


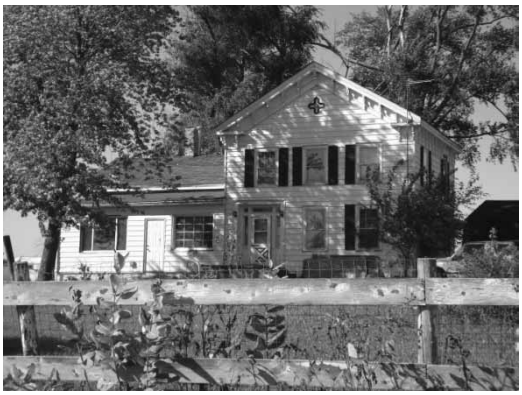


Rural Historic Structural Survey
of
Joliet and Troy Townships
Will County, Illinois

April 2009

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

Wiss, Janney, Elstner Associates, Inc.

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Federal Assistance Acknowledgement

The activity, which is the subject of the *Rural Historic Structural Survey of Joliet and Troy Townships, Will County, Illinois*, has been financed in part with federal funds from the U.S. 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 U.S. 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 Department of the Interior nor the Illinois Historic Preservation Agency.

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Executive Summary

At the request of the Will County Land Use Department, acting as liaison for the Will County Historic Preservation Commission, Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared this summary report of the 2008 intensive survey of farmsteads in Joliet and Troy Townships in Will County, Illinois. The survey included approximately seventy-two square miles with 41 farmsteads and related sites containing more than 160 individual structures in Joliet Township and 57 farmsteads and related sites containing more than 290 individual structures in Troy Township.

The earliest settlers of European descent established homesteads in Joliet Township in the early 1830s, and settlement occurred rapidly following the 1835 land sale. Joliet became the seat of the newly-created Will County in 1836. The development of the area was spurred by the construction of the Illinois and Michigan Canal in the 1840s. The first railroad reached Joliet in 1852, and the city rapidly developed into an industrial center. Steel making, stone quarrying, and other industries were established in the township in the middle nineteenth century. In the nineteenth century, agricultural development was concentrated in the southern and eastern edges and northwest quarter of the township. The rapid physical expansion of urban development in Joliet Township after World War II means that only small pockets of active agricultural activity remain, concentrated in the southernmost sections of the township.

Troy Township developed in tandem with Joliet Township through much of the nineteenth century. The City of Joliet served as the business center for residents of Troy Township, which remain almost entirely agricultural as late as the 1940s. Early settlements developed around a mill on the Du Page River in section 15 (known as Grinton or Troy) and an early bridge over the Illinois and Michigan Canal at the centerline of the township (known as Birds Bridge or Birds). The settlement at Grinton became the nucleus for a resort and fishing community, incorporated as the Village of Shorewood in 1957. Contemporary suburban development began to expand westward from the city of Joliet in Troy Township by the late 1950s, and Interstate Highways 55 and 80 were built through the township in the 1960s. Residential and commercial development has been especially rapid since 1980.

Of the 98 farmsteads and related sites identified in the current survey, eight sites have the potential to be considered for Will County Historic Landmark designation or listing in the National Register of Historic Places. The survey also documented the Joliet Municipal Airport hangar, constructed 1930, which is listed in the National Register of Historic Places. The present study also identified additional noteworthy sites that are excluded from consideration as county landmarks since they are located within the incorporated limits of the City of Joliet or the Village of Shorewood. In some cases, the eligibility of the site would be enhanced if certain historic features were restored or non-historic cladding materials such as vinyl siding were removed. Other sites have either been designated Contributing, which means in the context of this report that they retain their overall character as historically agricultural sites but lack individual distinction; or Non-contributing, which indicates that the site lacks sufficient integrity to present the theme of agricultural history in the survey region. Due to the extent of suburban development in these two townships, no potential historic districts have been identified as part of the present survey.

The Joliet and Troy Townships intensive survey was performed to update the previous survey of the township performed in 1988. In the previous survey, 118 farmsteads and related sites were identified in Joliet and Troy Townships, containing at least 600 structures. An additional 22 sites were omitted from the 1988 survey but are documented in the present survey and obviously existed at that time. Because of the rapid pace of contemporary development in Will County since 1988, the Will County Historic Preservation Commission recognized the need to reassess the agricultural heritage of the region. WJE has previously completed intensive survey projects covering Wheatland–Plainfield–Lockport, Du Page, Homer, New

Lenox, Green Garden, Manhattan, and Frankfort Townships. A survey of Channahon Township was completed concurrently with this report. Copies of the previous survey reports were provided to public libraries in the area. Cumulatively, the surveys have documented more than 4,350 structures on more than 980 sites over approximately 432 square miles of Will County. Performing a separate survey for each township has allowed more detailed information to be collected, such as individual photographs of each historic structure, an assessment of current conditions, and preparation of site sketch plans. With the permission of property owners, the survey work was performed with close-up access to the buildings, which allowed for close range photography and a reliable identification of building materials. The survey data was compiled and analyzed using database software and geographic information system (GIS) software.

In this report, Chapter 1 contains a description of the project methodology. Chapters 2 and 3 provide the historical and architectural context within which the surveyed farmsteads were established, grew, were reconfigured, and in some cases were abandoned. Chapter 2 covers the historical context of Will County agriculture. Chapter 3 discusses the architectural context of rural structures such as farmhouses and barns. Chapter 4 summarizes the survey results and includes a discussion of the National Register and Will County criteria for designation of historical and architectural significance. Also in Chapter 4 are several tabulations of the survey results. Chapter 5 includes information specific to Joliet Township, including the historical development of the township, a table depicting the sites included in the survey, and an overview of a select number of historically and/or architecturally significant farmsteads. Chapter 6 includes similar information specific to Troy Township. A bibliography of research sources follows the text. Appendices include historic and contemporary plat maps for Joliet and Troy Townships, and maps developed for this report to present the results of the survey and research.

CHAPTER 1

BACKGROUND AND METHODOLOGY

Background

At the request of the Will County Land Use Department, acting as liaison for the Will County Historic Preservation Commission, Wiss, Janney, Elstner Associates, Inc. (WJE) has prepared this summary report of the intensive survey of farmsteads in Joliet and Troy Townships in Will County, Illinois. A previous survey of farmsteads in Will County was performed in 1988. Beginning in 1999, WJE has prepared intensive surveys of individual townships in Will County. Previous townships surveyed included Plainfield, Wheatland, and Lockport (completed November 2000), Du Page (November 2001), Homer (November 2002), New Lenox (August 2003), Green Garden (July 2004), Manhattan (September 2006), and Frankfort (December 2007). Concurrently with this study, the survey of Channahon Township was completed.

The objectives of the study are to provide comprehensive information on all historic rural structures located in the area; to assess the eligibility of rural districts or individual buildings for designation as local landmarks or nomination to the National Register of Historic Places; to inventory the existing structures in the area for future study; to provide background on significant architectural styles and rural structure types common to the area; and to provide background history of the development of the area. The present study has been developed to meet the requirements and standards of the Certified Local Government program.

Survey Methodology

Survey Team

The survey team from WJE consisted of Kenneth Itle, Michael Ford, Timothy Penich, and Deborah Slaton. Mr. Itle served as Project Manager and developed the summary report and performed some field survey work. Mr. Ford and Mr. Penich performed field survey work. Ms. Slaton was the reviewer of the summary report.

Background Research

Work on the rural survey began in July 2008. Background research was performed at the State of Illinois Library in Springfield, the University of Illinois Libraries, and the Joliet Public Library. In addition, extensive historic research materials compiled for previous Will County rural survey reports were available.

Field Survey

A project initiation meeting was held to discuss the project approach and scope. An initial reconnaissance survey was performed in July 2008 to identify existing farmstead sites. At that time, abandoned farmsteads or farmsteads where demolition was threatened were surveyed to an intensive level. Intensive field survey work was performed from July 2008 through November 2008. The survey team first approached the primary residence on the site to request permission of the homeowner/tenant to conduct the survey on the farmstead site. At sites where no one was home, or where owner permission was not provided, the site was surveyed from the public right-of-way. Typically each structure on the site was photographed individually using a digital camera. A sketch plan of the farmstead was prepared. Written notes for each building included a listing of exterior materials, overall condition, and estimated decade of construction based on structural type and style. Any history information provided by the owner, such as dates of construction or names of original owners, was also noted.

Database and Base Map Preparation
Mapping for the survey was prepared using ArcGIS.[1] Baseline mapping showing roads, railways, streams, township boundaries, etc., as well as 2005 aerial photography of the survey area, was downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse internet site.[2] Individual points were added to the baseline map at the location of each farmstead site surveyed. Each point represents a particular record in the Microsoft Access database. The database contains all field survey information; historical information specific to each property, such as names of previous owners based on historic atlases and plat maps; and the assessment of historic significance. On the database forms, the "notes" field typically contains other miscellaneous observations of the project team from the field work. Occasionally, this field contains verbal information for the resident or another source; these are so noted.

Prior to inserting the digital photographs into the database, the photograph files were converted from color .jpg files to reduced-size black-and-white .bmp files. The Microsoft Access database was used to generate the property lists included in this summary report, as well as the individual survey forms. The ArcGIS software was used to generate the maps of the survey area included in the appendix.

Presentations
A presentation of the survey results was made to the Will County Historic Preservation Commission (HPC) on March 4, 2009. This final summary report incorporates comments provided by the HPC members and Will County staff on the draft report, submitted in December 2008.

Report and Submittals
The summary report was prepared using Microsoft Word. Will County will be provided with the following final materials under separate cover: printed copies of the final summary report; printed copies of the individual property survey forms; digital photographs as original color .jpg files; ArcGIS mapping files; Microsoft Access database file; survey sheets as .pdf file; and report text as Microsoft Word file and .pdf file.

Survey Gaps and Future Research

The present study is not meant to be a definitive review of the history of each property surveyed; rather, based on historic research and field survey, the relative significance of each property has been assessed. In the future, as new development or renovation work may affect particular properties, the history and significance of the particular property should be researched in detail, using the present survey as a starting point.

The present study focused on architectural features of the survey region. Other studies could be undertaken to assess the archaeological potential of the survey region; to identify and assess cultural landscape features such as fence rows, hedges, and earthworks; to study historic transportation infrastructure and routes in detail; or to study particular architectural themes, such as limestone masonry construction, in greater detail.

[1] ArcGIS is one brand of GIS software. GIS stands for geographic information system, a computerized methodology for organizing data geographically.
[2] <http://www.isgs.uiuc.edu/nsdihome/>

CHAPTER 2

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 were hundreds to a few thousand feet thick. 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.

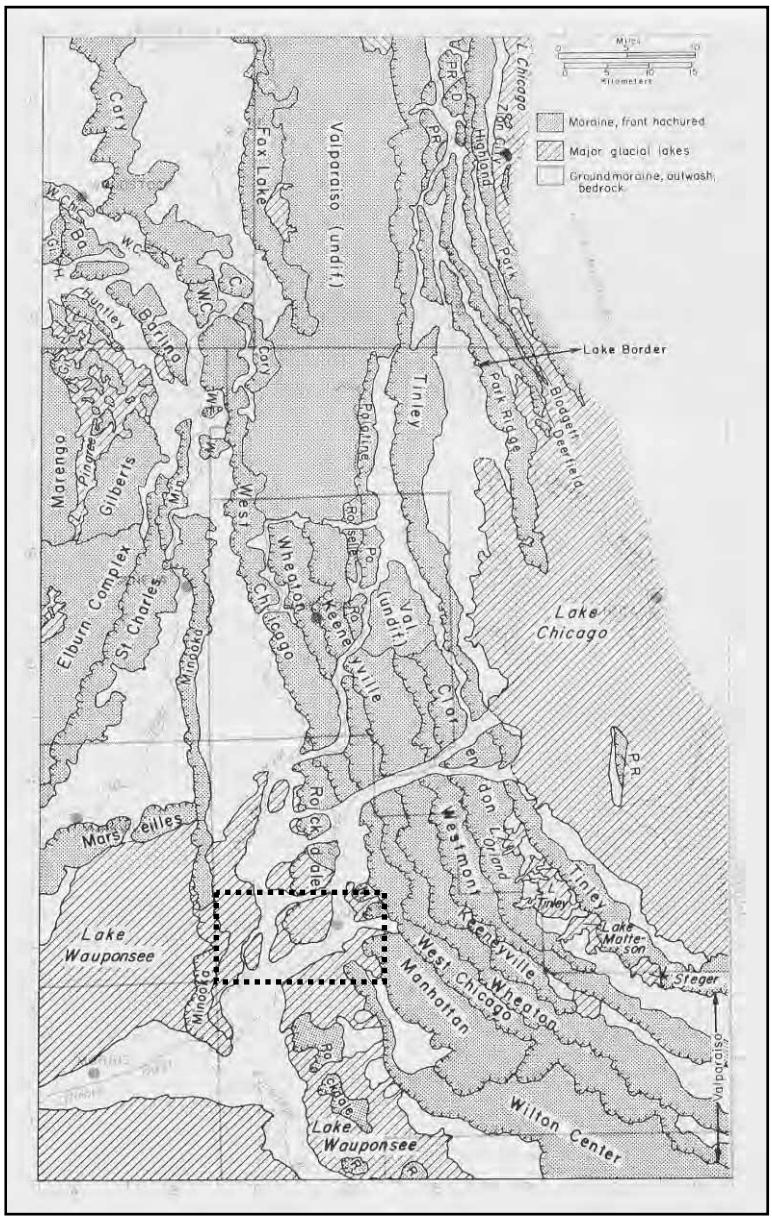
A significant feature left by the advance and retreat of glaciers in the northeast corner of the state are glacial moraines—low mounds several miles long left by the furthest advance of glaciers in the Wisconsinan period. Joliet and Troy Townships lie mainly to the west of the Valparaiso Morainic System in the valley of the former glacial Lake Wauponsee. The last ice sheets in this area began to retreat approximately 13,500 years ago. The retreating and melting glaciers continued to impact the area for a few more thousand years, as the outflow deposited sand and gravel.

Joliet Township is in the watershed of the Des Plaines River, which crosses the township from north to southwest, from section 3 to section 31. High ground is located in section 5; the natural drainage of the northwestern corner of the township (primarily section 6) is to the northwest toward Rock Run in Troy and Plainfield Townships. Two tributaries of the Des Plaines River drain the northeastern part of the township: Spring Creek runs southwest from section 1 to section 15, and Hickory Creek runs west from section 12 to section 15. In section 15 near the present-day intersection of Second Avenue and Iowa Avenue on Joliet's southeast side, the two creeks join and run southwest, meeting the Des Plaines River in section 21. (A sewage treatment plant for the City of Joliet is located at this junction.) The southeastern part of the township is drained primarily by Sugar Run; this stream flows northwest from section 25 to meet Hickory Creek in section 21 just before the latter joins the Des Plaines River. Finally, a small area at the south central part of the township, primarily sections 32 and 33, are drained by the north branch of Cedar Creek. This stream arises in the township and flows south into Jackson Township, ultimately meeting the Des Plaines River in section 11 of Channahon Township.

Troy Township is drained primarily by the Du Page River, which crosses the township from north to south, from section 3 to section 33. Various unnamed tributaries arise in the western half of the township and drain west to east into the Du Page River. The Kendall–Will County line coincides with high ground, separating the Du Page/Des Plaines River system from terrain drained by the Aux Sable Creek to the west. Present-day interstate highway 55 follows high ground in the middle of the township; to the east, much of the township is drained by Rock Run. Rock Run flows south from section 1 to section 27. The natural flow of Rock Run continued southeast to the Des Plaines River; since the construction of the Illinois and Michigan Canal in the 1840s, Rock Run has been diverted into the canal, which proceeds southwest to the junction of the Du Page and Des Plaines Rivers in Channahon Township. The southeast corner of the township, primarily sections 25, 35, and 26, lies within the Des Plaines River Valley.

First Nations in the Illinois Region

Human habitation 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.



Illustrated above are the moraine systems in northeastern Illinois. Joliet and Troy Townships lie west of the Valparaiso Morainic System in the Lake Wauponsee outwash area. (H.B. Willman, Summary of the Geology of the Chicago Area, *Illinois State Geological Survey Circular 460 (Urbana, Illinois, 1971), 43.)*

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 A.D. 1000), 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. Further north, villages in the upper Illinois River Valley lacked large platform mounds.[3] 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 A.D. 650 maize was being grown in the Illinois River Valley.[4]

The time span between A.D. 1000 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. Relatively few archeological sites have been studied in Joliet and Troy Townships; however, four camp sites, three habitations, and four mounds have been identified in Joliet Township, including the so-called Oakwood Mound in section 11.

The Arrival of European Settlers

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] This expedition claimed the region for France. In 1678, an expedition 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

[3] Several Woodland sites are present in the river valleys of the Des Plaines and Du Page Rivers. (John Doershuk, *Plenemuk Mound and the Archaeology of Will County,* Illinois Cultural Resource Study No. 3 (Springfield, Illinois: Illinois Historic Preservation Agency, 1988), 11–14).

[4] James E. Davis, *Frontier Illinois* (Bloomington, Indiana: Indiana University Press, 1998), 25. "The Late Woodland is a period of increasing dependence on corn agriculture, although northeastern Illinois groups appear less corn-dependent than do central and lower Illinois River valley peoples." (Doershuk, *Plenemuk Mound and the Archaeology of Will County*, 13–14.)

[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. During this expedition he surmised that digging a canal 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.

more than a year. As time progressed the French centered their principal activities in the middle Mississippi valley, focusing on Fort de Chartres near Kaskaskia and its connections with Québec via the Ohio, Maumee, and Wabash Rivers and the Great Lakes, well to the south and east of the upper Illinois valley.

During this period, the Native Americans were undergoing migrations, often leading to conflict among the various tribes. The Sauk, Fox, Kickapoo, and Potawatomi displaced the Miami and Illinois in the Chicago region. The Potawatomi, followed by the Sauk and the Fox, were the predominant peoples in the northeastern Illinois by the later 1700s. Also present in the region were the Winnebago and the Shawnee.[7]

French colonial settlers in the southern and central portions of Illinois brought with them traditional agricultural practices from northern France, including open-field plowlands divided into longlots, and communal pasturing areas.[8] However, unlike labor practices in France, colonial settlers utilized African slaves. By the middle of the eighteenth century, black slaves comprised one-third of the region's population.

Early settlements founded as missions and fur trading posts, such as Cahokia and Kaskaskia, developed into the core of agricultural communities.[9] 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 after 1800.[10]

Illinois in the English Colonial Period and 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 to farm. 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."[11]

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 Fort Cavendish), extending British authority across the continent east of the Mississippi River. Unchallenged British control of the Illinois region lasted until 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 newly independent American colonies.

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[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), 2–3. "Longlots" are, as the name implies, long narrow plots of cultivated land that developed because of the difficulty for plowing teams to turn around. Forms of longlots date back to ancient Mesopotamia; French colonial forms developed from Medieval European models. The longlots in Illinois typically had length to width ratios of 10 to 1.

[9] Ibid., 33.

[10] Ibid., 173–251.

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

Land Division and Distribution in the New Nation

When land claims of several of the newly independent states overlapped, the United States 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 River 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 sets of lines that 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.[12]

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 select a one quarter section property for farming, which was thought to be sufficient to sustain individual farmers.[13]) 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.[14] Also in that year, the Ordinance of 1787 organized the Northwest Territory, including what would become Illinois, Indiana, Michigan, Ohio, and Wisconsin.

After the ratification of the new United State 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.

Development of the Northwest Territory

In 1801, Illinois, then part of the Northwest 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.

At this time, the Native American tribe leader Tecumseh organized the tribes of the Northwest Territory against European settlers. Although defeated in the Battle of Tippecanoe of 1811, Tecumseh remained active throughout the War of 1812 and aided British forces in capturing many European-settled areas. These reverted to American control at the end of the war. A series of treaties with Native American populations influenced the future of northeast Illinois. In 1795, a peace treaty with Native Americans included the ceding of "one piece of land, six miles square, at the mouth of the Chicago River, emptying

[12] Townships 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 nearly 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 factors cited above, was divided into 36 squares called sections. These sections were intended to be one mile, or 320 rods, square and contain 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 were subdivided into various smaller parcels for individual farms. 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. Today, legal descriptions of real estate continue to describe parcels according to the portion of the section within which they are located.

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

[14] Ibid., 15.

into the southwest end of Lake Michigan, where a fort formerly stood."[15] It was on this land that Fort Dearborn was established in 1803, where a settlement of 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.

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. 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 a waterway (later developed as the Illinois and Michigan Canal). The corridor was physically surveyed by James M. Duncan and T.C. Sullivan in 1819; its southern boundary was defined by a line drawn from a point on the shore of Lake Michigan ten miles south of the Chicago River, to a point on the Kankakee River ten miles north of its mouth.[16] Joliet and Troy Townships lie entirely within this corridor. Joliet and Troy Townships were first surveyed in 1822. Odd-numbered sections were reserved to help finance the construction of the proposed canal.

Illinois Statehood

The United States Congress passed an enabling act on 18 April 1818 admitting Illinois as the twenty-first state as of 3 December 1818. 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.[17] The statehood act was approved despite the fact that the population of the state was only 40,258 persons, less than the 60,000 persons 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 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.[18]

The Native Americans who occupied the area 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. The 1832 Peace Treaty of Tippecanoe was negotiated with the Potawatomi tribe, resulting in the ceding of the land now occupied by Chicago and Joliet to the federal government.

The early 1830s saw the greatest land boom to that date 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, twenty-eight million acres were shifted from closed to open land for purchase. Two years later the Van Buren administration placed an enormous 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,

[15] 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.

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

[17] 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 ten miles north of the initial boundary. The Congressional legislation was amended before passage, moving the future state's northern boundary a total of fifty-one miles north. This gave the region more potential economic security as well as less potential for the area to align politically with the slave states of the South.

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

and Missouri.[19] The building of the Illinois and Michigan Canal in the later 1830s and 1840s (discussed in Chapter 2) led to a land boom in Chicago, which had been platted in 1830 and incorporated in 1833.[20] The rate of growth in northern Illinois soon matched and then surpassed that in the southern portion of the state.

The first land sales in Joliet and Troy Townships took place in 1830. By the mid-1830s, most of the even-numbered sections in the townships were in private ownership, although many parcels were owned by eastern speculators. As noted above, odd-numbered sections were intended to help finance the construction of the Illinois and Michigan Canal; many of these sections were sold to private owners in the 1840s and early 1850s.

Settlement and Development of Northeast Illinois

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. Also present in the region was a tribe of nearly 1,000 Potawatomi in the area along the Du Page River south of what would become Plainfield.[21] 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 thirty families. A few other settlers had located along the river at Peru and LaSalle, and at Ottawa. At Walker's Grove or Plainfield, there were twelve or fifteen families.[22] Along the Du Page River, partially located in the region that would become Will County in 1836, there were about twenty families. In Yankee settlements, which embraced part of the towns of Homer, Lockport and New Lenox, there were twenty or twenty-five families. Along the Hickory in the town of New Lenox, including the Zarley settlement in Joliet Township, there were approximately twenty more families, and at the Reed's and Jackson Grove there were six or eight more.[23]

In 1832, a band of Sauk Indians led by Black Sparrow Hawk resisted their deportation by European 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 twenty-five 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 and decided to flee to Indiana.[24]

Also in 1832, northwest 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]

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[19] Ibid., 51.

[20] Between 1840 and 1860 the population of Chicago increased from 4,470 to nearly 100,000, growth tied to the economic boom resulting from 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).

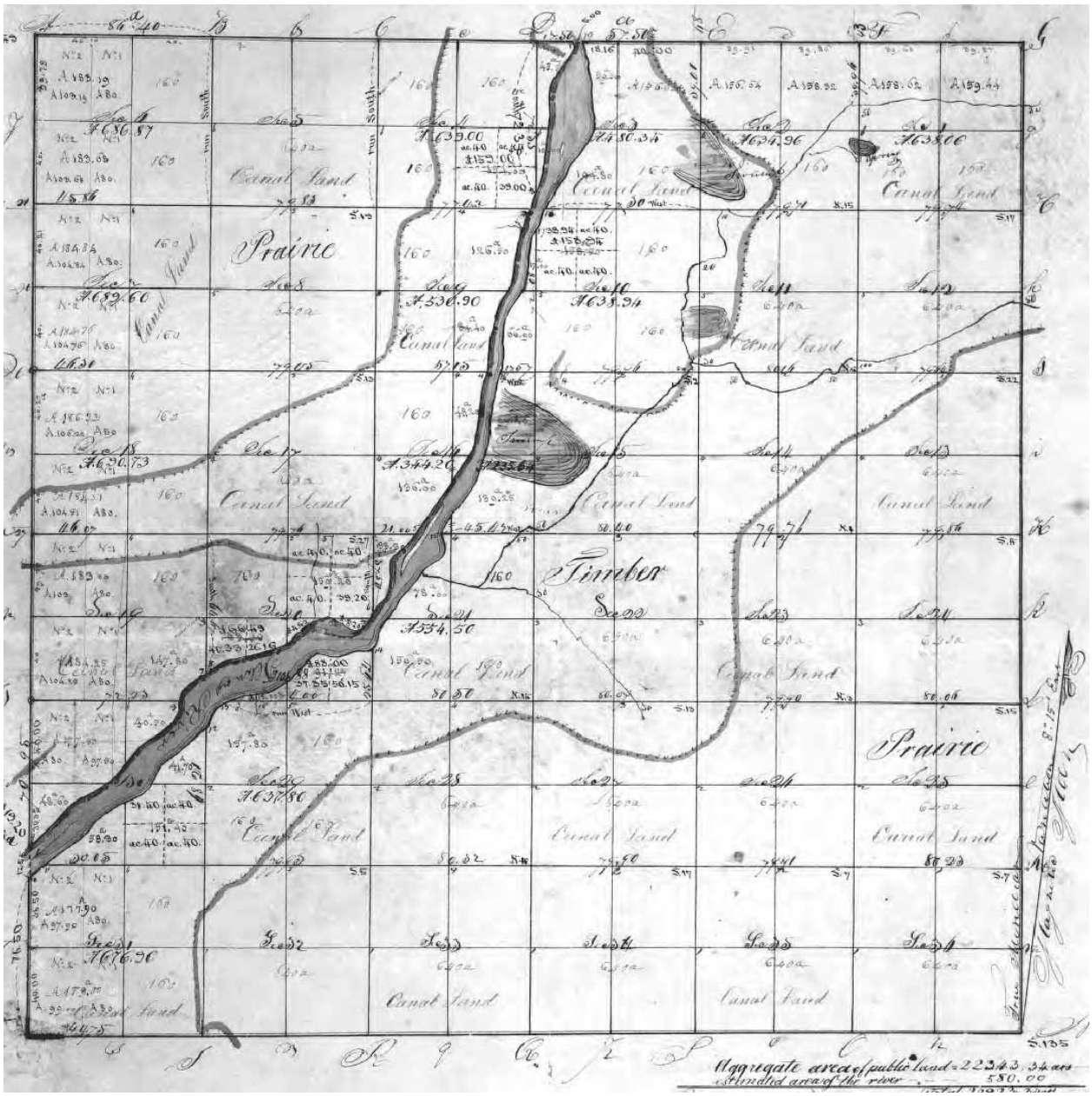
[21] Herath, 21.

[22] A Potawatomi village was located to the south of Walker's Grove. (Helen Hornbeck Tanner, ed., *Atlas of Great Lakes Indian History* (Norman, Oklahoma: University of Oklahoma Press, 1987), Map 26, 140.)

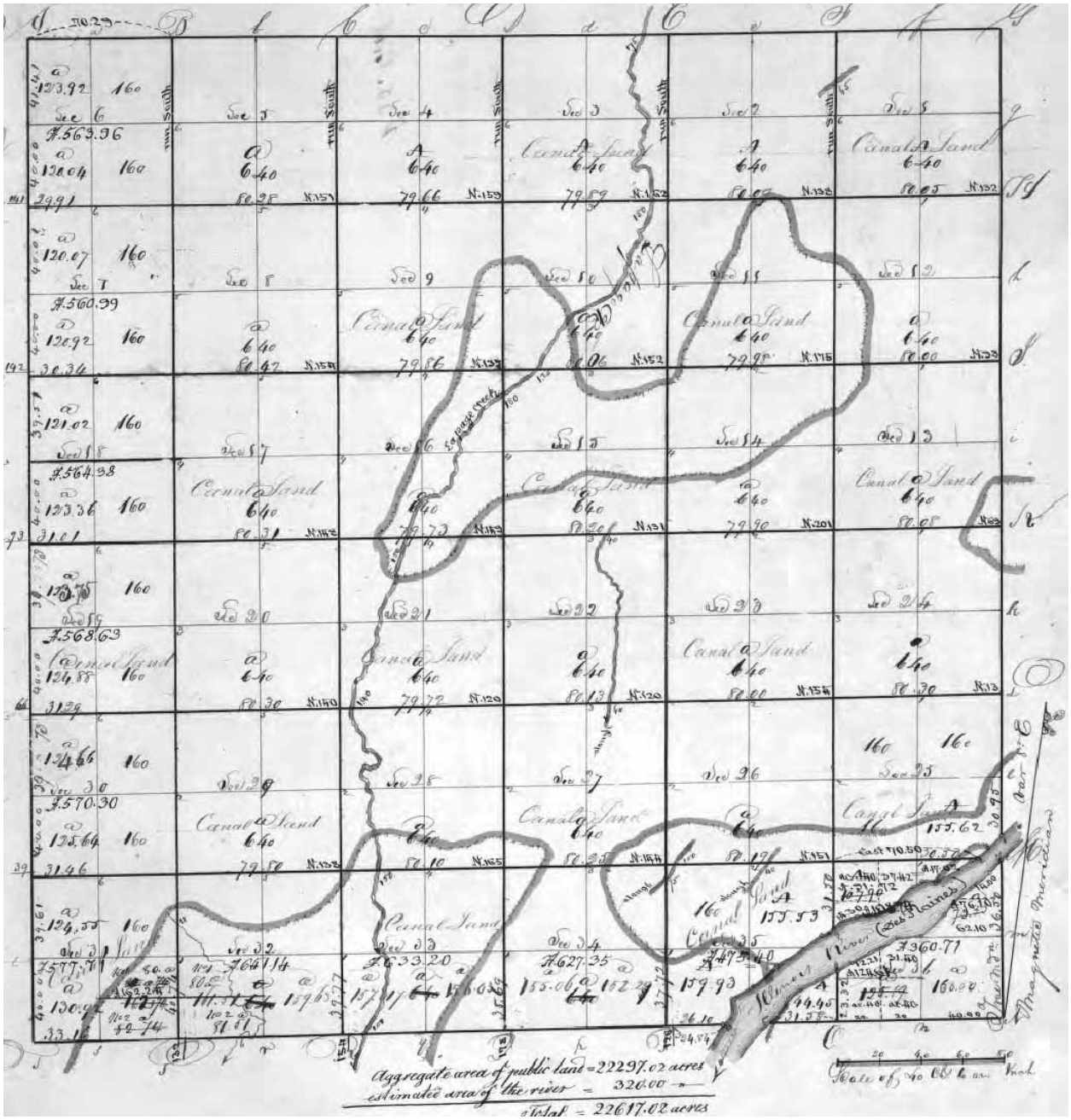
[23] Ibid.

[24] Robert E. Sterling, *A Pictorial History of Will County*, Volume 1 (Joliet: Will County Historical Publications, 1975).

[25] Tanner, ed., *Atlas of Great Lakes Indian History*, 173.



The original plat map of Joliet Township, prepared in 1822. Stands of timber define the Des Plaines River Valley and its tributary streams. The northwest and southeast portions of the township are open Prairie. The area of high ground in section 10 that would become the center of the City of Joliet is edged by swampland to the east and south. Note that the odd-numbered sections are designated "Canal Land."



The original plat map of Troy Township, prepared in 1822. Pockets of timber edge the Du Page and Des Plaines Rivers in the township. Rock Run is indicated as an intermittent stream flowing north to south in section 22. Note that most odd-numbered sections are designated as "Canal Land."

The end of the Black Hawk War brought about the expulsion of the Sauk and Fox from lands east of the Mississippi River. Also in 1832, the Winnebago ceded their lands in Wisconsin south and east of the Wisconsin River and east of the Fox River to Green Bay. The Potawatomi, Ottawa, and Chippewa tribes still held title to land in northern Illinois outside of the Indian Boundary lines. 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."[26] A 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.[27]

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. . . ."[28] As compensation, the tribes received land on the east bank of the Missouri River and a series of monetary payments.[29]

Emigration into Will County after the Black Hawk War increased so markedly that settlers began agitating for separation from Cook County. Residents of these settlements, then part of 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 1845, the boundaries of Will County were changed to their present extent.) The county was named in honor of Dr. Conrad Will, a member of the state legislature who lived in the southern part of Illinois.[30]

On 7 March 1836, an election was held to select Will County's first public officials. They in turn set the price of tavern licenses and created a book for recording the ear markings of livestock. Since swine, sheep, cows, and other livestock freely roamed the city streets and open fields, settlers devised special ear

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[26] Andreas, *History of Chicago*, 123.

[27] Ibid.

[28] As quoted in Andreas, *History of Chicago*, 124.

[29] It has been reported that Native Americans returned to Will County as late as 1900 on pilgrimages (Herath, 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.

[30] Born near Philadelphia, Pennsylvania, on June 3, 1779, Conrad Will emigrated westward after studying medicine. He was instrumental in the formation of Jackson County from the lower half of Randolph County and part of present day Perry County. Will served first in the Illinois state Senate and later the state House of Representatives, until his death on June 11, 1835. On the following January 12, 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.)

markings consisting of slits, crops, and holes to identify their animals. These "brands" were recorded with pen and ink drawings in the county clerk's office.[31]

The primary concern of pioneer farmers was providing food for their families and livestock. Most farmers homesteaded around wooded land to provide building materials and fuel. On cultivated land, settlers would need to grub out tree stumps before breaking the prairie sod with a walking plow. This latter activity was often difficult, since the soil tended to ball up on the plow. In 1833, John Lane of Lockport invented the breaking plow, which eliminated this problem. 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.[32]

The boom in agricultural production that 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-nineteenth century.

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 on each side of the route granted to the Illinois Central Railroad (which passed through eastern Will County) were available for purchase from the railroad.[33]

In 1848, Illinois adopted township government as the basic level of local government, although in most locations functioning governments were not set up until 1850. By law, three services were to be provided by the townships: general assistance to the needy, property assessment for tax purposes, and maintenance of township roads and bridges. A unique feature of township government was the annual town meeting, held each April in all townships. This system continues to the present day.[34] Until the twentieth century, almost all public infrastructure (such as roads) was thus maintained by each township with local tax revenue.

Agricultural Development

By the 1850s, Illinois was a major agricultural state. Its corn production was 57.65 million bushels, which increased to 115.2 million in 1860, making it the leading corn producer in the nation.[35] Wheat was also a

[31] Address of George H. Woodruff, *Sixth Annual Reunion of the Will County Pioneer Association* (Joliet: The Press Company, 1886), 5–6.

[32] Fayette Baldwin Shaw, *Will County Agriculture* (Will County Historical Society, 1980), 1. The site of Lane's farmstead has a Will County historical marker commemorating his importance due to the invention of this plow.

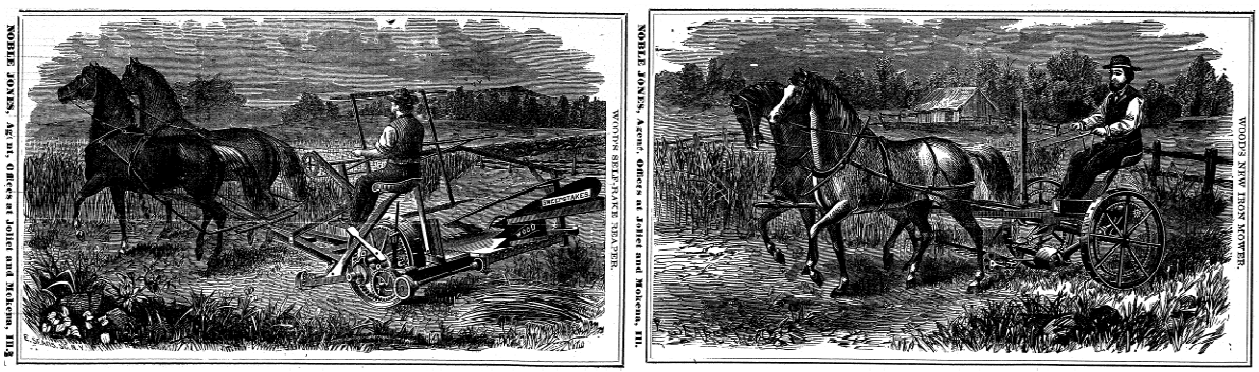
[33] The lands were sold to settlers and speculators. It is estimated that six million acres passed into the hands of speculators between 1849 and 1856. There were several types of speculators. Small farmers bought the land for pasturage, timber, or simply as an investment. Small businessmen also bought land as an investment, and in this group was included practically every prominent politician in Illinois except Abraham Lincoln. Professional speculators operated on a large scale, with corporations or individuals owning land in many states. Finally, East Coast capitalists invested in western lands—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. In time, settlers purchased the land from speculators. The Chicago Land Office was the last one opened and the last one closed, except for Springfield which took over all the unfinished work of all offices and remained open until 1877. (Shaw, *Will County Agriculture*, 1–2.)

[34] Bryan Smith, "Township Government in Illinois: A Rich History, A Vibrant Future." <http://www.comptrollerconnect.ioc.state.il.us>

[35] "Corn" was the medieval term used in England for the grain known later as wheat. Settlers given "Indian corn" (maize) by the Native Americans began to sow it themselves, and corn (maize) became one of the leading grain crops in the United States by the 1800s. (United States Department of Agriculture, *Yearbook of Agriculture* (1936),

major crop—the state was fifth in wheat production in 1850 and first in 1860. 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. In the early- to mid-1800s, agricultural implements were primitive and included reapers, iron plowshares, and hay tenders. The first McCormick reaper in the County appeared in Wheatland Township in 1846. Some local inventions that could be attached to modify the McCormick included gearing produced by W. Holmes of Hickory Creek in Will County, produced at Adams' Foundry, followed by a turf and stubble plow.[36]

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 as 1850, corn was the leading crop in the survey area, since it could be fed to livestock as well as processed into other products.[37] Other grain crops included oats, barley (used in beer production), and rye. Potatoes were also grown in the region 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 the 1870s.[38]



Two of the variety of mechanical farm implements that were available to Will County farmers after the Civil War. Above left: A self-raking reaper. Above right: A mower. Both of these were advertised by Noble Jones, a farm implement dealer with offices in Joliet and Mokena, in the 1872 Will County directory.

The change from self-sufficient farming to cash crop farming occurred during the mid-nineteenth century. Prior to that time, a farmstead 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.[39] However, a few individuals in Will County owned larger parcels of land. In order to divide their parcels of land and enclosure pasturage, farmers used split-rail fencing and vegetation such as osage hedges. Other means included wire fencing, available after 1860, and barbed wire, introduced in the 1880s.[40]

Cattle, hogs, and sheep were also a significant part of northeastern Illinois agriculture. The Chicago Union Stock Yards, incorporated by act of the Illinois State Legislature in 1865, was a ready market. Horses were also bred, as they were an indispensable for the operation of farm machinery; oxen were also used into the 1870s. The dairy industry also was initially a significant part of the region's agriculture.[41]

496.)

