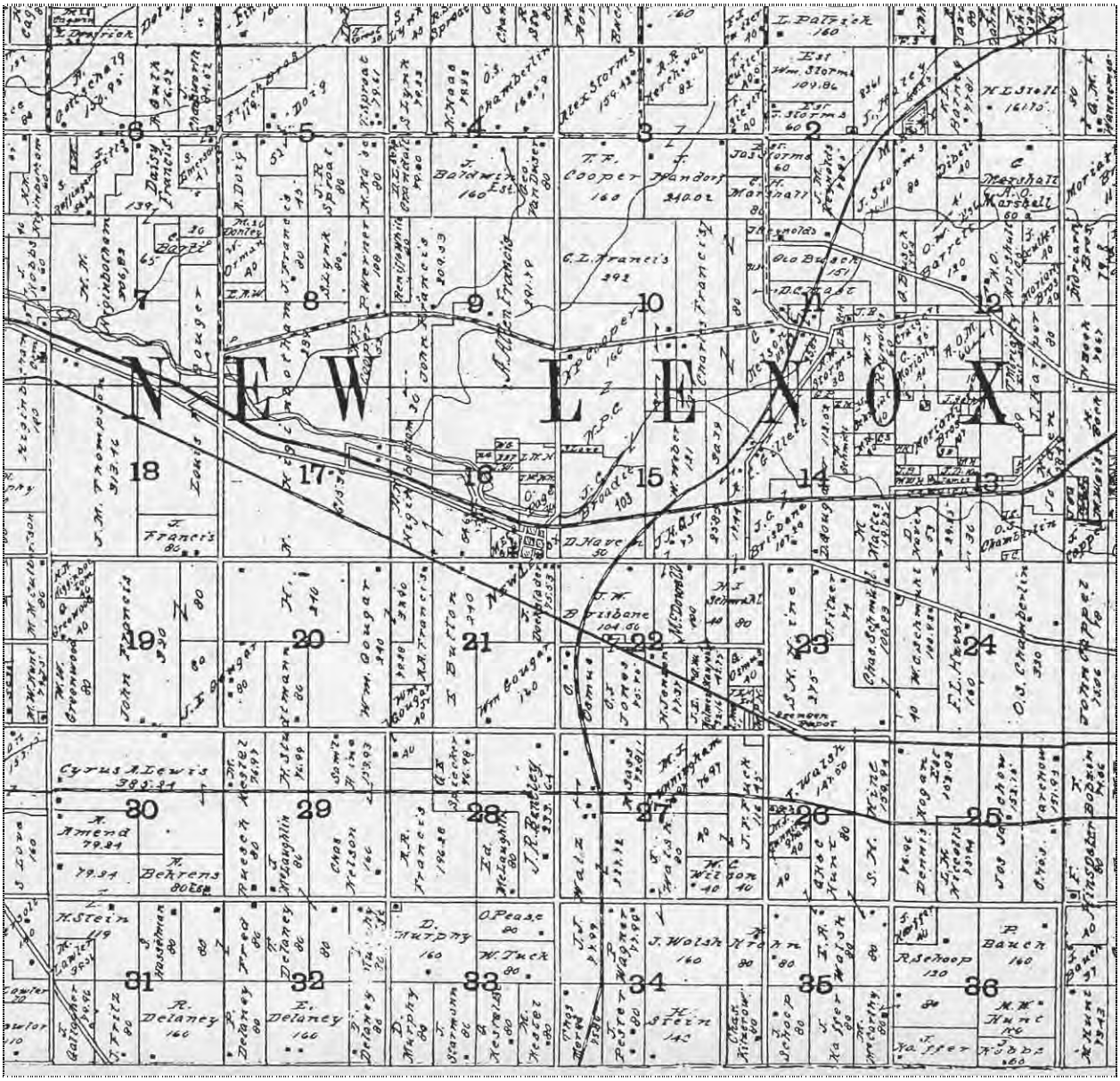
Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).



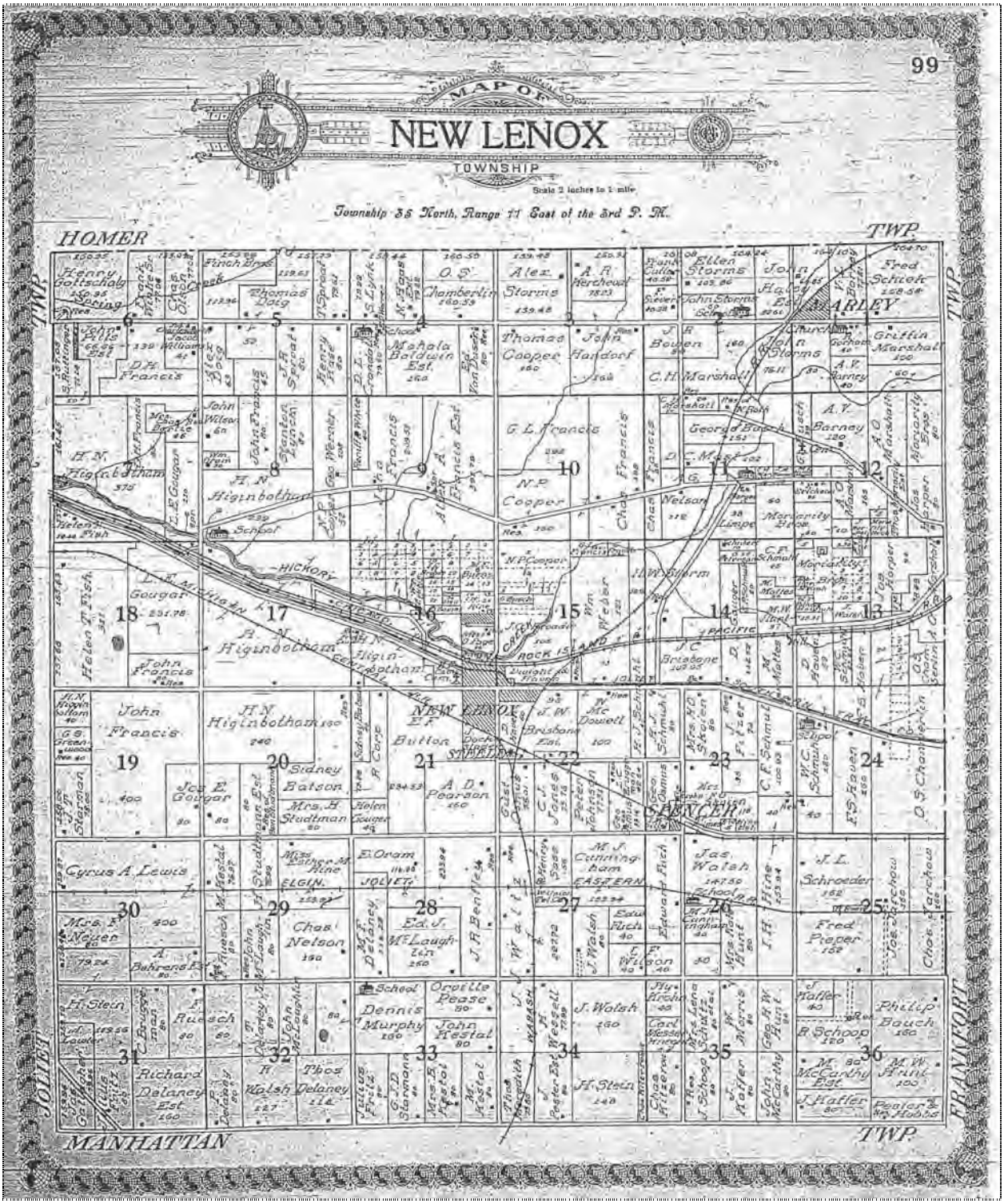
Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).



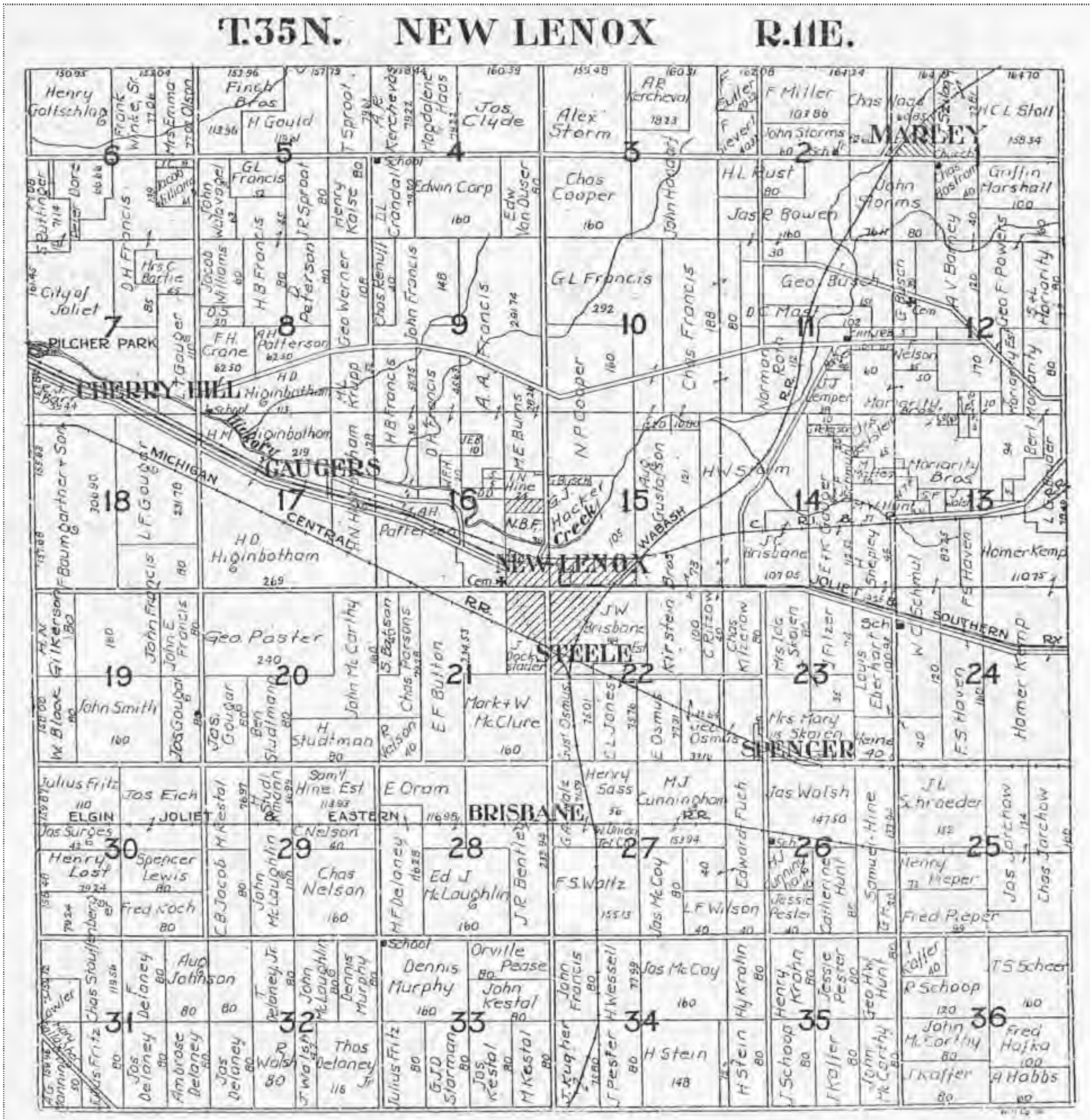
Source: *Snyder's Real Estate Map of Cook, Du Page, and Part of Will Counties, Illinois* (Chicago: William L. Mitchell, 1898).