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

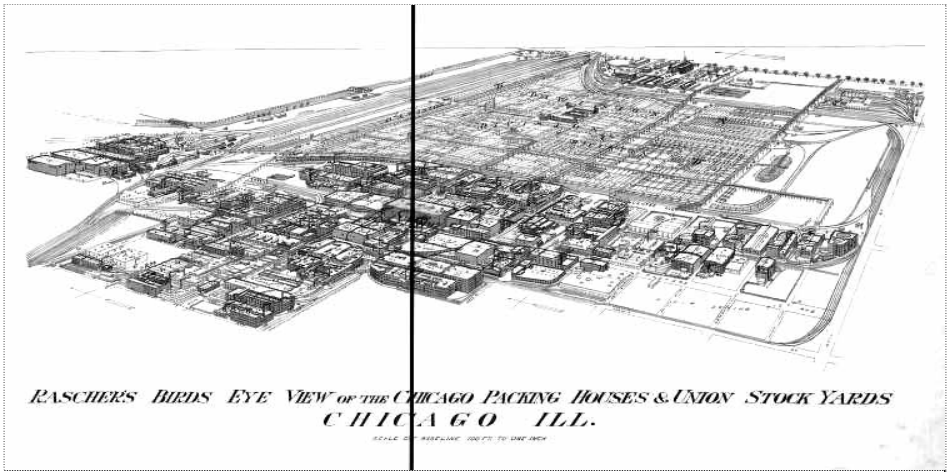
[37] *Souvenir of Settlement and Progress of Will County Illinois* (Chicago: Historical Directory Publishing Co., 1884), 244.

[38] Shaw, *Will County Agriculture*, 8.

[39] 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.

[40] Ibid., 5.

[41] The dairy industry in the Midwest was centered on Elgin, Illinois, and the western counties around Chicago until



Rascher's Birds Eye View of the Chicago Packing Houses & Union Stock Yards (Charles Rascher, 1890; Library of Congress collection).

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 annual value of farm products measured in dollars rose from $186 million in 1896 to $277 million 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.[42]

With the development of the gasoline engine and adaptation to the tractor, working conditions 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 gas powered automobile and truck led to demands for better roads in Illinois. At the 1913 meeting of the Illinois Farmers' Institute, Illinois State Highway Engineer A.N. Johnson recognized these needs:

> In particular, there is a vast field for the development of motor truck traffic, which it has not been necessary heretofore to consider in plans for road improvement. It is believed that in many sections of the State the opportunity is big for the development of this class of traffic, and provision should be made in the future for road building on a majority of the main roads for the eight and ten ton motor truck. 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,

the beginning of World War I, after which Wisconsin came to be known as "America's Dairyland." (Daniel Ralston Block, "The Development of Regional Institutions of Agriculture: The Chicago Milk Marketing Order" (Ph.D. diss., University of California at Los Angeles, 1997), 49–52).

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

durable forms of pavement. In Illinois this reduces the choice of the road surface to brick and concrete.[43]

With the implementation of the Civil Administrative Code in 1917, which formed the departmental structure within the executive branch, the Illinois Department of Agriculture was formed as a regulatory and promotional agency.[44]

Farm machinery changed drastically in the early twentieth century with the introduction of internal combustion engines. At left, a tractor advertisement from Ruge & Wilke in Beecher, Illinois, illustrates the types of tractors available in the 1910s as well as listing the tremendous variety of other implements that were available. From the Prairie Farmer's Reliable Directory of Farmers and Breeders, Will and Southern Cook Counties, Illinois *(Chicago: Prairie Farmer Publishing Company, 1918), 349.*

Twentieth Century Developments

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. In the century between 1830 and 1925, the number of farms had peaked in 1900. By 1925, the total number of farms was 5,000 less than in 1880.[45] During that same period livestock production (including swine) peaked in 1900. For the counties within fifty miles of Chicago, the average number of dairy cows per square mile of farmland declined from 46.1 in 1900 to 42.8 in 1925. Acreage in cereal 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

[43] 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.

[44] Information from the website of the Illinois Department of Agriculture <www.agr.state.il.us/aghistory.html>. The department actually dated back to 1819, when the Illinois Agricultural Association was formed. Although little is known of the activities of this early group other than a collection of letters by its founders, it established an organization that became the Illinois State Agricultural Agency in 1853. This semi-public organization continued to function until replaced in 1871 by the Department of Agriculture under the supervision of the State Board of Agriculture.

[45] Edward A. Duddy, *Agriculture in the Chicago Region* (Chicago: University of Chicago, 1929), 3.

truck. Dairy production in the Chicago region peaked in 1900 and declined markedly in the following two decades.[46]

Although the Great Depression of the 1930s had a dramatic impact on all Americans, for American farmers the economic decline began a decade earlier. 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 formerly were 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 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 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 areas as most did not have access to welfare relief.[47] Within days of the inauguration of Franklin Roosevelt, legislation was formulated that Congress would later pass as the Agricultural Adjustment Act. 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 twenty 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.[48] In 1934, 15,734,600 acres of land were in production, for a total crop value of $218,569,000 nationally; this grew to 17,692,100 acres and a crop value of $273,931,000 the following year.[49]

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 a 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.

During World War II, farmers were encouraged by the federal government to increase their 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. Cash crop income in 1950 was $2.038 billion nationally. Of this livestock and livestock products accounted for $1.26 billion; crops, $763 million; and government pay for adaptation of production program, with $10.6 million paid to the farmers in Illinois. Principal crops were corn, soybeans, wheat, oats, hay, fruit, and greenhouse products. The average value of a farm in Illinois in 1950 was $28,400.[50] The farm population in Illinois declined from 1,341,104 in 1900 to 772,521 in 1950.[51]

The abandoning of farms and the consolidation of small farms into large ones resulted in many buildings being razed or abandoned. Moreover, changes in farming meant that many old farm buildings were too small, or unsuitable for other reasons, and were replaced by larger, more suitable and flexible structures. By the twentieth century many barns were constructed by professional builders following plans influenced by farm journals and using mass-produced lumber from a nearby yard or sawmill. In 1987, there were 1,239 farms in Will County covering 328,729 acres. Ten years later, the continued decline in agricultural production in northeastern Illinois was apparent, as farmland was lost to suburban

[46] Ibid., 4.
[47] Morrison, *Prairie State, A History*, 108.
[48] United States Department of Agriculture, *Yearbook of Agriculture* (1936), 1155–1156.
[49] Ibid., 1146.
[50] Morrison, *Prairie State, A History*, 116.
[51] Salamon, 35.

development. In Will County in 1997, there were only 910 farms, and though the average farm was larger, the total acreage devoted to agriculture had declined by more than 10 percent to 293,526 acres.[52]

By 1997, there were 79,000 Illinois farms utilizing 28 million acres and about 80 percent of the total land area in the state. Illinois was the leading state in agricultural-related industries such as soybean processing, meat packing, dairy manufacturing, feed milling, vegetable processing, machinery manufacturing, foreign exports, and service industries.[53]

Recent decades have seen tremendous suburban growth in formerly rural areas near Chicago, particularly in the northern portions of Will County. Along with this suburban development has come conflict between the "new" settlers and established farmers:

> 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."[54]

Perhaps in response to incidents such as this, the Illinois Farm Bureau issued a booklet in 1999 titled *The Code of County Living*, targeted at former city dwellers and suburbanites who have moved to rural areas on the metropolitan fringe. The booklet discusses the comparative limitations of rural living compared to more established suburban areas.

> 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.[55]

[52] Ibid.
[53] *Illinois Agriculture Illinois Farm Facts Illinois Agricultural Statistics Service,* April 1999, <www.nass.usda.gov/ il/ website/farmfacts.htm>.
[54] Charles Lockwood, "Sprawl," *Hemispheres,* United Airlines magazine (September 1999), 82–84.
[55] *The Code of Country Living* (Bloomington, Illinois: Illinois Farm Bureau, 1999), 3.

CHAPTER 3

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.

Development of Balloon Framing

The initial settlement of Will County coincided with one of the most revolutionary developments in American building construction: the introduction of the balloon frame. Referred to as "that most democratic of building technologies,"[56] the balloon frame allowed the construction of a house with a minimum of labor and a 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.[57] The materials used in the construction of a balloon frame structure consisted of milled lumber that was much lighter in weight than heavy timbers.[58]

Credit for the development of the balloon frame is usually given to George Washington Snow of Chicago,[59] 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.[60] At that time Chicago lacked a sawmill to produce the cut lumber, but mills were present in Indiana and in

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[56] 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.

[57] 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).

[58] 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.

[59] 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.

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

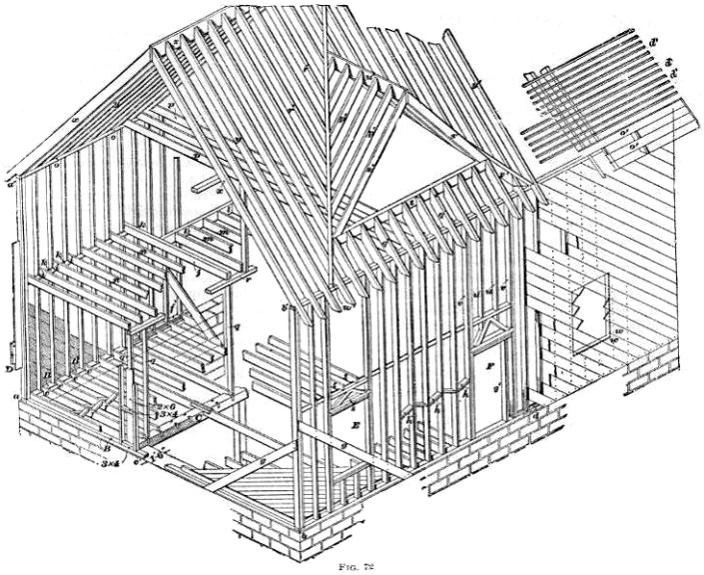
Plainfield in northwestern Will County.[61] However, these mills were relatively far away, and transportation of milled heavy timbers difficult and expensive. Therefore, it was necessary to develop a more economical construction system.

The classic balloon frame consists of the following elements:[62]

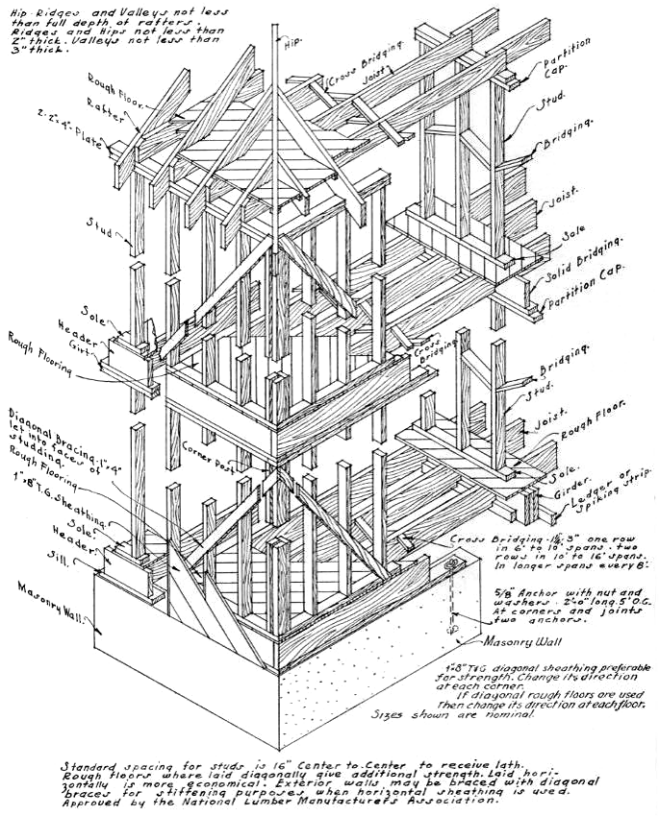
- A sill, made from a large section of milled lumber (e.g., 4x8) or two or more smaller pieces (two 2x8s), set on a masonry or concrete foundation,
- Floor joists (2x10, 2x12, etc.), typically at 16 inches on center,[63] reinforced by diagonal bridging, nailed to the sill and nailed to:
- Studs (2x4 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.

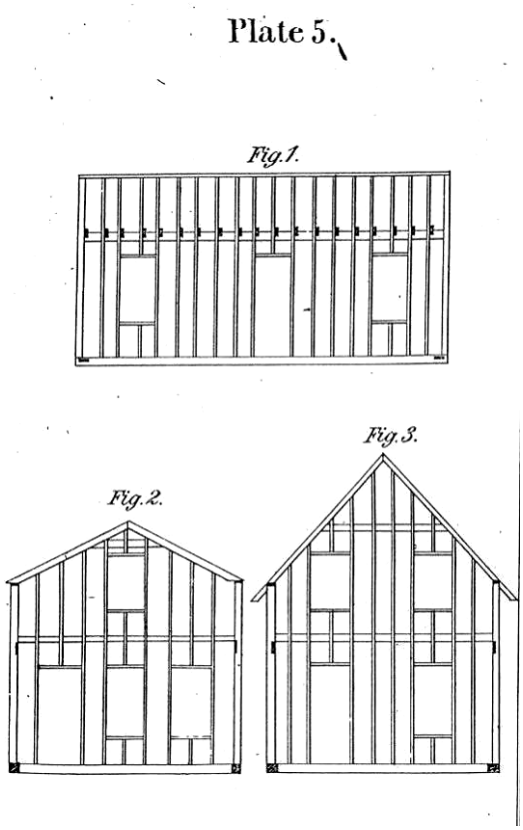
Since a carpenter with one or two helpers could frame and sheath a small one story house in one week, the balloon allowed a settler to have a dwelling on their land in a short amount of time. In addition, there was a 40 percent savings in the amount of material to enclose the same volume as compared to the braced frame.[64] Additions were as easy to construct as the original house, and easier to frame into than if braced framing was used. Another benefit of the balloon frame's light weight was that it allowed a structure to be moved more easily to a new site, if more room was needed on a property for other buildings or if additional land was obtained.

[61] Sprague, "Chicago Balloon Frame," 37.
[62] As with any new system or technique, there was a period of transition in which older framing methods were used alongside balloon framing. This is discussed in Sprague, "Chicago Balloon Frame."
[63] Platform framing, also called Western framing, developed from balloon framing, allowing floor joists to be spaced 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.
[64] Peterson, 9 and 11.



*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 sixty years after the system was developed [*Masonry, Carpentry, Joinery, *International Library of Technology Volume 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 ed. (New York: John Wiley and Sons, 1941)].*





Farming trade publications touted the benefits of the balloon frame.[65] Its inherent advantages led American farmers to adopt the balloon frame 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.[66]

As different architectural styles were introduced, the balloon frame was easily modified to create the forms and spaces required. Albert Britt of Illinois, in his book *An America That Was,* describes his family's new farmhouse that "cost nearly a thousand dollars":[67]

> 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 dormers, turrets, or scrollsaw ornamentation, which were unpleasantly common on dwellings of that time. Prime consideration was enough interior space to suit a family's 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 from the road it usually had the year of construction painted on it in large white numerals.[68]

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."[69] This shows the flexibility that the framing system allowed, since these new functions required new or larger openings, relocating the structure, or construction of additions.

[65] Peterson, 15–24.
[66] 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.)
[67] Albert Britt, *An America That Was* (Barre, Massachusetts: Barre Publishers, 1964), 33.
[68] Ibid.
[69] Ibid.

Masonry Construction

Brick

Historically, brick masonry construction is relatively uncommon in the survey region. Nineteenth century examples of brick construction are very rare; typically, the locally abundant limestone was used for masonry work. Some early twentieth century brick masonry structures were documented during the survey.

Left: The Jonas Laraway house in section 36 of Joliet Township is a rare example of nineteenth century brick masonry construction in the survey area. The front-gable portion of the house, at left, was built circa 1860s and is illustrated in the 1873 atlas of Will County. The brick wing at right was built as a later addition to the original house, replacing a one-story wood-framed wing. Right: Other examples of brick masonry construction in the twentieth century include the former Offerman School in section 32 of Joliet Township, adapted for residential use and relocated in late 2008.

Joliet Limestone

One building material dating from the earliest period of European settlement in northwestern Will County was limestone quarried from the Des Plaines and Du Page River valleys. These same regions later provided gravel for use in concrete construction in Will County and the Chicago area. The Des Plaines River valley in Joliet and Troy Townships contains numerous quarries of limestone, referred to as Joliet Limestone. These quarries were utilized first for limestone for masonry construction but are primarily used today as sources of gravel.

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 in alternately wet and dry conditions causes the solid calcium carbonate layers to delaminate.[70]

A prosperous period for quarrying stone in the Joliet area began during the 1830s and lasted until nearly the end of the century. Martin 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 at the southwest corner of Exchange (Jefferson) and Bluff Streets. Commercial quarrying activities began about a decade later, when William Davidson and his brother

[70] 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.

opened the first of their quarries in 1845, one mile south of Joliet at a point where the canal turns west-southwest with the curve of the river. Bruce & Company also opened their quarry at about this time.[71]

The opening of the I&M Canal in 1848 provided easy means to transport stone quarried near Joliet. Also, by the mid-1850s tracks for the Chicago and Rock Island Railroad had been laid between the river and canal, affording quarries access to more transportation facilities. Lime was also a significant product of the stone industry, especially with numerous masonry structures erected due to the economic development of Joliet in the 1850s and 1860s.

In 1848, Dr. J. F. Daggett, a local physician, bought a considerable amount of land south of Lockport and approximately three miles north of Joliet where he opened a quarry. Daggett and Hiram Norton had a kiln for making lime for mortar used in building construction. Around 1852 James Bruce established his quarry just to the south, and by the turn of the century, his son Robert C. Bruce operated a large quarry owned by his father's estate just east of the Illinois State Penitentiary. In March 1851, Oak Hill Quarry was opened by Isaac Noble and G. A. Cousens Company, just south of Lockport and adjacent to the Bruce quarry. After years of litigation, Nobles bought out Gaylord in 1868. These quarries provided dimension stone, flagging stone, bridge stone, and rubble stone, shipped by rail and canal from their location approximately one mile north of the Illinois State Penitentiary at the north end of Joliet. Another early quarryman was William Kronmeyer who opened a stone yard near the lock, 1-1/2 miles north of downtown Joliet.[72]

The limestone industry grew steadily, both in number and acreage size of firms. By 1856 there were nine quarries in operation near Joliet, the smallest of which employed five men and the largest of which employed forty-eight. The total number of men employed by the quarries during that year was 120. Of these, twenty-three worked for Francis Schwalm and forty-eight for A. H. Taylor and Company, the largest quarries in operation at that time. The quarries produced dimension stone for masonry buildings, flagstone for sidewalks, and rubble stone for general use.

In July of 1865, W. A. Steel, together with his father-in-law, Colonel Lorenzo P. Sanger, opened the Sanger and Steel quarry. In early 1871, Steel purchased Sanger's interests and became the sole proprietor of the Joliet Stone Quarries. Steel furnished stone for the United States Custom Houses in Des Moines, Iowa, and Madison, Wisconsin, as well as the Michigan State Capitol. Moreover, he supplied stone for about sixty courthouses and jails in Illinois and Michigan and for the St. Louis courts and government buildings at the Rock Island Arsenal. Joliet Stone Quarries became the largest quarry in the United States.[73]

Joliet limestone was also quarried by prisoners of the Illinois State Penitentiary in Joliet (later known as Joliet Correctional Center and closed since 2004). 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. Joliet limestone was used to build the original buildings of the prison as well as being provided for construction of the Illinois State Capitol. By 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.

[71] Robert E. Sterling, *Joliet: Transportation and Industry: A Pictorial History* (St. Louis, Missouri: G. Bradley Publishing, Inc., 1997), 116.
[72] Ibid.
[73] Ibid., 22.


Buildings constructed of Joliet limestone include the administrative building and cellblocks at the Illinois State Penitentiary in Joliet, designed by the architect William W. Boyington.

The Great Chicago Fire of 1871 provided enormous stimulation to the stone quarrying industry. Not only was stone needed at once to replace destroyed buildings, especially in the city center, but new building ordinances created a "fire" zone in which wood construction was in theory prohibited. Many new quarries were started to cater to the increased demand. For example, the Joliet Stone Company incorporated in 1872.[74]

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 raised production, while some of the old established quarries saw themselves eclipsed by newer and larger enterprises. Lemont quarries developed branch offices and storage yards in Chicago as early as the 1870s; those of Joliet and Lockport quarries appeared in the 1880s. It was reported in the 1880s that "the amount of stone accessible here is almost unlimited."[75] Quarries were removing only the top 12 to 15 feet to supply building stone, since it was unnecessary to go any deeper:

> Possible quarry sites are abundant along the Des Plaines Valley, but favorable locations are limited to areas near some railroad where the overburden is not too great and water will not be too abundant. In general, the higher the elevation of a quarry, the less difficulty with water will be encountered.[76]

By 1897, the William Davidson & Company quarry had grown to cover about 60 acres and employed about 130 men, and shipped to customers up to 500 miles away. The quarry produced flagstone, dimension stone, rough stone, dressed stone, cut stone, and rubble for use in construction and ornamentation of buildings and for the roadbeds of highways and railroads.[77]

However, the development of smoother business links with customers in metropolitan areas could not offset competition from alternative sources with superior building stone, especially limestone quarried near Bedford, Indiana. The availability of the 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 gradual decline of the Joliet area stone industry. Some quarries survived by shifting production to crushed stone to use as aggregate for concrete or road and railroad construction.

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[74] Ibid.
[75] A. H. Worthen, *Economical Geology of Illinois,* Volume II (Springfield, Illinois, 1882), 482.
[76] D. J. Fisher, *Geology and Mineral Resources of the Joliet Quadrangle* (Urbana, Illinois: Bulletin No. 51 of the Illinois State Geological Survey, 1925), 118.
[77] Ponte, 17.

Throughout the first two decades of the twentieth century, the industry continued to decline. In 1913, the Western Stone Company, which had bought out many a smaller company during the boom years of the later nineteenth century, closed its doors.[78] In an Illinois Geological Survey report of 1925, it was reported that "the main uses of dolomite from this area are for road metal, concrete, flux, agricultural purposes, building stone, and sidewalks."[79] 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."[80] Also in 1925, the National Stone Company, controlling about 30 acres, became the largest quarry in Will County. This quarry reflected a new emphasis on crushed stone and the declining demand for building stone. A number of quarries remained in business, depending on the demand for crushed stone to keep their sites open and active.[81]

The circa 1850s William Hadsell house at 1711 Brandon Road in section 29 of Joliet Township was a rare surviving example of a Joliet limestone farmhouse in the survey area. In severely deteriorated condition, this abandoned structure was demolished in 2003. Photographs provided by Will County Land Use Department. (William Hadsell purchased the property from the United States government in 1848 and is shown residing here as late as the 1862 plat map of the township.)


Surviving Joliet limestone structures identified in the present survey are typically smaller outbuildings, such as the root cellar at the Laraway farmstead in section 36 of Joliet Township (left) and the smokehouse at farmstead site 29 in section 21 of Troy Township. Joliet limestone was also used extensively for foundations for wood-framed structures.

[78] Ponte, 23.
[79] Fisher, 118.
[80] Ibid., 119.
[81] Ibid.

Concrete

Although concrete was used by the Romans in antiquity, its use in recent times dates 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 numerous systems of reinforced concrete construction had been patented.[82]

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 silo prevents a waste of corn stalks, which contain about one-third of the food value of the entire crop, and it enables a large number of animals to be maintained on a given number of acres. 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, and this freedom from lice makes it possible for the birds to retain more flesh at the end of the setting period and therefore more strength. Poultry can withstand dry cold when housed, but cannot endure dampness or drafts from below, and a concrete floor will also keep out rats. Instances are known where concrete is used successfully for nests, dropping platforms and roosts, thus greatly simplifying the problem of cleaning. 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.[83]

The survey area contains relatively few examples of cast-in-place concrete structures, which were generally observed only for building foundations.

Concrete Block

Beginning in the early 1900s, mass production of concrete block units succeeded after several earlier developments failed to lead to widespread production.[84] 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 increased use of concrete block in building construction.

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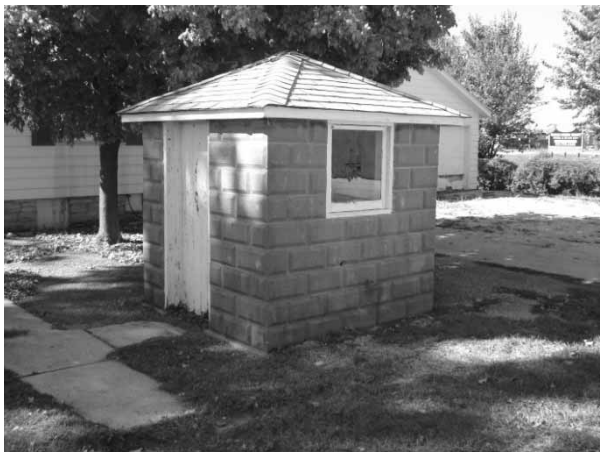
[82] William B. Coney, "Preservation of Historic Concrete: Problems and General Approaches," National Park Service Preservation Brief 15, 2.

[83] "The Use of Concrete Work on the Farm," *Building Age* (February 1917), 102–103.

[84] Pamela H. Simpson, *Cheap, Quick, and Easy: Imitative Architectural Materials, 1870–1930* (Knoxville, Tennessee: University of Tennessee Press, 1999), 11.

The blocks were produced by mixing Portland cement, water, sand, and gravel 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, typically for one month. Blocks were made with a variety of face textures and even color, with "rockface" block being one of the most popular styles.[85]

Although early block machines and block manufacturers produced units relatively larger than contemporary units, by the mid-1920s standards were introduced 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.[86] However, concrete block began to fall out of favor as 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, mass production of block units began to supplant the use of earlier concrete block machines.



The survey area has a number of concrete block structures, including primarily utilitarian farm outbuildings. Above left: A well house at farmstead site 15 in section 27 of Joliet Township. Above right: The dairy barn at site 44 in section 35 of Joliet Township uses concrete block at the first story. Below left: The feeder barn on the Marshall–Baltz Farmstead, site 16 in section 18 of Troy Township, makes extensive use of concrete block. Below right: A concrete block well house on site 9 in section 5 of Troy Township.

[85] Ibid., 24.
[86] Ibid., 21–22.

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.[87]

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.

The survey area has many good examples of the use of concrete block, generally for utilitarian structures. The one farmhouse built from concrete block is an American Foursquare types, since that was the most popular style of rural residential construction in the first two decades of the twentieth century.

By the 1910s, farmers had several choices of silos using concrete block. Both advertisements are from the farm journal Hoard's Dairyman, *1909.*

[87] 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.

Classification of Farmhouses

Most built structures can be grouped into one of three categories 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 style books 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* of farmhouses, since most of these structures are better categorized by this means, with only the applied ornament being classified by style. Some houses in the survey area have undergone extensive renovations, making identification of a style or type 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 style books promoting not only aesthetic features of houses but also the orderly qualities for a proper domestic environment.[88] Another source of building ideas was agricultural journals. Although carpenters and builders rarely followed such books and journals exactly, these publications did influence the types of houses being constructed (as 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.

Greek Revival

The Greek Revival style was popular in the United States 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. American culture found an identification with the democracy in Ancient Greece. 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. Very few buildings with Greek Revival detailing were observed in the survey area; refer to the figures on the following page.

Gothic Revival

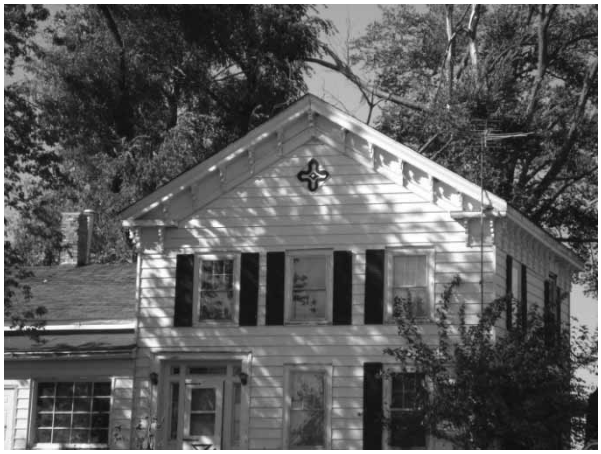
Gothic Revival was roughly contemporary with Greek Revival, although with very different inspiration. It utilized late Medieval Gothic forms that have vertically oriented massing with steeply sloped roofs, and detail features such as pointed arches, narrow lancet windows, decorative bargeboards and finials, battlemented parapets, and clusters of chimney stacks. Like Greek Revival, pattern books guided architects and builders. Andrew Jackson Downing's *The Architecture of Country Houses* helped popularize this style. Gothic Revival architecture was not observed in the survey area.

[88] Peterson, 68.


Left: Although somewhat altered, the house at the Mapps–Fumagalli Farmstead, site 6 in section 24 of Joliet Township, has some details in the Greek Revival style, such as the cornice returns at the roof eaves. Right: The brick house on the Laraway Farmstead, site 45 in section 36 of Joliet Township, is a relatively high-style example of Greek Revival architecture in the survey area.

Italianate

Italianate, or Italianate Victorian, 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, Italianate style houses feature rectilinear massing, low pitched roofs, overhanging eaves with bracketed cornice, and tall rectangular windows. Other features often present are moldings or hoods around window lintels (which are sometimes arched) and polygonal or rectangular bays or towers. There are several farmhouses with Italianate style detailing such as window hoods or brackets in the survey area.




Left: The landmark potential house at the Link Farmstead, site 7 in section 24 of Joliet Township, has intact Italianate style details including the cornice and eave brackets and quatrefoil attic window. Right: The house at site 9 in section 5 of Troy Township has decorative window surrounds related in character to the Italianate style.

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 was 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 examples of Second Empire are extant in the survey area.

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 name "Queen Anne" for this style of design was popularized by nineteenth century English architects led by Richard Norman Shaw, although the architectural precedents from the reign of Queen Anne (1702–1714) have little connection to this heavily ornamented style.

Above left: The house at the Brown Farmstead, site 15 in section 7 of Troy Township, exemplifies the Queen Anne style as it exists in the survey region. Above right: The historic photograph of this house provided by the current owner shows the original ornamentation of the front porch and gable that is characteristic of the Queen Anne style. Below: Front and back views of the house at the Meyer Farmstead, site 12 in section 5 of Troy Township. This house has the complex massing of a Queen Anne style house, as well as ornamental porch columns.

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, the Colonial Revival style spread to the Midwest over the next decade and became an influential style for larger homes and public buildings into the 1930s. 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. A few houses in the survey area have elements inspired by the Colonial Revival style.

Above left: The house at site 21 in section 29 of Joliet Township has Colonial Revival-style porch columns. Above right: Similar porch columns exist at the house at site 17 in section 28 of Joliet Township. Below left: The Palladian window at the attic gable of the house at the Sing Farmstead, site 1 in section 12 of Troy Township, is a Colonial Revival-inspired element.

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. In comparison to other rural parts of Will County, more examples of Craftsman-style houses were identified in the survey area, typically observed as part of the numerous bungalow-type houses surveyed.

Left: This bungalow at site 16 in section 28 of Joliet Township has a number of Arts and Crafts inspired details, including the leaded glass windows and the masonry porch columns and railing. Right: This bungalow at site 40 in section 34 of Joliet Township includes brackets at the eaves and other wood elements characteristic of the Craftsman 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 others) formulated a set of principles uniquely suited to and inspired by the American suburban and rural landscape. In many ways this style 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.

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 does not have any Tudor Revival style houses.

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 their 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 Joliet and Troy Townships.

During the survey, few structures could be readily identified that date from the earliest period of settlement (approximately the 1840s and 1850s). 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 consists of two rooms with the 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, alternate systems could be utilized. Most of the definitions provided below were derived from *How to Complete the Ohio Historic Inventory* by Stephen C. Gordon.[89] Building forms followed the movement of settlers from New England westward through the Ohio Valley to Illinois.[90] 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.

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.[91] The form consists of a two story, one room deep plan that is at least two rooms wide. Chimneys were often placed at each end of the floor plan. Only one surviving example of the I House type was identified in Troy Township during the survey, and this house has received front and rear additions.

One I-House type residence was documented in the survey area at the Cronin–Larkin Farmstead, site 10 in section 4 of Troy Township, although it has been significantly altered. The original two-story mass of the house has received multiple additions.

[89] Stephen C. Gordon, *How to Complete the Ohio Historic Inventory* (Columbus, Ohio: Ohio Historic Preservation Office, 1992).

[90] For overviews of patterns of ethnic migration and diffusion, see 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); 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).

[91] Kniffen, 7–8.

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 side 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.[92] No Hall and Parlor houses were identified in the survey area. Some houses in the survey may have started as Hall and Parlor types, but through renovations and additions have evolved into other forms.

New England One and a Half

This house type is a rectangular plan dwelling, one to one-and-a-half stories in height and 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 upon the interior layout. New England One and a Half houses were popular from the earliest days of settlement in Will County in the 1830s up to the Civil War. They often include Greek Revival ornament, such as pilasters, architraves, cornice returns, and entablature panels. Farming settlers emigrating from New England, where this house type originated, brought this house type with them to the Midwest. No New England One and a Half type houses were identified in the survey area.

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.[93] Only one Side Hallway type house was identified in the survey area.

This house at site 38 in section 30 of Troy Township is the only example of the Side Hallway type in the survey area; the one-story wing is a later addition.

[92] Gordon, 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.

[93] Ibid., 126.

Upright and Wing

The Upright and Wing was popular in the mid to late 1800s.[94] 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.[95] The Upright and Wing type is common throughout Will County. The nine examples identified in Joliet and Troy Townships represents about one-eighth of the surviving historic farmhouses in the survey area.

Upright and Wing farmhouses are less common in the survey area than elsewhere in Will County. Top left: The Link Farmstead, site 7 in section 24 of Joliet Township. Top right: Site 63 in section 21 of Troy Township. Bottom left: Site 30 in section 22 of Troy Township. Bottom right: Site 14 in section 6 of Troy Township.

[94] Peterson, 96–99. Peterson groups the Upright and Wing with the Gabled Ell type (both being forms of L- or T-plan houses), making it "the most numerous and familiar farmhouse type in the Upper Midwest…" (96). Peterson also notes that many L- and T-plan houses are the result of additions being constructed to existing rectangular house forms (99).

[95] Gordon, 132.

Gabled Ell

The Gabled Ell house type usually dates from the two decades after the Civil War.[96] It has an L-shaped plan, sometimes with additions to form 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. The Gabled Ell type is very common in the survey area, representing more than one-third of the surviving historic farmhouses.

The Gabled Ell farmhouse type is quite common in the survey area. Top left: The Kinney Farmstead, site 24 in section 20 of Troy Township. Top right: The Dempsey Farmstead, site 44 in section 29 of Troy Township. Bottom left: Site 22 in section 29 of Joliet Township. Bottom right: Site 44 in section 35 of Joliet Township.

[96] Ibid., 136.

Four-over-Four

The Four-over-Four basically consists of a central hallway flanked by two rooms on each side in a house two to two-and-a-half stories in height. This house type usually has a gable roof, with the ridge line running parallel to the front face. 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 were identified in Joliet Township.

Left: This house at site 15 in section 27 of Joliet Township clearly exemplifies the Four over Four house type. Right: The house at site 20 in section 28 of Joliet Township is similar to the Four over Four type, with the addition of a front-facing gable.

Gable Front

The Gable Front house describes a variety of house types dating from the mid-1800s through the 1920s. It is similar to the Four-over-Four, except that the main entrance at the gable end facing the street or main approach. It is also similar to the Side Hallway type, and usually has a rectangular floor plan. Several Gable Front houses were observed in the survey area.

Left: The house at the Rudd–McNally Farmstead, site 5 in section 24 of Joliet Township, is a typical example of the Gable Front type. This house was constructed circa 1907 (per tax assessor data). Right: A similar Gable Front type house is present at the Meyer Farmstead, site 12 in section 5 of Troy Township.

American Foursquare

The American Foursquare[97] 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 on 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 may 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. Compared to other townships previously surveyed, American Foursquare type farmhouses were uncommon in the survey area, with only four examples identified.

Examples of the American Foursquare type in the survey area. Above left: Site 21 in section 29 of Joliet Township. Above right: Site 2 in section 1 of Troy Township. Below left: Site 7 in section 3 of Troy Township. Below right: Site 53 in section 26 of Joliet Township.

[97] The term "American Foursquare" was coined by Clem Labine, former editor of the *Old-House Journal*. (Gordon, 137.)

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 its name 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 a front facing gable, with the ridge of the roof running perpendicular to the main elevation. The relatively few examples of the Bungalow type in the survey area are somewhat simpler than those found in city and suburban neighborhoods and lack stylistic features such as exposed roof beams, ornamental wall trim, or shingle siding. Bungalows are relatively common in the survey area, with six examples identified in Joliet Township.

The survey area of Joliet Township has some bungalow type houses. Above left: Site 16 in section 28 of Joliet Township. Above right: Site 23 in section 29 of Joliet Township. Below left: site 29 in section 32 of Joliet Township. Below right: Site 40 in section 34 of Joliet Township.

Cape Cod

The Cape Cod was a popular house type from the 1920s to the early 1950s. The type was inspired by eighteenth century cottages in Massachusetts and Virginia.[98] The Cape Cod has a simple rectangular plan, one story in height with dormers and a gable roof. Very few Cape Cod style farmhouses were identified during the survey.

Ranch

Because the ranch type 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 newer housing in recently developed areas has features and elements reminiscent of older architectural styles (Colonial Revival, Dutch Colonial, or even Queen Anne), its true architectural lineage traces back to the ranch houses of the 1950s and 1960s.

Left: The Cape Cod style house at site 35 in section 19 of Troy Township. Right: Ranch type houses in the rural survey include the house at the Marshall–Baltz Farmstead, site 16 in section 18 of Troy Township. Below: Site 31 in section 32 of Joliet Township included two modern-style ranch houses constructed circa 1957. These two houses were demolished in 2008.

[98] Ibid., 140.

Development of the Barn

The barns of the Midwest have several typical functions: animal shelter, crop storage, crop processing, equipment storage, and machinery repair. However, barns also have specialized functions designated by adjectives such as "sheep" 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.[99]

Pioneer settlers, faced with clearing virgin forest or breaking sod, usually had little time to do more than erect a roughhouse and perhaps a crude animal shelter in the first years of settlement. Not until after some ten years on a homestead, or perhaps not even until the second generation, did the pioneer have the means to construct a large barn.[100]

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.[101]

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, which 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.[102]

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 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 plank lumber for heavy long, square timbers.[103]

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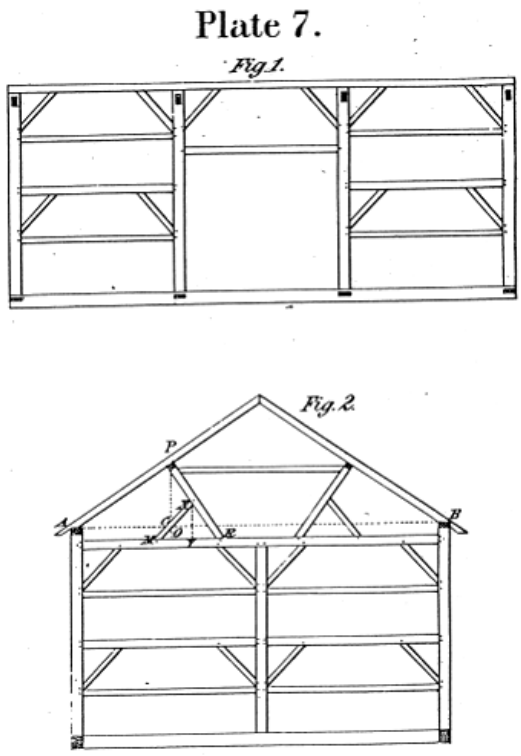
[99] Allen G. Noble and Hubert G. H. Wilhelm, "The Farm Barns of the American Midwest," in *Barns of the Midwest,* Allen G. Noble and Hubert G. H. Wilhelm, ed. (Athens, Ohio: Ohio University Press, 1995), 9.
[100] Hubert G. H. Wilhelm, "Midwestern Barns and Their Germanic Connections," in *Barns of the Midwest,* 65.
[101] Ibid.
[102] Ibid., 48–50.
[103] 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 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).