Source: *Map of Will County, Illinois* (Rockford, Illinois: Hixson Map Co., 1902).

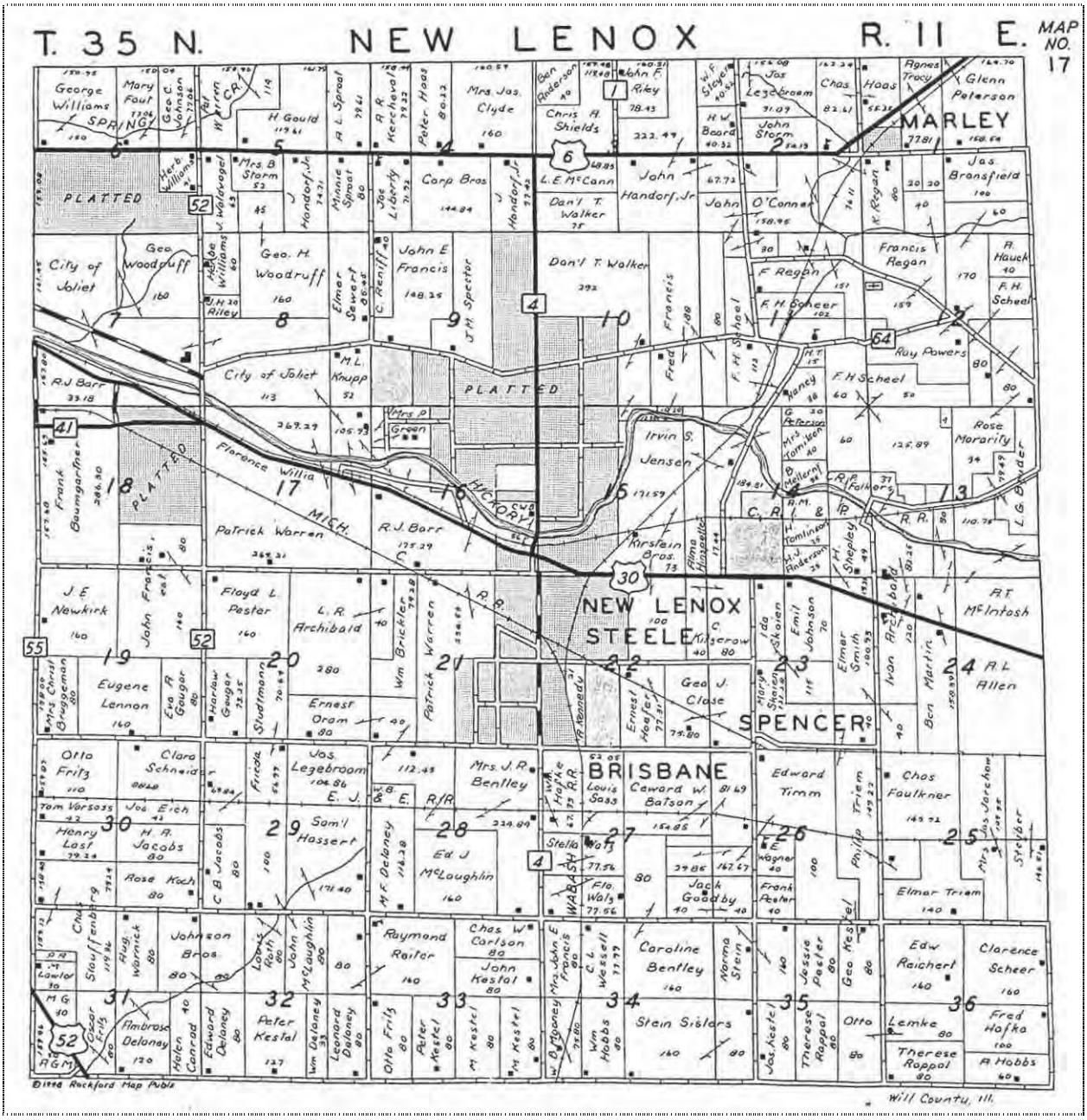


Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).

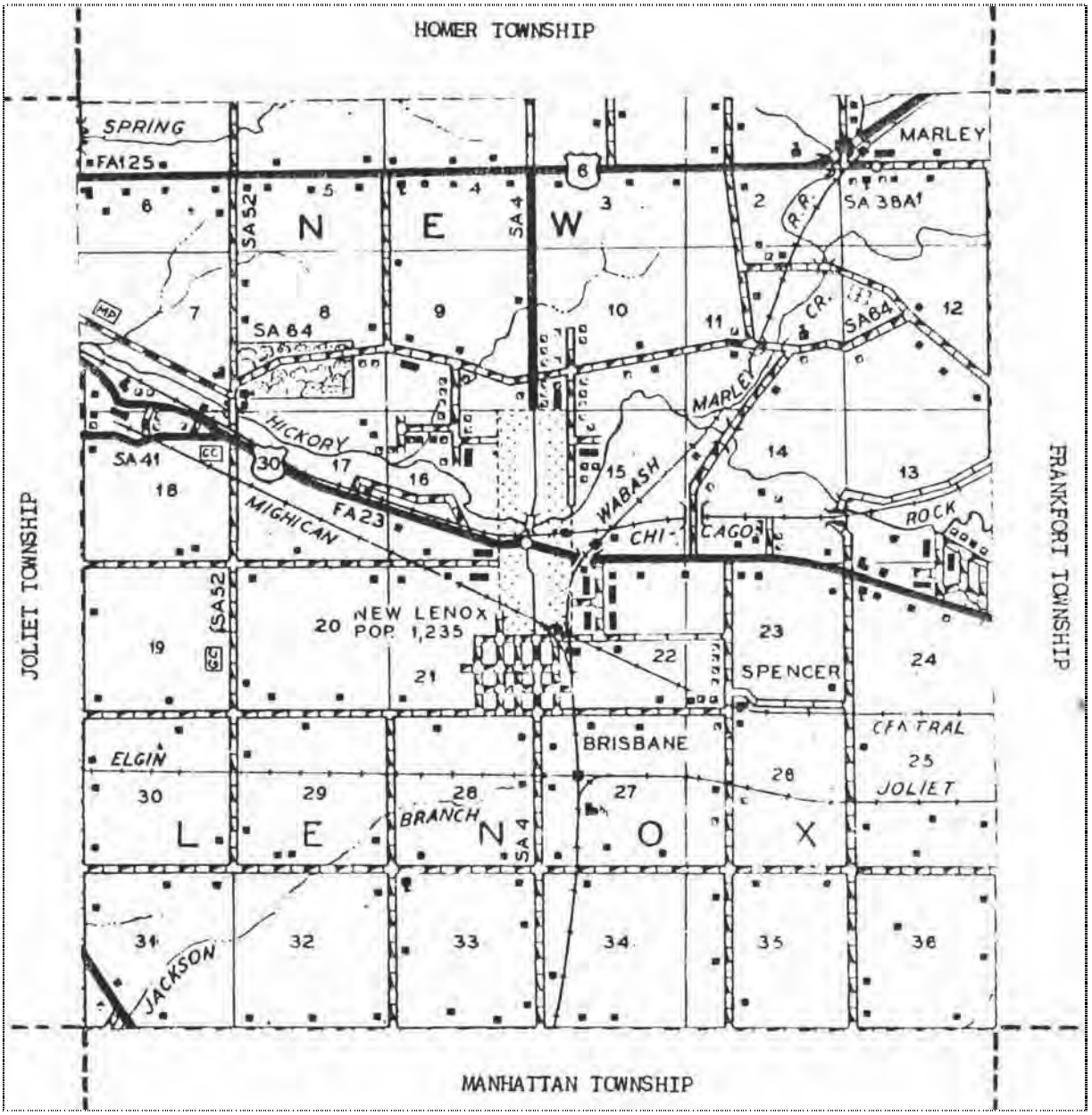


Source: *Plat Book of Will County, Illinois* (Rockford, Illinois: W.W. Hixson and Co., n.d. [Circa 1928.])

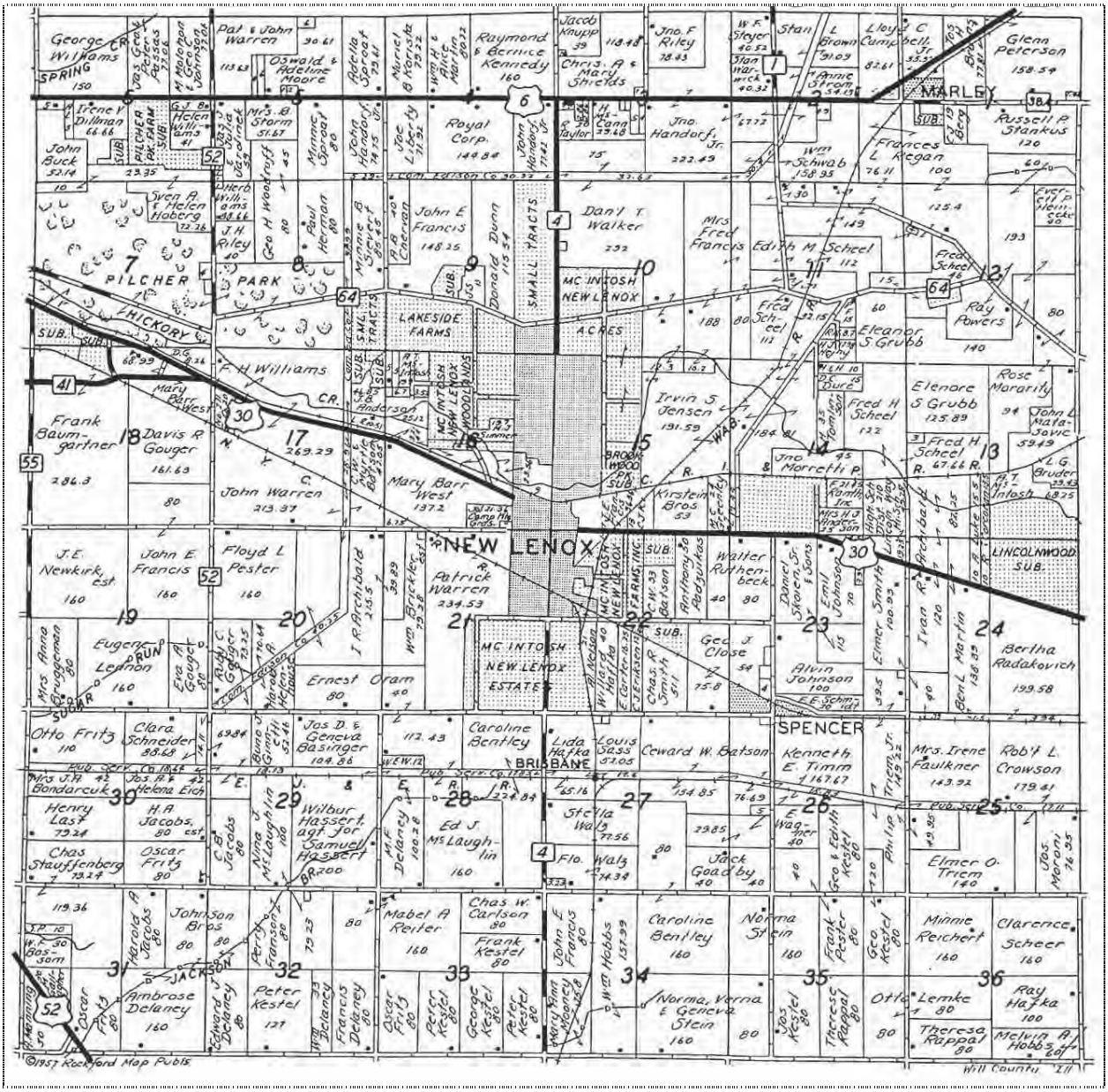
Source: *Plat Book of Will County, Illinois* (Rockford, Illinois, n.d. [Circa 1940]).



Source: *Farm Plat Book and Business Guide: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 1948).



Source: John Drury, *This is Will County, Illinois*, The American Aerial County History Series, No. 26. (Chicago: The Loree Company, 1955).

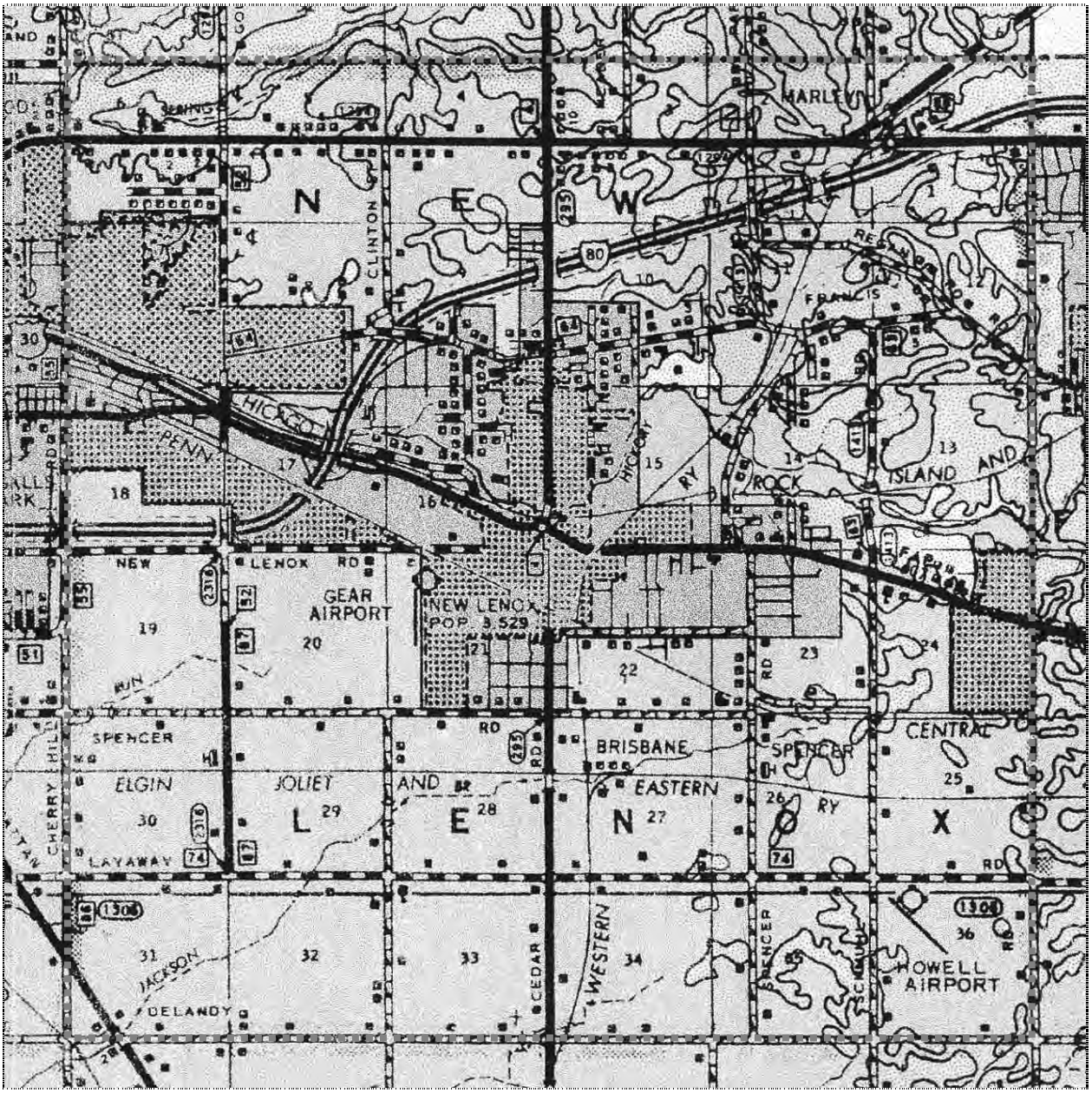


Source: *Farm Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1957).

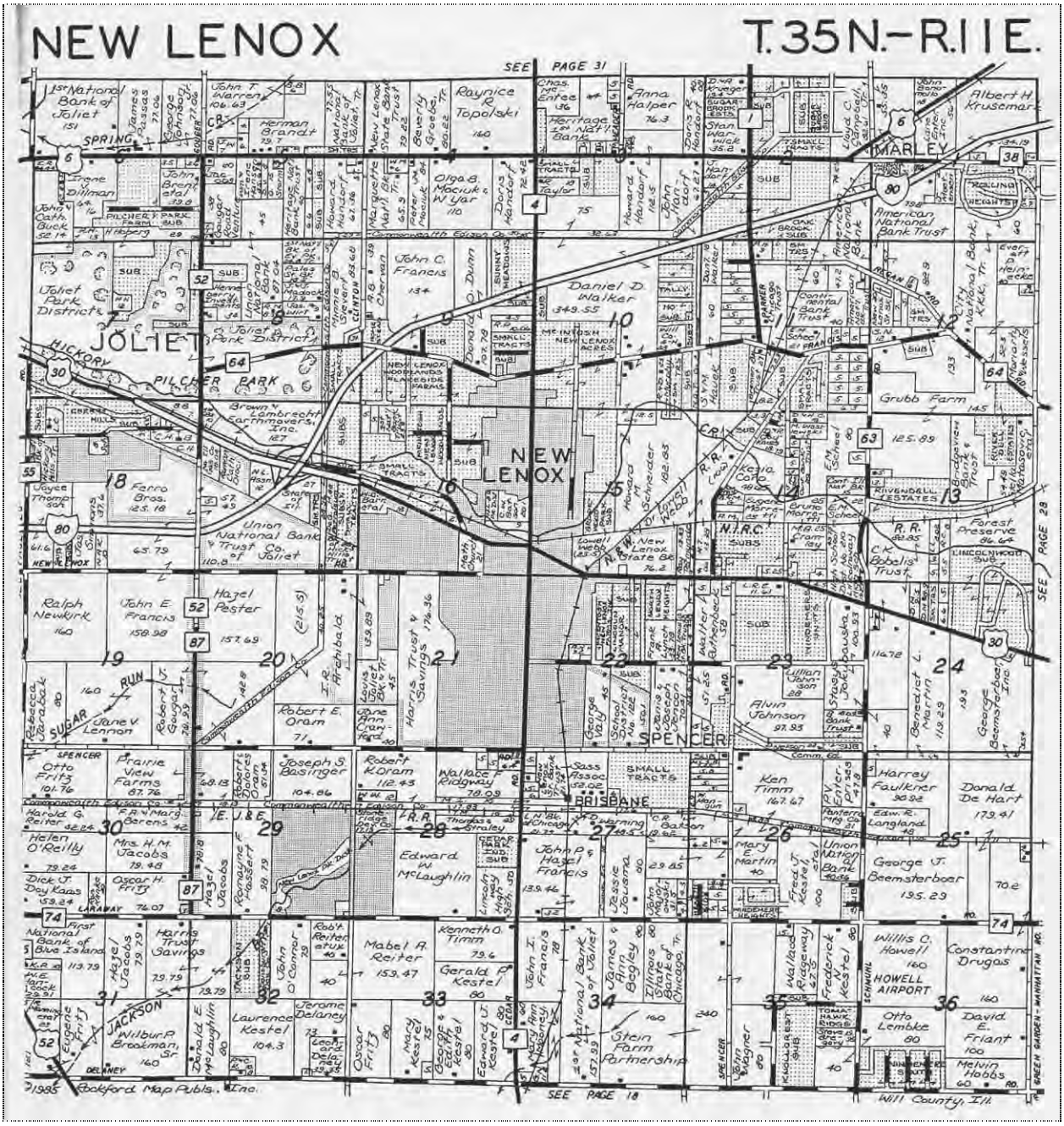
Source: *Tri-annual Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1966).

Source: *Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1972).

Source: *Atlas & Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1976).