Left: A drawing of heavy timber barn framing from 1894 [William E. Bell, Carpentry Made Easy, or the Science and Art of Framing *(Philadelphia: Ferguson Bros. & Co., 1894), plate 7]. Right: A view of the interior of the bank barn on the Laraway Farmstead, site 45 in section 36 of Joliet Township. This circa 1860s barn is constructed with similar heavy timber framing, where major posts and beams support a framework of smaller wall girts and roof rafters, which in turn support solid wood plank wall cladding and spaced roof decking boards.*

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.[104] 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 allowed construction of a stiff frame at far lower cost than the Shawver truss, which required expensive extra-length material.[105]

[104] Ibid., 158.

[105] Ibid. 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. The gothic roof was developed over a two decade period, with an early system using sawn boards 12 inches wide, 1 inch thick, and 3 to 4 feet long from which the outside edge was shaved to the needed curvature. Three or four plies were laminated together with nails, with splices staggered along the curve. These rafters were placed 2 feet on center. However, due to the material wasted in shaving the lumber and the

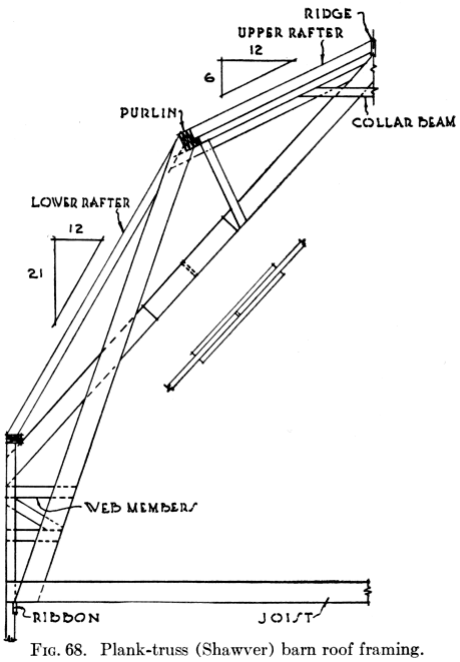


FIG. 68. Plank-truss (Shawver) barn roof framing.

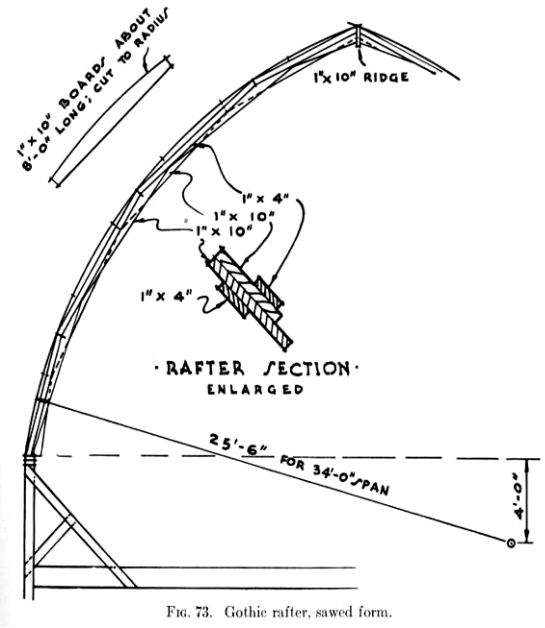


FIG. 73. Gothic rafter, sawed form.

The Shawver and sawn gothic arch barn roof rafters. [Deane G. Carter and W.A. Foster, Farm Buildings*, Third Edition. New York: John Wiley & Sons, 1941), 136, 141.]*

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). Rafter performance was also improved with the use of hinge connections at the supports. Weyerhauser was marketing these factory-built rafters under the trademark of Rilco by 1938.[106] The United States Forest Products Laboratory also performed tests on glued laminated construction. Their laboratory tests showed that laminated rafters were two to four times stronger than ordinary bent and sawed rafters laminated with nails.[107]

The two-story loft barn ceased to be built shortly after World War II.[108] 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 no longer needed loft space.[109] Farmers began to build fewer custom wood frame structures,

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labor consumed in sawing and nailing, farmers and builders were slow to adopt this system. Bent or sprung arches were the second major type of curved rafter construction, first used in an experiment in Davis, California, in 1916. The perceived savings in material and labor required to produce the same contour by bending instead of sawing, made this system more popular. 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 (Ibid., 161–2).

[106] Ibid., 162–163.

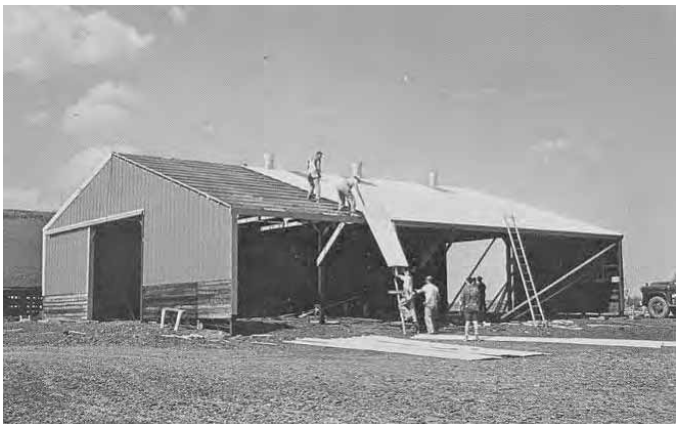
[107] Ibid., 164.

[108] Ibid., 165.

[109] 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. See Glenn A. Harper and Steve Gordon, "The Modern Midwestern Barn, 1900–Present," in *Barns of the Midwest,* Noble and Wilhelm, ed., 225.

which were susceptible to fires, as manufactured buildings using steel became available. Early metal-barn types, such as Quonsets, developed initially in the 1930s and gained a notable measure of popularity among some Midwestern farmers immediately after World War II. One of the leading manufacturers of Quonset barns and sheds was the Great Lakes Steel Corporation of Detroit, whose structures were purported to be fireproof, rat-proof, and sag-proof. Corrugated metal was also a suggested covering for wooden barn siding, and organizations as the Asbestos Farm Service Bureau promoted the use of asbestos-based cement boards for re-siding old barns.[110]

Because lofts were no longer needed, one-story barn construction became more standard in the postwar 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.[111] 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.[112] Pole barns and manufactured buildings are common throughout the survey area, and remain the standard means of construction for contemporary farm buildings.



Left: An advertisement for a metal covered machine shed similar in form to a Quonset shed, from the Peoria publication The Illinois Farmers Guide, *August 1939. Right: An advertising postcard for a Morton Building, manufactured by Interlocking Fence Company of Morton, Illinois.*

[110] Ibid., 226.
[111] Ibid., 225.
[112] Ibid.

Barn Types

As with house types, several systems have been used to classify barns, either by function; shape and structural system; ethnic traditions and their influence; or regional characteristics and commonalties.[113] 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 generally made by the shape and function of the barn.

Three-bay Threshing Barn

The Three-bay Threshing barn (also called the English barn) was introduced into North America through English colonial settlement in southern New England.[114] 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.[115] 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.[116]

Very few Three-bay Threshing barns were identified in the survey area. Left: The circa 1870s–1880s barn at the Mapps–Fumagalli Farmstead, site 6 in section 24 of Joliet Township. Right: The circa 1860s barn at the Dix–Bieth Farmstead, site 20 in section 18 of Troy Township.

[113] 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.
[114] 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.
[115] 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.
[116] 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.

Eventually as dairying replaced wheat production in the agricultural economy, the threshing/storage function of this barn type became less important. At first no animals were housed in the structure, although interior remodeling was often 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.[117] In some cases this barn type was lifted up and placed onto a raised basement, which then could house the animals, especially dairy cows.[118]

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. These barns 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 they sited to utilize the natural topography to access the second floor. Several Bank barns were identified in the survey area.

The rolling topography of the Du Page and Des Plaines River valleys in the survey region provide more opportunities for bank barns, compared to other parts of Will County. Left: The bank barn on the Laraway Farmstead, site 45 in section 36 of Joliet Township. Right: The barn at the Link Farmstead, site 54 in section 32 of Troy Township.

German Barn

German barns, also called German/Swiss barns or Pennsylvania barns, include 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. This barn type was not observed in the survey area.

[117] 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.
[118] Calkins and Perkins, "The Three-bay Threshing Barn," *Barns of the Midwest*, 59.

Plank Frame Barn

This relatively small barn type originated in the eastern Midwest around 1875.[119] Plank frame barns can have gable or gambled roofs and are typically one story in height plus a large hay loft. They are multi-purpose, with small ground floor windows for animal stalls and a large sliding door for equipment. Their floor plans are usually small, approximately 30 by 40 feet. Plank frame barns use small dimension milled lumber rather than the heavy timber framing of earlier barn types. A few examples of plank frame barns were identified in the survey area.

Left: This relatively small plank frame barn is located at site 15 in section 27 of Joliet Township. Right: This plank frame barn is located on site 7 in section 3 of Troy Township.

Three-ended Barn

This barn type is a modification to the Three-bay Threshing barn, adding a hay 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 be taller than the main barn. The additions could also have an open bay at ground level into which a cart could drive to unload hay into the loft space. Only one three-ended barns was identified in the survey area.

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. No existing round barns were documented in the survey area.

Round Roof Barn

Round 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. No Round Roof barns were identified in the survey area.

[119] Noble and Cleek, 117.

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.[120] Dairy barns are relatively common in the survey area.

Dairy barns are relatively common in the survey area, comprising about half of the barns identified. Above left: Site 22 in section 29 of Joliet Township. Above right: Site 44 in section 35 of Joliet Township. Below left: This dairy barn on the Meyer Farmstead, site 12 in section 5 of Troy Township, has been remodeled for garage use. Below right: Site 35 in section 19 of Troy Township.

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, more suited to 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

[120] Noble and Cleek, 77.

above to hold hay. A few examples of the Feeder Barn type were identified in the survey area; an example is illustrated on page 28.

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 concrete slab or dirt. There is no loft. Later versions usually have metal siding, especially those erected after World War II.[121] The pole barn is an example of economical construction techniques applied to modern agriculture.

Above: Pole barns are a twentieth-century farm building type, typically one-story buildings with corrugated metal siding, such as the machine shed at site 15 in section 27 of Joliet Township (left) and the large machine shed at site 40 in section 31 of Troy Township (right). Below: Examples of Quonset sheds in the survey area include this shed at the Kinney Farmstead, site 24 in section 20 of Troy Township, (left) and this pointed arch shed at site 31 in section 32 of Joliet Township.

Quonset Shed

Sometime referred to as Quonset "huts," this metal building type is named for the U.S. Naval Air Station at Quonset Point in Davisville, Rhode Island, where sheds of this type were built in 1942, although wood-framed examples were already common in the 1930s. Its universal use in the military during World War II made Quonset sheds seem to be an ideal economical building type in the postwar 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 observable, the examples present in the rural survey area usually have wood framing. Their use in the survey area includes implement sheds, animal shelters, and other types of storage.

[121] Noble and Cleek, 120.

Manufactured Building

While pole barn structures use manufactured materials assembled by a local builder or the farmer himself, manufactured buildings were developed as a complete system in the 1940s. Such buildings offer 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 of usage. This building type remains common for newly constructed agricultural buildings in the survey area.

Left: A relatively new manufactured building at the Kinney Farmstead, site 24 in section 20 of Troy Township. Right: This large manufactured building is at the Clonan–Baltz Farmstead, site 18 in section 18 of Troy Township.

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.[122] 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.

Corncribs

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.[123] Sometimes the logs were skinned to lessen the danger of infestation by worms and insect. The bin-like cribs were typically covered with thatch or cornstalks to help shed the rain; a board and shingle roof took more effort, required nails, and therefore was more expensive. Unfortunately, thatch roof corncribs were more readily infested by rodents. Log construction of corncribs remained popular through the 1800s in areas where timber resources proved readily accessible.

The invention of the circular saw in 1860 and its growing adaptation to steam power by mid-century made lumber cheap enough for general use on outbuildings such as corncribs, enabling later versions to be built of narrow lumber slats.[124] The corncrib usually rested on log or stone piers.[125] In constructing a frame corncrib, two methods of attaching the slat siding or cribbing were used. The slats were attached either horizontally or vertically; cribbing attached diagonally for extra strength seems to have come into practice about 1900.[126]

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[122] Keith E. Roe, *Corncribs in History, Folklife, and Architecture* (Ames, Iowa: Iowa State University Press, 1988), 176.
[123] Noble and Cleek, 170–171.
[124] Roe, 26.
[125] Noble and Cleek, 155.
[126] Roe, 27.

The size of the corncribs remained small, even as corn production rose during much of the nineteenth century, in part due 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.[127] 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.[128] 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.

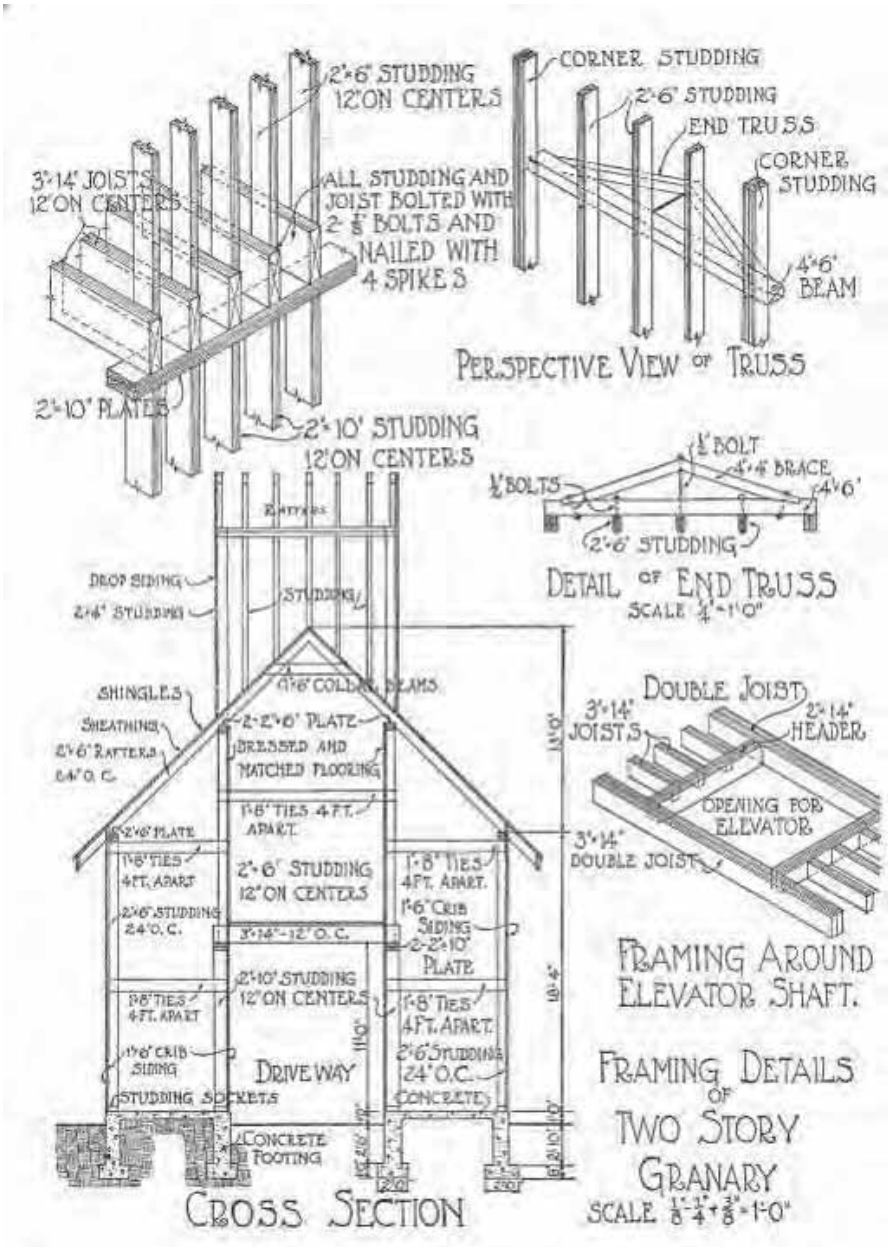
In the early decades of the twentieth century, both concrete and steel were promoted as alternative construction materials for corncribs and grain elevators. The use of hollow clay tiles was also encouraged in those parts of the Midwest where they were manufactured, notably in Iowa, Illinois, and Indiana.[129] The most common variety of concrete corncrib was made of interlocking stave blocks, which had been cast with ventilating slots. In some cases, steel wires or rods were incorporated in the vents to keep out rodents. The blocks were laid up in the form of a circular bin. These were encircled with steel rods, enabling the structure to withstand lateral pressures from the corn heaped within. Single and double bin 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.[130]

No wood frame corn cribs were observed during the survey. Crib barns, silos, and metal grain bins are much more common.

[127] Keith E. Roe, "Corncribs to Grain Elevators: Extensions of the Barn," in *Barns of the Midwest*, Noble and Wilhelm, eds., 170.
[128] Roe, *Corncribs in History, Folklife, and Architecture*, 60.
[129] Ibid., 177.
[130] Ibid., 176.

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 to which 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 many examples in the survey area, have mechanical elevators housed 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.



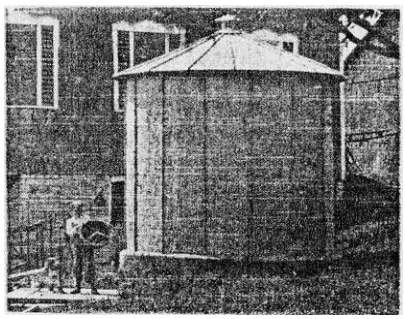
Crib barns, usually with two bins, abound in the survey area. Illustrated above are framing details of a crib barn from Smith & Betts Farm and Building Book *(Chicago: The Radford Architectural Company, 1915).*

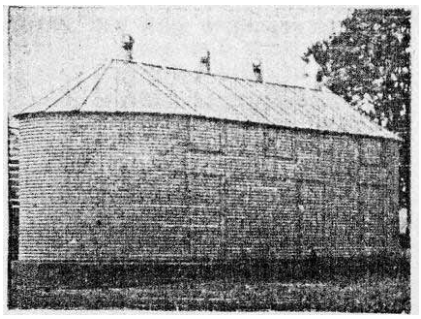
Wood crib barns are common in the survey area. From upper left, these examples are: the Cronin–Larkin Farmstead, site 10 in Troy Township; the Meyer Farmstead, site 12 in Troy Township; the Marshall–Baltz Farmstead, site 16 in Troy Township; the Searles–Offerman Farmstead, site 17 in Troy Township; site 21 in Joliet Township; and site 47 in Joliet Township.

Metal Bins

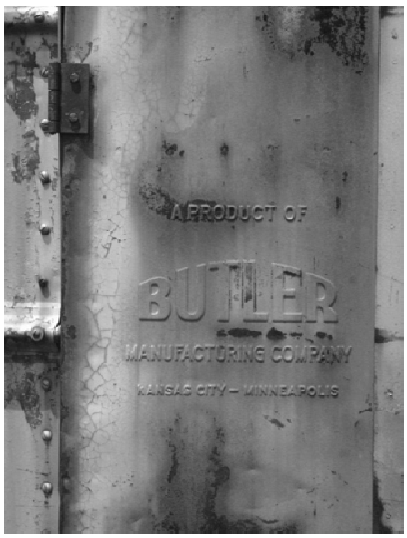
Metal construction for corn storage came into use early in the twentieth century and was promoted by the steel industry during World War I as a crop saver for the patriotic farmer. Rectangular or hexagonal corncribs were constructed from flat, galvanized-steel sheet metal with ventilating perforations. 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.[131] 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.[132]

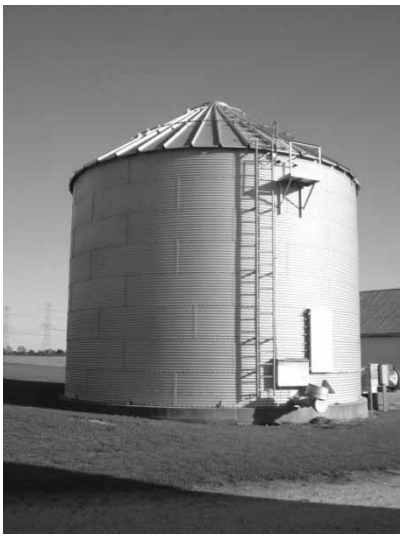
Corn bins made of steel rods or heavy wire mesh also became available in the 1930s. The wire mesh type was particularly popular after World War II because of its low cost, ease of filling, and low maintenance. Wire mesh-type bins have fallen out of use since the 1980s, but the solid metal bins are still commonly used today.





Above left and center: Illustrations of two types of metal corn bins from The Illinois Farmer's Guide, August 1939. Above right: Wire mesh grain bins are relatively uncommon in the survey area, but one example survives at site 30 in Troy Township. Below: Metal grain bins dating from the 1930s to the 2000s are common in the survey area, including these examples from the Cronin–Larkin Farmstead, site 10 in Troy Township; the Rudd–McNally Farmstead, site 5 in Joliet Township; and the Laraway Farmstead, site 45 in Joliet Township.





[131] Ibid.

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

Silos

Silos are structures used for preserving green fodder crops, principally field corn, in a succulent condition. Silos 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 this type of structure 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, lessening labor requirements 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.[133]

The first silos were pits excavated inside the barn. The earliest upright or tower silos date from the late 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.[134] Many were constructed within the barn building.[135] 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 staves) set in grooves in the ribs. Steel hoops were placed around silo to lock the boards in place. This type of silo was made with either single or double wall construction and was polygonal in plan.

Masonry silos, constructed of 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.[136] Concrete block silos were finished on the interior with a layer of cement mortar to seal joints that might otherwise leak air or water.

The hollow clay tile 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.[137] Brick and tile companies manufactured curved blocks 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 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.

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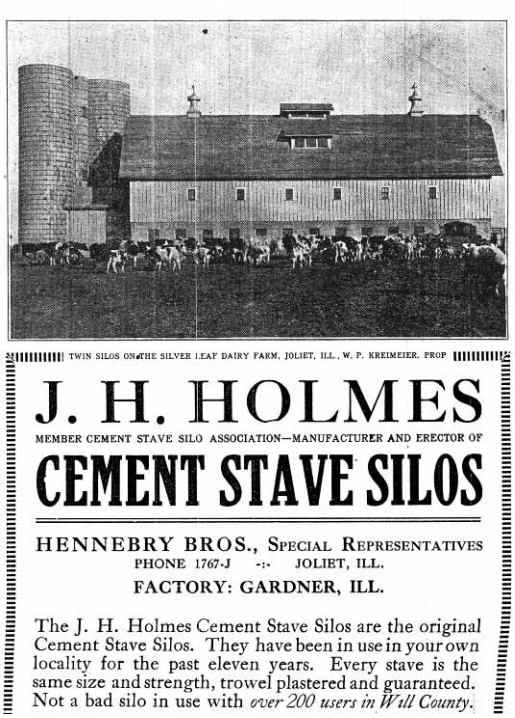
[133] Noble, 71–72.
[134] Noble and Cleek, 158.
[135] Ingolf Vogeler, "Dairying and Dairy Barns in the Northern Midwest," *Barns of the Midwest* (Athens: Ohio University Press, 1995), 108.
[136] W. A. Foster, "Silo Types and Essentials," *Hoard's Dairyman* (21 February 1919), 201, 216, 217, and 232.
[137] Ibid.

Concrete stave silos were constructed as early as 1904 in Cassopolis, Missouri, which used book-shaped staves.[138] Several patents existed for cement stave silos, including that of the Mason & Lawrence of Elgin, Illinois, dating from 1914.[139] Farmers also could make their own concrete staves or blocks to construct a silo or other farm structure. 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.[140]

This excerpt from *Concrete* magazine from 1927 outlines the erection procedure for a concrete stave silo:

> Concrete stave silos are quickly and easily erected. Three men can easily erect two average sized silos each week and some crews can do better than that, especially when the proper equipment is at hand. . . . 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. . . . 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.[141]



Above: A detail view of the steel hoops and turnbuckles on a concrete stave silo. Right: An advertisement for concrete stave silos from the Prairie Farmer's Reliable Directory *(1918), 359.*

[138] Ibid. Patents were granted on this type of stave silo in 1908, and the type was known commercially as the Playford patent cement stave silo.
[139] "How to Make and Sell Concrete Silo Staves," *Concrete* (October 1927): 32–35.
[140] David Mocine, "Keep Workmen Busy the Year Round," *Concrete Products* (January 1948): 161.
[141] "How to Make and Sell Concrete Silo Staves," *Concrete* (October 1927) 32–35.

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 horizontal cold joints between each level.[142] 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. Farmers who chose to build a concrete silo could obtain guidance from farm and building trade journals. Qualities of the reinforcing steel and type, concrete components and mixing, formwork, and concrete placement were outlined, as stated in this excerpt from *Hoard's Dairyman* from 1919:

> When used, the cement should be in perfect condition and contain no lumps, which cannot readily be pulverized between the fingers. Sand and gravel or broken stone should conform to the requirements of proper grading and cleanliness. . . . Water must be clean, free from oil, alkali, silt, loam, and clay in suspension. Steel used in reinforcement should be secured from one of the manufacturers specializing in steel for use in concrete construction. . . . Wire mesh fabrics may be used instead of steel bars but if used should contain an amount of metal equal in cross-section area to the rods for which substituted.[143]

In 1913, farmers were lectured at the annual gathering of the Illinois Farmers' Institute not only about the utility of the silo but also other issues to consider:

> The question of general arrangement of the farm buildings is too often neglected. This should be of second consideration, as there is beauty in utility. Often the upper portion of a well-built silo showing above the sloping roof of some of the other buildings adds very materially to the general appearance of the group of buildings. Also the side near the top often affords the best place for the farm name.[144]

Farm journals gave their readers information for constructing a silo with the "essential features . . . necessary to secure good, sweet silage,"[145] focusing primarily on the silo walls. Wall strength, smoothness of interior wall surfaces, and air and water tightness were considered essential features. The foundation for the silo typically consisted 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.[146] An essential feature of any roof was a snug fit to prevent birds from entering the silo.

After 1949, 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. Because the container was airtight, the silage would not spoil. Augers, derived from coal-mining equipment, were used to bore the silage out at the bottom of the silo, a great change from the earlier top-unloaded silos. A large plastic bag at the top of the structure allowed changes in gas pressure to be equalized, and took up the space vacated by removal of silage.[147] In 1974 the company launched another line of products for the containment of manure called Slurrystore. By

[142] 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. As with other silo types, this mortar layer needed to be renewed periodically.
[143] H. Colin Campbell, "Concrete Silo Construction," *Hoard's Dairyman* (21 February 1919): 200.
[144] King, "Planning the Silo," in *Eighteenth Annual Report of the Illinois Farmers' Institute,* 64.
[145] Foster, 201.
[146] Gambrel and domical roofs allowed for filling the silo to the top of the outer wall, maximizing the storage capacity.
[147] Noble and Cleek, 108–9.

1999, over 70,000 of Harvestore structures of various sizes (tall or short, narrow or stout) had been built.[148]

Silos are less common in the area of the present survey than in other regions of Will County. The majority of examples use concrete stave construction.



Concrete stave silos are present in the survey area, including these examples at site 18 in section 28 of Joliet Township; the Brown Farmstead, site 15 in section 7 of Troy Township; and the Coulehan Farmstead, site 37 in section 30 of Troy Township.

[148] Harvestore Systems, DeKalb, Illinois, <www.harvestore.com>

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.[149]

Farmhouses, barns, corn cribs, and silos make up approximately half of the buildings surveyed as part of this study. The remaining outbuildings include many of the building types illustrated below. They include chicken houses, hog houses, milk houses, smokehouses, water tanks and windmills. As implied by the above quote, many of these outbuildings likely were built by the farmers themselves.

Above: Examples of chicken coops in the survey area, from the Sing Farmstead, site 1 in section 12 of Troy Township (left), and the Coulehan Farmstead, site 37 in section 30 of Troy Township (right). Middle: Concrete block well houses, from site 9 in section 5 of Troy Township (left), and site 44 in section 35 of Joliet Township. Bottom left: A former simmer kitchen at the Laraway Farmstead, site 45 in section 36 of Joliet Township. Bottom right: the surviving stone walls of a smokehouse at site 29 in section 21 of Troy Township.

[149] Britt, 127.

CHAPTER 4

SURVEY SUMMARY AND RECOMMENDATIONS

Period of Significance: 1835 to 1970

The nine townships that have been intensively surveyed to date were first settled by farmers of European origin in the 1830s. Settlers first came to the region of present-day Joliet and Troy Townships in the early 1830s, and most areas of these two townships had been settled by the mid-1850s. An approximate starting date of 1835 is used for the period of significance.

The City of Joliet had begun to develop into a major industrial and transportation center as early as the Civil War. Outside of the area of urban development, farming was the dominant use of the land in the survey region until the recent past. Some industrial uses, especially quarrying, were also present in the rural portions of the survey region. The City of Joliet continually expanded into formerly agricultural land of Joliet Township in the late nineteenth and early twentieth centuries; dense urban neighborhoods replaced earlier agricultural structures. Little physical evidence of earlier agricultural uses survives in the areas of the city built up prior to 1930, as exhibited by the lack of surveyed sites in the northern half of Joliet Township.

Shortly after World War II, residential growth began to accelerate in Joliet Township. At first, new subdivisions primarily were geared toward commuters who worked in the City of Joliet. Gradually, Joliet became more fully integrated into the metropolitan Chicago region, and residential development accelerated, especially after the construction of the interstate highways. In Troy Township, U.S. Route 66 had originally proceeded due north-south down the centerline of the township. In the late 1950s, the present-day route was established to bypass developed areas of Troy and the Village of Plainfield farther north, rejoining the historic route in section 15 of Troy Township. U.S. Route 66 was re-designated Interstate 55 and upgraded to a limited-access highway by the early 1960s. Interstate 80 from Interstate 55 west was also completed in the early 1960s; the eastward extension of Interstate 80 through Joliet Township (and cutting through historic residential neighborhoods in the City of Joliet) was not completed until the late 1960s. The interstate system allowed for intensive suburban development to occur, as agriculture declined as a major social and economic force in Will County. 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 constructed between 1950 and 1970 have been included. Horse farms in Joliet and Troy Townships generally have not been included, unless they are located on a historic agricultural site. The contemporary horse farms not included in the survey of Joliet and Troy Townships were omitted because of their apparent disconnection to the earlier agricultural economic life of the region; this applies to only a few properties in the township. Agricultural support structures such as manufactured buildings or grain bins that may post-date 1970 were included in the documentation of historic farmsteads.

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.[150]

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 historic agricultural region with over 100 years of historical significance. The survey region has less significance under Criterion B, except on a local level as discussed below. Under Criteria A and C, the survey region contains architecturally significant structures that represent the diverse range of 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;

[150] 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*.

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.[151] It should be noted that some of the properties with local landmark potential could be determined, after performing additional research, to have sufficient significance for National Register designation.

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."[152] 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.

[151] It is useful at this point to provide general readers of this report with information on the issues surrounding the 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.)
[152] Introduction to the Illinois Centennial Farms Program application form, Illinois Department of Agriculture.

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 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. To address the addition of contemporary finish materials to historic buildings while still identifying structures of historic interest, this survey report uses the terminology "potentially" significant. This terminology is used to describe structures for which the overall form and architectural character remains intact, but for which contemporary finish materials have been added to the building exterior. The removal of these finish materials and the repair of the original wood siding (which typically is left in place in such installations) is a straightforward activity that, if implemented, would restore the integrity of these historic structures. Although the presence of contemporary finish materials generally disqualifies a structure from individual listing as a historic landmark in some registries, this survey report is intended to serve as a planning tool, and the identification of sites with a potential to be listed as historic landmarks increases the usefulness of this tool.

This issue is addressed in *Preservation Brief No. 8: Aluminum and Vinyl Siding on Historic Buildings*, which states the following:

> 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.[153]

Contributing and Non-contributing Properties

Many of the farmsteads and supporting rural sites in the 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

[153] 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).

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. Abandoned farmsteads are also generally listed as non-contributing.

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 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 Pla*n 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.[154]

A detailed review of the new *Land Resource Management Plan,* and its application to the rural survey area, 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.

[154] 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.

Survey Summary

The survey of Joliet and Troy Townships documented 462 structures on 98 sites. In Joliet Township, the survey included 41 houses and 7 main barns on 41 sites. In Troy Township, the survey included 53 houses and 23 main barns on 57 sites. Cumulatively since 1999, the Will County Rural Historic Structural Survey has documented more than 4,350 structures on more than 980 sites.[155] The tables below provide a breakdown of the survey results for Joliet and Troy Townships.

Farmhouses

House Type	Joliet	Troy	Channahon	Totals
I House	1	1	–	29
Hall and Parlor	–	–	–	20
New England 1-1/2	–	–	–	8
Four over Four	1	2	1	74
Side Hallway	–	1	–	9
Upright and Wing	3	8	4	176
Gabled Ell	13	19	6	185
Gable Front	5	4	1	55
Foursquare	2	2	2	83
Bungalow	6	2	3	44
Cape Cod	2	1	–	27
Ranch	6	8	3	*
Other	2	5	1	125
Totals	**41**	**53**	**21**	**835**

* Ranch type houses are grouped with the "Other" category.

Barns

Barn Type	Joliet	Troy	Channahon	Totals
Three-bay Threshing	1	4	1	168
Bank	1	2	3	21
Raised	–	–	1	7
Pennsylvania German	–	–	–	9
Three-ended	1	1	–	11
Plank frame	1	6	4	99
Feeder	–	3	6	30
Dairy	3	7	1	81
Round roof	–	–	–	5
Round	–	–	–	2
Other or Unclassified	–	–	–	14
Totals	**7**	**23**	**16**	**447**

[155] It should be noted that the rapid suburbanization of Will County means that some of these structures have already disappeared. For example, the 1999–2000 survey documented sites in Plainfield and Wheatland Townships. During an updated survey by WJE for the Village of Plainfield of the village's planning area in 2005–2006, it was found that 35 of 112 farmstead sites existing in 1999 had been demolished within the intervening six years.

Outbuildings

Building Type	Joliet	Troy	Channahon	Totals
Animal shed or shelter	—	6	2	88
Barn (secondary)	—	—	—	26
Cellar	2	—	1	7
Chicken coop	2	6	1	114
Corn crib	—	—	—	13
Crib barn	9	21	11	383
Foundation	3	2	5	77
Garage	31	36	21	333
Horse stable	3	3	—	13
Hog house	—	—	—	14
Implement shed	—	1	—	183
Machine shed	2	20	15	87
Mesh bin	—	1	—	43
Metal bin	8	31	3	397
Milk house	1	—	—	89
Pole barn / Manufactured building	16	35	19	338
Privy	2	—	—	9
Pump house / Well house	6	6	4	78
Shed	22	26	21	356
Silo	3	9	10	249
Smoke house	—	2	1	24
Summer kitchen	—	4	—	26
Windmill	1	3	1	42
Other	9	6	2	94
Totals	**120**	**218**	**117**	**3,083**
Total, including houses and barns	**168**	**294**	**154**	**4,368**

Comparison to 1988 Survey Results

As part of the data compilation, a limited comparison was made between the results of the 1988 reconnaissance survey of Will County and the existing conditions in Joliet and Troy Townships in 2008. The 1988 survey, conducted by Michael A. Lambert in August–October 1988 for the State of Illinois, was a reconnaissance-level survey performed from the public right-of-way. In the 1988 survey of Joliet Township, 44 farmstead sites were documented. In Troy Township, 74 sites were documented.[156]

Among the farmstead sites documented in 1988, no historic structures survive at seventeen sites in Joliet Township and thirty sites in Troy Township. Virtually all of these farmsteads have been lost to contemporary residential or industrial development. The loss of historic farmsteads has accelerated in the present decade.

In addition, at several sites in both townships included in the present survey, contributing historic structures have been lost since 1988. This includes the loss of the original house or major historic outbuildings such as barns or crib barns. This must be considered an underestimate of the loss of historic structures since 1988, since this determination could be made only when the 1988 survey photograph

[156] Excluded from this total are eleven sites in Joliet Township and eleven sites in Troy Township that were not documented during the 1988 survey, but which are included in the present survey and therefore obviously existed at that time.

clearly shows a historic building that no longer exists. The loss of historic structures on a property often seems to be related to the end of active farming and a change to residential use of the property.

Above left: This photograph dated 2000 shows the main barn on the Cronin–Larkin Farmstead, site 10 in Troy Township in the present survey (at right edge of view). The main barn deteriorated and was demolished circa 2003–2004. Above right: This photograph dated 2000 shows 1988 survey site No. 5-03 in Troy Township, demolished prior to the start of the present survey. Photographs by Paula Newburg and Pat Baker in the collection of the Shorewood-Troy Public Library.

Above: These photographs dated 2000 show 1988 survey site No. 3-01 in Troy Township. Below: These photographs dated 2000 shows 1988 survey site No. 9-01 in Troy Township. Both of these farmsteads were demolished prior to the start of the present survey. Photographs by Paula Newburg and Pat Baker in the collection of the Shorewood-Troy Public Library.

CHAPTER 5

JOLIET TOWNSHIP

Joliet Township Developmental History

Establishment of a Township
Joliet Township is bisected by the Des Plaines River, which flows from the north through the City of Joliet to the southwest. The terrain of rolling plains and gentle hills is intersected by a network of timber-lined rivers and tributary streams with overhanging bluffs. Thick deposits of Silurian sedimentary bedrock capped by mineral rich soil deposits from glaciation underlie the prairie landscape. The geologic history provides an ideal surface soil for farming and organic-rich dolomite bedrock suitable for quarrying.

Joliet Township includes the City of Joliet and the Village of Rockdale. The City of Joliet is located along the Des Plaines River, with the central business district on the east bank. The Village of Rockdale is positioned on the west side of the Des Plaines River. Joliet is bounded by the townships of Lockport to the north, New Lenox to the east, Jackson to the south, and Troy to the west. Interstate 80 cuts east-west through the township just south of the center of the City of Joliet and north of the Village of Rockdale.

In 1830, Robert Stevens and David Maggard were the first white men to make a claim in Joliet Township. Prior to that year, the Pottawatomie Indians were the sole inhabitants of the land. Stevens built a small dwelling for his family in an oak grove in the south portion of the township, along the east bank of the Des Plaines River. Meanwhile, Maggard built a cabin on a bluff on the west bank of the river overlooking the area that would become the present-day Joliet business district. The first permanent white settlement occurred in 1831, when Reason Zarley, a soldier, moved to Illinois from Ohio and established a farmstead. In that year, he was joined by Major Robert G. and John B. Cook, Phillip Scott, Jesse Cook, Daniel Robb, and William Bisland.[157] Although the relationship between the Pottawatomie and white settlers was friendly, tensions flared when Sauk and Fox Indians who had been relocated west of the Mississippi River returned to their former homes in northern Illinois, eventually erupting into the Black Hawk War of 1832. Skirmishes were concentrated to the far south and west of the township but resulted in the slowed growth of the new settlement and construction of the military compound "Fort Nonsense" within present-day limits of the City of Joliet.[158]

Following the Black Hawk War, the township saw a surge in population. Charles Reed built a cabin on the west side of the Des Plaines River within the boundaries of present-day City of Joliet and laid the foundation for a grain mill, eventually purchased by James McKee. By 1834, he was joined by his brother, physician Dr. David Reed. In that same year, the tailor Charles Sayre, merchant Martin H. Demmond, justice of the peace Richard Hobbs, miller James McKee, the Hon. George H. Woodruff, James B. Campbell, and Benjamin F. Barker all took up residence in the area.[159] The new settlers began to establish business operations and trade along both banks of the Des Plaines River. It was at this time that the plats for east and west "Juliet" city were first recorded.[160]

The rapid growth of the settlement was aided by the land sale of 1835.[161] A rush of immigrants established roots in the new community, most notably lawyer Hugh Henderson, merchant Russell Fray,

[157] George H. Woodruff, *History of Will County, Illinois* (Chicago: Wm. Le Baron Jr., & Company, 1878), 368–371.
[158] Ibid., 374.
[159] Ibid., 371–373.
[160] Ibid., 399.
[161] Ibid., 378.