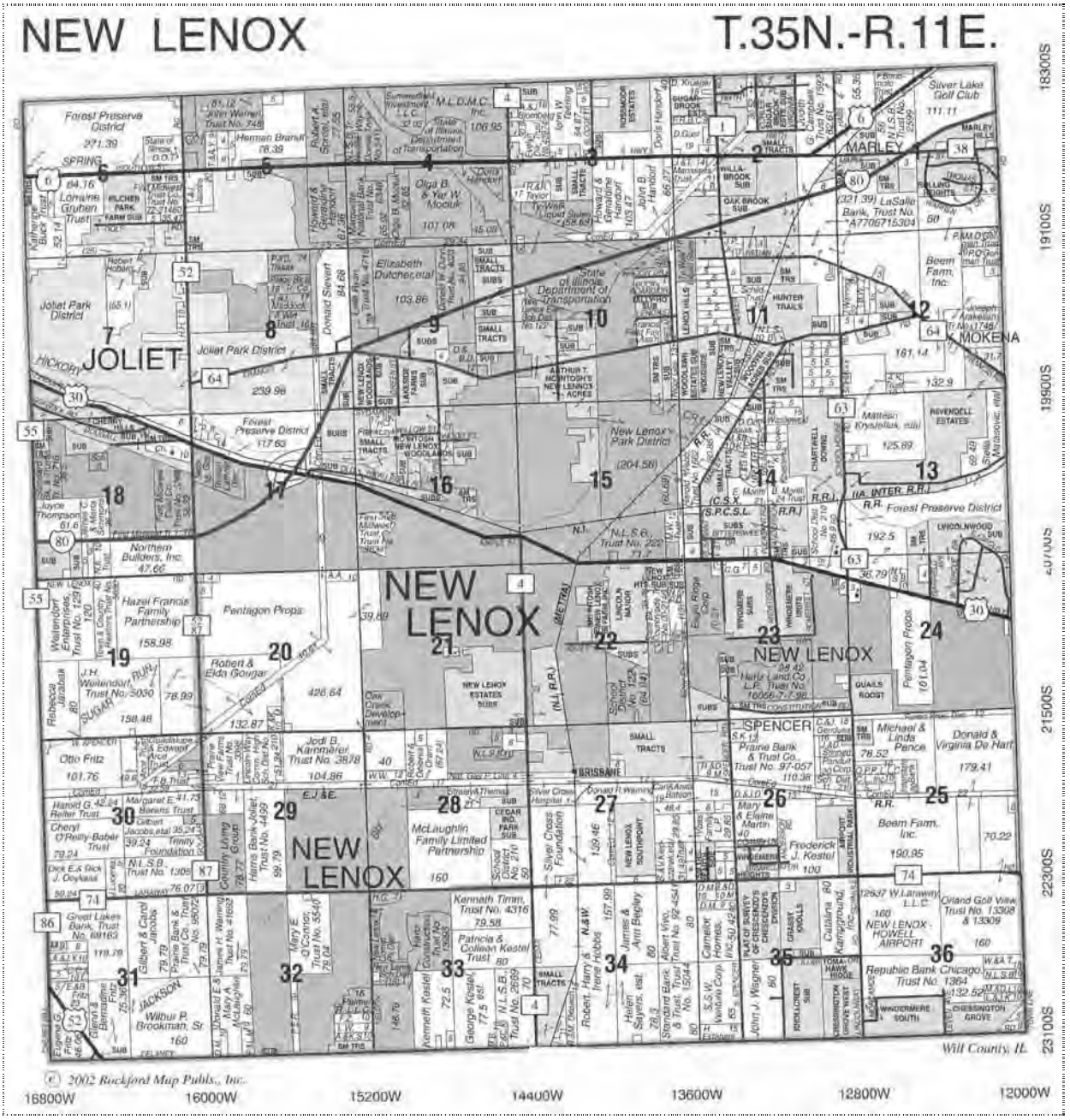
Detail of map showing New Lenox Township, from *Will County, Illinois* (U.S. Department of Agriculture Soil Conservation Service, May 1980).



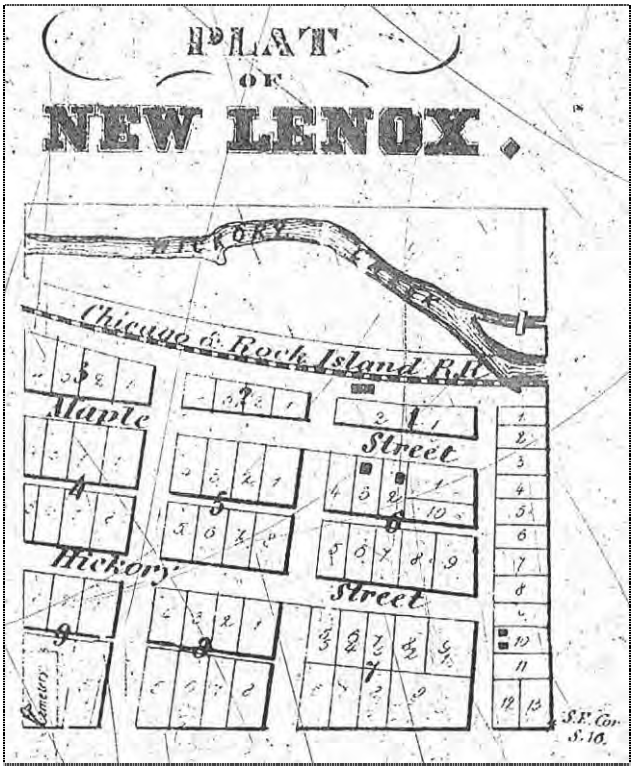
Source: *Land Atlas and Plat Book, Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1985).

Source: *Will County & Plat Book: Will County, Illinois* (Rockford, Illinois: Rockford Map Publishers, 1990).

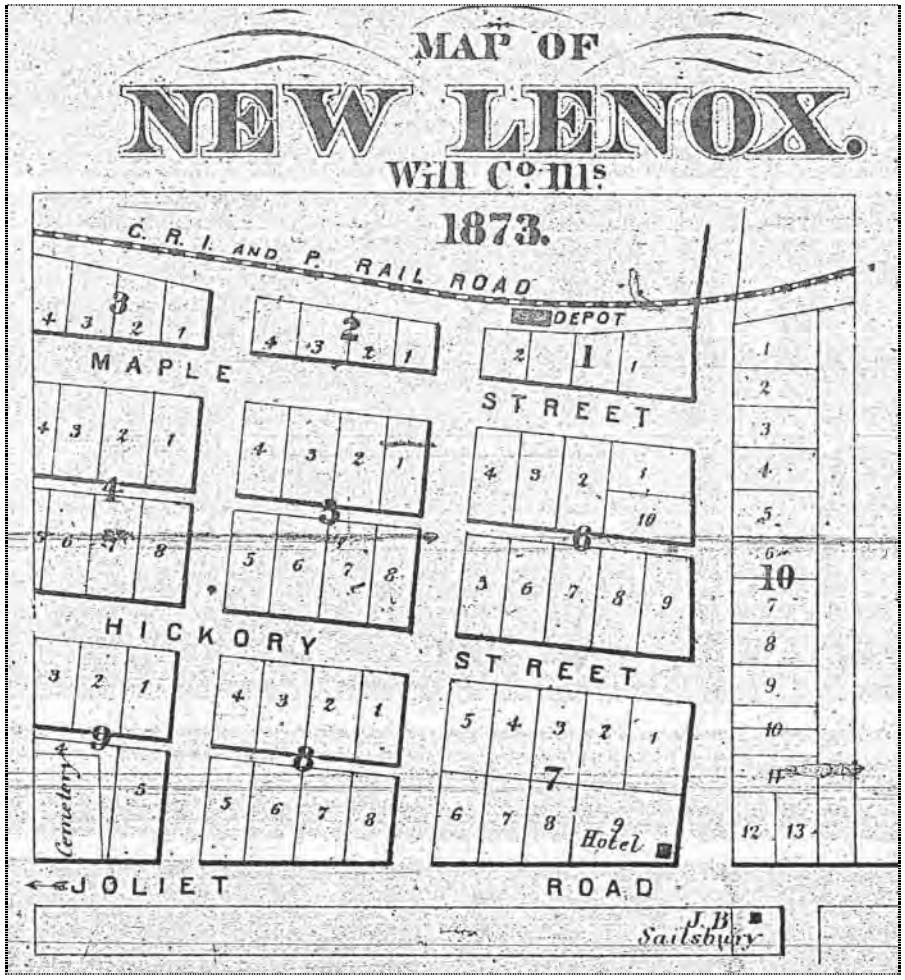
Source: *Will County & Plat Book: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 2000).



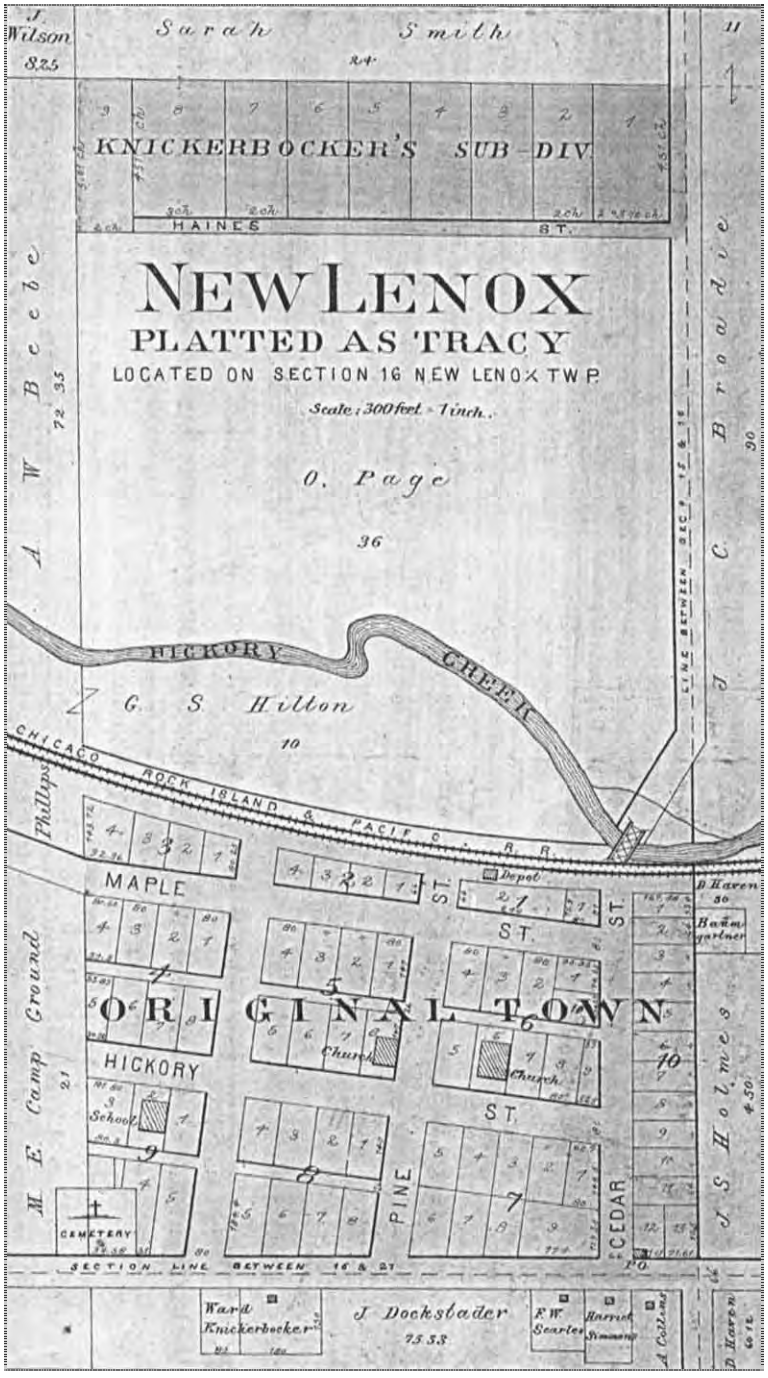
Source: *Will County & Plat Book: Will County, Illinois* (Joliet, Illinois: Rockford Map Publishers, Inc., 2003).



Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).

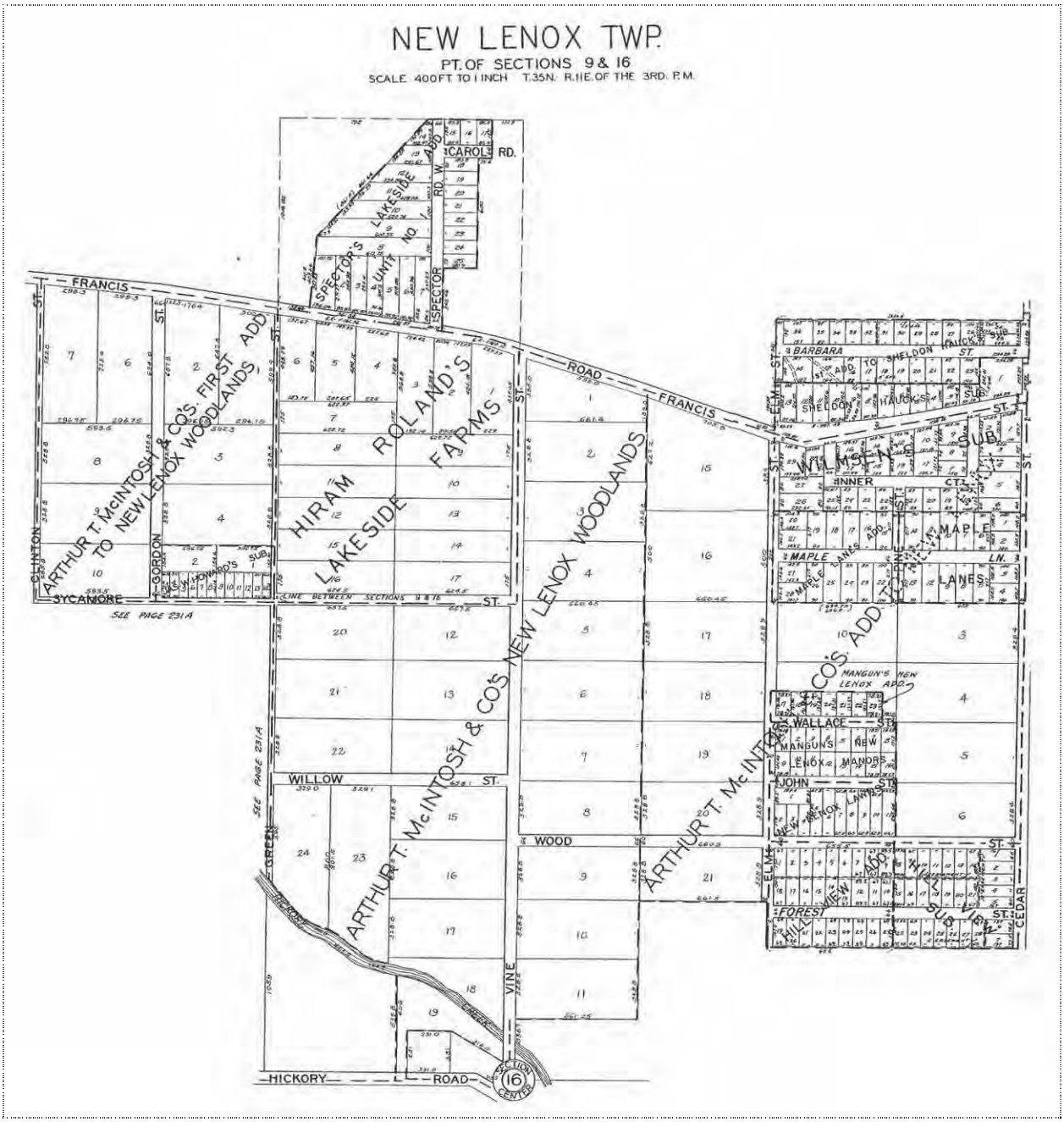


Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).



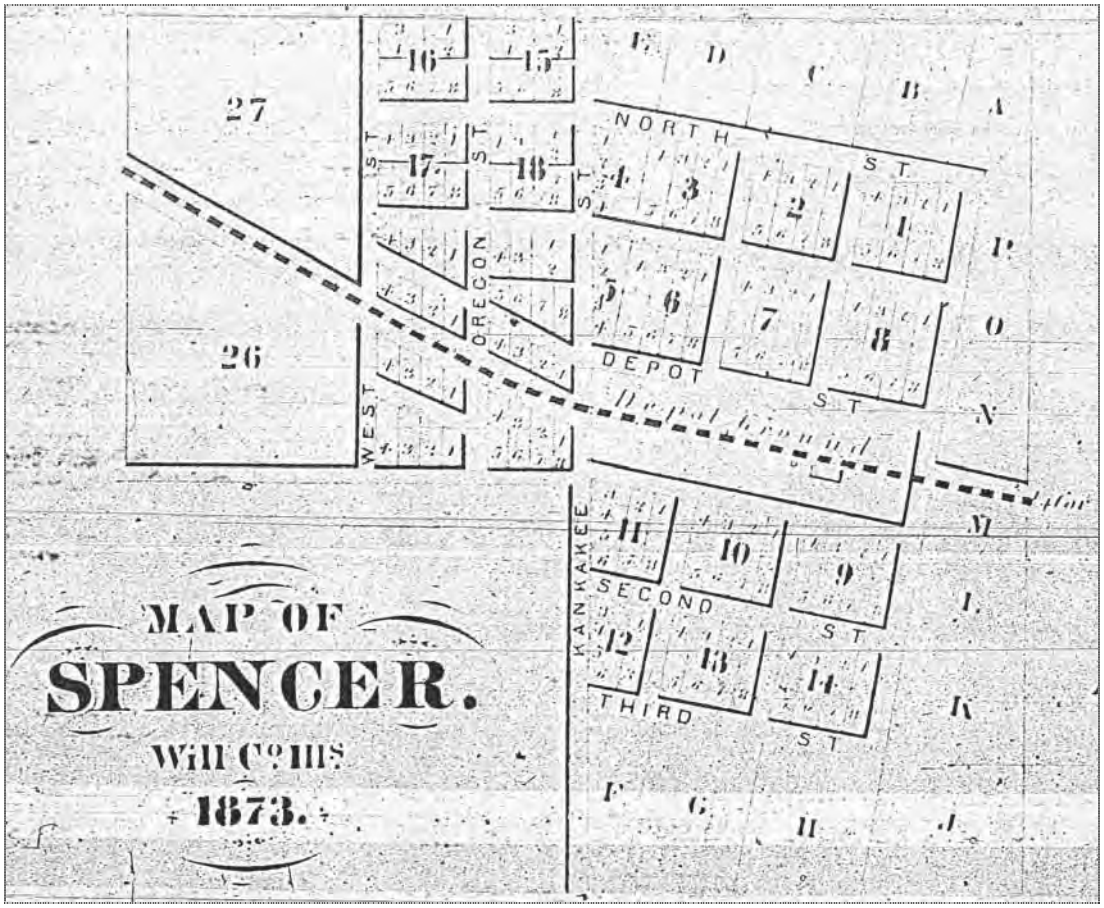
Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).

Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).

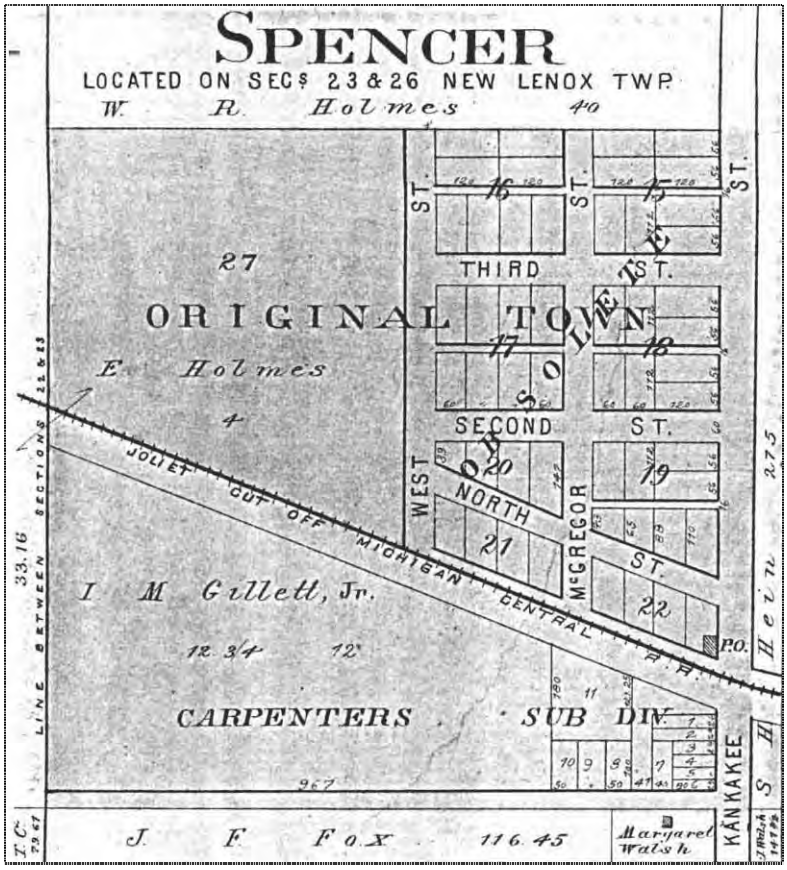


Source: West Chicago, Illinois: Sidwell Studio, 1958.