Presbyterian preacher Rev. J. H. Prentiss, and blacksmith W. R. Attwell. By 1835 there were at least eighty-six settlers, the majority of whom came from New York State. [162]

The township was officially established in 1836 and named the seat of the newly created Will County. The construction of the county courthouse soon followed, with the stone structure completed in 1846.[163] The village, referred to as "Juliet" in honor of the daughter of James B. Campbell, was incorporated in 1837. In 1845, the Village of Juliet changed its name through an act of legislation to align with the names of Joliet Mound, a historic geographic landmark (since excavated) used for navigation along the Des Plaines River, and as a reference to the explorer Louis Jolliet, although the spelling with one "L" was retained. In 1850, the township was established and named Joliet after the village, with Charles Clement serving as the county's first supervisor. Upon incorporation as a city in 1852, the City of Joliet consisted of five wards with C. C. Van Horn presiding as the first mayor.[164] The Village of Rockdale began as a small cluster of businesses along the Des Plaines River and began to flourish with the development and expansion of the City of Joliet. By 1901, the settlement was incorporated as a village.

Left: The second Will County Courthouse, constructed in the late 1840s, was a two-story stone structure with an arched main entrance. The building is seen in the background of this July 4, 1884, photograph at the cornerstone laying ceremony for the third courthouse. From Sterling, Pictorial History, *vol. 2, plate 43. Right: The stone arch bridge at Jefferson Street was constructed in 1870 to replace earlier wooden bridges; it stood until about 1898. From Sterling,* Transportation & Industry, *15.*

Developments in Transportation

The physical barrier of the Des Plaines River separated the township into east and west halves and limited the construction of early infrastructure. The two sides of the Village of Joliet seemed to be in competition with each other, often vying for economic and political gains.[165] Thus, the construction of bridges to link the communities were slow to develop. The first two bridges were constructed in 1837 and were washed away during flooding in the following spring.[166] It was not until 1848 that another attempt was made to construct a bridge. In the intervening years, ferry boats and dugouts were used to transport goods and people across the river. The "Subscription Bridge," so named for the subscriptions townspeople paid to fund the project, was a two-bay bridge made of oak-framed arches and Howe trusses. It linked Jefferson Street, on the east bank, to Exchange Street, on the west bank. Within two years, a second wood bridge, of similar arch and Howe truss construction, was built to the north. The first stone bridge, completed by Henry and Haley, was constructed in 1870 to replace the "Subscription Bridge."[167] Early wagon roads

[162] Ibid, 370.
[163] Ibid, 403.
[164] Ibid, 399.
[165] Robert E. Sterling, *Joliet, a Pictorial History* (St. Louis, Missouri: G. Bradley Publishing, Inc., 2000), 11.
[166] Woodruff (1878), 378.
[167] Robert E. Sterling *Joliet, Transportation and Industry, a Pictorial History: Volume 1* (St. Louis, Missouri: G. Bradley Publishing, Inc., 1997), 15.

developed along the historic paths of the Sauk Trail.[168] The Chicago and Ottawa stage route was started in 1834 and ran through the township along the west bank of the river. Although discontinued in 1849 before it was fully completed, this route was the first attempt at a public highway.[169] Eventually, a road system was developed to link the east and west village to the surrounding farmlands. The Plank Road, so named for its eight-foot-wide oak and walnut plank construction, was a twenty-one mile long toll path that opened in 1851. The toll road linked the farm communities of the southwest Chicago area to the markets and transportation hubs. The plank road, which fell into disrepair as railroads gained prominence, was closed in 1869.

The Illinois and Michigan Canal bisected Joliet Township and provided connectivity between the Great Lakes and the Illinois River. Goods and resources from farms and industries could be shipped by boat to Chicago and on to the east. The economic promise associated with the canal spurred a population and financial boom throughout northeastern Illinois. With both a farming community and an urban center, Joliet Township uniquely benefitted from the completion of the canal. Farmers had easy access to markets and industry could efficiently transport raw materials and finished products. As the canal was completed in 1848, the canal workforce in Joliet Township was absorbed by the railroad. The segment of the canal through the center of the City of Joliet originally ran just to the west of the Des Plaines River. With the construction of the Illinois Waterway in the early 1930s, the narrow strip of land that separated the canal from the river was submerged, and new concrete embankments defined the widened limits of the river in the city center. On the south side of the city, on the south side of U.S. Highway 6 before the intersection with Brandon Road, a portion of the original Illinois and Michigan Canal Lock No. 5 still exists; the original masonry was encased in concrete in 1933, and a plug dam was constructed on the upstream side.

Left: Illinois and Michigan Canal Lock No. 5 in Joliet Township. Southwest from this location, the Illinois and Michigan Canal still exists as a separate waterway. Northeast and north from this location into Lockport Township, the canal was submerged into the widened Des Plaines River in the 1930s. As part of the 1930s work, this original lock was encased in concrete. A new concrete dam and lock were constructed across the Des Plaines River just to the southeast of this site; the 1930s lock and dam remain in use for commercial barge traffic. HAER photograph by Jet Lowe, 1986. Right: Union Station was constructed in 1908–1912 to replace four separate stations for the various railroads serving Joliet. The historic station is used by Metra and Amtrak trains today. HAER photograph by Martin Stupich, 1988.

The railroads played a large role in the development of Joliet Township by providing employment and connecting agriculture and industry to the larger cities of Chicago and St. Louis. The first train rolled into Joliet from Chicago in 1852 and served as a link between the Illinois and Michigan Canal and the Mississippi River. For passengers and freight alike, the city became a hub where railroad traffic converged before entering or leaving Chicago. The Chicago, Rock Island, and Pacific; Chicago, Alton,

[168] Woodruff (1878), 375.
[169] Ibid, 375.

and St. Louis; and Chicago, Pekin, and Southwestern rail lines all helped create the Joliet railroad industry.[170] In 1855, the Michigan Central railroad completed construction of the "Joliet cut-off," which provided a direct connection to the east by bypassing rail traffic in Chicago. The line proved successful in solidifying Joliet's importance as a regional railroad hub.[171]

Development of Industry

The Des Plaines River was at the center of early industry and development for the settlement. Mills, merchants, and metal smiths were dependent on the river to provide power, supplies, and trade. The first grain mill in the township was established by John Norman in 1834. It produced fifteen bushels of grain per day. Additional grain mills soon followed with the completion of the Reed/McKee mill and construction of the Haver Brothers mill, both on the west side of the river. Water powered saw mills were established by Mr. Cagwins and by Clement and Clark. A woolen mill, founded by Joel A. Matteson, was built on the east side of the Des Plaines River within the village limits. This reputable business drew farmers from across the state, who came to Joliet to exchange their wool for cloth produced at Matteson's mill. By 1852, the mill employed fifty people, mostly girls, and generated 3,000 yards of cloth per week.[172] In that same year, Matteson was elected governor of Illinois. In 1835, two merchants established shops within the township. Martin Demmond, the more prosperous of the two, started his operation from a room in his house but shortly after was credited with constructing the first stone building in town, a three-story warehouse building in west Joliet.[173] Metal tradesmen, like blacksmith W. R. Attwell and tinsmith William Blair, also set up shop along the west side of the river.[174] The first grain mills in the township were primitive and ceased operation by the 1860s. The new generation of mills was innovative in creating a cost effective means of production. The City Mills, built by William Adam, was constructed on the site of the Haver Brothers sawmill. The water-powered mill was the oldest of its kind on the Des Plaines River before it burned in 1877. The Joliet Mills, constructed by Houck and Preston, was built in conjunction with a grain elevator for short term storage of grain.[175]

Stone quarrying, steel production, grain trade, and manufacturing were major industries in Joliet that took advantage of the railroads and waterways to transport their products to Chicago and other major markets. In approximately 1845, the Bruce and Company and William Davidson and Company were opened for business. Joliet limestone proved popular as a building material, and by 1856, nine mining companies were in operation within Joliet Township. The success of the industry was enhanced by the Chicago fire of 1871, which showed the importance of more fire-resistant building materials. Joliet became regionally known as the "City of Stone" with W. A. Steel, G. H. Munroe, G. M. Campbell, D. C. Hays, Charles Werner, William Werner, Adam Werner, William Davidson, and Bannon and Kronmeyer as prominent business owners in the quarrying industry. In 1878 it was reported that the local quarries employed 500 men, with many of the employees coming from the City of Joliet and the surrounding township. Stone from Joliet quarries was used in the customs houses in Des Moines, Iowa, and Madison, Wisconsin, and in the Michigan State Capitol.[176] After 1890, the local quarrying industry began to decline due to competition from quarries in Bedford, Indiana; concerns about the long-term durability of some Joliet limestone; the increased use of concrete; and a change in preferred architectural styles and materials.

The steel industry relied on the same transportation network as the quarrying industry to provide raw materials and to ship finished products efficiently. Additionally, the local deposits of organic dolomite were rich in coal. Thus, the steel industry was a natural progression in the industrial evolution of Joliet.

[170] Ibid, 368.
[171] Sterling, *Pictorial History*, 26–27.
[172] Sterling, *Transportation and Industry*, 12.
[173] Woodruff (1878), 375.
[174] Ibid, 385–386.
[175] Ibid, 403.
[176] Ibid, 387–388.

The Union Coal, Iron, and Transportation Company was established in 1870 with the assistance of a $75,000 bonus offered by the Joliet City Council. The company was successful in bringing more jobs to the area, as approximately 800 men were required when the works were running at full capacity.[177] By 1889, the company had undergone numerous name changes to become the Illinois Steel Company and had found its niche in the production of steel railroad rails, as well as wire rods and cut nails. By bringing all the necessary raw materials to one mill, the company was able to efficiently convert molten iron into steel rails without cooling the metal, thus creating a stronger product. The company constructed a clubhouse, called the Steel Workers' Club, for the use of the employees and their families. It was estimated that approximately twenty-five percent of the town attended some function at the club each year.[178] By 1907, Illinois Steel Company employed a total of 3,200 men. Success of the Joliet steel industry peaked during World War I, with government contracts demanding steel for weapons, tools, and military vehicles.

Above: A 1914 panoramic view of downtown Joliet showing the courthouse built in 1887. This building was demolished in 1969 after the existing Will County Courthouse was completed. The seven story building visible in at right still stands at the corner of Jefferson and Chicago Streets in downtown Joliet; the panoramic view below was apparently taken from this building's roof. Photograph by Haines Photo Co., Conneaut, Ohio (September 14, 1914), Library of Congress call no. PAN US GEOG-Illinois no. 36. Below: A second panoramic view of the center of Joliet. The courthouse is visible at left. Photograph by Haines Photo Co., Conneaut, Ohio (September 14, 1914), Library of Congress call no. PAN US GEOG-Illinois no. 10.

With a strong economic base founded in quarrying, steel, and railroads, the population of Joliet boomed. By 1880, 11,657 people resided in the City of Joliet and 16,149 in the township as a whole.[179] A diverse array of manufacturing enterprises began to evolve in the rapidly developing township.[180] In 1907, Joliet had 106 manufacturing businesses that paid an average annual wage $68 more than that paid in Chicago.[181] Many of the developing industries catered to the agricultural economy of Will County and the Midwestern United States.

[177] Ibid, 404.
[178] W. W. Stevens, *Past and Present of Will County, Illinois.* (Chicago: S.J. Clarke Publishing, 1907) , 147–148.
[179] *Souvenir of Settlement and Progress of Will County, Illinois: A Review*. (Chicago: Historical Directory Publishing, 1884), 252.
[180] Woodruff (1878), 407.
[181] Stevens, (1907), 152.

The Joliet Manufacturing Company was originally established in Plainfield as the Dillman Foundry in 1849. The firm moved to Joliet in 1863 and began the production of agricultural works. Hand operated corn shellers, reapers, mowers, and plows were manufactured at the five-acre site.[182] The company benefitted from the proximity to strong farm communities and by 1907 employed over one hundred men.[183]

William N. Moore moved to Joliet in 1871 to open the Solar Stove Works, an expansion of his brother's business established in Neenah, Wisconsin. The company specialized in stoves that could burn coal or wood. Early production included approximately 3,000 cook stoves and 40,000 pieces of hollowware annually. Stoves produced at these works were shipped to rural communities in Indiana, Iowa, Wisconsin, Nebraska, Minnesota, and the Dakota Territory.[184] In 1907, the company changed its name to Moore Brothers Corporation.[185]

Bates Machine Company was established in 1885 and received acclaim at the World's Columbian Exposition of 1893 for the Bates-Corliss Engine. The company employed approximately 300 men by 1907 and diversified its product line to include power machinery for agricultural use. [186] The Bates Steel Mule was introduced in the 1920s as a multi-use crawler tractor with treads designed to operate in a variety of soil conditions and became a popular product for the company.

The Phoenix Horse Shoe Company was based in Poughkeepsie, New York, and opened a plant in Joliet Township, north of the City of Joliet on the Des Plaines River, to be closer to the western market. Despite the influx in automobile sales, in 1926, the company produced sixty-eight million horseshoes and continued to grow. By 1930, the company became known as the Phoenix Manufacturing Company and, foreseeing the needs of a changing market, expanded its production with the acquisition of Graver Tank and Manufacturing Company.

Transition of an Economy

The dramatic decline in demand for steel after World War I and the effects of the Great Depression devastated the Joliet economy. Operations at the Joliet steel mill were discontinued in 1932. Soon after, the Joliet Manufacturing Company ceased production of its agricultural machinery and went bankrupt. Many businesses, like the Bates Machine Company, were acquired by larger corporations seeking to diversify their portfolios. Joliet saw a decrease in its population for the first time in its history.

During the Great Depression the Works Progress Administration funded efforts to employ the population by improving infrastructure. In Joliet Township, these initiatives took the form of road and transportation improvements and reestablishment of Joliet as a hub for transportation in the Chicago area. By the 1920s, the automobile had become an affordable luxury. Car owners were no longer reliant on public transportation nor were they required to live in the city to enjoy the cultural, social, or economic amenities associated with the urban lifestyle. The automobile allowed people freedom of travel, and in response, paved roadways and highway systems were developed. The Lincoln Highway was one of the nation's first transcontinental highways. When completed, the concrete road extended from New York to San Francisco and incorporated the Cass Highway that ran through the center of the City of Joliet. The Illinois portion of the road was paved and completed by 1924. Route 66 was conceived in 1926 as a paved road linking Los Angeles to Chicago and the rural farm communities and small towns along the way. Construction of the road, completed in 1938, employed numerous people through the Great Depression.

[182] Woodruff, (1878), 405.
[183] Stevens, (1907), 151.
[184] Woodruff (1878), 405.
[185] Sterling, *Pictorial History*, 134–135.
[186] Stevens, (1907), 151.

The original Route 66 cut north-south through Joliet Township and the City of Joliet. The construction of the Lincoln Highway and Route 66 spurred the development of roadside travel facilities. Travel lodges, restaurants, and service stations were established along the newly built highway corridors and began to reshape the landscape of rural Joliet Township.

The growth and change in the United States economy after World War II affected the development of Joliet Township. National corporations saw the benefits of Joliet's low taxes, availability of labor, ample transportation network, and proximity to high-volume markets such as Chicago. By 1968, ninety percent of the area's largest employers were national corporations with branch manufacturing plants in Joliet.[187] In addition, the Joliet Arsenal, built in 1940 in response to the nation's need for large-scale weapons production, introduced chemical and munitions-related industries to the Joliet area. By 1954, there were over two hundred manufacturing and processing plants in the township. Petrochemical refineries, construction material suppliers, agriculture and mining equipment, and chemical weapon producers were the chief employers. Prominent locally-based industries included Joyce Bottling, the regional distributor of 7-Up; Gerlach-Barklow Company, printer of calendars and greeting cards; and various wallpaper manufacturers. The rapid development of jobs was met by an equally rapid boom in population. Between 1940 and 1950, the population increased 21.8 percent, the biggest percentage growth since the 1890s.[188]

The passing of the Interstate Highway Act in 1956 led to the construction of I-55, approximately three miles west of Joliet Township, and I-80, which runs east-west through the center of the township. Joliet was at the convergence of two interstate highways and was able to re-affirm itself as a distribution center for the Chicago area. New manufacturing industries and commercial developments, which required large facilities and direct access to transportation routes, were located along the interstate highways. However, unlike previous manufacturing industries that set up within Joliet city limits, the new industrial boom opted for sites in Joliet Township and other rural areas of Will County. The population growth had a similar pattern of sprawl. Throughout the 1950s, the population of Joliet suburbs increased forty-nine percent.[189]

By 1968, petroleum refineries, like Uniroyal Tire and Texaco, had moved into the region and become leading employers. By 1951, the Blockson Chemical Company, later acquired by Olin Mathieson, was a major producer of chemical weapons in the United States and opened a uranium refining plant in Joliet. Material Service, Ruberoid/GAF, and Johns-Manfield provided construction materials for the Chicago area and employed nearly 1,000 people each. Industry relied on local stone and petroleum resources as well as transportation routes. Caterpillar Tractor Company used the township's proximity to mining and agricultural resources to its advantage by opening a large plant in 1951 to manufacture and develop scrappers, coal hoppers, and other agriculture and mining related machinery.

Rebirth of a City

An economic downturn in the early 1980s was detrimental to the economy of Joliet. Combined with stiff competition from overseas companies, the strong manufacturing base began to crumble and the unemployment rate soared to nearly 25 percent.[190] The completion in 2007 of a third interstate, I-355, which directly linked Joliet to Chicago's western suburbs, rejuvenated the township as a transportation hub. The resurgence of the Joliet economy not only included manufacturing but was diversified to include centers of entertainment and retail distribution areas.

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[187] Joliet Region Chamber of Commerce *1968 Directory of Manufacturers*, 47.
[188] *Seventeenth Census of the United States: 1950* (United States Department of Commerce, Bureau of the Census).
[189] Sterling, *Pictorial History*, 134–135.
[190] Jane A. Hardick. "Suburbanization and Annexation since 1930," in *Time and Place in Joliet: Essays on the Geographical Evolution of the City*, (Chicago: University of Chicago, 1988), 107.

In the late 1980s, Illinois passed legislation to permit licensed riverboat gambling. Joliet saw its location on the Des Plaines River as an opportunity to garner a gambling license and invigorate the downtown business district. By 1993 the Empress and Harrah's Casinos were in full operation and helped bring income to the financially-troubled city.

In 1998, the Route 66 Raceway was opened as a drag racing strip amidst the farmsteads of southeast Joliet Township. The raceway has since undergone rapid expansion to include a one-and-a-half mile track with support facilities. The track is a major tourist attraction for car racing fans in the Chicago area and hosts regular competitions throughout the summer months.

In recent years, national retailers have established large warehouses along highway and interstate corridors to serve as distribution centers for their Chicago area stores. Construction of these multi-acre warehouse structures has been concentrated in rural Joliet Township where land is affordable, taxes are low, and residential and industrial development are increasing rapidly.

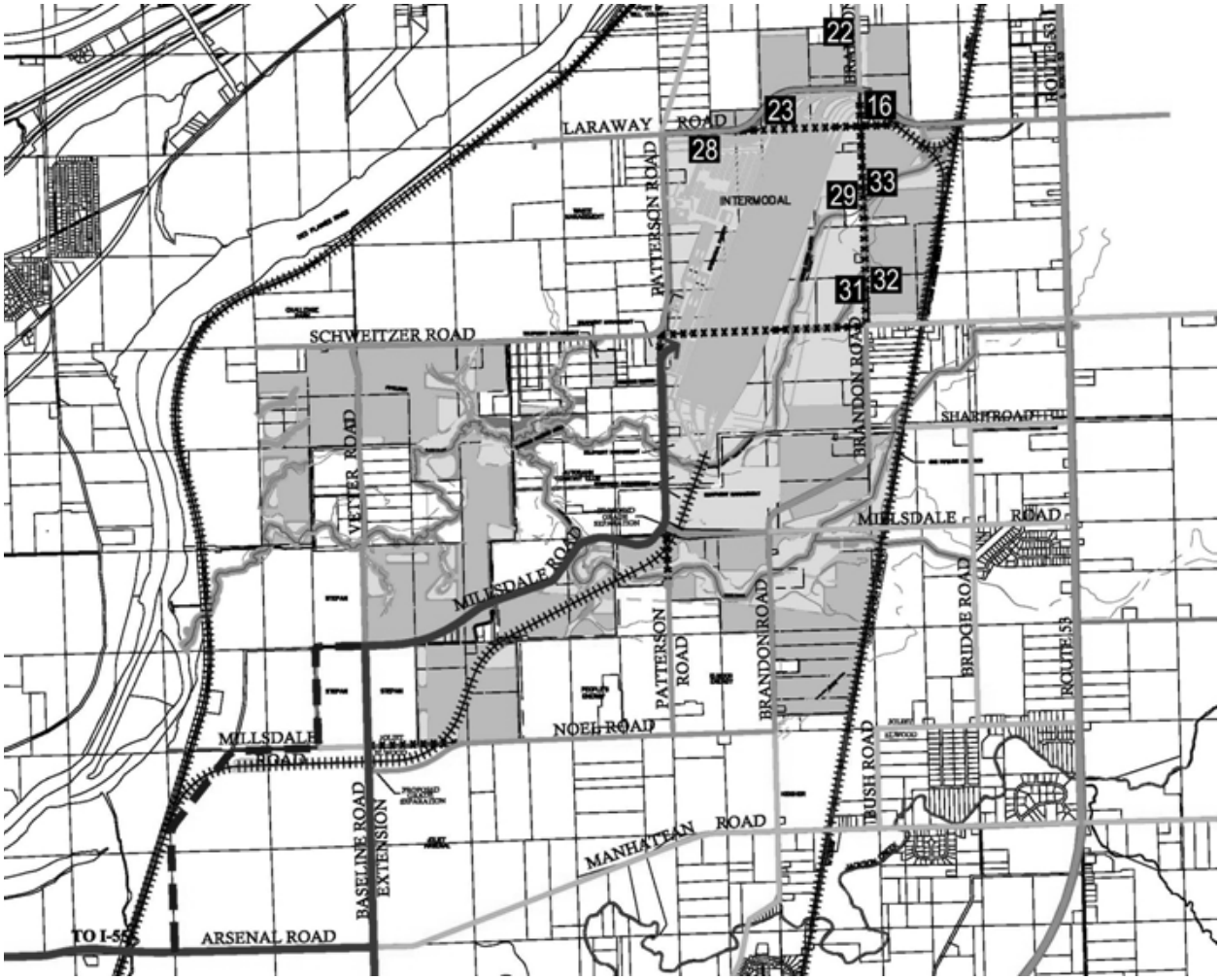
Joliet Township has been dependent on its status as a transportation hub. Its location, at the convergence of numerous waterways, railroads, highways, and interstates has been responsible for Joliet's transition from a rural agrarian society to an industrial city and now a distribution center. The evolution of the transportation network and alteration of the economy have been reflected in the development of the Joliet from a rural settlement to a central business district and now a sprawling suburban community.

Two examples of the industrial uses common in Joliet Township. Left: The Gallagher Asphalt Corporation plant in section 29. Right: A former stone quarry in section 28.

Among the contemporary urban and industrial developments that have altered the formerly agricultural landscape of Joliet Township is the CenterPoint Intermodal Center North. This intermodal center, which will allow transfer of shipping containers between rail and truck modes of transportation, is proposed to occupy section 32 of Joliet Township and adjoining section 5 of Jackson Township. The intermodal center and 14.2 million square feet of associated warehouse and industrial development will affect the southwest corner Joliet Township and the northwest area of Jackson Township, if the site is built up as proposed over the decade of the 2010s. In Joliet Township, the intermodal center development as already resulted in the demolition of several farmstead sites in sections 31, 32, and 33, with more demolitions anticipated. The sites demolished prior to this survey include 1988 survey sites No. 31-01, 31-02, 32-01, and 32-04. Sites included in this survey that are likely to be demolished or otherwise impacted include sites 16, 23, 28, 29, 31, 32, and 33. The road network will also be affected, with the proposed removal of Brandon Road between sections 32 and 33, the removal of Schweitzer Road along the south edge of section 32, and the re-routing of Laraway Road in a curved route through the southern portions of sections

28 and 29. Also, a rail connection is proposed from the Union Pacific Railroad in section 33 into the intermodal site.

In late 2008, the former Offerman School, site 28 in the present survey, was relocated to make way for the intermodal development, and as of this writing, the future permanent site and preservation of this historic one-room school is uncertain. Also, the reconstruction of Laraway Road onto a new route and removal of Brandon Road began in late 2008.



Transportation plan of the CenterPoint Intermodal Center prepared by Ruettiger, Tonelli & Associates, Inc., Joliet and Naperville, Illinois. Bold lines indicate new or existing roads to be upgraded for truck traffic. Primary truck access will be through Jackson and Channahon Townships to Interstate 55 via Millsdale Road, Baseline Road Extension, and Arsenal Road, marked by the dark bold line. Existing roads to be removed in Joliet Township near the top of the figure are marked by X's. Joliet Township sites documented in the present survey are shown at the upper right corner of the plan.

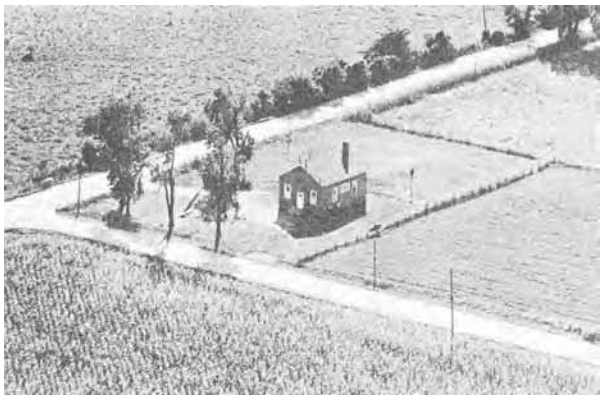
Joliet Township Schools

The first schools in Joliet Township were associated with the settlement of Juliet in the mid-1830s. Classes were held in various rented spaces as early as 1835. Public schools were part of the responsibility of the newly chartered City of Joliet from 1852. The 1857 charter for the city provided that the city be divided into two districts, one on the west bank of the Des Plaines River and one on the east bank, which undoubtedly reflected the existing school division in the village prior to that time. Not until 1880 would the districts be combined under one superintendent.[191] In the two decades from 1880 to 1900, the City of Joliet erected sixteen new elementary schools around the rapidly expanding city, for a total of twenty-five public schools in the city by 1900. All of these were masonry multiple classroom buildings.[192]

By the 1920s, there were eight districts with thirty-four schools in Joliet Township. Six of these districts were rural one-room schoolhouse districts. These included the following schools: District 78, the Offerman School in the northwest quarter of section 32 (later consolidated into Laraway District 70); District 79, the Wilhelmi School in southeast quarter of section 28 (later consolidated into Laraway District 70); and District 81, the Union School in southeast quarter of section 24. The former Offerman School building was converted for residential use and still exists, however, the one-room schoolhouse was relocated in late 2008 and its future is uncertain. See discussion of site 28 in the present survey on page 115 below. The other three schoolhouses were located in the southwest quarter of section 5, the southwest quarter of section 23, and the northwest quarter of section 35. These last two schools, the Rosehill and Rehn Schools, both closed in 1948. The school in section 5 had already been closed prior to 1948.[193]

Laraway Community Consolidated District 70 was established in 1953, replacing three one-room schoolhouses in the southern Joliet Township and northern Jackson Township. The new Laraway School was constructed in 1954 on Laraway Road in section 28, and the Oak Valley School was constructed in the early 1960s in the Preston Heights subdivision in section 27. The limited growth in enrollment that has occurred in this district since its establishment has been accommodated by additions to the two schools; no new campuses have been constructed. This district covers most of sections 26 through 36 in Joliet Township as well as northern portions of Jackson Township.

One of the one-room school house districts of Joliet Township has survived as an independent elementary district to the present day. The former Union School, located in section 24 at the corner of Cherry Hill and



[191] 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), 71–79.
[192] Ibid., 154–164.
[193] Ibid., 236–238.

Left: The new Laraway School, 1955. This school building has been expanded with several new additions and remains in use today. Right: The Union School faced Cherry Hill Road at the corner of Spencer Road. A new school building is now located on this site. Photographs from John Drury, This is Will County, Illinois *(Chicago: The Loree Company, 1955), 245.*

Spencer Roads, remained in use into the 1950s. The wooden one-room building was replaced by a new building on the same site after 1955, as enrollment increased from 25 students in 1948 to more than 200 students by the mid-1960s. Enrollment has remained basically stable in recent decades and was approximately 150 students during the mid-2000s. This district covers portions of sections 24, 25, 26, and 36 in Joliet Township as well as adjacent portions of New Lenox Township.

The Village of Rockdale School District 84 has a single eight-room classroom building constructed in the 1920s. This replaced a one-room rural school that existed in the nineteenth century in section 20 of Joliet Township. Several subsequent additions have expanded the size of this school. Current enrollment in the district is about 250 students. This district is centered on the Village of Rockdale in sections 19 and 20 of Joliet Township.

In the Joliet city schools, enrollment peaked at 7,857 students by the 1929–1930 school year. A number of new schools constructed in the 1920s remain in use today, including the T. E. Culbertson, Farragut, Forest Park, A. O. Marshall, Parks Cultural Studies, Taft, and Washington schools. With the onset of the Great Depression, enrollments began a steady decline, reaching a low of 5,710 students by 1947–1948. A number of smaller schools were closed during the 1930s but two new buildings, the M. J. Cunningham School and the J. M. Thompson School, were built circa 1936–1937. Both of these schools are still in use.

From 1948 to the mid-1960s enrollment continually increased, reaching 10,374 students by 1965. This growth in enrollment led to the construction of many new school buildings, including Pershing School in 1950–1951; Edna Keith, Marycrest, Raynor Park, and Reeds Wood Schools in 1956; Samuel Gompers School and G. N. Hufford School in 1957; Sandburg School in 1961; Eisenhower School in 1964; as well as numerous additions to existing schools in the district. By 1965, the district included twenty-six schools.[194] In the later part of the 1960s, additional schools were built including Woodland, Dirksen Junior High, and Thomas Jefferson Schools, and the John F. Kennedy administrative building. Since the 1960s, enrollment in the district has stabilized, and no new schools were constructed in the three decades from 1970 to 2000, and a number of older schools were closed.

In 2001, the district adopted a ten-year plan calling for additions at seven schools, construction of four new schools, and significant renovations district-wide. In 2003, Sator Sanchez and Lynne Thigpen Elementary Schools were opened, and the Marycrest School was reopened as a Childhood Center. New additions have been completed at Cunningham, Pershing, Farragut, and Woodland Elementary Schools.[195] Joliet School District 86 currently has twenty-two schools for students from early childhood to eighth grade. Total enrollment was 10,391 students in 2006.[196]

Joliet Township High School

The City of Joliet began to offer high school classes as early as the 1870s. The first students were graduated in 1874, with high school instruction becoming continuous by 1879.[197]

A city high school building was built in 1881 at the corner of Webster and Ottawa Streets in downtown Joliet. In 1899, a township high school district was established, which absorbed the earlier City of Joliet high school. The township Board of Education had a new high school built on the east edge of downtown, at the corner of Eastern Avenue and Jefferson Street. This building was completed in 1901 and remains in

[194] Ibid., 255–262.
[195] <http://www.joliet86.will.k12.il.us>
[196] Ibid.
[197] Farrington, 78–79.

use as the central campus of Joliet Township High School. Almost immediately, the high school needed space for expansion, and various lots were acquired to the north, east, and south of the original building beginning in 1909. In 1915, an addition was built onto the east side of the school, facing Herkimer Street. Enrollment by this time had reached 1,100 students. Also, by 1919, the school board asked the city council to vacate the former Van Buren Street right-of-way across the school district property.[198] Later additions to the central high school were built in 1922, 1924, and 1931.[199]

New state legislation in 1949 sought to consolidate all areas of the state into high school districts. In 1951–1952, the Joliet Township High School District expanded to include large areas of Troy, Jackson, and Channahon Townships and western New Lenox Township.[200] Today, all of Joliet Township and much of Troy Township is served by the Joliet Township High School District. Portions of southwestern Troy Township are served by the Minooka Community High School District.

With the increased area of the district and the growing school-age population, the original high school building had become overcrowded by 1960. With strong growth foreseen, two new high schools were constructed in 1963–1964. The east campus was constructed on Mills Road in section 23 of Joliet Township. The west campus was constructed at the southwest corner of Glenwood and Larkin Avenues in section 7 of Joliet Township.

Joliet Township High School on Jefferson Street in Joliet. Photograph in the collection of the Joliet Township High School Archives Committee, <www.jths.org>.

On August 12, 1982 the Joliet Township High School Central Campus was placed on the National Register of Historic Places. With enrollment declining in the 1980s, the decision was made to close the east high school campus in 1983. The former east campus was sold to the federal government and has served as the Joliet Job Corps Center of the Department of Labor since that time. In the current decade, high school enrollment has begun to increase, and new additions were built at both the west campus and central campus in the mid-2000s.

[198] Ibid., 136–144.
[199] Joliet Township High School Archives Committee, <www.jths.org>
[200] Farrington, 240.

Joliet Township Cemeteries

There are two rural cemeteries dating back to the early settlement of Joliet Township, the Zarley and the Oakwood cemeteries. Each of these provides the resting place for significant figures in the development of the township. The Oakwood Cemetery also contains a significant archeological site that predates the founding of Joliet Township.

Zarley Cemetery

Zarley Cemetery (also known as Des Plaines Cemetery) is located in Section 21 on the southwest side of Patterson Road, north of Brandon Road. The cemetery has over 190 marked burials including founding settlers Reason Zarley and William Bisland, with the earliest tombstone dated 1831. Burials in the historic cemetery ceased in 1957.

Left: Wood sign denoting the location of the Zarley Cemetery. Right: Two gravestones within the Zarley Cemetery dating from the 1890s.

Oakwood Cemetery

Oakwood Cemetery is located in Section 11 on Cass Street in the City of Joliet. The cemetery was incorporated in 1855. Stone and marble monuments mark the final resting place for many of Joliet's founding fathers. Historic stone piers and iron gates denote the entrance to the cemetery. A 1,000-year-old Woodland Indian burial mound is located on the cemetery grounds. Once described as "eight feet high", the four foot mound underwent excavations conducted by the University of Chicago in 1928. Along with the skeletal remains of over three hundred persons, the excavation team uncovered ancient tools, ornaments, and weapons. The mass burial is believed to be a result of a great number of sudden deaths heaped into a pile and covered with earth.

Above Left: Stone entry gates to the Oakwood Cemetery. Above Right: Overview of the cemetery landscape. Below Left: Gravestone of Robert Stevens, early settler of Joliet Township. Below Right: Gravestone monument overlooking the Hickory Creek ravine.

Potential Landmarks in Joliet Township

Due to the extensive contemporary development which has occurred in most of Joliet Township, no potential historic districts have been identified as part of the present survey. Evaluation of the potential for historic districts within the City of Joliet was beyond the scope of this study.

Individual Landmarks
Throughout the survey, there are a number of individual sites that have clear potential for local landmark status. These sites and other notable farmsteads are discussed individually in the following section. Some of these sites may also have the potential for National Register nomination after additional research. It is clear from the limited research performed for this survey that a few of the sites listed below would likely be considered eligible for listing on the National Register of Historic Places. This does not mean that other sites are not eligible; merely that further study is required before a determination of eligibility could be made.

Will County landmark eligible properties include the following:

Joliet Township
- Site 28 PIN No. 07-32-100-002 Offerman School (page 115)
- Site 45 PIN No. 07-36-100-009 Laraway Farmstead (page 108)
- Site 51 PIN No. 07-34-100-007 2430 S. Chicago Street

The following properties are historically distinctive but are not included in the list of Will County landmark eligible properties because they are located within the incorporated limits of the City of Joliet:

City of Joliet
- Site 6 PIN No. 07-24-400-036 Mapps–Fumagalli Farmstead (page 107)
- Site 7 PIN No. 07-24-400-005 Link Farmstead (page 113)

These properties, as well as other farmsteads associated with prominent families in Joliet Township, are discussed in detail beginning on page 107.

The following table lists all farmsteads and sites included in the survey area of Joliet Township and each sites potential for landmark designation and includes photographs of the house and barn on each site and other noteworthy information as available. Two other tables list farmhouses with type and major barns with type. The ID numbers listed on the tables correlate to the maps included in Appendix C.

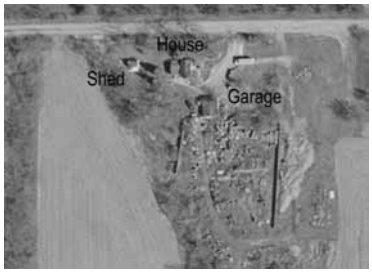
Table 1A Surveyed Farmsteads and Related Sites

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
3	07-01-100-006	W. Rosalind Street	**Sievert Farmstead**	Non-contributing

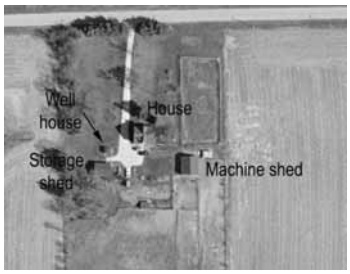
Also includes house at 1720 W. Rosalind Street, PIN No. 06-01-100-014

4	07-01-100-022	W. Rosalind Street	**Sievert Farmstead**	Non-contributing

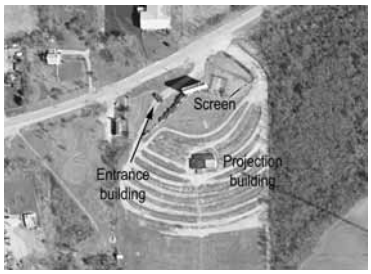


Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
2	07-01-200-024	Rosalind Street	**Lynam Maloney Farmstead**	Non-contributing



1	07-01-307-004	Maple Road (U.S. Route 6)	**Hill Top Drive in Theater**	Not assessed



Constructed 1940 per assessor

48	07-02-200-001	Cutter Avenue	**Winke Gould Farmstead**	Contributing

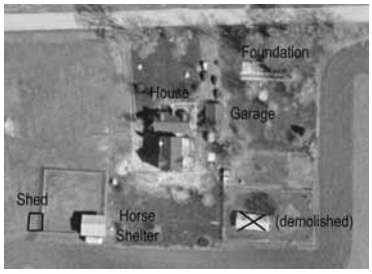
1918 directory: Forest Park Dairy Farm

Joliet Township

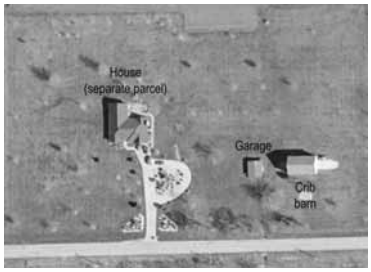
ID	PIN	Street Name	Name	Landmark Potential
5	07-24-106-010	Mills Road	**Rudd McNally Farmstead**	Contributing

This farmstead was apparently newly developed by David Rudd in the early 1900s. By the 1940s, this farmstead had been acquired by Harry G. McNally.