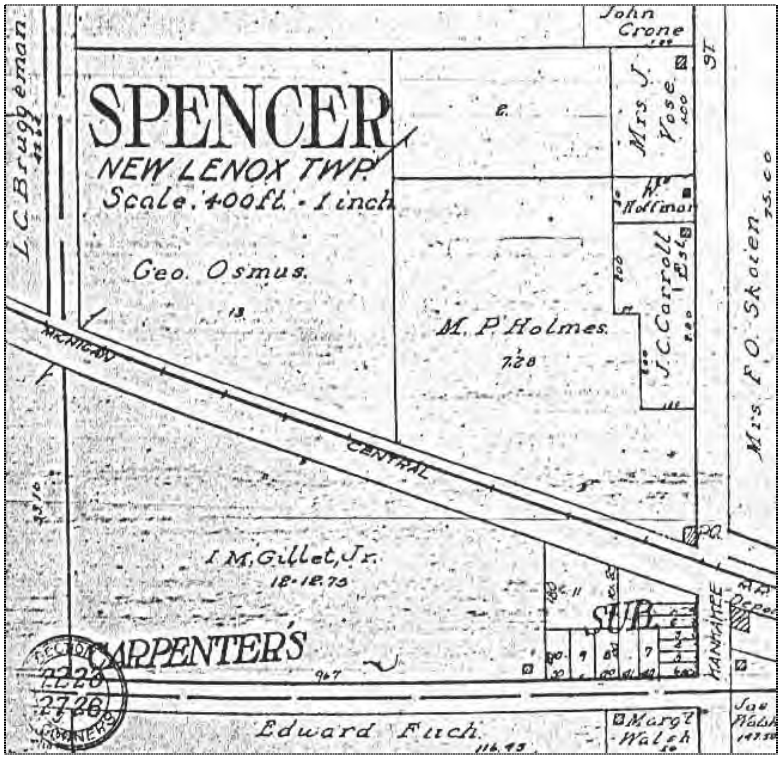
Source: S.H. Burhans and J. Van Vechten, *Map of Will County, Illinois* (1862).



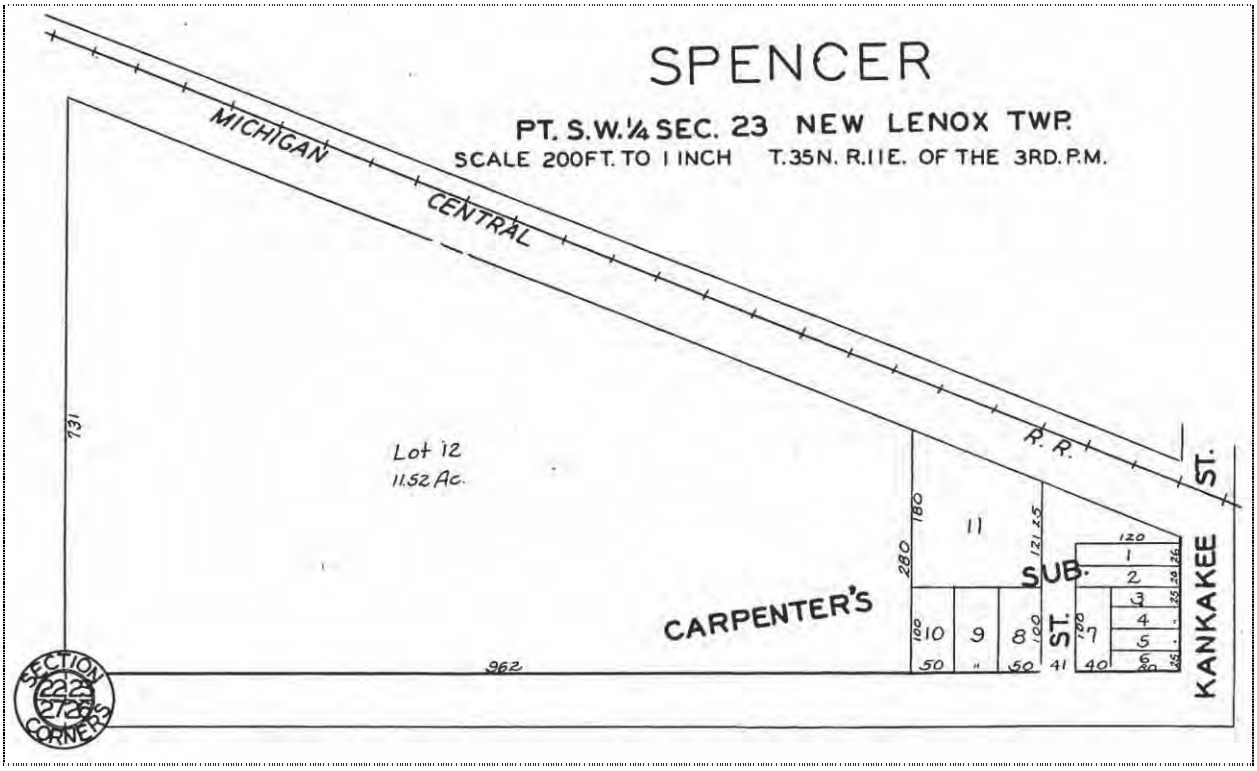
Source: *Combination Atlas Map of Will County* (Elgin, Illinois: Thompson Brothers & Burr, 1873).



Source: Geo. A. Ogle & Co., *Plat Book, Will County, Illinois* (Chicago, 1893).



Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).



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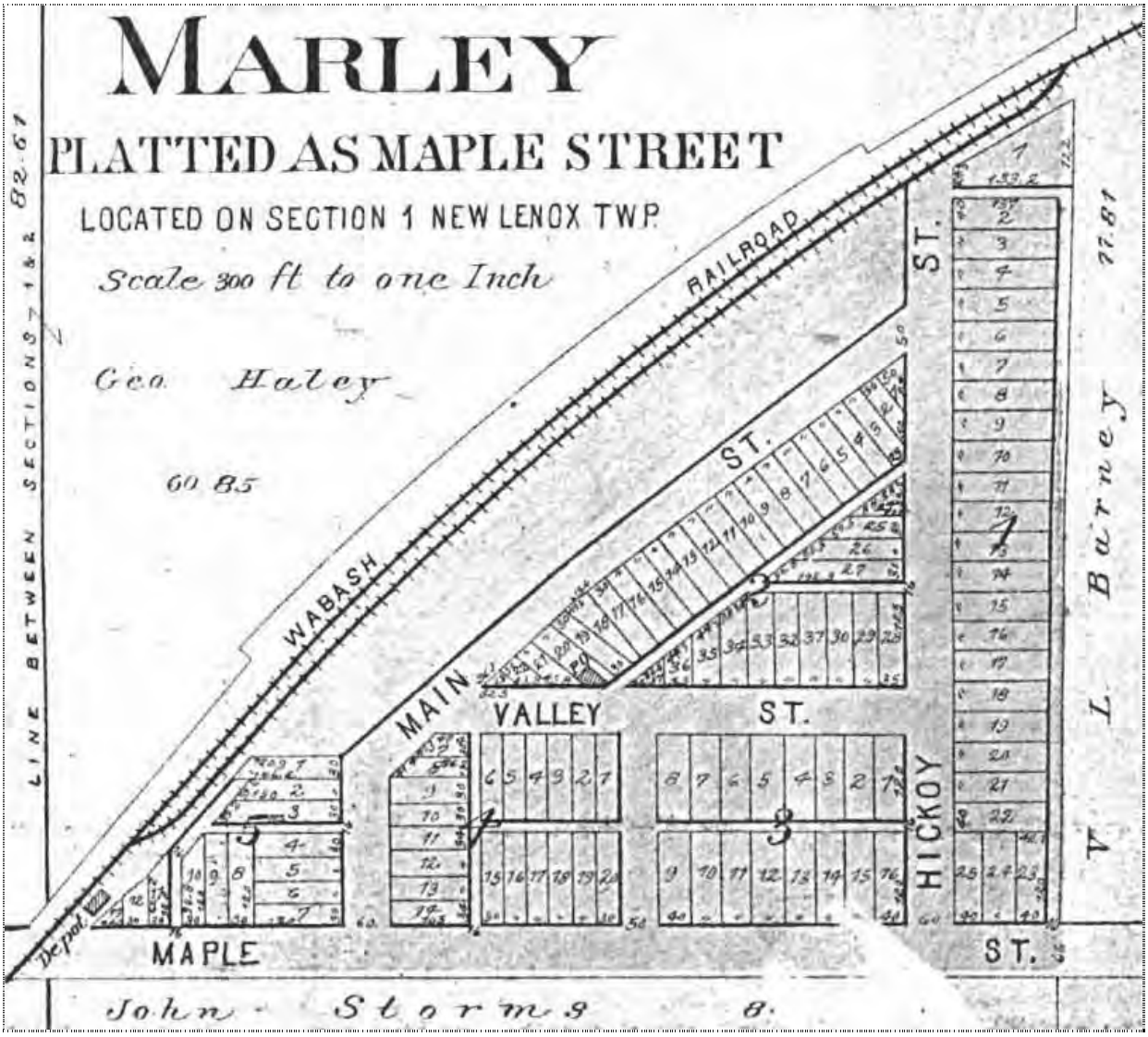