10	07-24-200-016	New Lenox Road	**Murphy Farmstead**	Non-contributing

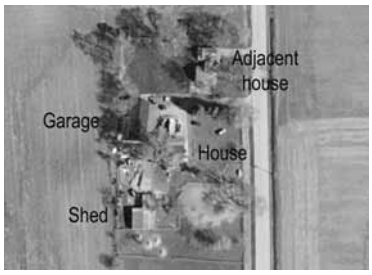


8	07-24-300-047	Spencer Road	**Nobles Farmstead**	Contributing



Joliet Township

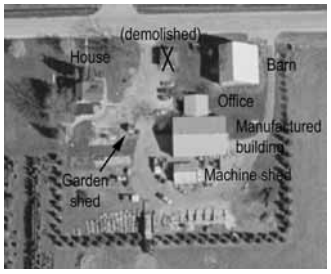
ID	PIN	Street Name	Name	Landmark Potential
7	07-24-400-005	Cherry Hill Road	**Link Farmstead**	National Register potential



1860 census lists Andrew and Sarah Link, native of New York State, existing house likely built for Link family.
1918 directory lists Lloyd Bettenhausen as residing with his father, William H. Bettenhausen, in section 30 of Green Garden Township.

Farmstead outbuildings located on parcel adjacent with PIN No. 07-24-400-010

6	07-24-400-036	Mills Road	**Mapps Fumagalli Farmstead**	Local landmark potential



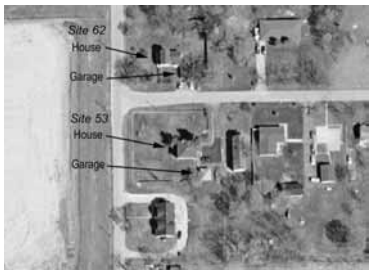
Illustrated on plate 63 of 1873 atlas.
Robert H. Mapps of Pennsylvania purchased this farmstead by 1860s. By 1918, farmstead acquired by Charles Fumigalli.

52	07-24-400-037	Mills Road		Contributing

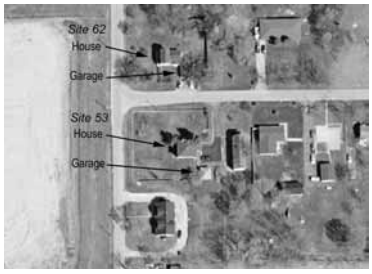
The 1939 aerial photography clearly shows that this house was not at this location. Architecturally, it is clearly an nineteenth century building. The house has been relocated, but its original location is unknown.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
62	07-26-103-022	S. Rowell Avenue		Contributing



53	07-26-106-001	S. Rowell Avenue		Contributing

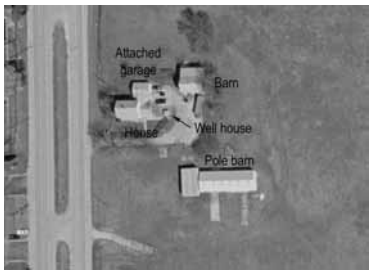


63	07-26-106-023	S. Rowell Avenue		Contributing

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
14	07-27-207-027	S. Rowell Avenue	**Goodspeed tenant farmstead**	Contributing

15	07-27-300-003	S. Chicago Street (Illinois Route 53)	**John P Wilhelmi Farmstead**	Contributing



Per federal land sales records, this property purchased by Alexander J. Flack in 1852.
1918 directory lists J. [John] P. Wilhelmi, resided in county since 1865.

17	07-28-108-001	Zurich Road	**Boyd Farmstead**	Contributing

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
50	07-28-108-003	Zurich Road	**Boyd Farmstead**	Non-contributing

see site 17

18	07-28-201-012	Zurich Road	**arley Haldeman Farmstead**	Contributing

Per federal land sales records, this property purchased by Reason Zarley in 1835. No structures survive from Zarley s time.

This property consists of the historic outbuildings of the farmstead. See site 20 for the historic house.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
20	07-28-214-009	Zurich Road	**arley Haldeman Farmstead**	Contributing

Per federal land sales records, this property purchased by Reason Zarley in 1835. No structures survive from Zarley s time.

This property consists of the historic house of the farmstead. See site 18 for the historic outbuildings.

16	07-28-300-010	Brandon Road	**Mathias Wilhelmi House**	Contributing

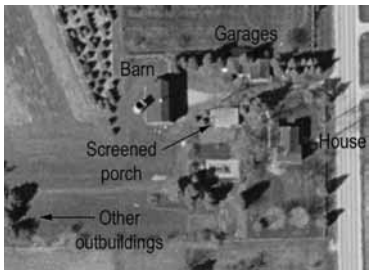
1918 directory lists Mathias J. Wilhelmi, residence in county since 1867.

Demolition imminent for CenterPoint development.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
49	07-28-402-001	S. Chicago Street (Illinois Route 53)		Non-contributing

22	07-29-400-003	Brandon Road	**Wilhelmi Whitler Farmstead**	Contributing



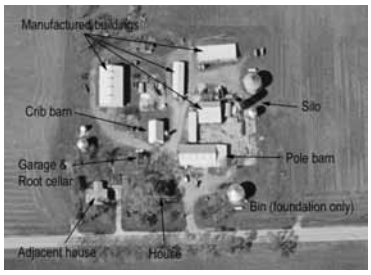
Per federal land sales records, this property purchased by William Hadsell in 1848.
1918 directory lists Fred C. Wilhelmi and his wife Celia Fries, tenant at the "Prairie View Poultry Farm" owned by his father J. G. Wilhelmi. Resided in county since his birth in 1894.

21	07-29-400-004	Brandon Road	**J G Wilhelmi House**	Contributing

Per federal land sales records, this property purchased by William Hadsell in 1848.
1918 directory lists J. G. Wilhelmi, his wife Emma Richter, and their children Richter, Carl J., Fred C., and Clarence. "Prairie View Poultry Farm." Resided in county since his birth in 1864.

Joliet Township

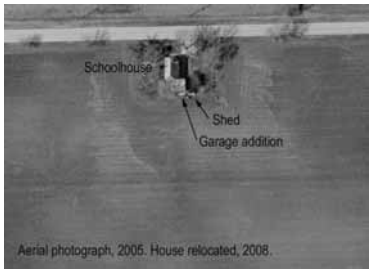
ID	PIN	Street Name	Name	Landmark Potential
23	07-29-400-024	W. Laraway Road	**Fries Wilhelmi Farmstead**	Contributing



Per federal land sales records, John Schneider was one of the original purchasers of this property in 1848. The farm had been sold by the late
1870s.

Demolition imminent for CenterPoint development.

ID	PIN	Street Name	Name	Landmark Potential
28	07-32-100-002	W. Laraway Road	**Offerman School**	Local landmark potential

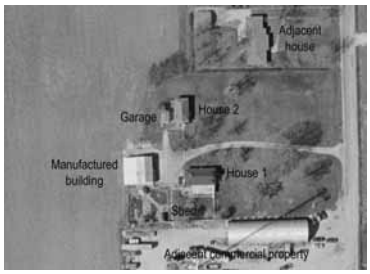


Former one-room schoolhouse, constructed circa 1920s, adapted for residential use in the 1950s.

To accommodate CenterPoint development, relocated in late 2008. Permanent future site is undetermined.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
29	07-32-200-008	Brandon Road	**Patrick Farmstead**	Contributing



Demolition imminent for CenterPoint development.

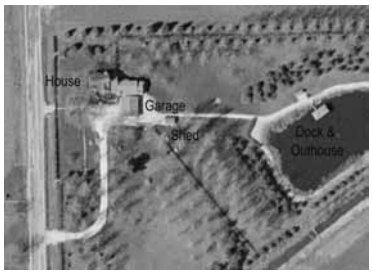
31	07-32-400-004	Brandon Road	**Leggero Farmstead**	Non-contributing

In the 19th century, this 40-acre plot was owned by the Korst family, who resided at the SW 1/4 of the SE 1/4 of section 31. This farmstead was developed only in the 1950s by the Leggero family.

Demolition imminent for CenterPoint development.

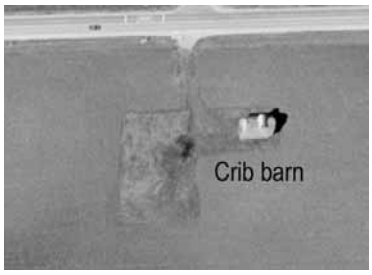
Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
33	07-33-100-003	Brandon Road	**Sing Farmstead**	Non-contributing

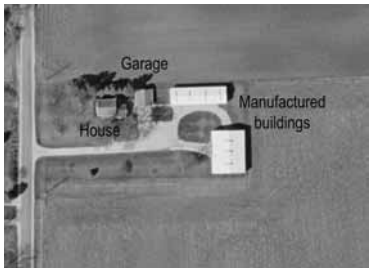


Demolition imminent for CenterPoint development.

34	07-33-200-017	W. Laraway Road	**Adler Farmstead**	Non-contributing



32	07-33-300-003	Brandon Road	**Kurt Wilhelmi Farmstead**	Non-contributing



1918 directory lists Frank S. Wilhelmi. He had resided in the county since 1874.

Demolition imminent for CenterPoint development.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
37	07-33-400-009	S. Chicago Street (Illinois Route 53)	**Fries Farmstead**	Non-contributing

Per federal land sales records, this property purchased by John Hibner in 1852.

51	07-34-100-007	S. Chicago Street (Illinois Route 53)		Local landmark potential

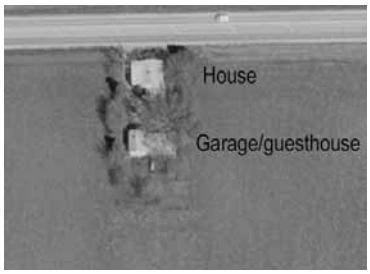
Contains historic Route 66 guest cabins and motel, constructed circa 1920s.

40	07-34-100-021	S. Chicago Street (Illinois Route 53)		Contributing

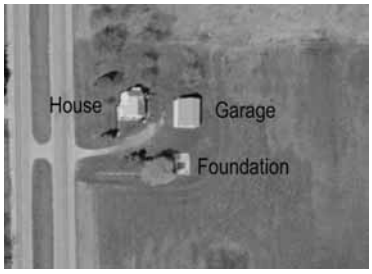
Contains historic Route 66 motel, constructed circa 1950s-1960s.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
41	07-34-100-026	E. Laraway Road		Non-contributing



39	07-34-101-002	S. Chicago Street (Illinois Route 53)	**ipf Farmstead**	Contributing



38	07-34-300-003	S. Chicago Street (Illinois Route 53)	**Barnes McDonald Farmstead**	Contributing

Nathaniel Barnes was born in Rockland County, New York, and acquired this farmstead in 1858. Barnes owned this site as late as 1893.

Detailed survey of rear outbuildings not available due to difficulty of access.

Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
43	07-35-100-004	E. Laraway Road	**Richards Farmstead**	Contributing

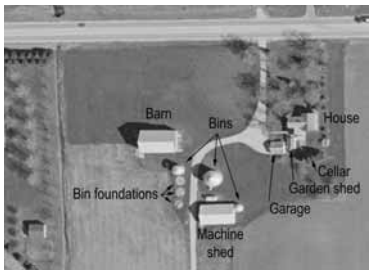
Per federal land sales records, this property purchased by Michael Tait in 1852. The farm was likely sold to Charles W. Richards circa 1876.

44	07-35-400-010	Schweitzer Road	**Wilson Stanton Farmstead**	Contributing

Per federal land sales records, this property purchased by Alex Kier in 1855.
House built 1892 per assessor

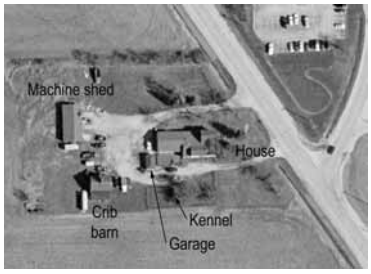
Joliet Township

ID	PIN	Street Name	Name	Landmark Potential
45	07-36-100-009	E. Laraway Road	**Laraway Farmstead**	National Register potential



Jonas Laraway settled this farmstead in 1852. Around 1900, Oscar W. Laraway inherited farmstead.

ID	PIN	Street Name	Name	Landmark Potential
47	07-36-200-015	Manhattan Road (U.S. Route 52)	**Lawler Farmstead**	Contributing



Crib barn has distinctive elevator housing.

Table 2A. Farmhouses

Joliet Township

ID	House Type	Style	Materials	
Date	*Significance*			
2	Cape Cod	--	**Foundation:**	Concrete block
1920s	*Non-contributing*		**Walls:**	Brick
			Roof:	Asphalt shingle
3	Ranch	--	**Foundation:**	Concrete block
1966	*Non-contributing*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
3	Ranch	--	**Foundation:**	Concrete block
1955	*Non-contributing*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
4	Gabled Ell	--	**Foundation:**	Concrete
1900s	*Contributing*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
5	Gable Front	--	**Foundation:**	Stone
1907	*Contributing*		**Walls:**	Synthetic shingle
			Roof:	Asphalt shingle
6	Gabled Ell	Greek Revival	**Foundation:**	Stone, concrete block
1860s	*Local landmark potential*		**Walls:**	Synthetic shingle
			Roof:	Asphalt shingle
7	Upright and wing	Italianate	**Foundation:**	Stone
1860s	*National Register potential*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
10	Cape Cod	Contemporary	**Foundation:**	Concrete
1993	*Non-contributing*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
14	Gabled Ell	--	**Foundation:**	Stone
1880s	*Contributing*		**Walls:**	Vinyl siding
			Roof:	Asphalt shingle
15	Four over Four	--	**Foundation:**	Stone
1910	*Contributing*		**Walls:**	Synthetic shingle / wood siding
			Roof:	Asphalt shingle
16	Bungalow	Craftsman	**Foundation:**	Concrete block
1922	*Contributing*		**Walls:**	Rolled asphalt
			Roof:	Asphalt shingle
17	Gable Front	Colonial Revival	**Foundation:**	Concrete
1920	*Contributing*		**Walls:**	Aluminum siding
			Roof:	Asphalt shingle

Joliet Township

ID		House Type	Style	Materials	
	Date	*Significance*			
20		Gabled Ell	--	**Foundation:**	Stone
	1890s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
20		Raised ranch	--	**Foundation:**	Concrete block
	1950s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
21		American Foursquare	Colonial Revival	**Foundation:**	Concrete
	1900s	*Local landmark potential*		**Walls:**	Stucco
				Roof:	Asphalt shingle
22		Gabled Ell	--	**Foundation:**	Concrete block
	1880s	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
23		Bungalow	--	**Foundation:**	Concrete
	1922	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
28		Schoolhouse	--	**Foundation:**	Concrete
	1920s	*Local landmark potential*		**Walls:**	Brick
				Roof:	Cement asbestos shingle
29		Bungalow	--	**Foundation:**	Concrete block
	1910s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
29		Bungalow	--	**Foundation:**	Concrete block
	1920s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
31		Ranch	Modernist	**Foundation:**	Concrete block
	1957	*Non-contributing*		**Walls:**	Aluminum siding / synthetic siding
				Roof:	Asphalt shingle
31		Ranch	Modernist	**Foundation:**	Concrete block
	1957	*Non-contributing*		**Walls:**	Aluminum siding
				Roof:	Asphalt shingle
32		Gable Front	--	**Foundation:**	Concrete block
	1900s	*Non-contributing*		**Walls:**	Aluminum siding
				Roof:	Asphalt shingle
33		Gabled Ell	Queen Anne	**Foundation:**	Stone
	1904	*Non-contributing*		**Walls:**	Vinyl siding, wood siding
				Roof:	Asphalt shingle

Joliet Township

ID		House Type	Style	Materials	
	Date	*Significance*			
38		Gabled Ell	--	**Foundation:**	Concrete block
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
39		Gabled Ell	--	**Foundation:**	Concrete block
	1880s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Cement asbestos shingle
40		Bungalow	Craftsman	**Foundation:**	Concrete block
	1927	*Local landmark potential*		**Walls:**	Wood shingle
				Roof:	Asphalt shingle
41		Bungalow	--	**Foundation:**	Concrete block
	1920	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
43		Ranch	--	**Foundation:**	Concrete
	1960s	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
43		Upright and wing	--	**Foundation:**	Unknown
	1870s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
44		Gabled Ell	--	**Foundation:**	Concrete block
	1870s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
45		Gabled Ell	Greek Revival	**Foundation:**	Stone
	1860s	*National Register potential*		**Walls:**	Brick
				Roof:	Asphalt shingle
47		Gabled Ell	--	**Foundation:**	Concrete
	1870s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
48		Ranch	--	**Foundation:**	Concrete block
	1940	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
49		Gabled Ell	--	**Foundation:**	Concrete
	1900s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
50		Gabled Ell	--	**Foundation:**	Concrete block
	1900	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle

Joliet Township

ID		House Type	Style	Materials	
	Date	***Significance***			
51		Gable Front	--	**Foundation:**	Concrete block
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
52		Upright and wing	Queen Anne	**Foundation:**	Concrete
	1860s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
53		American Foursquare	Colonial Revival	**Foundation:**	Concrete
	1900s	*Contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
62		I-house	--	**Foundation:**	Stone
	1870s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
63		Gable Front	--	**Foundation:**	Stone
	1915	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle

Table 3A. Barns

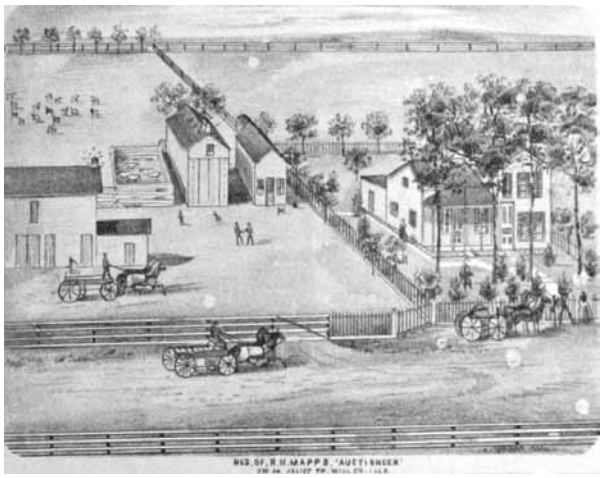
Joliet Township

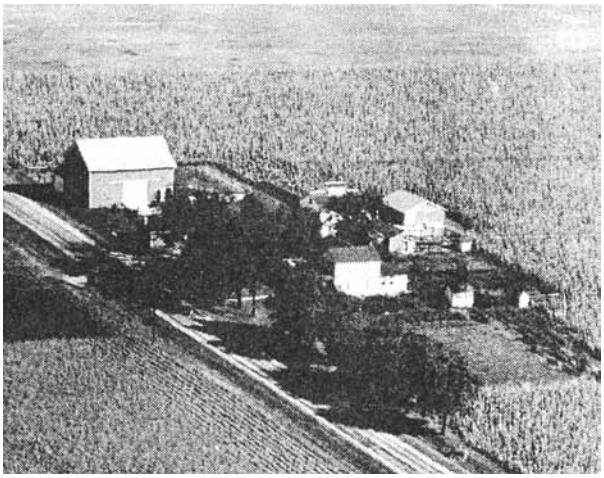
ID	Barn Type	Materials	
Date	*Significance*		
6	Three-bay threshing barn	**Foundation:**	Stone
1860s	*Local landmark potential*	**Walls:**	Rolled asphalt
		Roof:	Sheet metal
15	Plank frame barn	**Foundation:**	Concrete
1900s	*Contributing*	**Walls:**	Vertical wood plank
		Roof:	Shhet metal
22	Dairy barn	**Foundation:**	Concrete
1910s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
38	Dairy barn	**Foundation:**	Stone
1900s	*Contributing*	**Walls:**	Board and batten
		Roof:	Cement asbestos shingle
44	Three-ended	**Foundation:**	Concrete block
1910s	*Contributing*	**Walls:**	Board and batten
		Roof:	Sheet metal
45	Bank barn	**Foundation:**	Stone
1870s	*Local landmark potential*	**Walls:**	Sheet metal
		Roof:	Sheet metal
48	Dairy barn	**Foundation:**	Concrete
1900s	*Contributing*	**Walls:**	Sheet metal
		Roof:	Asphalt shingle

Notable Farmsteads in Joliet Township

Mapps–Fumigalli Farmstead ***Site 6 (PIN 07-24-400-036)***

Robert H. Mapps was born in Cumberland County, Pennsylvania, in 1819. He worked as a cooper (maker of barrels and similar wooden casks) in Pennsylvania and Ohio before moving to Joliet in 1846. By the 1860s, he had purchased this farmstead. In addition to farming, Mapps worked as a livestock auctioneer. He also served as School Director and Trustee from 1869 to 1878 for Joliet Township.[201] Robert's son John W. Mapps, born in 1859, married Margaret Grant in 1882 and took over his father's farming operations.[202] Robert Mapps died in the early 1900s, and by 1918, this farmstead had been acquired by Charles Fumigalli. The Mapps descendants continued farming in New Lenox Township. The farmstead remained in the Fumigalli family into the 1980s.





Top left: Illustration of the Mapps Farmstead in 1873 from the Combination Atlas Map of Will County *(Elgin, Illinois: Thompson Brothers & Burr, 1873), plate 63. Top right: View of the farmstead in 1955 from John Drury,* This is Will County, Illinois *(Chicago: The Loree Company, 1955), 252. The crib barn visible in the 1873 atlas view still existed at this time. The existing barn is visible at left. Bottom left: The house on the site was remodeled after 1873 to include a full second floor, changing the house type from upright and wing to gabled ell. Bottom right: The three-bay threshing barn on the property also dates to after 1873.*

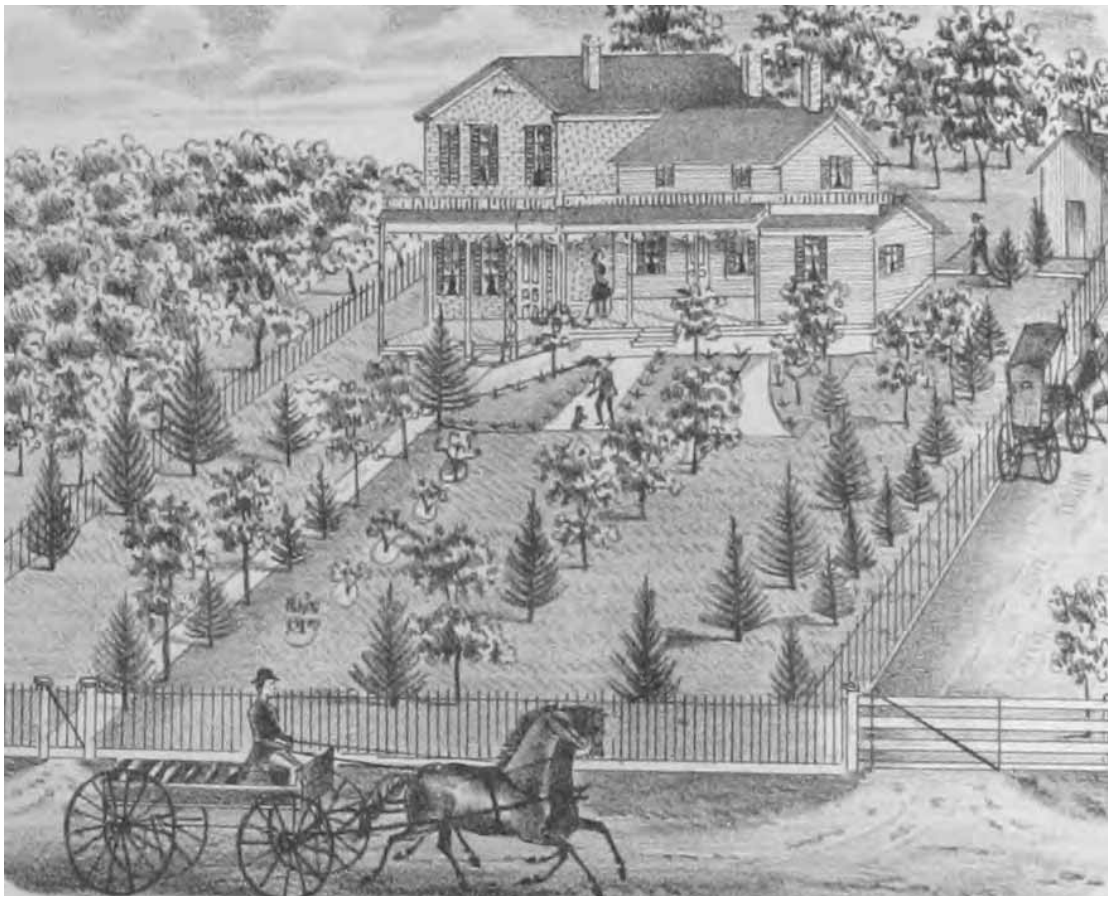
[201] Woodruff (1878), 699.
[202] *Souvenir of Settlement and Progress* (1884), 322.

Laraway Farmstead ***Site 45 (PIN 07-36-100-009)***

James and Elizabeth Laraway came from Oneida County, New York, to Joliet in 1852 with several of their sons. James died in 1856 and Elizabeth died in 1859.[203] Among their sons, Jonas Laraway settled this farmstead in section 36 and Charles Laraway had an adjacent farm in the northeast quarter of section 35.

The 1860 census lists Charles Laraway, age 29 and his wife Nancy, age 25, both born in New York, and their children Albert, George, and Charles, all born in Illinois. Children born to the couple after 1860 included Russell, Marion, John, and Arthur. The 1860 census also lists Jonas Laraway age 37 and his wife Clarissa, age 33, both born in New York, and their children Clarissa and Lucius, born in Illinois. Clarrissa Laraway's mother, also named Clarissa, was residing with them. Another son, Oscar Wallace Laraway was born in 1862.[204]

Sometime around 1900, Jonas Laraway died, and Oscar W. Laraway and his wife Margaret inherited this farmstead. Their son, Oscar Robert Laraway, was born on the site and worked as an attorney in Joliet.[205] After Oscar and Margaret died in the 1920s, the farmstead was sold to the Eich family.



View of the house on the Laraway Farmstead in 1873 from the Combination Atlas Map of Will County (Elgin, Illinois: Thompson Brothers & Burr, 1873), plate 80. The earlier configuration of the house is visible in this view. A one-and-a-half story wood frame wing, possibly the first house on the site, is connected to a two-story brick house.

[203] *Portrait and Biographical Album of Will County, Illinois.* (Chicago: Chapman Bros., 1890), 683–684.
[204] August Maue, *History of Will County, Illinois* (Indianapolis, Indiana: Historical Publishing, 1928), 613.
[205] Maue (1928), 613.

Top: The brick house on the Laraway Farmstead is a relatively high-style example of Greek Revival architecture in the survey area. Since 1873, the front entrance has been shifted to the east end, the front porch has been altered, and the wood-frame wing has been replaced by a two-story brick wing. Bottom: The Laraway Farmstead also includes a large bank barn with a stone foundation.

Wilhelmi Family Farmsteads ***Site 15 (PIN No. 07-27-300-003)***
Site 16 (PIN No. 07-28-300-010)
Site 21 (PIN No. 07-29-400-004)
Site 22 (PIN No. 07-29-400-003)
Site 23 (PIN No. 07-29-400-024)
Site 32 (PIN No. 07-33-300-003)
Site 34 (PIN No. 07-33-200-017)

The Wilhelmi family is associated with seven sites in the present survey: 15, 16, 21, 22, 23, 32, and 34.

John Adam Wilhelmi was born circa 1824 in Hamburg, Germany, and was raised on a farm before immigrating to the United States in 1853. He established a farm in Jackson Township in 1856, and around 1867 he moved to the farm in section 29 of Joliet Township, sites 21 and 22 in the present survey. His wife Margaret died in 1890, and John Adam Wilhelmi died in 1896.[206] Among their children were J. G. Wilhelmi and Barbara, wife of John Korst, a farmer in Jackson Township.

J. G. Wilhelmi, the son of John Adam and Margaret Wilhelmi, was born in 1864 in Jackson Township. He apprenticed as a carpenter, eventually becoming a partner with Mr. Wagner. Among the buildings built by Wilhelmi & Wagner were a high school in Lockport, the German society hall on North Hickory Street on the west side of Joliet, and a one-room schoolhouse in Joliet Township (none of these buildings is known to survive today). In 1890 he married Emma Richter, with whom he had three sons by 1900, Richter A., Frederick C., and Clarence W. He resided on his father's farmstead on the Elwood Road (now Brandon Road), site 21 in the present survey.[207] The large American Foursquare style house on the site was constructed by Wilhelmi as his residence but also as an example to promote the quality of construction work his firm offered.

The 1918 directory lists the following Wilhelmi family members:

- J. G. Wilhelmi, his wife Emma Richter, and their children Richter, Carl J., Fred C., and Clarence. He owned the "Prairie View Poultry Farm," an 80-acre farm in section 29. He had resided in the county since his birth in 1864. His home is site 21 in the present survey.
- Fred C. Wilhelmi and his wife Celia Fries. He is listed as a tenant at the "Prairie View Poultry Farm," a 92-acre farm owned by his father J. G. Wilhelmi in section 29. He had resided in the county since his birth in 1894. His farmstead is site 22 in the present survey. Along with site 21, these two farmsteads were acquired by the Whitler family in the early 1950s.
- A. [Adam] J. Wilhelmi, his wife Catherine Korrell, and their children Florence, Marie, Fred. He owned 75 acres in section 28 and had resided in the county since 1864. His farmstead was near site 16 in the present survey, but no longer survives.
- Frank S. Wilhelmi and his children Elmer J., Louise. He owned 70 acres in section 33 and had resided in the county since 1874. His farmstead is site 32 in the present survey. This property is scheduled for demolition as part of the development of the CenterPoint intermodal shipping facility.
- J. [John] P. Wilhelmi, his wife Louise Boos, and their children Raymond, Joe, Theodore, Oscar, Herman, Louise, Julia, and Walter. He owned 110 acres in section 27 and had resided in the county since 1865. His farmstead is site 15 in the present survey, and by the 1920s he also owned site 34 in the present survey. Site 15 is in use as a residence, but only a crib barn survives at site 34.

[206] *Genealogical and Biographical Record of Will County, Illinois* (Chicago: Biographical Publishing Company, 1900), 611.
[207] Ibid., 611–612.

- Mathias J. Wilhelmi and his wife Lucy Pauley owned 5 acres in section 28 and had resided in the county since 1867. Their bungalow-style home is site 16 in the present survey. This property is scheduled for demolition as part of the development of the CenterPoint intermodal shipping facility.
- Walter Wilhelmi, his wife Helen Miller, and their daughter Mary Margaret. He was a tenant on 40 acres owned by Jake Eich and had resided in the county since 1892. No evidence survives of this farmstead at the southeast quarter of the southeast quarter of section 33, noted as Site No. 33-01 in the 1988 survey.
- The George M. Wilhelmi family and the J. Frank Wilhelmi family are also listed, residing in Jackson Township.

Farmstead site 15 has also served as a aircraft landing field, Wilhelmi Field, since the 1920s.[208]

Left: Site 21 in the present survey is the J. G. Wilhelmi house, built circa 1910s when his son Fred C. Wilhelmi took over farm operations. Right: Site 22 in the present survey is the farmstead acquired by J. G. Wilhelmi circa 1867.

Left: Site 15 in the present survey, the John P. Wilhelmi farmstead, has this plank frame barn. Right: This bungalow at the corner of Laraway and Brandon Roads was apparently built for Mathias J. and Lucy Wilhelmi circa 1910s. Demolition of this house has been proposed as part of the CenterPoint intermodal development.

[208] Sterling, *Transportation and Industry*, 98–101.

Rudd–McNally Farmstead ***Site 5 (PIN No. 07-24-106-010)***

This farmstead was apparently newly developed by David Rudd in the early 1900s. The property had been owned by the Rudd family since at least the 1860s; David Rudd's grandfather Erastus Rudd had come to Will County from Lafayette, Indiana, in 1841 and settled a farmstead in the northwest quarter of section 24, of which no evidence remains. David Rudd was born in 1878 on his father's farm, also in section 24 of Joliet Township.[209]

By the 1940s, this farmstead had been acquired by Harry G. McNally.

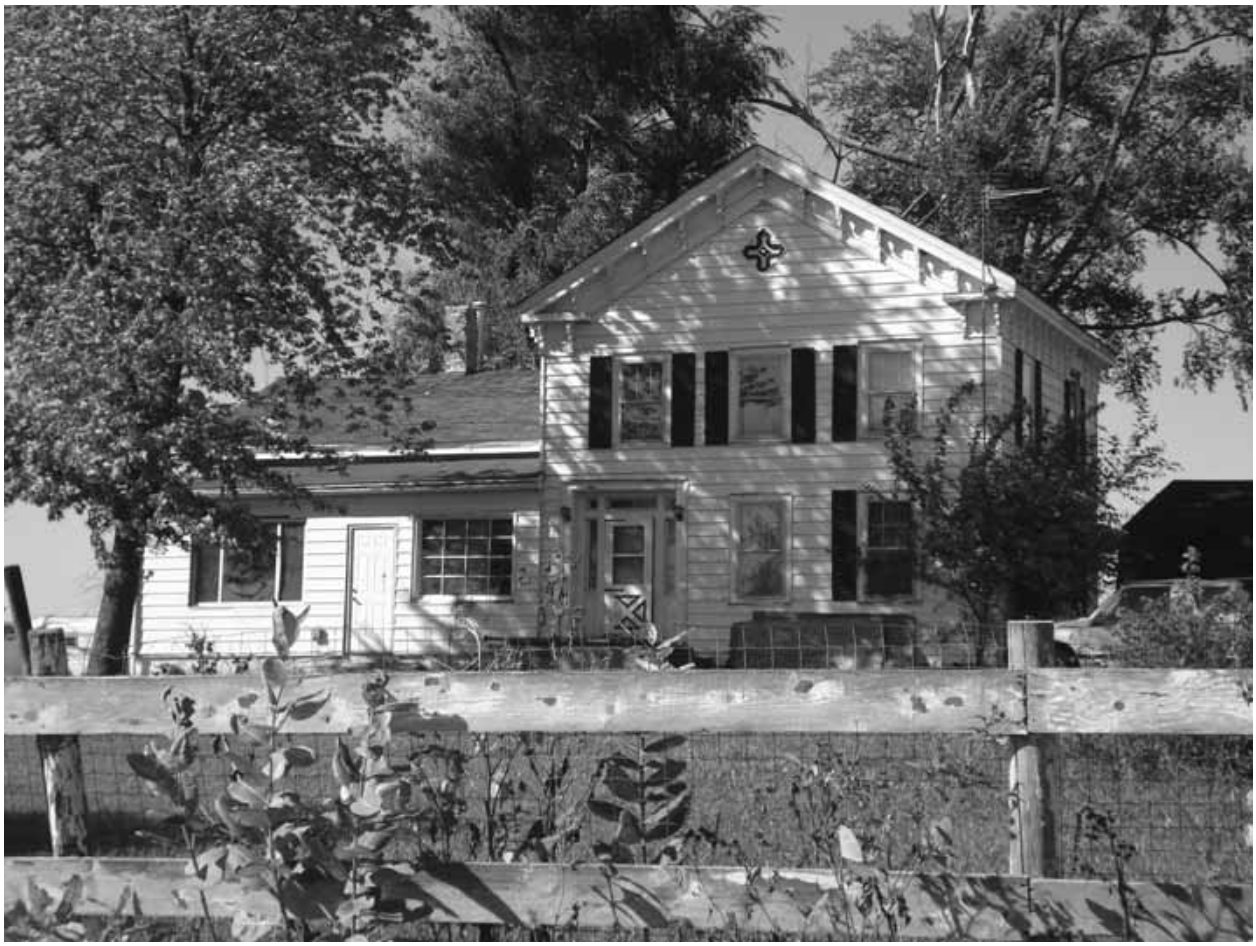
Left: The farmstead contains a gable front type 1-1/2 story house, likely built by David Rudd circa 1907 (date provided by Will County Tax Assessor.) Right: 1955 view of the farmstead from Drury. None of the historic outbuildings visible in this view survive.

[209] Woodruff (1878), 709, 710; Chapman Brothers (1890), 396–397.

Link Farmstead ***Site 7 (PIN No. 07-24-400-005)***

The 1860 census lists Andrew (aged 60) and Sarah (aged 58) Link as residents of Joliet Township; as shown on the 1862 plat map, this farmstead was their home. The Links were natives of New York State. The 1860 census also lists their son, Sylvester Link (aged 24) as a farmer residing with his parents. The existing house on the site was likely built for the Link family. No relationship between the Link family of this farmstead and the Link family of farmstead site 54 in section 32 of Troy Township (page 163) could be determined.

By 1884 as noted in the township directory, M. W. Hunt was the owner of this farmstead. It remained in the Hunt family until at least the 1920s. By the early 1940s, this farmstead had been acquired by Loyd Bettenhausen. Refer to the Green Garden Township survey report for a discussion of the Bettenhausen family.



Above: This upright and wing type house has noteworthy Italianate decorative elements including the quatrefoil attic window and bracketed cornice. This house likely dates to the 1860s, when the Link family resided here.

Barnes–McDonald Farmstead ***Site 38 (PIN No. 07-34-300-003)***

Nathaniel Barnes was born in Rockland County, New York in 1818. He farmed and raised stock in New York until moving to Joliet Township in 1858, when he acquired this farmstead. He eventually owned 160 acres. He was married to Mary Thiell and they had ten children, seven of whom survived to adulthood. Barnes served as School Director and Assistant Supervisor in the township.[210] Barnes owned this farmstead as late as 1893. As shown on the 1902 map of the county, this farmstead was owned by Thomas Baskerville at that time. By 1909, the property had been acquired by J. H. McDonald. McDonald descendants still own the property today.

Above left: The Four-over-Four type house on the site was likely built for the Barnes family. Above right: The large dairy barn on the property was likely built in the first decades of the twentieth century after the farm was acquired by the McDonald family. Below: The farmstead site also has a concrete block milk house, crib barn, grain bin, and a manufactured building. All of these outbuildings were likely built for the McDonald family.

[210] Woodruff (1878), 665; *Souvenir of Settlement and Progress* (1884), 299; Chapman Brothers (1890), 442–443.

Offerman School ***Site 28 (PIN No. 07-32-100-002)***

This former one-room schoolhouse, constructed circa 1920s, was adapted for residential use in the 1950s. The school was used until the completion of the new Laraway School in 1954. Refer to the discussion of Joliet Township Schools on page 79. In late 2008, this structure was temporarily relocated to make way for the new CenterPoint intermodal shipping facility. The future permanent site and reuse of this building is not known.

The Offerman School is a brick masonry building with a few Craftsman style details, such as the canopy over the main entrance. The original pattern of schoolroom windows is visible on the side elevation where a lighter color brick was used to reconfigure openings when the building was converted for residential use circa 1954. Also, a garage addition was constructed at the southeast corner of the building.

Historic Route 66 Motels ***Site 40 (PIN No. 07-34-101-002)***
Site 51 (PIN No. 07-34-100-007)

Two sites in the current survey include small motels. Both of these sites are located along present-day Illinois Highway 53, historically U.S. Route 66. Both of these sites consist of a single family home and multiple outbuildings housing the motel. Site 40 in the present survey is likely a post-World War II ear motel building. Site 51 in the present survey likely dates to the 1920s. As a rare surviving example of the motel building type, site 51 is considered to be eligible for local landmark status.

Left: The motel building at site 40 likely dates to the 1950s or 1960s. Right: The motel building at site 51 likely dates to the 1920s and is of greater historic interest. Below: A detail of the motel at site 51.