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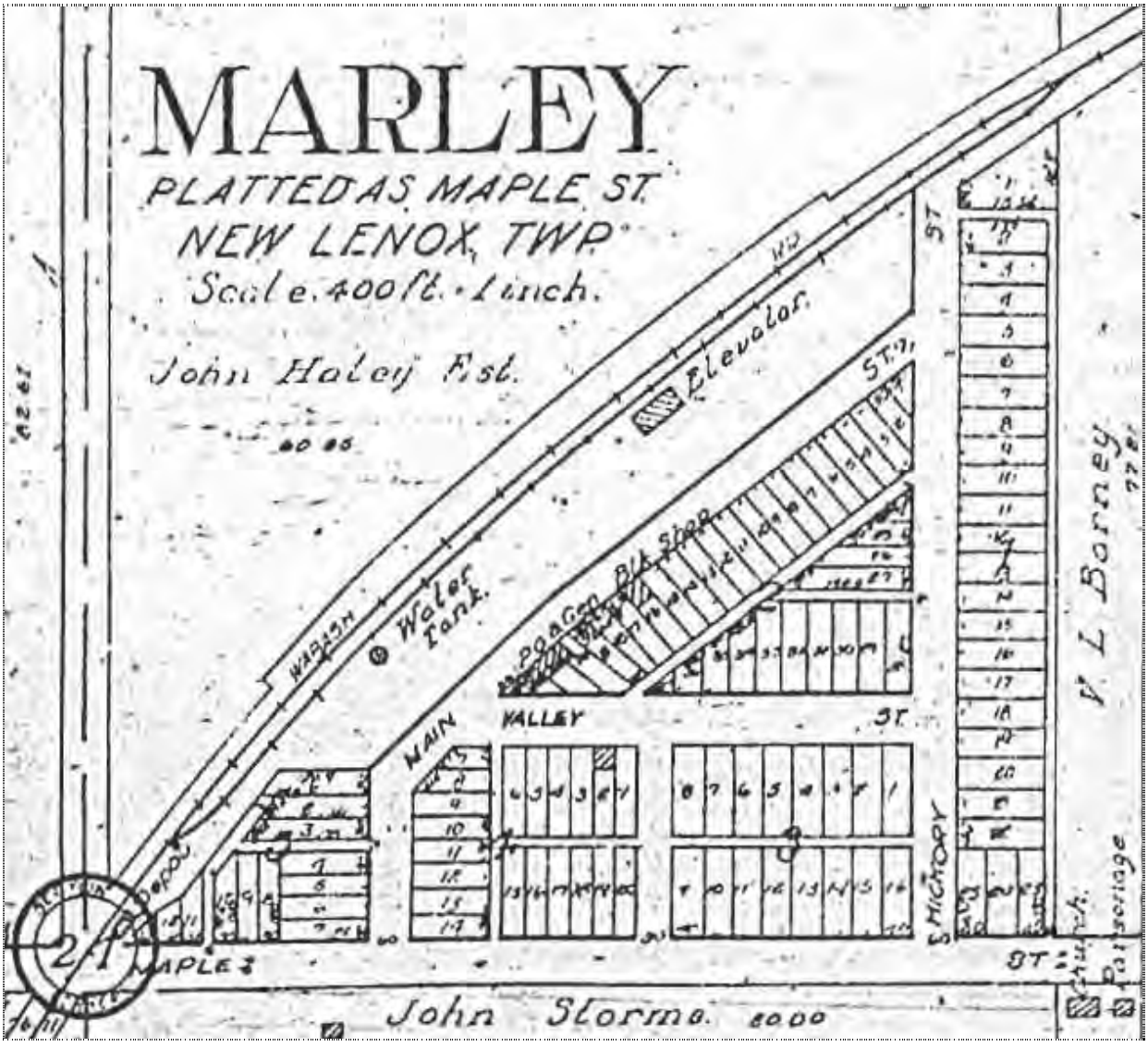
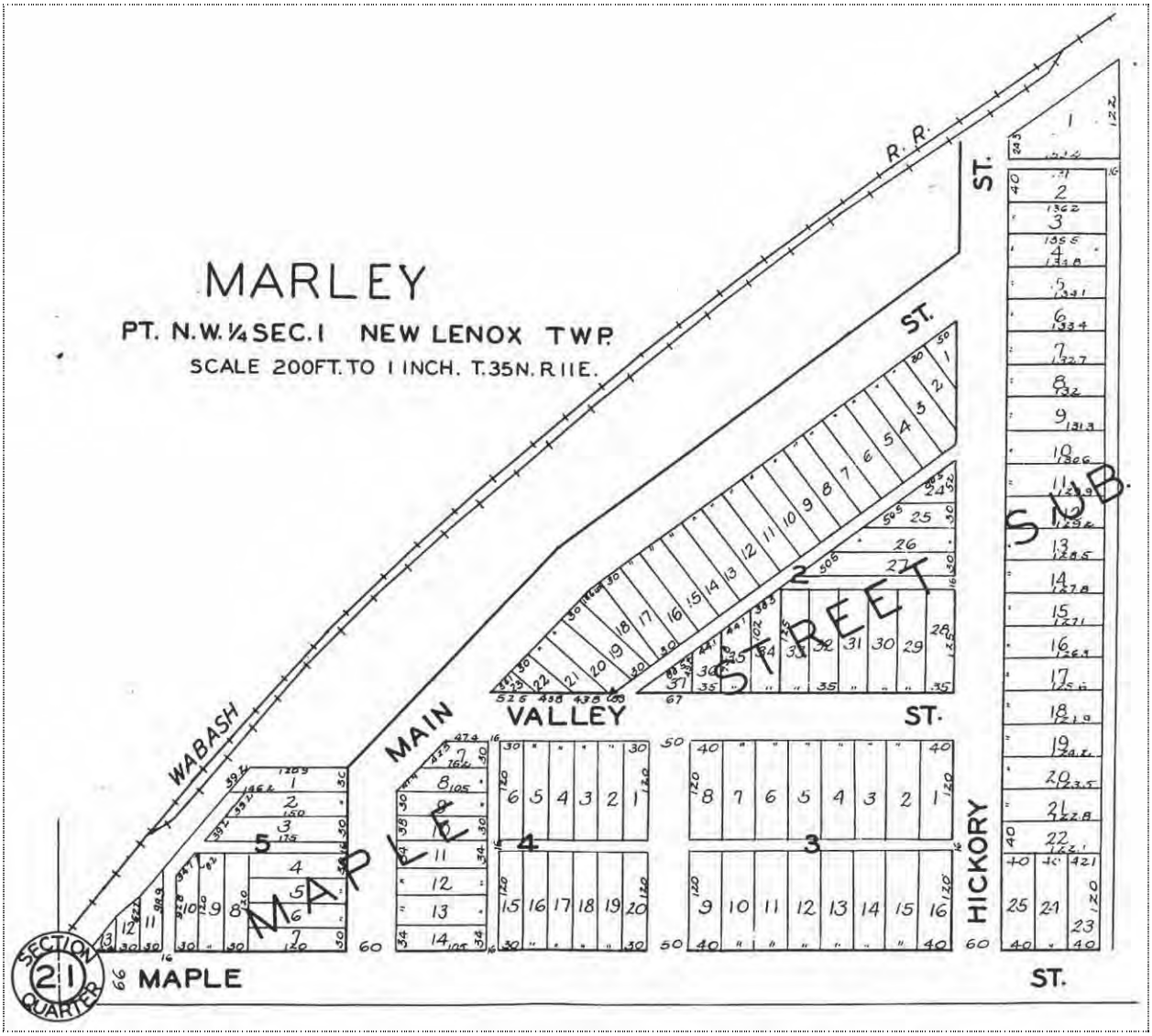


Source: Geo. A. Ogle & Co., *Standard Atlas of Will County, Illinois* (Chicago, 1909).

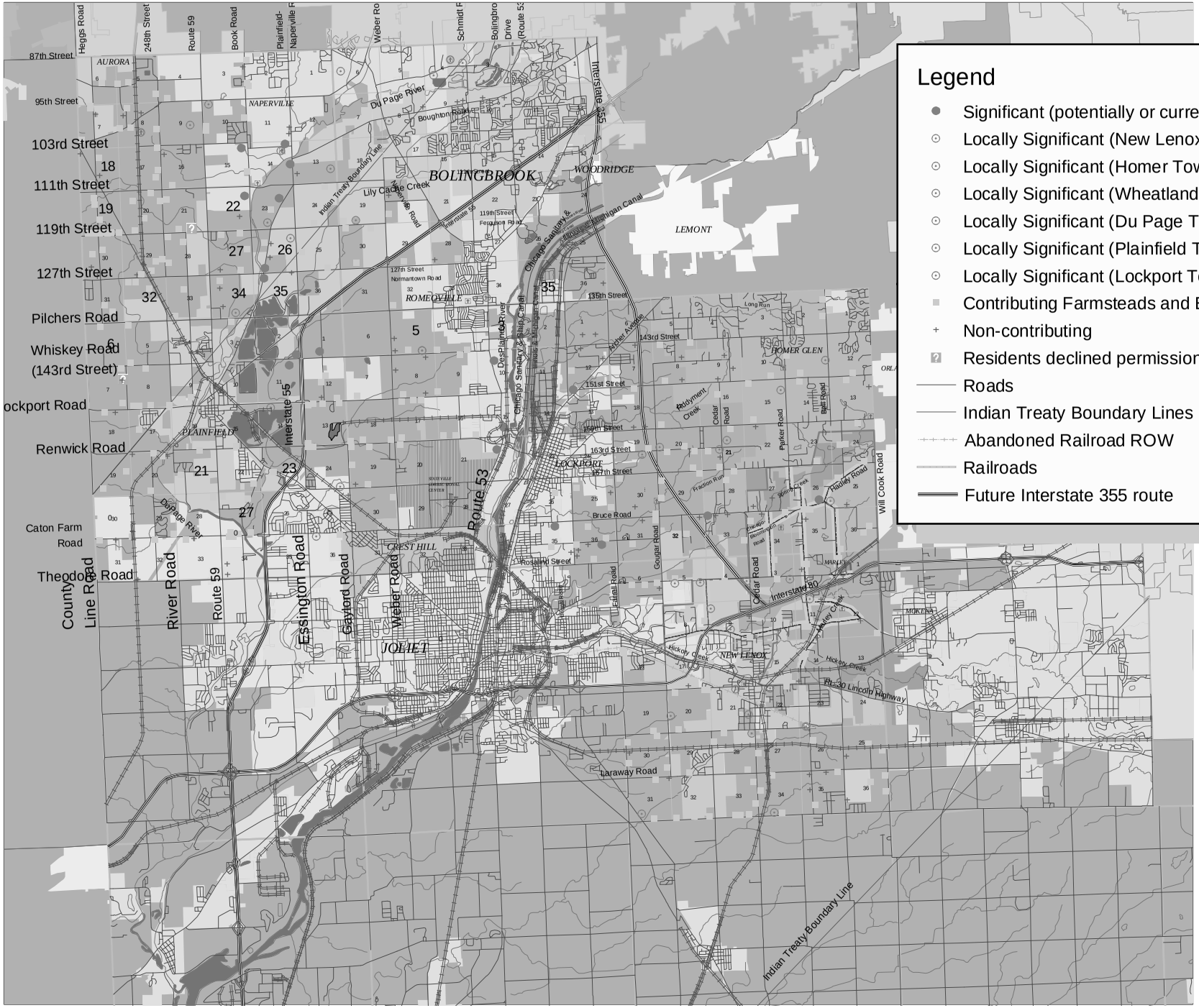


Source: West Chicago, Illinois: Sidwell Studio, 1958.