CHAPTER 6

TROY TOWNSHIP

Troy Township Developmental History

Troy Township is bounded by Plainfield Township on the north, Joliet Township on the east, Channahon Township on the south, and Seward Township in Kendall County on the west. The township includes the Village of Shorewood and the sites of the nineteenth-century Bird's Bridge and Grinton settlements. The DuPage River flows from the north to the south and bisects the township. Early accounts described the landscape as approximately 75 percent prairie, ideal soil for corn crops, with timber-lined areas along the river banks.[211]

The early success of Troy Township was dependent on its location along the DuPage River. Jedediah Woolley, Jr., and his partner Asa Chipman constructed a sawmill on the river in 1834. The water-powered mill was the first in Troy Township and one of the first in the county. The sawmill was influential in altering general construction practices in the area. After the establishment of the mill, buildings that had once been constructed of logs were constructed of lumber.[212]

The land sale of 1835 initiated immigration to and settlement in the township. Jedediah's father, Jedediah Woolley, Sr., made the first permanent settlement in Troy Township in 1835.[213] He was closely followed by farmers and pioneers, primarily from the New York area, seeking to claim their newly purchased land. Within three years, farmsteads had been established by D. C. Searles, Myron Spencer, James Paul, W. A. Dix, Alford McGill, Carey and William Thornton, Josiah Holden, Andrew and Marshall King, and Horace Haff. It is Haff, who relocated from Troy, New York and was one of the township's most prosperous farmers, who is credited with naming the township West Troy (the word "west" was later dropped from the name).[214] Dr. Alexander McGregor Comstock was an early pioneer who served a dual function as the first physician and preacher in the area.

The rapid settlement of the township was slowed by the financial panic of 1837 and subsequent depression.[215] It was not until the opening of the Illinois and Michigan Canal in 1848 and the prospect of increased railroad traffic that a wave of prosperity and development reached Troy Township. In 1849 the township was established as a precinct and voted J. H. Robinson to be its first supervisor. The Rock Island Railroad was completed in 1854 and extended from Chicago to the Mississippi River. The rail line cut through the southern portion of Troy Township and connected the farmlands to their markets. The quality of land and transportation network attracted an agrarian community. By 1860, Troy had a total population of 867, with over half of the work force identifying themselves as farmers. By 1880, when the Illinois and Michigan Canal reached its peak of operation, the population of the township was 1,035.[216]

William Grinton constructed a three-story water-powered flour mill in 1845.The mill was located in Section 15 along the DuPage River and nearby construction included two blacksmith shops, one wagon-shop, one horseshoe shop, and two saloons.[217] The establishment became known as Grinton (also called

[211] Woodruff (1878), 614.
[212] Ibid, 610.
[213] Ibid, 610.
[214] Ibid, 612.
[215] Ibid, 612.
[216] *Souvenir of Settlement and Progress* (1884), 450.
[217] Woodruff (1878), 615.

Grintonville or Grinton's Mill), even after William Grinton sold his mill to J. I. Mather.[218] The settlement established a post office in 1865.[219]

The McEvoy family started a sheep farm and wool mill by 1849. The business was located along the river and was successful until the textile industry made the local wool merchant's business obsolete.

Bird's Bridge, spanning the Illinois and Michigan Canal approximately five miles southwest of Joliet on the line between sections 33 and 34 in Troy Township, was named after Silas Bird who lived nearby.[220] A small grain elevator and warehouse was built by H. S. Carpenter in 1867, and the Bird's Bridge settlement developed at the location. A railroad siding on the Rock Island Railroad was constructed in the 1870s that facilitated growth of the settlement as a grain depot. [221]

In the late 1880s, use of the Illinois and Michigan Canal dramatically slowed, as more freight traffic shifted to the railroads. The canal was closed in 1933, following construction of the larger Chicago Sanitary and Ship Canal. For Troy Township, the promise of railroads never came to fruition as trains passed over the smaller community in favor of neighboring Joliet. The small settlements of Bird's Bridge and Grinton struggled and eventually failed. In 1876, the Grinton post office was discontinued and by the 1920s, plat maps identified the small settlement of Grinton as Troy, after the township.[222] Remains of the original Grinton settlement still exist along the river under the Route 59 bridge.[223] The identity of the Bird's Bridge community was lost when the post office was decommissioned in 1905.[224] Bird's Bridge was indicated on plat maps as a landscape feature until 1970, when mention of the site was discontinued. No trace of the settlement remains today.

At the turn of the twentieth century, Troy Township remained an agrarian community and became reliant on the City of Joliet, to the east, and Village of Channahon, to the south, to provide goods services, major transportation routes, and community and government infrastructure. Because of the limited urban development, Troy Township had maintained the timber-lined banks of the DuPage River and dense woodlands. These natural resources would provide the catalyst for future development in Troy Township.

The development of the automobile as an affordable, efficient, and enjoyable means of transportation gave Americans the freedom to travel beyond the limits of the railroad. The wooded landscape and tranquil setting of Troy Township was an ideal and convenient location for Chicago area residents looking for a weekend escape from urban life. In 1926, Albert H. Bruning purchased farmland from Richard and Anna Meyer, in Section 16, southwest of Troy settlement along the DuPage River. Bruning subdivided the property and constructed small summer cottages which he then sold to residents of Joliet and Chicago. A resort community soon developed in central Troy Township.

The success of Albert Bruning's rural retreat was aided by the completion of two highways that intersected at Section 16 and linked the community to larger urban centers. Route 66 was completed in 1938 and cut north-south through Troy Township. The popular highway provided a direct connection to Plainfield before terminating in Chicago. The road was replaced by Interstate 55 in the 1960s. U.S. Route 52 is an east-west road paved in the 1930s that links Troy Township to the City of Joliet.

[218] Ibid, 615.
[219] Stevens (1907), 380.
[220] Woodruff (1878), 614.
[221] Ibid, 614.
[222] Stevens (1907), 380.
[223] Gina Wysocki, *Digging Up the Dirt, the History and Mysteries of the Will County Poor Farm and Potter's Fields* (iUniverse, Inc., 2008).
[224] Stevens (1907), 294.

Interstate 80 through the southern portion of the township replaced U.S. Route 52 as the major east-west route in the 1960s.

In 1931, Bruning's resort community incorporated the Shorewood Beach Improvement Association to help maintain and improve the beaches, roads, parks, and bridges. The association was funded through the annual fees of residents. In 1957, the association was incorporated into a village. Although the community had been known as Troy for many years, the name could not be used because a Troy, Illinois, already existed in Madison County. Thus, the Village of Shorewood was incorporated with a population of 358 residents.

Following the incorporation of the Village of Shorewood, Troy Township developed quickly, with growth attributed to its natural resources and proximity to major highways and interstates The establishment of the Village of Shorewood and expansion of the City of Joliet and Village of Channahon into Troy Township have altered the economy of the township. Once an agriculture-based economy, recent industrial developments have benefitted from ample land resources, a developed interstate transportation network, and low taxes to create an industry-based economy. National corporations have built distribution and manufacturing plants along the major highways and interstate corridors to take advantage of Troy Township's proximity to the Chicago markets. Residential developers have cleared large expanses of land along the banks of the DuPage River and Illinois and Michigan Canal to construct new housing communities. The boom in development and construction threatens the rural agricultural structures and land use which represent the previous history of the township.

Troy Township Schools

A log schoolhouse was built on the Cary Thornton farm in Troy Township as early as 1836 or 1837 with Miss Rebecca Boardman presiding as teacher.[225] By 1860, the township had six schoolhouses, one of which is recorded as being a two-room brick building. As the population of the township grew, the schools also expanded, and by 1877 the number of schools in the township had peaked at ten, with one stone building and one brick building in addition to eight wood-framed buildings.[226]

The ten schoolhouses of Troy Township were as follows:[227]

- District 1 or 21 — Red Brick School at northeast quarter of section 26 on Mound Road. After 1951, this schoolhouse was converted to a residence. It was later destroyed by fire.
- District 2 or 19 — Rock Run School at southeast quarter of section 34 on present-day U.S. Route 6. After 1951, this schoolhouse was converted to a residence. The building still existed as late as the 1980s.
- District 3 or 22 — Troy Center School at northwest quarter of section 22, located at the present-day junction of Illinois Highway 59 and Interstate 55. The construction of the interstate required the relocation of the former schoolhouse to a new site; it was later destroyed by fire.
- District 4 or 26 — Sing School at northeast quarter of section 11
- District 5 or 18 — Link School at northeast quarter of section 32
- District 6 or 28 — Van Horne School (location unknown)
- District 7 or 24 — Kinney School at southwest quarter of section 17
- District 8 or 25 — Cronin School at southeast quarter of section 4, constructed circa 1863 on Black Road west of present-day Illinois Highway 59. The entrance vestibule was added in 1915, and the interior was significantly remodeled in 1936. It was used as residence in the 1950s and 1960s before being abandoned after 1969. In the late 1980s, the building was relocated to the site of the Joliet Community College and restored as a museum.
- District 9 or 20 — unnamed school (location unknown)
- District 10 or 23 — Ingoldsby School at northwest quarter of section 29

In later decades as the school age population declined, the schools were consolidated. There were seven active schoolhouses by 1920.[228] In 1949, Troy Community Consolidated District 30 was formed. At this time, only five of the one-room schoolhouses remained open, former districts 19, 21, 22, 25, and 26. The new Troy Shorewood School opened in January 1951 adjacent to several residential subdivisions in section 15, and all of the remaining rural schoolhouses in the township were closed. Only one of the historic schoolhouses is known to survive today, the Cronin School, which was relocated to the campus of Joliet Community College in section 22 of Troy Township in 1987.

[225] Woodruff (1878), 612.
[226] Farrington, 81–83.
[227] Originally, school districts were numbered consecutively within a township by date of their establishment. A new state law in 1901 required school districts to be consecutively numbered throughout each county. Thus the Troy Township districts became districts number 18 to 28. Refer to Carol Hanan, *The History of Troy Township and the Troy School District* [1988], manuscript in the collection of the Shorewood-Troy Public Library.
[228] Farrington, 166.

Left: The Link School (Will County District No. 18), circa 1940. Right: The Cronin School, 1985 photograph prior to its relocation. Both photographs are in the collection of the Shorewood-Troy Public Library.

The population of the township continued to grow in the second half of the twentieth century, and new elementary schools opened in 1965 (Troy Craughwell Elementary School) and 1971 (Troy Crossroads Elementary School). Both were located in the northeast part of the township, an area developed and annexed to the City of Joliet beginning in the 1960s.

In the last decade, rapid residential growth in the township has led to the construction of four new schools. Troy Heritage Trail Elementary School opened in 1996 in the east part of the township. This was followed by Troy Middle School and the district office building on Theodore Street in section 5 in 2001, and the William B. Orenic Intermediate School directly to the west in 2006. Most recently, Troy Hofer Elementary School was constructed in 2008, also in the northern part of the township (section 4).[229]

[229] Carol Hanan, "The History of Troy Township and the Troy School District," <www.troy30c.org>.

Bridges

Two historic elements related to bridges were identified in the survey area. In Section 16 of Troy Township, along the DuPage River, is an historic limestone bridge abutment. The bridge was replaced by a contemporary concrete structure to the west. The Essington Road bridge once crossed Rock Run is Section 1 of Troy Township. The intact bridge structure was relocated to a vacant farmstead where it currently resides.

One historic limestone bridge abutment survives to the east of the contemporary bridge where Seil Road crosses the DuPage River in Section 16 of Troy Township.

The former Essington Road bridge across Rock Run in section 1 of Troy Township was relocated to a vacant lot north of farmstead site 2. Although overgrown by vegetation, the bridge is intact and could be salvaged for reuse.

Potential Landmarks in Troy Township

Due to the extensive contemporary development which has occurred in most of Troy Township, no potential historic districts have been identified as part of the present survey. The potential for historic districts within the Village of Shorewood was beyond the scope of this study. In particular, a neighborhood survey of the oldest portions of the village is recommended, to identify structures related to the initial development of the vacation community by Albert Bruning in the 1920s and early 1930s.

Individual Landmarks

Throughout the survey, there are a number of individual sites that have clear potential for local landmark status. These sites and other notable farmsteads are discussed individually in the following section. Some of these sites may also have the potential for National Register nomination after additional research. It is clear from the limited research performed for this survey that a few of the sites listed below would likely be considered eligible for listing on the National Register of Historic Places. This does not mean that other sites are not eligible; merely that further study is required before a determination of eligibility could be made.

Will County landmark eligible properties include the following:

Troy Township

- Site 12 PIN No. 06-05-300-003 Meyer Farmstead (page 160)
- Site 21 PIN No. 06-19-100-002 Baltz–Bieth Farmstead (page 155)
- Site 37 PIN No. 06-30-100-004 Coulehan Farmstead (page 161)
- Site 54 PIN No. 06-32-200-005 Link Farmstead (page 163)
- Site 82 PIN No. 06-22-300-016 Nickel Farmstead

The following properties are historically distinctive but are not included in the list of Will County landmark eligible properties because they are located within the incorporated limits of the Village of Shorewood or the City of Joliet:

City of Joliet

- Site 2 PIN No. 06-01-300-022 Old Essington Bridge (page 123)
- Site 4 PIN No. 06-13-300-003 Will County Poor Farm (page 165)
- Site 6 PIN No. 06-14-100-004 Joliet Regional Airport (listed on the National Register, page 164)
- Site 7 PIN No. 06-03-200-038 Everton Farmstead

Village of Shorewood

- Site 26 N/A Seil Road Bridge Abutment (page 122)
- Site 63 PIN No. 06-21-200-027 Seil Farmstead

These properties, as well as other farmsteads associated with prominent families in Troy Township, are discussed in detail beginning on page 153.

The following table lists all farmsteads and sites included in the survey area of Troy Township and each sites potential for landmark designation and includes photographs of the house and barn on each site and other noteworthy information as available. Two other tables list farmhouses with type and major barns with type. The ID numbers listed on the tables correlate to the maps included in Appendix C.

Table 1B Surveyed Farmsteads and Related Sites

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
2	06-01-300-023	Black Road	**Cronin Tenant Farmstead**	Contributing

1850 census: Timothy Hays (age 40), born Ireland, and family.
Although owned for many decades by the Cronin (Cronan) family, this farmstead was apparently rented out.

7	06-03-200-038	Bronk Road	**Everton Farmstead**	Local landmark potential

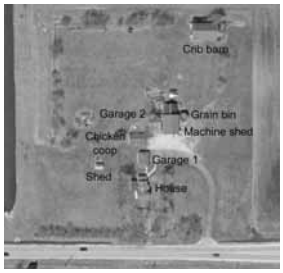
Crib barn formerly located south of garage has been demolished since 1988 survey.

8	06-04-200-028	Theodore Street	**Crumby Tenant Farmstead**	Non-contributing

Historic outbuildings seen in 1955 view have been demolished.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
10	06-04-400-036	Black Road	**Cronin Larkin Farmstead**	Contributing



1872 directory: John Cronan and Michael Cronan, farmers, residing at SE 1/4 section 4.

Main barn (visible in 1955 view) demolished since 1988 survey.

11	06-05-200-010	Theodore Street	**Harms Farmstead**	Non-contributing

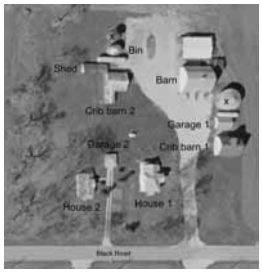
All buildings seen in 1955 aerial photograph have been demolished.

9	06-05-206-023	River Road	**Herath Tenant Farmstead**	Contributing

Primary historic outbuildings seen in 1955 view have been demolished.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
12	06-05-300-003	Black Road	**Meyer Farmstead**	Local landmark potential



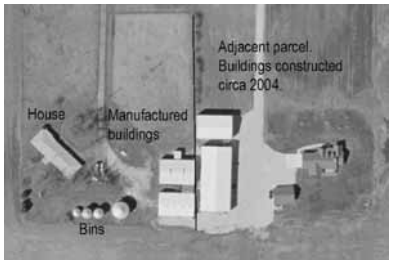
1850 census lists Richard Talbot, age 39, farmer, born Ireland, wife Mary (33), children all born Ill.: John (12), Ann (8), Robert (6), Edward (6), Mary (2), Catherine (2).

Two grain bins removed since 2005 aerial photography (marked with x on plan).

14	06-06-400-005	Black Road	**Lauterbach Farmstead**	Contributing

Grain bin removed since 2005 aerial survey photography.

71	06-07-200-002	Black Road		Non-contributing



Unchanged since 1988 survey.

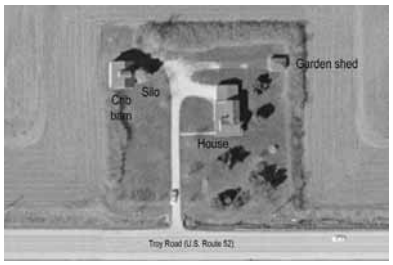
(2) new manufactured buildings, house, and garage built adjacent to east, 2004, PIN No. 06-07-200-003

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
15	06-07-300-004	County Line Road	**Brown Farmstead**	Contributing

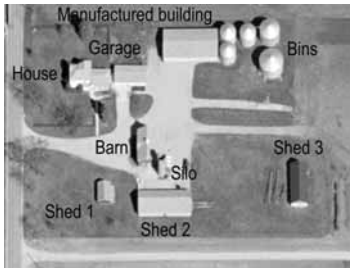
Historic view of farm provided by owner. Major barn visible behind house does not survive.

17	06-07-400-007	Troy Road (U.S. Route 52)	**Searles Offerman Farmstead**	Contributing



1888 directory also lists A. D. Searles, Jr., sec. 7 of Channahon Twp., 353 acres.

13	06-08-200-003	Black Road	**Meyer Farmstead**	Contributing



New house and manufactured building built southwest of this farmstead, circa 2003, address 25035 W. Black Road.

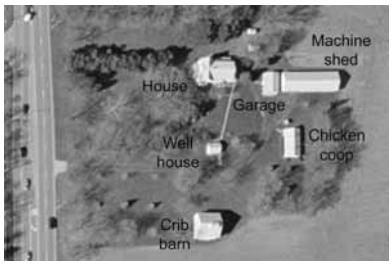
Troy Township

ID	PIN	Street Name	Name	Landmark Potential
19	06-09-300-014	W. Jefferson Street (U.S. Route 52)	**Searles Ruthenbeck Farmstead**	Non-contributing

1850 census: Joseph Reese, age 40, of Pennsylvania, and family including son Francis Reese, age 18.
1888 directory also lists John Ruthenbeck, 117 acres, sec. 15-21.

Outbuildings on separate parcel, PIN No. 06-09-300-013.

1	06-12-100-013	Essington Road	**Sing Farmstead**	Contributing



This farmstead site was likely developed by the Sing family in the first decade of the 1900s.
Gambrel roof barn visible in 1955 aerial view has been demolished.

4	06-13-300-003	McDonough Street	**Will County Poor Farm**	National Register potential

Troy Township

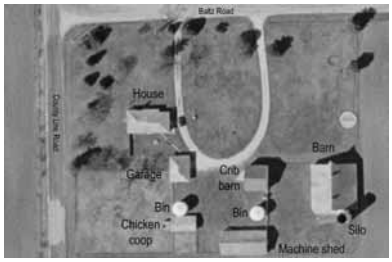
ID	PIN	Street Name	Name	Landmark Potential
6	06-14-100-004	W. Jefferson Street (U.S. Route 52)	**Joliet Regional Airport**	National Register listed

Listed on the National Register of Historic Places, December 10, 1980

5	06-15-400-010	Rock Run Drive	**Pankau Farmstead**	Contributing

This farmstead was apparently established by Charlie Pankau (or Pankan) shortly after 1900.

16	06-18-100-001	Baltz Road	**Marshall Balt Farmstead**	Contributing



Troy Township

ID	PIN	Street Name	Name	Landmark Potential
18	06-18-200-003	Troy Road (U.S. Route 52)	**Clonan Balt Farmstead**	Contributing


1888 directory also lists Stephen Clonan, 18 acres in sec. 9-28.

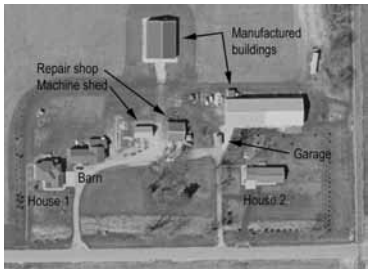
ID	PIN	Street Name	Name	Landmark Potential
20	06-18-300-004	Seil Road (W. Bieth Road)	**Di Bieth Farmstead**	Contributing



Illustrated in 1873 atlas, plate 72.
1918 directory: John Bieth (wife Abbie Stephen), children Ambrose, Henrietta, Walter, Helen; also Mrs. Xavier Bieth; resident in county since 1861.

Troy Township

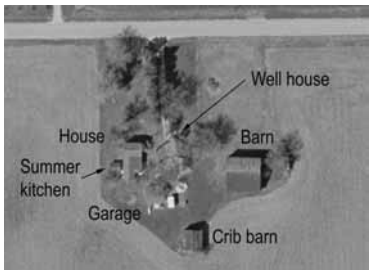
ID	PIN	Street Name	Name	Landmark Potential
23	06-18-400-012	Seil Road	**John A Stephen Farmstead**	Contributing



1888 directory also lists Magdaline Stephen, 160 acres in sec. 13; John Stephen [Sr.] sec. 18 Joliet and sec. 19 Troy, and John Jr. sec. 18 Joliet.

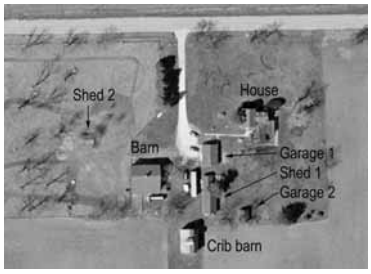
In the late 1990s, W 1/2 of the SW 1/4 of section 17, historically part of farmstead, purchased by Shorewood for a public park.

21	06-19-100-002	Seil Road	**Balt Bieth Farmstead**	Local landmark potential



1918 directory: John Bieth (wife Abbie Stephen), sec. 18, children Ambrose, Henrietta, Walter, Helen; also Mrs. Xavier Bieth; resident in county since 1861.

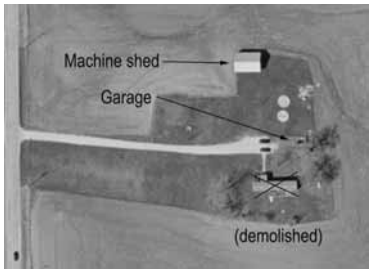
22	06-19-200-002	Seil Road	**Michael Stephen Farmstead**	Contributing



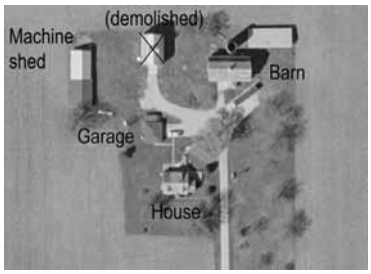
1888 directory also lists Magdaline Stephen, 160 acres in sec. 13; John Stephen [Sr.] sec. 18 Joliet and sec. 19 Troy, and John Jr. sec. 18 Joliet.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
36	06-19-300-001	County Line Road	**Talbot Farmstead**	Non-contributing



35	06-19-400-001	Mound Road	**Dempsey Foran Farmstead**	Contributing



1888 directory also lists various Dempsey family members in sec. 29

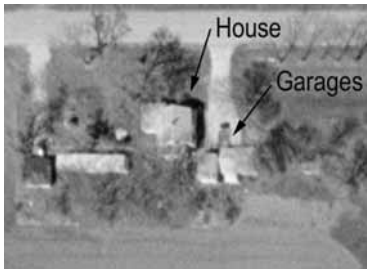
Crib barn demolished since 2005.

34	06-19-400-007	Mound Road	**Davidson farm**	Contributing

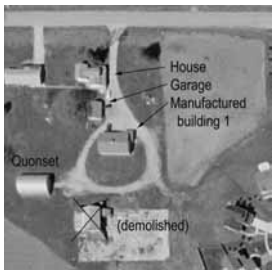
1918 directory: Frank Davidson, wife Mary Stamper; children Laura, Edna, Lloyd, and Anna; owner of 73 acres in sec. 19; residing in township since 1894.
Circa 1930s, the original Stamper-Davidson farmstead on the northern part of the farm was replaced by this farmstead closer to Mound Road. The outbuildings all post-date the 1939 aerial photography.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
25	06-20-100-006	Seil Road		Non-contributing



24	06-20-100-018	Seil Road	**Kinney Farmstead**	Contributing



1850 census: John Kinney (age 45), laborer, born Ireland, wife Mary (42), Ireland; children Mary (16), Catherine (14), Ann (12), Margaret (10), Isabella (8), all born Ireland, and John (6), born in Canada.

Most historic outbuildings demolished since 1988. Historic crib barn demolished after 2005.

27	06-21-200-004	Seil Road		Contributing

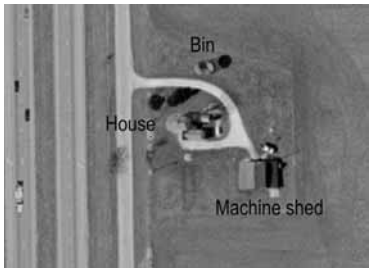
This is a small parcel; owner not identified on historic plat maps.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
29	06-21-200-025	Seil Road	**Ruthenbeck Farmstead**	Contributing

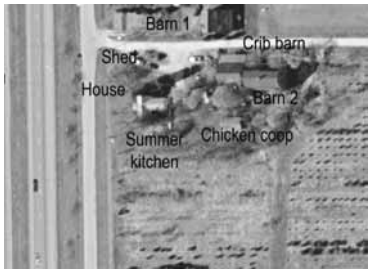
63	06-21-200-027	Seil Road	**Seil Farmstead**	Local landmark potential

30	06-22-300-007	Frontage Road	**Eagan Donovan Farmstead**	Contributing



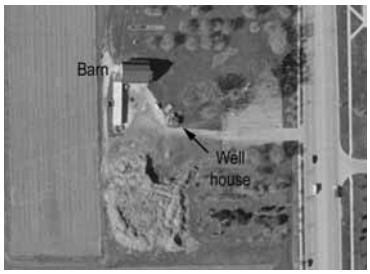
Troy Township

ID	PIN	Street Name	Name	Landmark Potential
82	06-22-300-016	Frontage Road	**Nickel Farmstead**	Local landmark potential



The buildings of this farmstead were relocated eastward onto new foundations when the interstate was constructed. The gambrel roof dairy barn was apparently relocated from another site, as this structure is not visible in the 1955 aerial view.

49	06-23-100-004	Houbolt Road	**Fargo Pinneo Tenant Farmstead**	Contributing



1850 census lists Ichabad McMillen (29), Tamah McMillen (53), and Henry McMillen (23) at one residence, farmers, all born New York.

Alternate PIN No. 06-23-300-006

50	06-24-300-005	W. Mound Road	**C Nelson House**	Contributing

The former William Murphy farm was subdivided circa 1930s, and C. Nelson built this house on a 15-acre parcel.

Verify 1988 survey site number

Troy Township

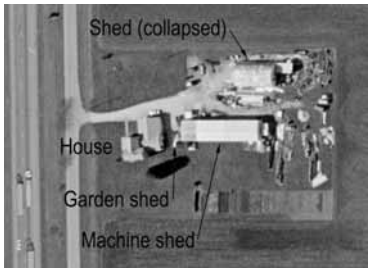
ID	PIN	Street Name	Name	Landmark Potential
48	06-26-100-010	Mound Road		Contributing

Farmland associated with this site in the southern part of section 26 acquired by Forest Preserve District in late 1990s.

86	06-26-200-012	W. Mound Road	**McMillan Farmstead**	Contributing

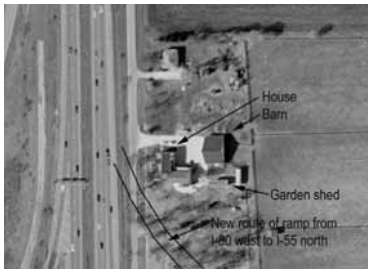
1850 census lists Ichabad McMillen (29), Tamah McMillen (53), and Henry McMillen (23) at one residence, farmers, all born New York.

31	06-27-100-002	Frontage Road	**Armstrong Brookman Farmstead**	Non-contributing



Troy Township

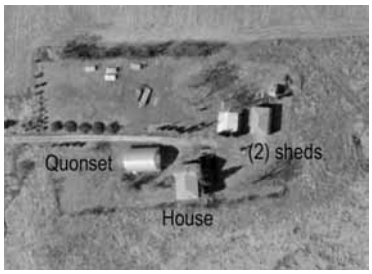
ID	PIN	Street Name	Name	Landmark Potential
32	06-27-100-011	Frontage Road	**Jahnke Kin ler Farmstead**	Non-contributing



1918 directory: Charles A. Jahneke, wife Dora, children George, Margaret, Christine, William, Carl; tenant on 100 acres owned by William Jahneke, resident in county since 1881.

Ramp from I-80 west to I-55 north has been re-routed very close to this property.

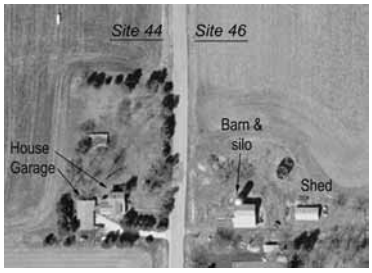
47	06-27-300-002	Frontage Road	**Egan Donovan Farmstead**	Non-contributing



1850 census: Patrick Egan, age 40, farmer, born Ireland, and family.

This property is not accessible for detailed survey.

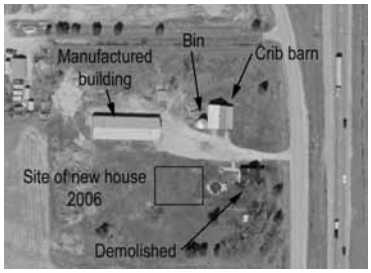
46	06-28-300-002	River Road	**Dempsey Farmstead Outbuildings**	Contributing



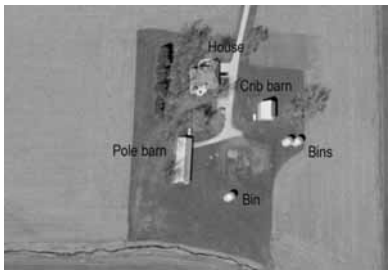
This is the outbuilding portion of the farmstead. Refer to site 44 for house.

Troy Township

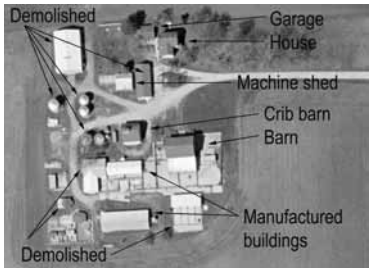
ID	PIN	Street Name	Name	Landmark Potential
45	06-28-400-007	Frontage Road	**McClintock Farmstead**	Contributing



41	06-29-100-006	Mound Road	**Ingoldsby Wynn Farmstead**	Non-contributing



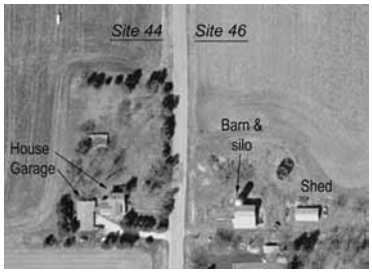
42	06-29-200-006	River Road	**Gaskill Farmstead**	Contributing



Many outbuildings visible in 2005 aerial photography have been demolished.

Troy Township

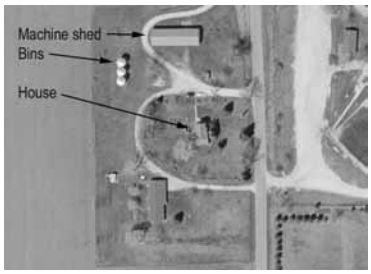
ID	PIN	Street Name	Name	Landmark Potential
44	06-29-400-005	River Road	**Dempsey Farmstead**	Contributing



John Dempsey was a native of County Kildare, Ireland. Emigrated to U.S. in 1848. His son Thomas F. Dempsey was born in Ireland in 1841. Established this farmstead in 1849. [Genealogical and Biographical Record (1900), 43–44.]

This is the house portion of the farmstead. Refer to site 46 for outbuildings.

43	06-29-400-009	River Road	**O Brien Link Farmstead**	Contributing



PIN No. 06-29-400-007 also applies to this farmstead.

37	06-30-100-004	County Line Road	**Coulehan Farmstead**	Local landmark potential

1888 directory also lists L. Ketchum sec. 6 Channahon, M. Ketchum sec. 31 Troy

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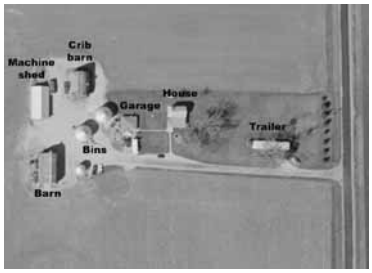
Troy Township

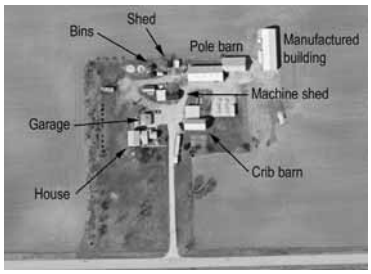
ID	PIN	Street Name	Name	Landmark Potential
38	06-30-400-001	Ingolsby Road	**Paul Brothers Farmstead**	Contributing



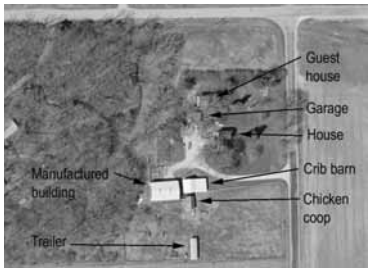
As shown on nineteenth century plat maps, James Paul owned the SE 1/4 of section 30 but resided in the NW 1/4 of section 32 at a farmstead that does not exist. This farmstead was apparently developed by his sons after 1900.

Historic house has been abandoned since 1988 survey.

40	06-31-100-006	Shepley Road	**Ketcham Talbot Farmstead**	Contributing



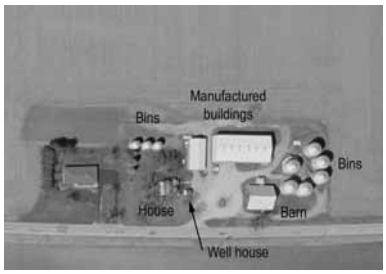
58	06-31-400-011	Shepley Road	**Hausser Farmstead**	Contributing



Troy Township

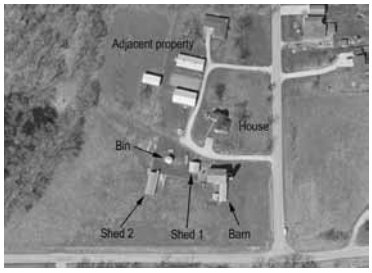
ID	PIN	Street Name	Name	Landmark Potential
60	06-31-400-015	Canal Road	**Eckhart Farmstead**	Contributing

55	06-32-100-009	Shepley Road	**O Brien Limacher Farmstead**	Contributing



1918 directory lists Peter Limacher (1854), wife Annie, son Joseph, residing in sec. 5 of Channahon Township.

54	06-32-200-005	River Road	**Link Farmstead**	Local landmark potential



Troy Township

ID	PIN	Street Name	Name	Landmark Potential
93	06-32-300-022	Canal Road		Non-contributing

John Dempsey was a native of County Kildare, Ireland. Emigrated to U.S. in 1848. His son Thomas F. Dempsey was born in Ireland in 1841. See site 44. [Genealogical and Biographical Record (1900), 43–44.]

52	06-33-400-019	Shepley Road	**Dollinger Farmstead**	Contributing

51	06-34-100-003	Frontage Road	**Joliet Grain Company**	Non-contributing

Location of grain elevator for Chicago Rock Island & Pacific Railroad from at least 1873. Existing structures date to second half of twentieth century.

Limited access to perform survey.

Troy Township

ID	PIN	Street Name	Name	Landmark Potential
26	N/A	Seil Road	**Seil Road Bridge Abutments**	Contributing

Table 2B Farmhouses

Troy Township

ID		House Type	Style	Materials	
	Date	*Significance*			
1		Gabled Ell	Colonial Revival	**Foundation:**	Stone
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
2		American Foursquare	—	**Foundation:**	Concrete
	1920s	*Contributing*		**Walls:**	Aluminum siding
				Roof:	Asphalt shingle
5		Gable Front	—	**Foundation:**	Stone
	1900	*Contributing*		**Walls:**	Wood siding
				Roof:	Asphalt shingle
7		American Foursquare	—	**Foundation:**	Concrete block
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
8		Gabled Ell	—	**Foundation:**	Concrete block
	1900s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
9		Gabled Ell	Italianate	**Foundation:**	Concrete block
	1870s	*Contributing*		**Walls:**	Cement asbestos siding
				Roof:	Asphalt shingle
10		I-house	—	**Foundation:**	Concrete block
	1860s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
11		Ranch	Contemporary	**Foundation:**	Concrete
	1960s	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
12		Gable Front	—	**Foundation:**	Stone
	1890s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
12		Gabled Ell	Queen Anne	**Foundation:**	Stone
	1890s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
13		Gabled Ell	Queen Anne	**Foundation:**	Stone / concrete block
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
14		Upright and wing	—	**Foundation:**	Stone
	1880s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle

Troy Township

ID		House Type	Style	Materials	
	Date	*Significance*			
15		Gabled Ell	Queen Anne	**Foundation:**	Stone
	1880s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
16		Ranch	—	**Foundation:**	Concrete block
	1950s	*Contributing*		**Walls:**	Aluminum siding
				Roof:	Cement asbestos shingle
17		Gabled Ell	—	**Foundation:**	Unknown
	1860s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
18		Gabled Ell	Queen Anne	**Foundation:**	Unknown
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
19		Ranch	Contemporary	**Foundation:**	Concrete
	1988	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
20		Ranch	Contemporary	**Foundation:**	Concrete
	1972	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
20		Ranch	—	**Foundation:**	Concrete
	1950s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
21		Four over Four	—	**Foundation:**	Concrete parge coat over stone
	1860s	*Local landmark potential*		**Walls:**	Wood siding
				Roof:	Asphalt shingle
22		Upright and wing	—	**Foundation:**	Unknown
	1860s	*Contributing*		**Walls:**	Aluminum siding
				Roof:	Asphalt shingle
23		Contemporary	—	**Foundation:**	Concrete
	1999	*Non-contributing*		**Walls:**	Brick, vinyl siding
				Roof:	Asphalt shingle
23		Ranch	—	**Foundation:**	Concrete
	1998	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
24		Gabled Ell	—	**Foundation:**	Stone
	1884	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle

Troy Township

ID		House Type	Style	Materials	
	Date	*Significance*			
25		Gabled Ell	—	**Foundation:**	Concrete block
	1909	*Contributing*		**Walls:**	Wood siding
				Roof:	Asphalt shingle
27		Gabled Ell	Queen Anne	**Foundation:**	Unknown
	1900s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
29		Gabled Ell	—	**Foundation:**	Stone
	1880s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
30		Upright and wing	—	**Foundation:**	Stone
	1860s	*Contributing*		**Walls:**	Asphalt siding
				Roof:	Asphalt shingle
31		Gabled Ell	—	**Foundation:**	Concrete block
	1880s	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
32		Contemporary	—	**Foundation:**	Concrete
	1989	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle
34		Gable Front	—	**Foundation:**	Concrete block
	1935	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Cement asbestos shingles
35		Cape Cod	—	**Foundation:**	Concrete block
	1950s	*Non-contributing*		**Walls:**	Aluminum siding
				Roof:	Cement asbestos shingle
37		Four over Four	Italianate	**Foundation:**	Stone / concrete block
	1880s	*Local landmark potential*		**Walls:**	Wood siding
				Roof:	Asphalt shingle
38		Side Hallway	—	**Foundation:**	Stone
	1900s	*Contributing*		**Walls:**	Vinyl siding over asphalt siding
				Roof:	Asphalt shingle
40		Upright and wing	—	**Foundation:**	Concrete
	1860s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
42		Gabled Ell	—	**Foundation:**	Stone
	1870s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle

Troy Township

ID		House Type	Style	Materials	
	Date	*Significance*			
43		Gabled Ell	—	**Foundation:**	Stone
	1880s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
44		Gabled Ell	—	**Foundation:**	Concrete block
	1860s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
45		Contemporary	—	**Foundation:**	—
	2006	*Non-contributing*		**Walls:**	—
				Roof:	—
47		Upright and wing	—	**Foundation:**	—
	1860s	*Non-contributing*		**Walls:**	—
				Roof:	—
50		Bungalow	Craftsman	**Foundation:**	Concrete
	1930	*Contributing*		**Walls:**	Brick, stucco
				Roof:	Asphalt shingle
52		Split Level	Contemporary	**Foundation:**	Concrete block
	1983	*Non-contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
54		Upright and wing	—	**Foundation:**	Stone
	1870s	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
55		Upright and wing	—	**Foundation:**	Concrete block
	1870s	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
58		Gabled Ell	—	**Foundation:**	Stone
	1870s	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
60		Gabled Ell	Italianate	**Foundation:**	Stone, concrete block
	1870s	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
63		Upright and wing	Italianate	**Foundation:**	Unknown
	1875	*Contributing*		**Walls:**	Synthetic shingle
				Roof:	Asphalt shingle
71		Ranch	—	**Foundation:**	Concrete
	1968	*Non-contributing*		**Walls:**	Brick
				Roof:	Asphalt shingle

Troy Township

ID		House Type	Style	Materials	
	Date	***Significance***			
82		Gabled Ell	Queen Anne	**Foundation:**	Concrete block
	1884	*Local landmark potential*		**Walls:**	Wood siding
				Roof:	Asphalt shingle
86		Gable Front	Colonial Revival	**Foundation:**	Concrete
	1920	*Contributing*		**Walls:**	Vinyl siding
				Roof:	Asphalt shingle
93		Bungalow	—	**Foundation:**	Concrete
	1960	*Non-contributing*		**Walls:**	Wood siding
				Roof:	Asphalt shingle

Table 3B Barns

Troy Township

ID	Barn Type	Materials	
	Date	***Significance***	
18		Plank frame	**Foundation:** Concrete
	1900s	*Contributing*	**Walls:** Vinyl siding
			Roof: Asphalt shingle
7		Plank frame	**Foundation:** Concrete
	1900s	*Local landmark potential*	**Walls:** Board and batten
			Roof: Wood shingle
12		Dairy barn	**Foundation:** Concrete
	1910s	*Contributing*	**Walls:** Vinyl siding
			Roof: Asphalt shingle
16		Feeder barn	**Foundation:** Concrete
	1940s	*Contributing*	**Walls:** Concrete block
			Roof: Cement asbestos shingle
20		Three-bay threshing	**Foundation:** Stone
	1860s	*Contributing*	**Walls:** Board and batten
			Roof: Sheet metal
35		Dairy barn	**Foundation:** Concrete
	1940s	*Contributing*	**Walls:** Concrete block / synthetic shingle
			Roof: Cement asbestos shingle
42		Bank barn	**Foundation:** Stone
	1870s	*Contributing*	**Walls:** Board and batten
			Roof: Asphalt shingle
46		Dairy barn	**Foundation:** Unknown
	1900s	*Non-contributing*	**Walls:** Wood
			Roof: Sheet metal
48		Plank frame	**Foundation:** Unknown
	1890s	*Non-contributing*	**Walls:** Wood
			Roof: Asphalt shingle
49		Dairy barn	**Foundation:** Concrete
	1920s	*Contributing*	**Walls:** Wood
			Roof: Asphalt shingle
54		Bank barn	**Foundation:** Stone
	1870s	*Local landmark potential*	**Walls:** Board and batten
			Roof: Cement asbestos shingle
55		Feeder barn	**Foundation:** Unknown
	1920s	*Contributing*	**Walls:** Board and batten
			Roof: Asphalt shingle

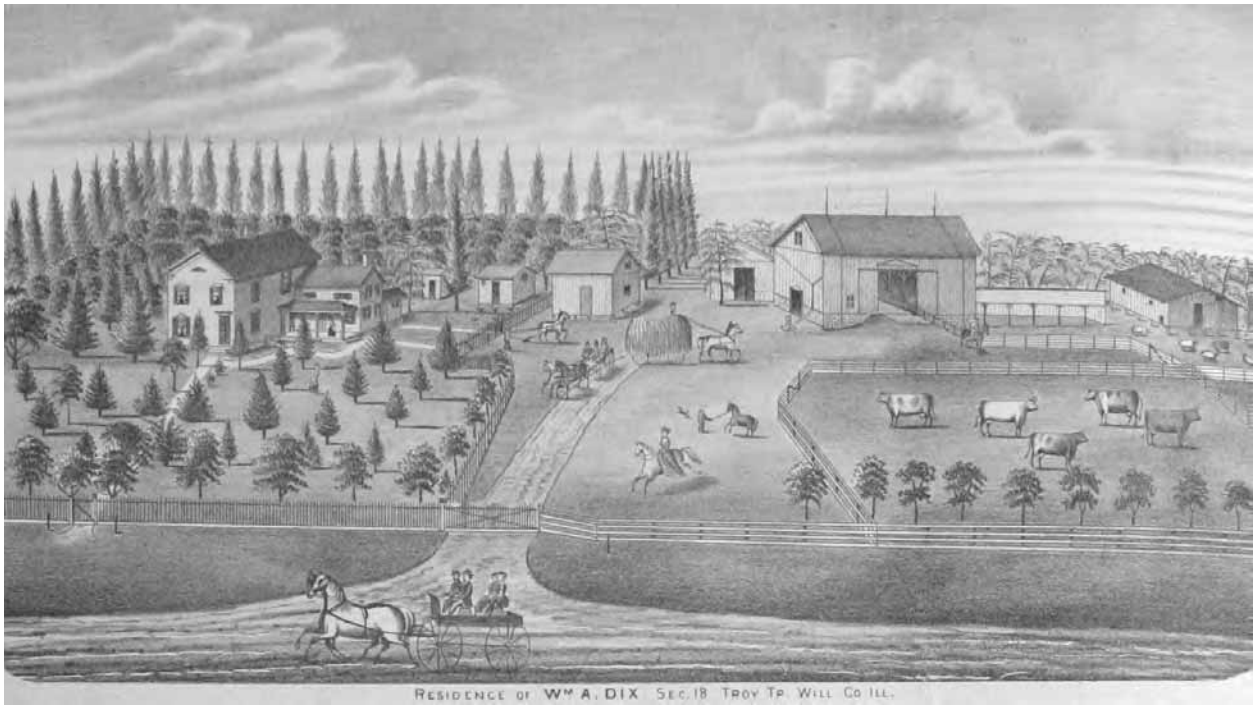
Troy Township

ID	Barn Type	Materials	
Date	*Significance*		
34	Dairy barn	**Foundation:**	Concrete block
1940s	*Non-contributing*	**Walls:**	Concrete block / sheet metal
		Roof:	Asphalt shingles
37	Dairy barn	**Foundation:**	Concrete
1900s	*Local landmark potential*	**Walls:**	Board and batten
		Roof:	Sheet metal
38	Plank frame	**Foundation:**	Concrete
1910s	*Contributing*	**Walls:**	Wood / sheet metal
		Roof:	Wood shingle
82	Plank frame	**Foundation:**	Not visible
1900s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
82	Three-bay threshing	**Foundation:**	Concrete block
1880s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
13	Plank frame	**Foundation:**	Concrete
1900s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
21	Three-bay threshing	**Foundation:**	Stone
1870s	*Contributing*	**Walls:**	Wood, sheet metal
		Roof:	Sheet metal
22	Three-bay threshing	**Foundation:**	Concrete
1870s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
23	Three-ended barn	**Foundation:**	Unknown
1870s	*Contributing*	**Walls:**	Board and batten
		Roof:	Asphalt shingle
32	Feeder barn	**Foundation:**	Concrete
1950s	*Contributing*	**Walls:**	Concrete block / vinyl siding
		Roof:	Asphalt shingle
60	Dairy barn	**Foundation:**	Unknown
1900s	*Contributing*	**Walls:**	Synthetic shingle
		Roof:	Sheet metal

Notable Farmsteads in Troy Township

Dix–Bieth Farmstead ***Site 20 (PIN No. 06-18-300-004)***

William A. Dix was born in Windham County, Vermont in 1828. With his parents Moses and Lucy Dix, he came to Bureau County in western Illinois in 1838. He married S. R. Richardson in 1859 and moved to this farmstead in Will County in 1861. Their children included Lucy, Hattie, Emma, and William.[230] As illustrated in the 1873 atlas, the farmstead included a large upright and wing type house, a three-bay threshing barn, and five other outbuildings. The Dix family resided here until the 1880s.



Top: View of the Dix farmstead in 1873 from the Combination Atlas Map of Will County *(Elgin, Illinois: Thompson Brothers & Burr, 1873), plate 72. Among the buildings on the site is an upright and wing type house and a three-bay threshing barn.*

In 1881, this farmstead had been acquired by Xavier Bieth. (Older atlases and directories sometimes use the spelling "Beith.") Bieth was born in 1831 on a farm in the Alsace province on the border between France and Germany. He first apprenticed as a shoemaker but emigrated in 1853, coming directly to Illinois. Upon arriving in Illinois, he worked in the construction of the Chicago & Alton Railroad and as a farmhand. By 1861, he rented a farm in Troy Township, and by 1867 he purchased an 80 acre farm in section 28. In 1881, he purchased this property. Among the changes he made to the farmstead was the construction of a seventy-five foot windmill. (This may be the structure documented as Site No. 18-03 in the 1988 survey, which no longer exists.) His holdings gradually increased to include 360 acres in sections 17, 18, and 28; Bieth resided at this property and rented the other farm sites. Bieth married Ellen Lynk in 1860, and they had seven children, including John, Joseph, Frank, Theresa, Emma, Mary (wife of John Stephen, see Stephen Farmsteads discussion below) and Josephine (wife of George Stephen).[231]

Xavier Bieth died in the 1910s. By 1918, this farmstead was the home of his son John Bieth and his wife Abbie Stephen Bieth. Their children included Ambrose, Henrietta, Walter, and Helen. John's mother, Ellen Bieth, still resided here. John's brother Frank P. Bieth is listed as the owner of a 350 acre farm in

[230] Woodruff (1878), 885.
[231] *Genealogical and Biographical Record* (1900), 394.

section 10 of Channahon Township. By the 1940s, this farmstead passed to John's son Walter Bieth. Walter resided here until his death in the 1980s. Walter's brother Ambrose Bieth farmed the adjacent site in the northwest quarter of section 19, site 21 in the present survey, into the 1970s. (Refer to the discussion of the Baltz family farmsteads, below.)

Bottom left: The three-bay threshing barn seen in the 1873 view still exists, although the other structures have been demolished. Bottom right: The unusual two-story shed on the property was built after 1873, likely when the farmstead was owned by the Bieth family.

Stephen Farmsteads ***Site 22 (PIN No. 06-19-200-002)***
Site 23 (PIN No. 06-18-400-012)

Michael Stephen was born in the Alsace province of France in 1835. He immigrated with his parents, four brothers, and sister to Joliet Township in 1846. In 1857, he married Mary M. Blattner and the couple settled on a farm in section 19 of Troy Township, site 22 in the present survey. Stephen eventually owned 140 acres in Troy Township and 240 acres to the west in Kendall County. He served as School Director and Road Commissioner for the township.[232] After Michael Stephen's death in the early 1900s, the farmstead was inherited by Frank Stephen. The farmstead is still owned by Stephen family today.

Michael's younger brother John Stephen, Jr., inherited the family farmstead in section 18 of Joliet Township, of which no evidence survives today. He died in 1913. This farmstead remained in the Stephens family until the property was subdivided circa 1950.[233] Another brother, Joseph Stephen, worked as a harnessmaker in Joliet, where he owned a shop on Jefferson Street. Later he became Vice-President of the Will County National Bank.[234]

Site 23 in the present survey is a tenant farm first acquired by Michael Stephen circa 1870s. After his death, the farmstead was inherited by John A. Stephen, his son, born in 1862. John A. Stephen was married to Mary E. Bieth, the daughter of Xavier Bieth (see Dix–Bieth Farmstead discussion above), and their children included Louis and Alvina. After John A. Stephen's death circa 1950, the farm was inherited by Louis F. Stephen.

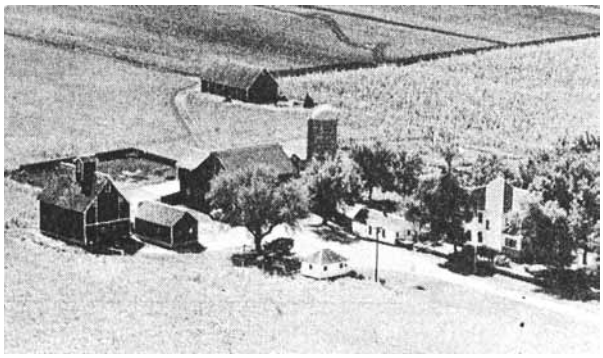
[232] Woodruff (1878), 886.
[233] Chapman Brothers (1890), 697–698; Maue (1928), 832–833.
[234] Stevens (1907), 781.

Baltz Family Farmsteads ***Site 16 (PIN No. 06-18-100-001)***
Site 18 (PIN No. 06-18-200-003)
Site 21 (PIN No. 06-19-100-002)

John Baltz was born in Attandorff, Alsace, France, in 1820. He farmed in France and also served in the French Army in Africa for seven years. He emigrated to the United States, living first in Buffalo. After a year and a half, he came to Joliet. He married Theresa Dooszmann in 1855 at St. John's Catholic Church in Joliet. The young couple at first rented farms in Joliet and Troy Townships. Baltz purchased a farmstead in 1864 from the Rapple family, site 21 in the present survey.[235] John and Theresa's children included John, who inherited the family farmstead; Lena; Joseph; Louisa; Caroline; Theresa; Lawrence; and Lizzie. John Baltz died in 1896.[236] Thereafter, the farm was the residence of John Baltz, Jr. The details of John Jr.'s family are not known, but he also had a son named John Baltz (III). After John Jr.'s death in the 1920s, the original Baltz family farmstead was sold to Ambrose Bieth, as discussed above.

Farmstead site 18 in the present survey was acquired by John Baltz (III, the grandson of John and Theresa) in the early 1900s. The 1918 directory lists John Baltz (born 1889), his wife Irene Garlich, and their children Katherine and Harlow. Residing with them was Elizabeth Baltz, possibly John's mother. In the 1970s, this site was inherited by Donald E. Baltz. The adjoining farmland is still owned by the Baltz descendants.

Site 18 in section 18 of Troy Township includes a number of early twentieth century buildings constructed after the property was acquired by John Baltz, including the Queen Anne style house (left) and dairy barn (right). Below: Views of the Baltz Farmsteads from Drury (1955), including site 18 (left) and site 16 (right). Both of these farmsteads are little changed since the 1950s.



[235] The farmstead likely was likely owned as a tenant property by the Rapple family. Simon Rapple, a native of the Alsace region of France, emigrated to Will County in 1845 and settled on a farm in section 7 of Joliet Township. Simon Rapple died in 1877. His sons, F. J. and John H. Rapple, were dealers of livestock and owned the Joliet Street Market in Joliet. F. J. Rapple served as a member of the Board of Supervisors in the 1870s. Another brother, Michael Rapple, continued to farm the original homestead. See Le Baron (1878), 705, 706–707.
[236] Woodruff (1878), 884; Stevens (1907), 329.

Farmstead site 16 in the present survey was acquired by John Baltz (III, the grandson of John and Theresa) by the 1940s, likely as a tenant farm. In the 1970s, this site was inherited by John's son Harlow Baltz. The farm is still owned by the Baltz descendants.

Site 16 in section 18 of Troy Township includes a number of buildings constructed after the site was acquired by the Baltz family in the 1940s, included the ranch style house (left) and feeder barn (right).

Kinney Farmstead ***Site 24 (PIN No. 06-20-100-018)***

John Kinney owned this site by the 1860s. The Kinney family owned the property into the twentieth century. The 1918 directory lists John F. Kinney, his wife Agnes McManus, and their children John F. and Anna. By the 1940s, the farmstead had been sold. In the late 1940s and early 1950s, the farmstead was owned by Walter Baltz.

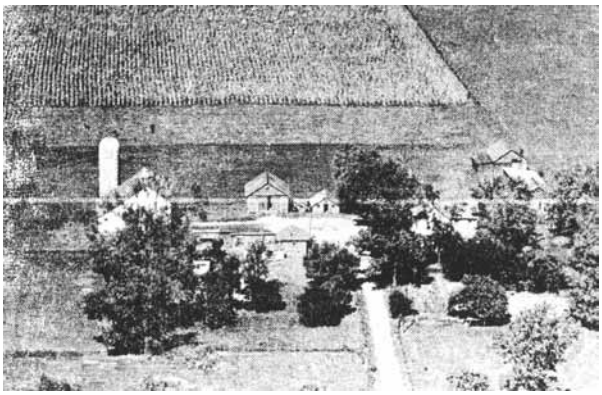
Left: The Kinney Farmstead includes this historic gabled ell type house. Although the house has been clad with vinyl siding, the original stone foundation is still visible. Right: In addition to two contemporary outbuildings, the farmstead site also has a quonset shed, likely built in the late 1940s when Walter Baltz owned the property. Below: View of the farmstead from Drury (1955). The historic outbuildings including the barns and crib barn seen in this view were demolished in the 1990s.

Searles Farmsteads ***Site 17 (PIN No.06-07-400-007)***
Site 19 (PIN No. 06-09-300-014)

D. C. Searles was born in Summit, Ohio, in 1830. He came to Plainfield Township in 1851 and settled on a farm in Plainfield Township. His parents, Amos and Hannah Searles, also came to Will County and settled in Plainfield. In spring 1856, he established a new farmstead in the northeast quarter of section 16 of Troy Township, of which no evidence survives. He married Hattie Walker in 1866, and their children were Maud, Lynn, and Edna. Hattie Walker's father, James Walker, was a Will County pioneer who built a house at the site of present-day Plainfield in 1829. D. C. Searles served as Justice of the Peace and Supervisor for Troy Township. By the 1870s, D. C. Searles owned 700 acres in Troy Township, which included farmstead site 19 in the present survey.[237]

In the 1870s and 1880s, Austin D. Searles, apparently another son of Amos and Hannah, owned a farmstead in section 7 of Troy Township, site 17 in the present survey. At this time, his son, Austin D. Searles, Jr., owned a farm in section 7 of Channahon Township. By 1893, site 17 had been acquired by John Offerman. The 1918 directory lists John Offerman, his wife Mary Bermas, and their children Matthew, John, Veronica, Rose, Elizabeth, and Tressie.

Left: Site 17 in section 7 of Troy Township includes this nineteenth century gabled ell type house, significantly remodeled. Right: Site 17 also includes a large crib barn and concrete stave grain bin, both likely constructed when the Offerman family owned the site. Below: Views of the Searles Farmsteads from Drury (1955). Site 17, at left, is little changed since the 1950s. Site 19, at right, is now surrounded by contemporary development, and the original barn, crib barn, and house have been demolished, although the smaller outbuildings at the center of the view survive.



[237] Woodruff (1878), 886.

Gaskill Farmstead ***Site 42 (PIN No. 06-29-200-006)***

Joab Gaskill was born in New Jersey in 1805. He moved to Columbiana County, Ohio, where he married Emily Green and raised six children. His wife died in 1855. Their son, L. H. Gaskill, moved to Kendall County, Illinois, around 1855. During the Civil War, L. H. Gaskill served in the 127th Illinois Volunteer Infantry and took part in the battles of Vicksburg, Mission Ridge, and the Atlanta Campaign. In 1869, Joab Gaskill moved to Troy Township and acquired this farmstead. L. H. Gaskill joined his father in 1871 and took over the operations of this farmstead. L. H. Gaskill and his wife Cornelia had three daughters, Emily, Clara, and Anna.[238]

L. H. Gaskill inherited this farm after his father's death and resided here into the 1920s. The 1918 directory lists Byron Gaskill, perhaps a grandson of L. H. Gaskill, as tenant on this farm. The farm was then inherited by his daughter, Emily. The farmstead remained in the Gaskill family into the 1950s.

Left: The existing gabled ell type house was likely built or expanded after the farmstead was acquired by Joab Gaskill in 1869. Right: The existing bank barn on the site also dates to the nineteenth century ownership of the farm by the Gaskill family.

[238] Woodruff (1878), 885.

Sing Farmstead ***Site 1 (PIN No. 06-12-100-013)***

Nineteenth century plat maps and directories indicate that this farmstead was owned by John Gaton, Sr., and John Gaton, Jr. By 1909, the farmstead had been acquired by Charles Sing. The 1918 directory lists Charles Sing, born in Will County in 1867, his wife Margaretha Jahneke, and their children Laura, John, Mabel, Josephine, Helen, and Henry. By the 1950s, Henry Sing had inherited the farm, and it is still owned by the Sing family today. The remaining 50 acre farm parcel is surrounded by contemporary residential development.

The Colonial Revival style house on the farm was likely built after the property was acquired by Charles Sing. The surviving outbuildings on the site were also built by the Sing family.

Left: The Gabled Ell style house has a Palladian window in the front-facing attic gable. Right: The crib barn on the site.

Cronin–Larkin Farmstead ***Site 10 (PIN No. 06-04-400-036)***

As indicated on nineteenth century plat maps, this farmstead was established by the Cronin family. Since the 1940s, this farmstead has been owned by the Larkin family.

Left: The farmhouse on the site is a relatively rare example of the I-house type, though with significant additions to the original nineteenth century house. Right: A circa 1930s Butler Company grain bin is present on the site.

Meyer Farmstead ***Site 12 (PIN No. 06-05-300-003)***

In the 1870s and 1880s, this property was owned by William Mahoney. By 1893, it had been acquired by Adam Meyer, and it was owned by Meyer descendants into the 1970s. The surviving historic buildings on the site were built by the Meyer family. Due to the distinctive architectural character of the buildings on this site, the property is judged to be local landmark eligible.

Above: The site has two houses, both of which likely date to the 1890s or early 1900s. The main house is Queen Anne style, while the secondary house is a Gable Front cottage. Middle: A concrete curb and one Joliet Limestone post are all that remain of a historic fence along the front yard of the main house. The ornamental wrought iron fence that formerly was located here is documented in the 1988 survey but has subsequently been removed. Bottom: The site also includes numerous late nineteenth and early twentieth century outbuildings, such as a dairy barn (remodeled for garage use) and a small crib barn and workshop.

Coulehan Farmstead ***Site 37 (PIN No. 06-30-100-004)***

By at least 1884, this farmstead was owned by Thomas Coulehan. He is shown as the owner of this farm as late as the 1909 plat map; in the 1920s, Elizabeth Coulehan, perhaps his widow, is shown as the owner. By the 1940s, the farmstead had been acquired by John F. Knipple.

This farmstead contains a distinctive Italianate style farmhouse as well as a large dairy barn, crib barn, and other outbuildings. It is considered to be eligible for local landmark status for its architectural character.

Above: The Four-over-Four type, Italianate style house on the site was likely built by Thomas Coulehan shortly after he acquired the property. The one-story wing at right is a later addition. Below left: The dairy barn on the site. Below right: The crib barn on the site.

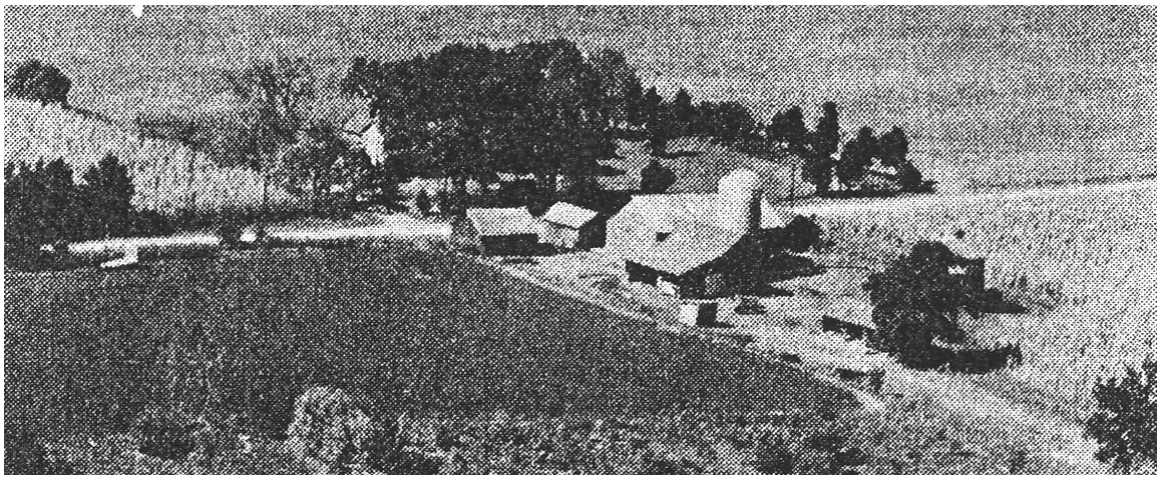
Dempsey Farmstead ***Site 44 (PIN No. 06-29-400-005)***
Site 46 (PIN No. 06-28-300-002)

This farmstead site is situated on both sides of River Road at the section 28/29 boundary and therefore has two identification numbers and two PIN numbers. Site 44 includes the historic residence and a garage; site 46 includes the historic agricultural outbuildings.

John and Ellen Dempsey were natives of County Kildare, Ireland. Their son Thomas F. Dempsey was born there in 1841. In 1848, the family immigrated to the United States, traveling down the Erie Canal, across the Great Lakes, and down the Illinois and Michigan Canal to Joliet. John Dempsey purchased this farmstead site at the land sale in Lockport in spring 1849, and proceeded to develop the site. John Dempsey died in 1876, and the farmstead was inherited by his son Thomas Dempsey. Thomas F. Dempsey specialized in raising corn and oats, as well as cattle, hogs, and Norman horses. Around 1900 the farm produced about 3,000 bushels of corn and 4,000 bushels of oats annually. He also hauled milk for two creameries, one in Troy Township and one in Channahon Township.[239]

The 1918 directory lists Edwin A. Dempsey, likely the grandson of John and Ellen Dempsey, as the tenant on this farm, with his wife Anna. Thomas F. Dempsey was still residing with the family. This farmstead was owned by the Dempsey family into the 1940s.

Left: The Gabled Ell style house on the farmstead was built by the Dempsey family. Right: The historic outbuildings on the site are now abandoned. All of these structures likely date to the Dempsey family ownership of the site. Below: View of the farmstead from Drury (1955). The portion of the barn closest to the road and the two sheds adjacent have been demolished.



[239] *Genealogical and Biographical Record* (1900), 43–44.

Joseph Link Farmstead ***Site 54 (PIN No. 06-32-200-005)***

This farmstead was owned in the 1870s and 1880s by Joseph Link. By 1893, Natch Link, likely his son, had inherited the farm. The 1918 directory lists Albert Link and his wife Theresa with children Albert J. and Celia M. as tenants on this farmstead, with Natch Link (likely Albert's father) residing with the family. By 1942, Natch Link had died and Albert Link had inherited the farm. The farm later passed to his son Albert J. Link, and the farm is still owned by Link descendants today. No relationship between the Link family of this farmstead and the Link family of farmstead site 7 in section 24 of Joliet Township (page 113) could be determined.

Due to its longtime association with one family and the architecturally distinctive bank barn on the site, this property is considered to be local landmark eligible.

Left: The Upright and Wing type house on the farmstead. Right: The large bank barn on the site features a Joliet limestone foundation.

Brown Farmstead ***Site 15 (PIN No. 06-07-300-004)***

From 1862, historic plat maps indicate that Edward Martin owned this site. By the 1880s, Seward Brown had acquired the farm. The 1918 directory lists Harold Brown as tenant on this farm, owned by his father, S. S. Brown. The property is still owned by Brown descendants today.

The historic buildings on the property were likely built by the Brown family. In the 2000s, several smaller outbuildings have been demolished. Also, the original crib barn has been extensively remodeled for office use, and vinyl siding has been added to the Queen Anne style house.

Left: An historic view of the Queen Anne style house on the Brown Farmstead. The barn visible behind the house no longer exists. Right: A view of this house today; vinyl siding obscures some of the original architectural character of the house, particularly the ornamentation of the gable.

Joliet Regional Airport ***Site 6 (PIN No. 06-14-100-004)***

The Joliet Municipal Airport (now Joliet Regional Airport) was built in 1930 on 160 acres of former farmland in the northwest quarter of section 14 of Troy Township.[240] (Another portion of the same farm, across Jefferson Street in section 11, became the Woodlawn Memorial Park cemetery.) The circa 1930 hangar building is a locally distinctive Art Deco style brick and concrete structure and is listed on the National Register of Historic Places. The airport lies within the present-day limits of the City of Joliet.

Upon completion, the facility was the major airport serving the Joliet area. Planes could land from any direction on a grass landing field. Within ten years, concrete landing strips were constructed through assistance from the Works Progress Administration. The airport was used by American, Eastern, and United Airlines as an alternative landing field when Chicago airports were bound by fog.[241]

The building is unique for its large overhead doors and incorporation of a passenger waiting area. Large, motor-operated and counterbalanced overhead doors open onto a 100 foot by 110 foot clear space allowing planes to taxi into the hanger before disembarkation of passengers. Two-story volumes on either side of the structure provided a direct connection to a passenger waiting area, baggage claim, a pilot's club, and airport administrative offices.

The structure is significant as an early and innovative example of airport facility design in the state of Illinois. At the time of its construction, in the infancy of commercial air travel, only four comparable airports existed in the state of Illinois, none of which currently retain their original intact hanger building.[242]

[240] Sterling, *Transportation and Industry*, 98–99.
[241] Ibid.
[242] Hjade, John, *National Register Nomination, Joliet Municipal Airport.* Prepared July 14, 1980; entered in the National Register of Historic Places, September 17, 1980.

Will County Poor Farm ***Site 4 (PIN No. 06-13-300-003)***

The Will Count Poor Farm is located in Section 13 on McDonough Street in east Troy Township, within the limits of the City of Joliet. The property was originally owned by William and Margaret Eddy and purchased, along with associated livestock and farming equipment, by Will County in 1851. The ninety-five acre site included eighty acres of prairie and fifteen acres of woodlands.

John L. Kidden served as the first supervisor with Joel George constructing the first two-story wood-framed house. The structure was built to care for the county's poor and mentally ill. Residents worked the surrounding farmland to support the facility. Manual labor included harvesting potatoes and corn and making soap.

By 1878, the Will County Poor Farm housed forty-two paupers and nineteen mentally ill. In the same year, a three-story stone structure was constructed to house the insane. Under the direction of Supervisor Charles Rost (1888–1910) new cottage structures were erected on the property to help segregate the mentally ill and criminally insane from more able-bodied residents.

In 1955, the Will County Poor Farm was purchased by the State of Illinois and converted into the Sunny Hill Nursing Home. The property now houses the State of Illinois Youth Correctional Center. A cemetery located on the Will County Poor Farm property contains over one hundred and seventy marked and unmarked graves of former residents.

Left: View from the northwest of the Will County Poor Farm building. The limestone structure with projecting center bay currently functions as a Juvenile Detention Center. Right: South facade of the Will County Poor Farm building. Photographs courtesy of Gina Wysocki.

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Previous Surveys

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 Use Department, acting as liaison 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; New Lenox Township in 2003; Green Garden Township in 2004; Manhattan Township in 2006; and Frankfort Township in 2007. The resulting reports from these surveys were used as a basis for developing this report.

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GLOSSARY

abutment A masonry mass (or the like) which receives the thrust of an arch, vault, or strut.

adaptive reuse The conversion or functional change of a building from the purpose or use for which it was originally constructed or designed. Such conversions are accomplished with varying degrees of alterations to the building. The more change that is necessary, the less likely that particular new use is appropriate for a historic building.

addition An extension or increase in floor area, number of stories, or height of a building or structure.

arch A curved construction which spans an opening; usually consists of wedge-shaped blocks call voussoirs, or a curved or pointed structural member which is supported at the sides or ends. Arches vary in shape from semicircular and semi-elliptical to bluntly or acutely pointed arches.

architectural conservation The science of preserving architecture and its historic fabric by observing and analyzing the evolution, deterioration, and care of structures; the conducting of investigations to determine the cause, effect, and solution of structural problems; and the directing of remedial interventions focused on maintaining the integrity and quality of historic fabric.

balloon frame A system of framing a wooden building where all vertical structural elements of the exterior walls and partitions consist of light single studs (usually 2x4, but sometimes larger) which may extend the full height of the frame and are fastened by nails to the studs. Balloon framing differs from a braced frame in that a balloon framed wall acts as a bearing wall and does not rely on posts and beams to support joists.

baluster One of a number of short vertical members, often circular in section used to support a stair, porch, or balcony handrail or a coping.

balustrade An entire railing system (as along the edge of a balcony) including a top rail and its balusters, and sometimes a bottom rail.

barrel vault A masonry vault of plain, semicircular cross section, supported by parallel walls or arcades and adapted to longitudinal areas.

bay one architectural subdivision of a wall, roof, or structure marked by repetition of similar elements, such as columns or windows.

beam A horizontal structural member whose prime function is to carry transverse loads, as a joist, girder, rafter, or purlin

brick A solid or hollow masonry unit of clay or shale, molded into a rectangular shape while plastic, and then burnt in a kiln

column A slender vertical element carrying compressive loads from other structural elements above.

contributing A historic property which retains historical integrity and forms a part of a grouping of related properties

corbel In masonry, a projection or one of a series of projections, each stepped progressively farther forward with height; anchored in a wall, story, column, or chimney; used to support an overhanging member above or, if continuous, to support overhanging courses

cornice The exterior trim of a structure at the meeting of the roof and wall or at the top of the wall in the case of a parapet, usually consisting of bed molding, soffit, fascia, and crown molding; any molded projection which crowns or finishes the part to which it is affixed; the third or uppermost division of an entablature, resting on the frieze; an ornamental molding, usually of wood or plaster, running round the walls of a room just below the ceiling; a crown molding; the molding forming the top member of a door or window frame

course a continuous horizontal range of masonry units such as bricks, as in a wall.

dormer a projecting structure built out from a sloping roof, usually containing a vertical window or louver.

elevation A drawing showing the vertical elements of a building, either exterior or interior, as a direct projection of the vertical plane; also used for the exterior walls of a building other than the facade (front).

fabric The structural and material portions that make up the building (frames, walls, floors, roof, etc.).

facade The exterior face of a building which is the architectural front, sometimes distinguished from the other faces by elaboration of architectural or ornamental details.

gable The vertical triangular portion of wall at the end of a building having a double-sloping roof, from the level of the cornice or eaves to the ridge of the roof.

gambrel A roof which has two pitches on each side.

hip A roof which has equal pitches on all sides of a building.

integrity A district, site, building, structure, or object with intact original location, design, setting, materials, workmanship, feeling, and association, to an extent that its historic character is discernible.

oist One of a series of parallel beams of timber, reinforced concrete, or steel used to support floor and ceiling loads, and supported in turn by larger beams, girders, or bearing walls; the widest dimension is vertically oriented.

landmark A property or district which has been designated by a government entity as possessing historic significance.

lintel A horizontal structural member (such as a beam) over an opening which carries the weight of the wall above.

mansard A roof having a double slope on four or more sides of the building, the lower slope being much steeper.

mortar A mixture of cementitious materials (such as cement and/or lime) with water and a fine aggregate (such as sand); can be troweled in the plastic state; hardens in place. When used in masonry construction, the mixture may contain masonry cement or ordinary hydraulic cement with lime (and often other admixtures) to increase its plasticity and durability.

mortise A hole, cavity, notch, slot, or recess cut into a timber or piece of other material; usually receives a tenon, but also has other purposes, as to receive a lock.

National Register of Historic Places The official list of the Nation s cultural resources worthy of preservation. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and cultures.

National Historic Landmark NHL . Historic and archeological sites, buildings, and objects possessing exceptional value as commemorating or illustrating the history of the United States. NHLs are buildings, sites, districts, structures, and objects are of exceptional national significance in American history and culture.

non contributing A property physically located within a historic district or area of study which does not relate to the defined criteria of historic significance for the area.

parapet A low guarding wall at any point of sudden drop, as at the edge of a terrace, roof, battlement, balcony, etc; in an exterior wall, fire wall, or party wall, the part entirely above the roof.

pointing In masonry, the final treatment of joints by the troweling of mortar into the joints. The removal of mortar from between the joints of masonry units and the replacing of it with new mortar is properly called "repointing."

pyramidal A hip roof in which all planes of the roof come together at a single point.

rehabilitation Returning a property to a state of usefulness through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural, and cultural values.

restoration Accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by replacement of missing earlier work.

ridge The horizontal line at the junction of the upper edges of two sloping roof surfaces.

shed A roof consisting of a single, sloping plane.

significant A district, site, building, structure, or object that has integrity and that is associated with historical events or patterns of events; or that are associated with the lives of significant persons; or that embody the distinctive characteristics of a type, style, period, or method construction, or possess high artistic values.

sill A horizontal timber, at the bottom of the frame of a wooden structure, which rests on the foundation; the horizontal bottom member of a window or door frame.

spandrel In a multistory building, a wall panel filling the space between the top of the window in one story and the sill of the window in the story above.

stabili ation Applying measures designed to reestablish a weather-resistant enclosure and the structural stability of an unsafe or deteriorated property while maintaining the essential form as it exists at present.

stud An upright post or support, especially one of a series of vertical structural members which act as the supporting elements in a wall or partition.

tenon The projecting end of a piece of wood, or other material, which is reduced in cross section, so that it may be inserted in a corresponding cavity (mortise) in another piece in order to form a secure joint.

tension The state or condition of being pulled or stretched.

truss A structure composed of a combination of members that resist axial loads, usually in some triangular arrangement so as to constitute a rigid framework.

vault A masonry covering over an area which uses the principle of the arch.

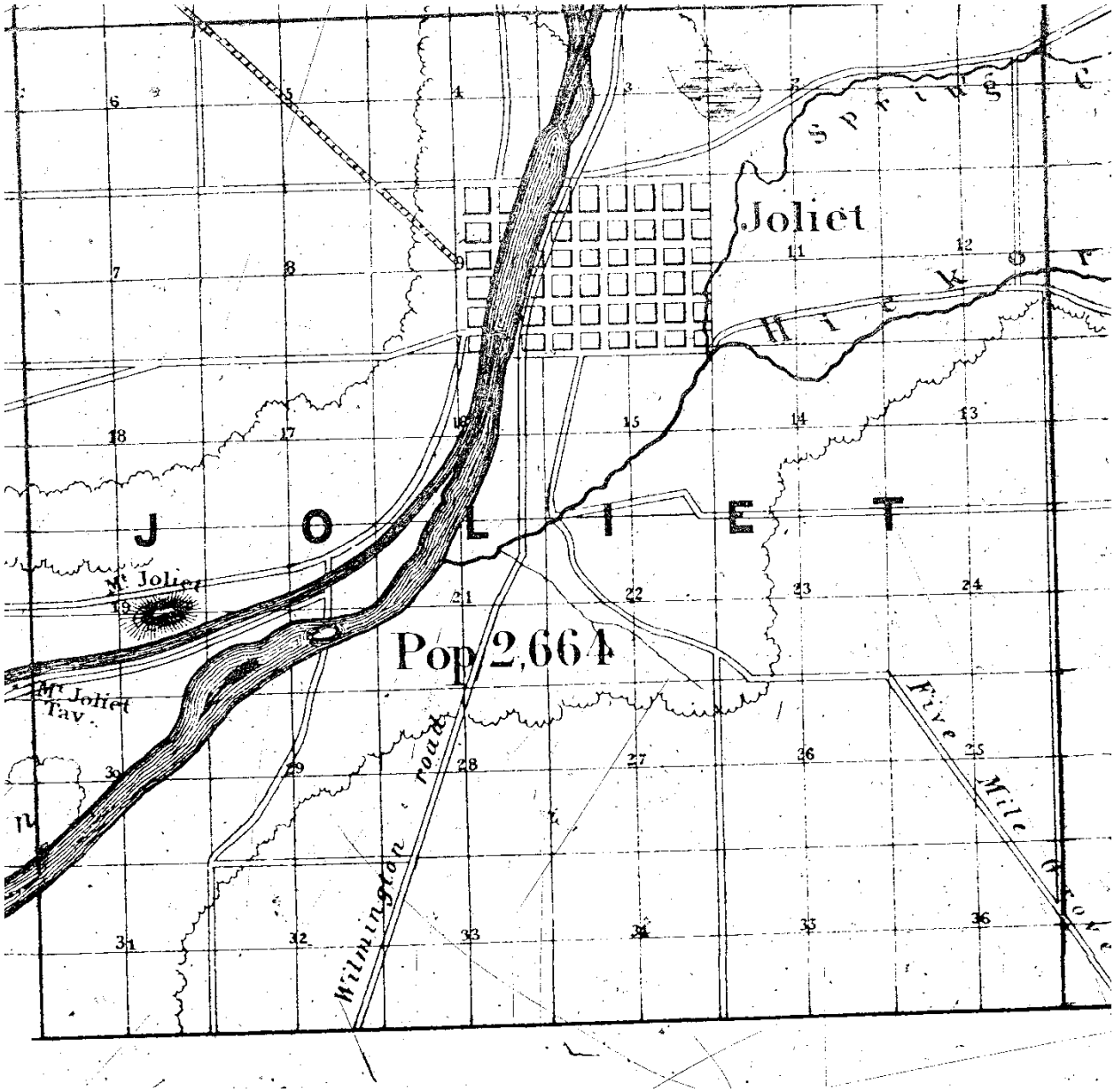
wythe One thickness of brick or other masonry material in a wall, commonly about 4 inches.