Appendix B
Maps

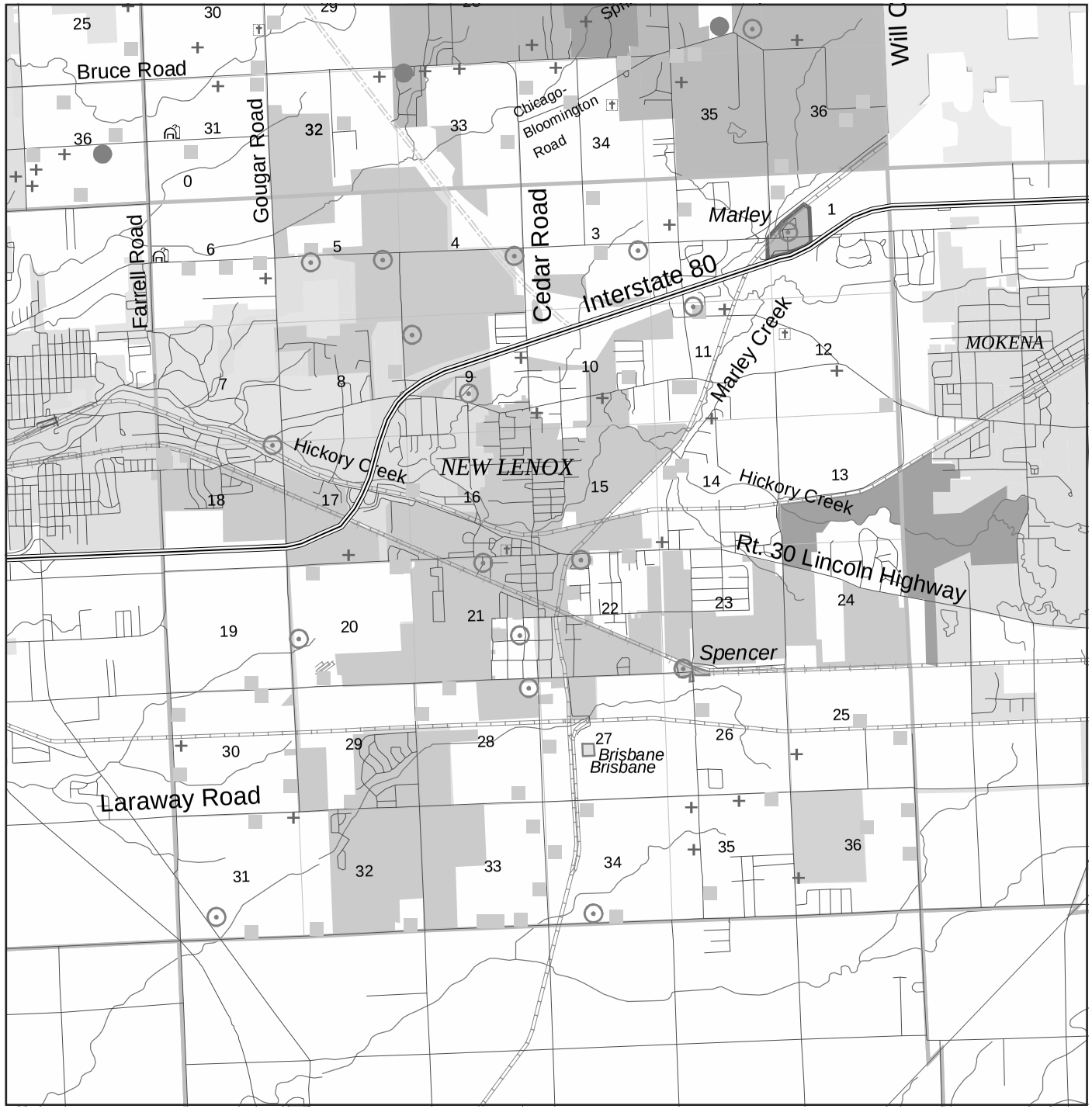
Wiss, Janney, Elstner Associates, Inc.

Map 1A Will County, Illinois



Wiss, Janney, Elstner Associates, Inc.

Map 1B Northern Will County

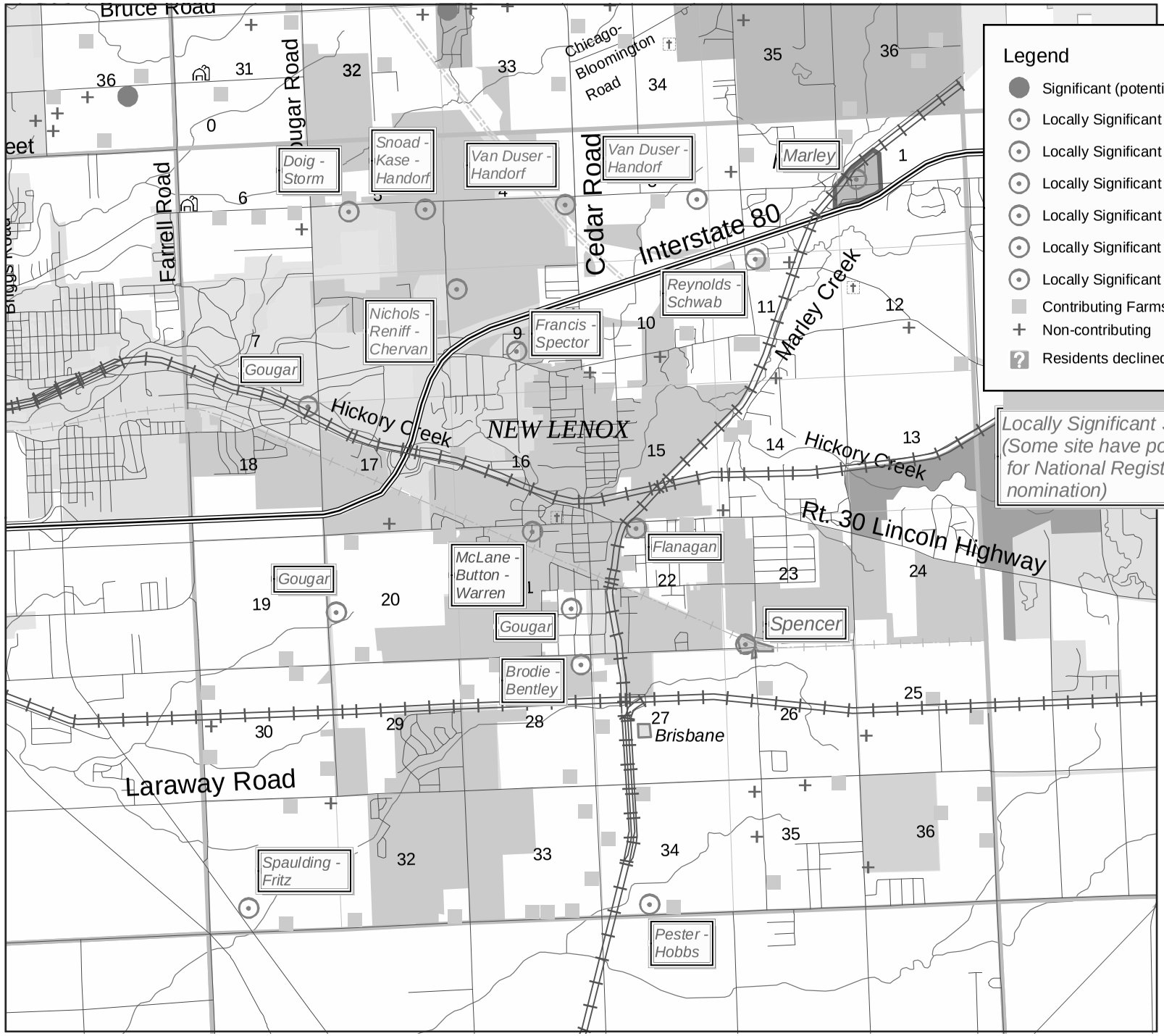


Legend

- Significant (potentially or currently listed on NRHP)
- Locally Significant (New Lenox Township)
- Contributing Farmsteads and Elements
- Non-contributing
- Residents declined permission for survey
- Former schoolhouses
- Historic cemeteries
- Former farmstead sites
- Future Interstate 355 route
- railroads

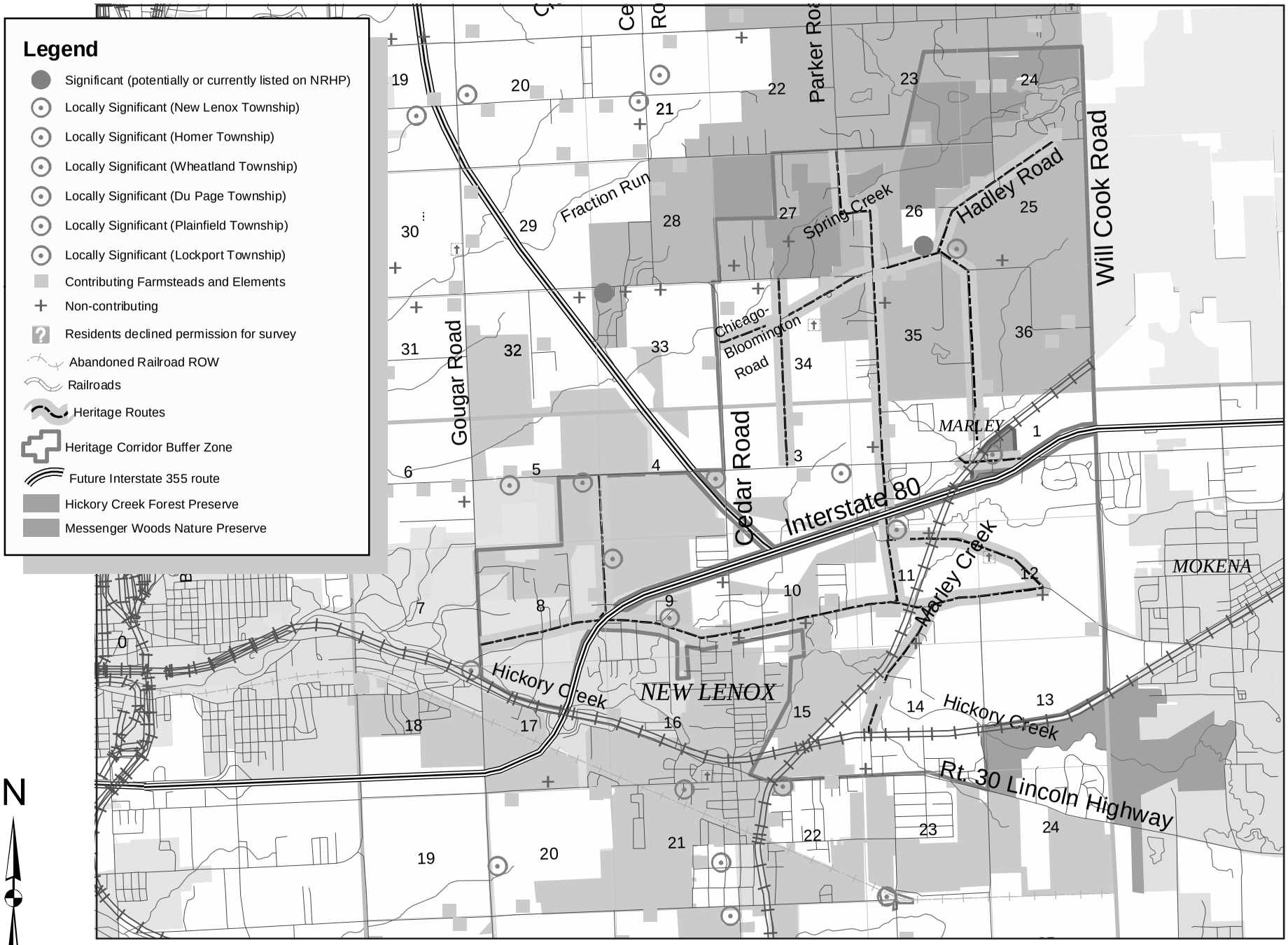
Wiss, Janney, Elstner Associates, Inc.

Map 2A New Lenox Township



Wiss, Janney, Elstner Associates, Inc.

Map 2B New Lenox Township



Map 3 Rural Heritage Corridors in Homer and New Lenox Townships

Wiss, Janney, Elstner Associates, Inc.