APPENDIX A

HISTORIC PLAT MAPS

This appendix contains historic farm atlas and plat maps for Joliet and Troy Townships. Refer to Bibliography for map sources.

Wiss, Janney, Elstner Associates, Inc.



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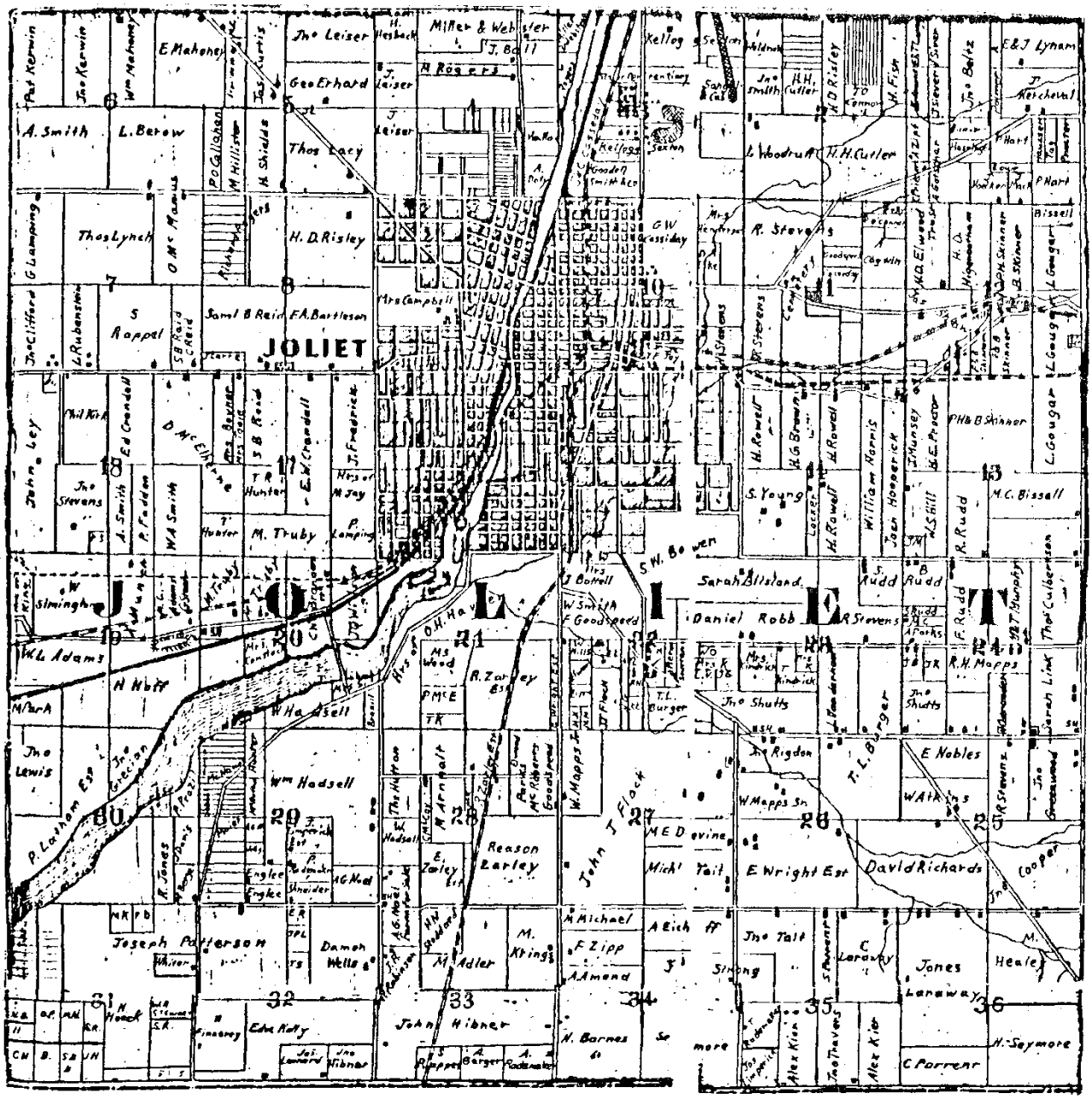
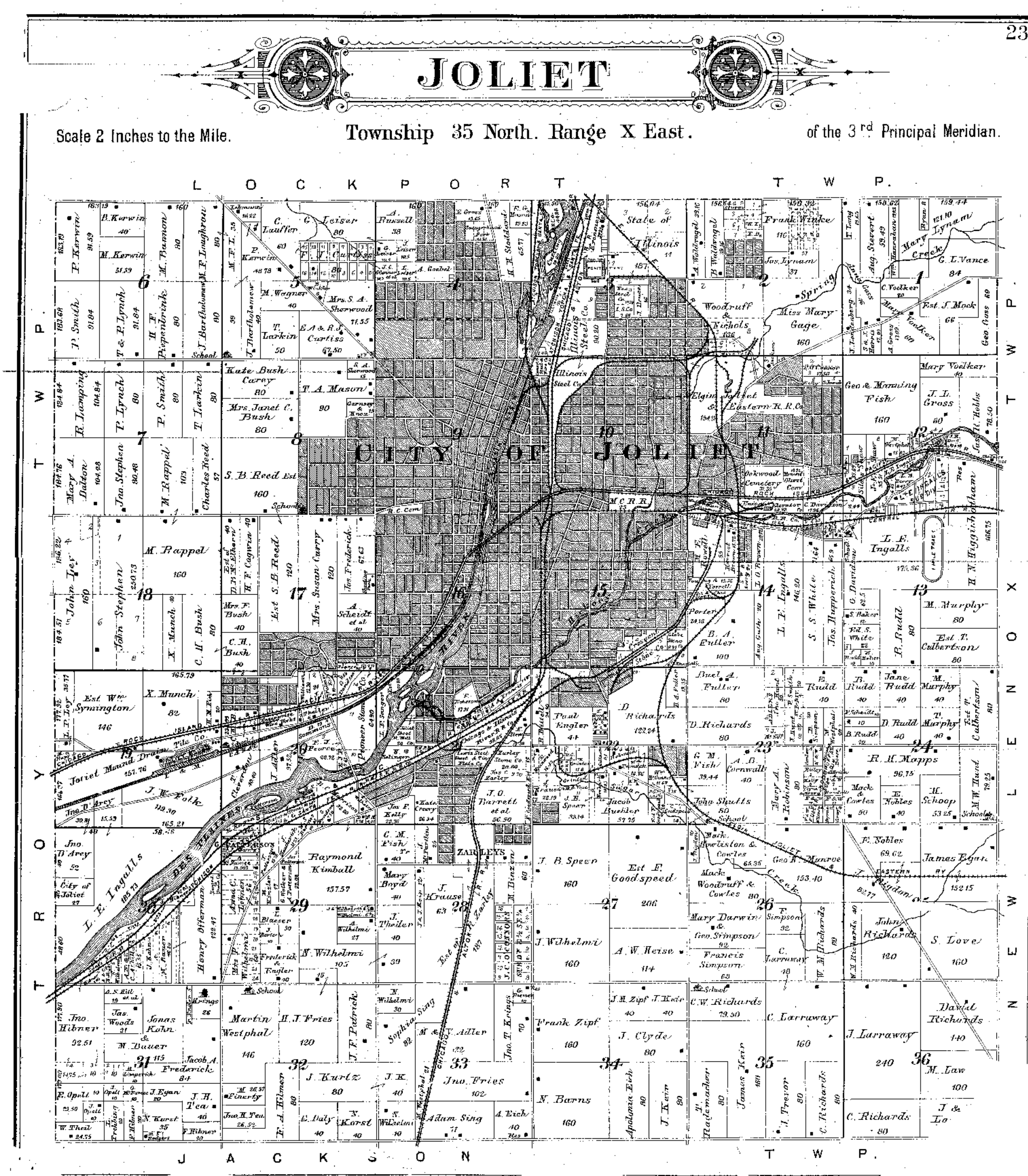


Joliet Township 1862

Joliet Township 1873



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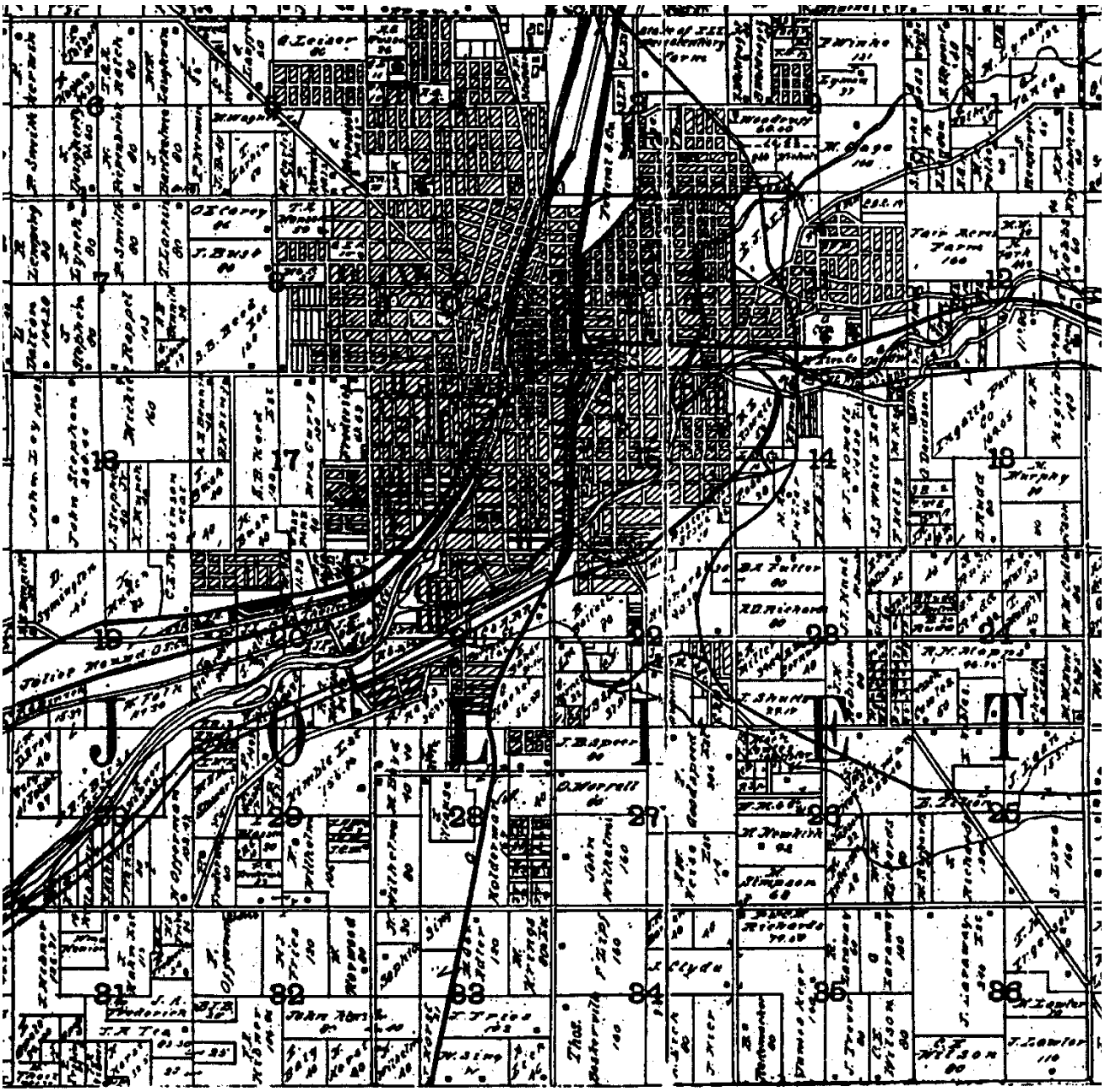

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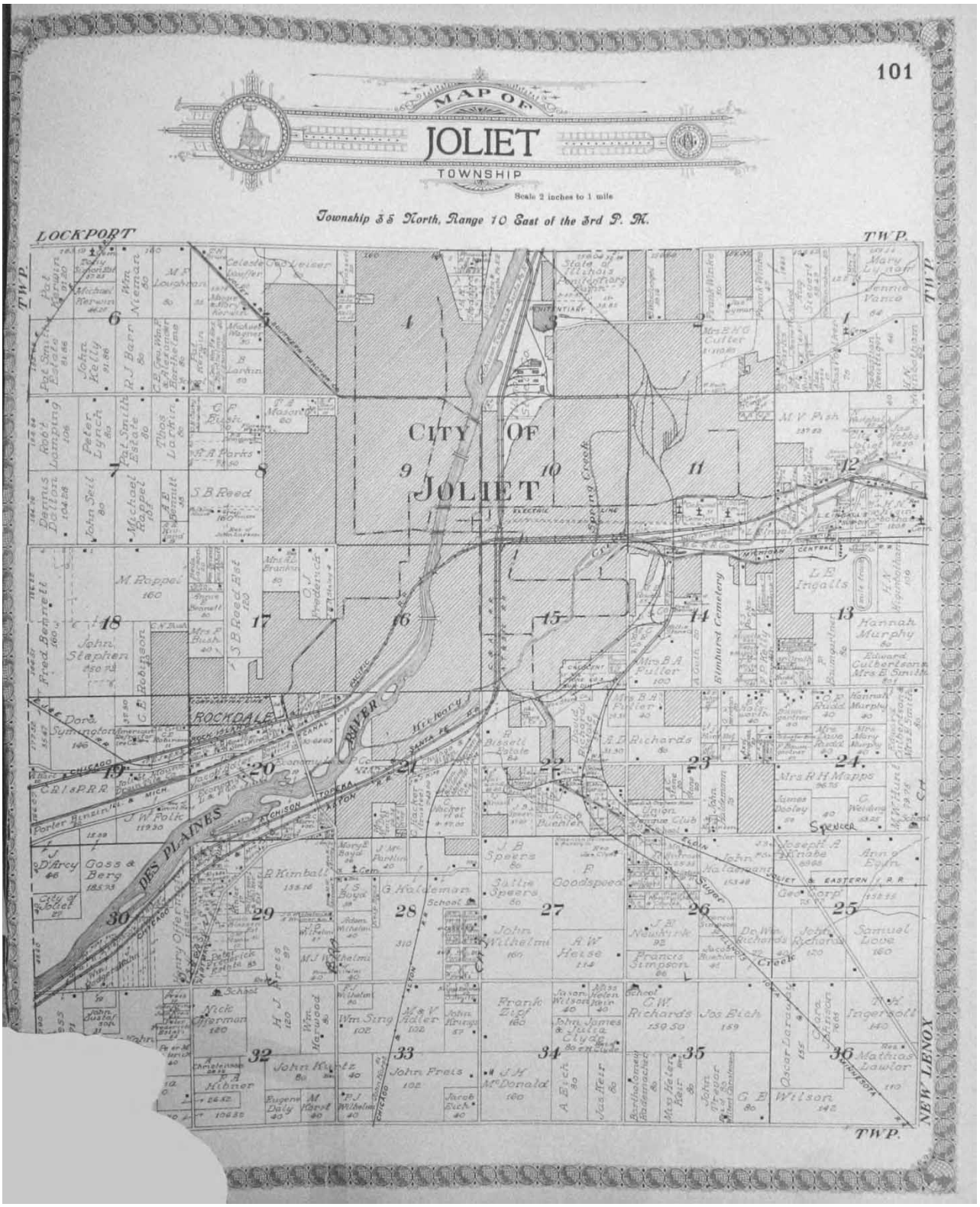
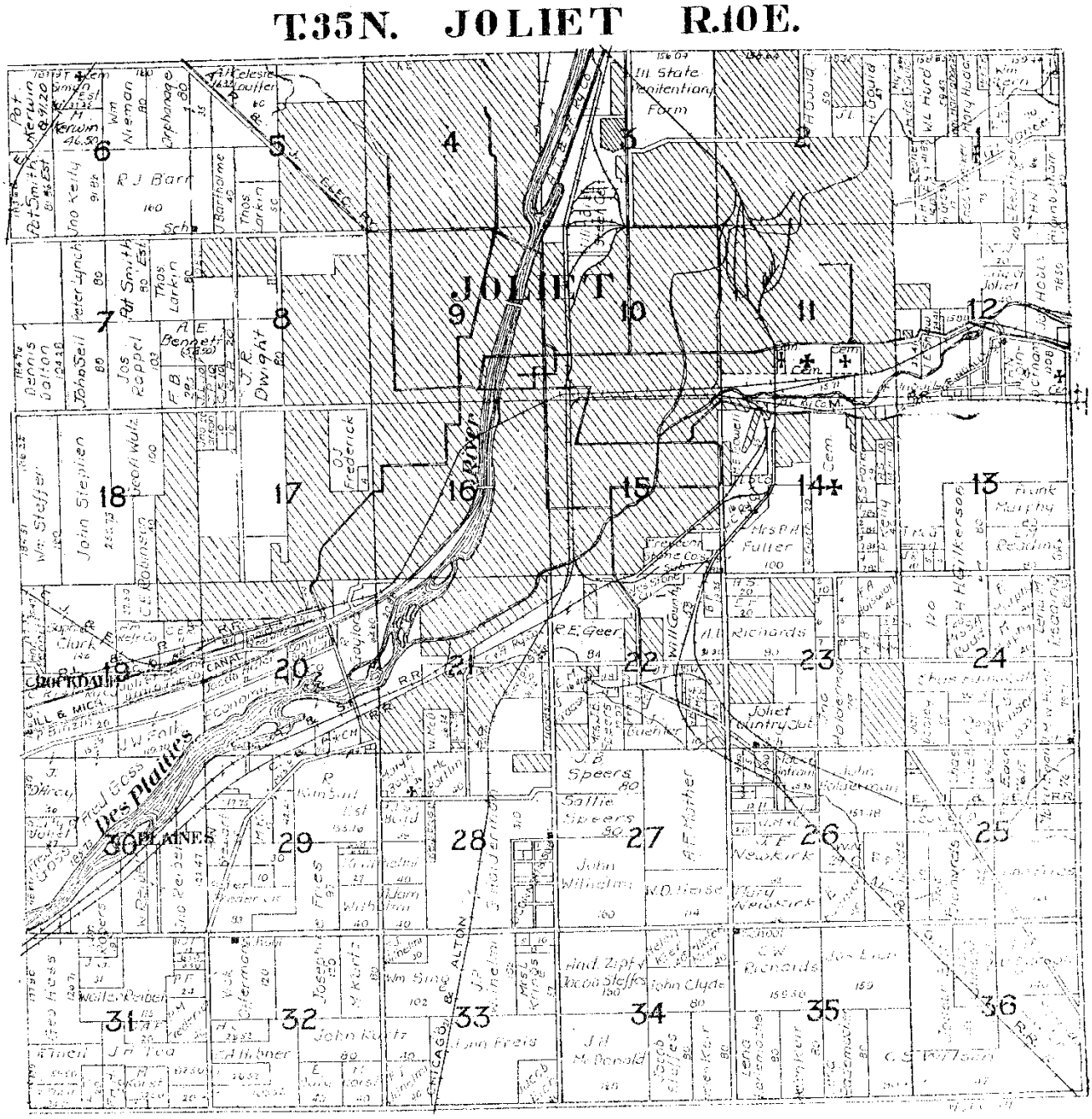
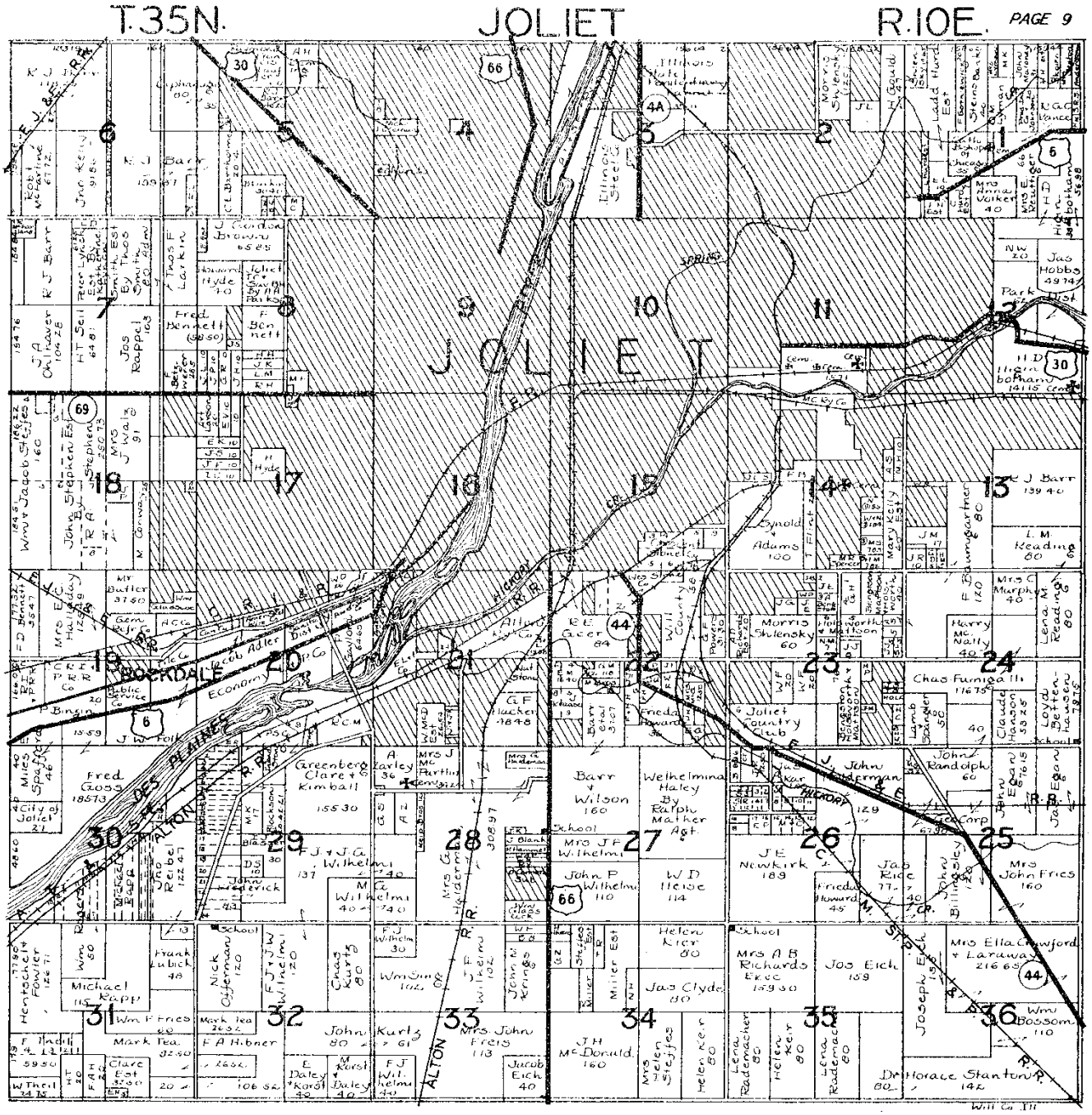


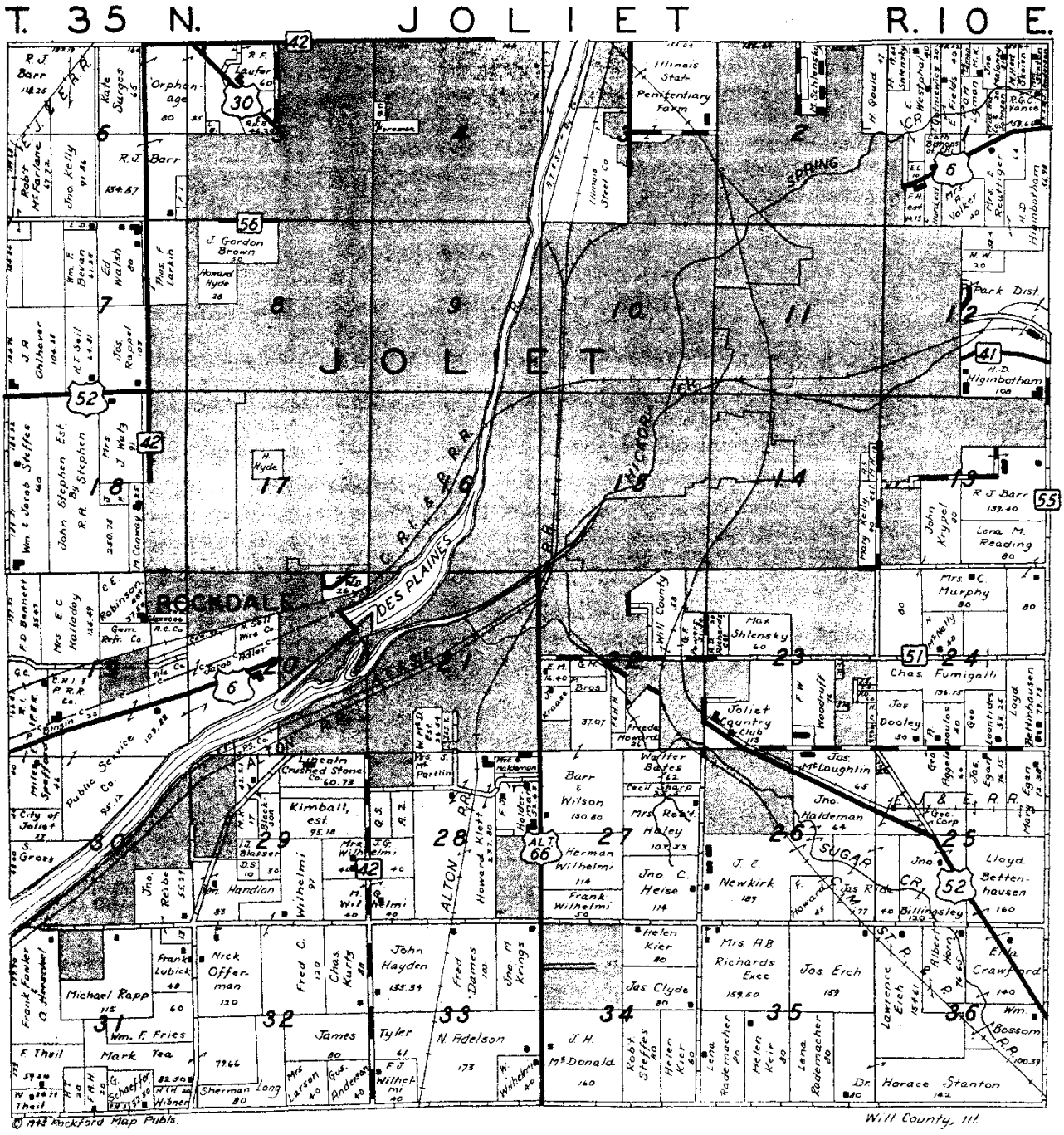
Joliet Township 1909



Joliet Township 1920s



Joliet Township circa 1942



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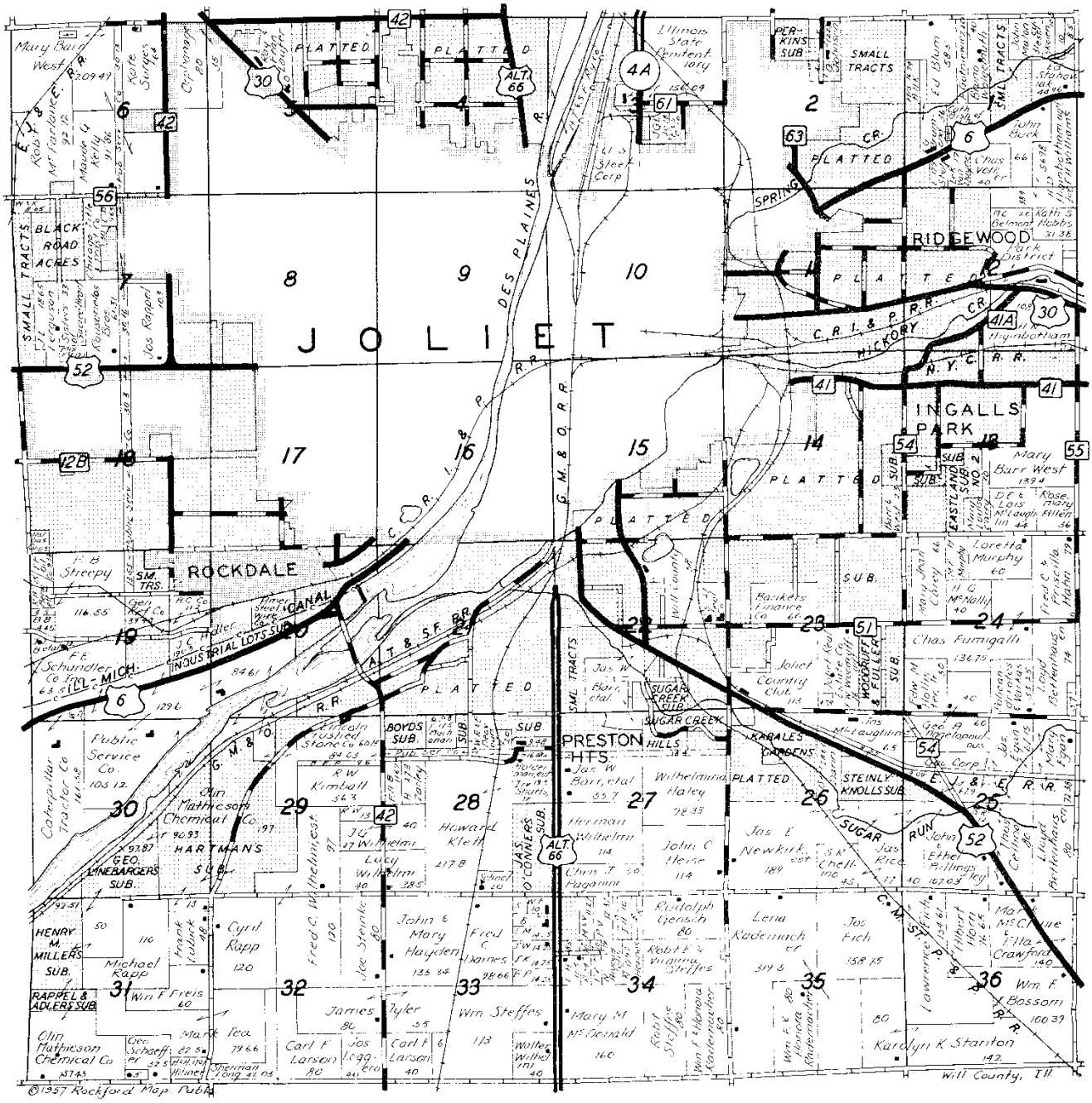

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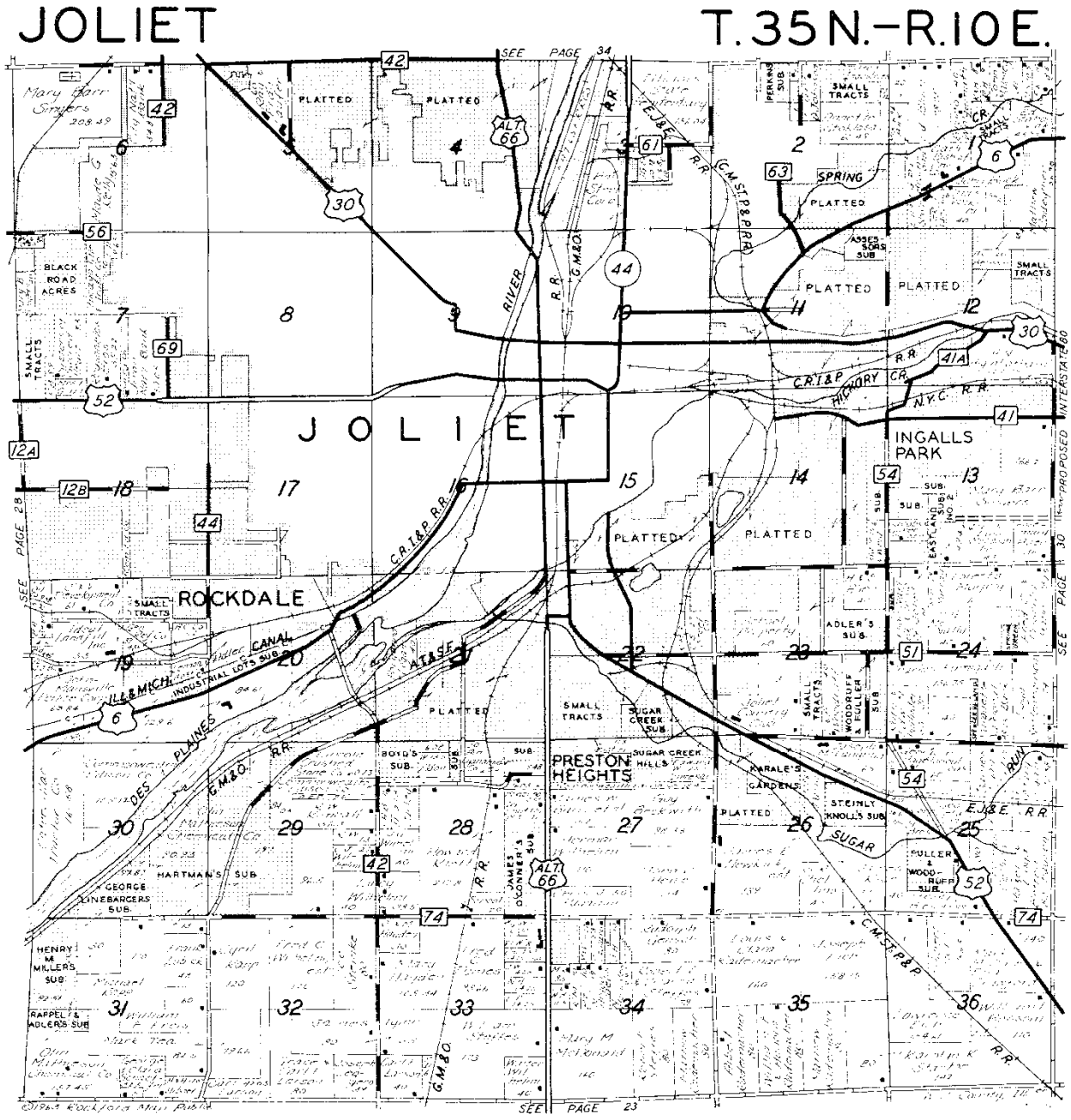
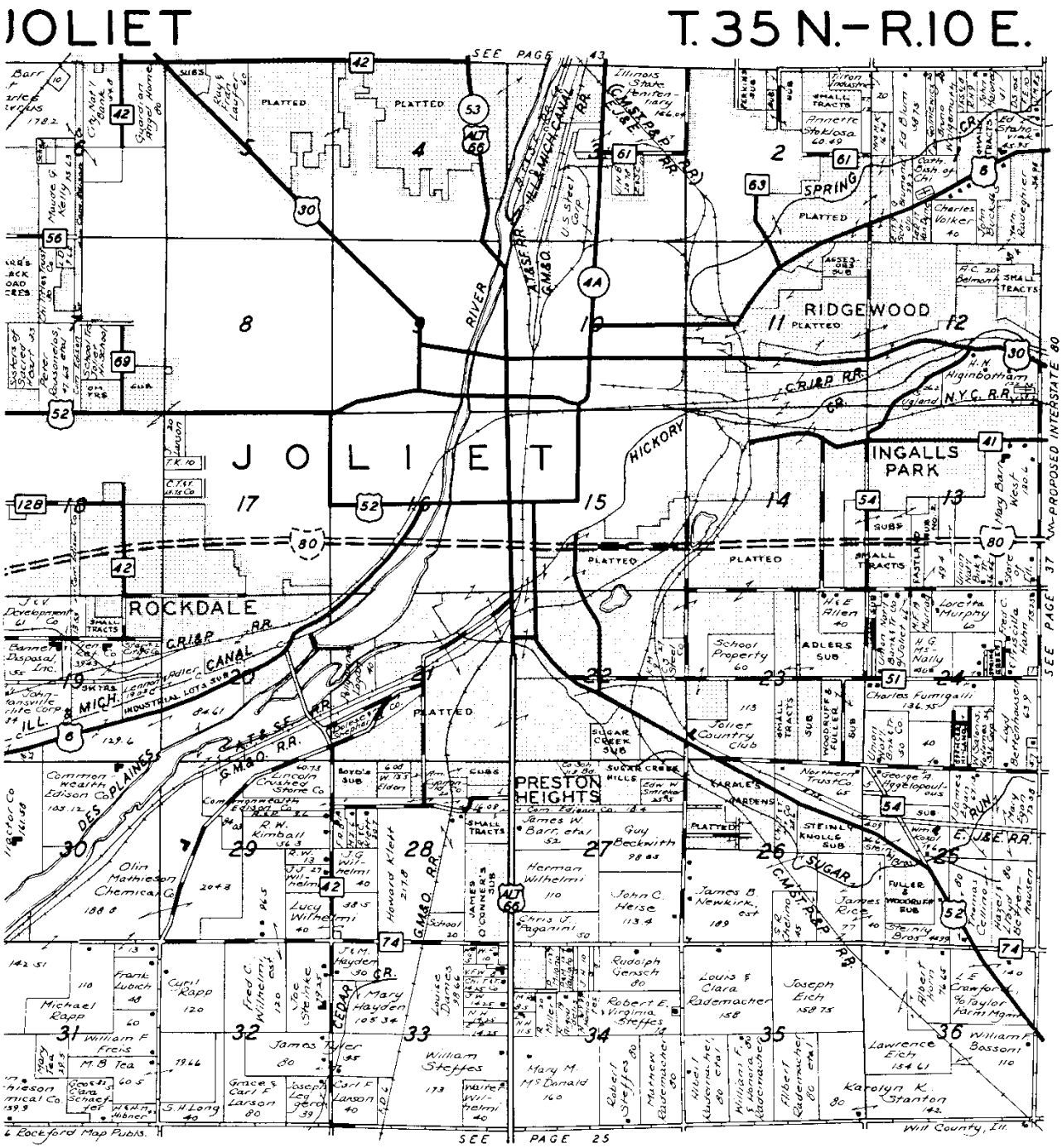


Joliet Township 1963



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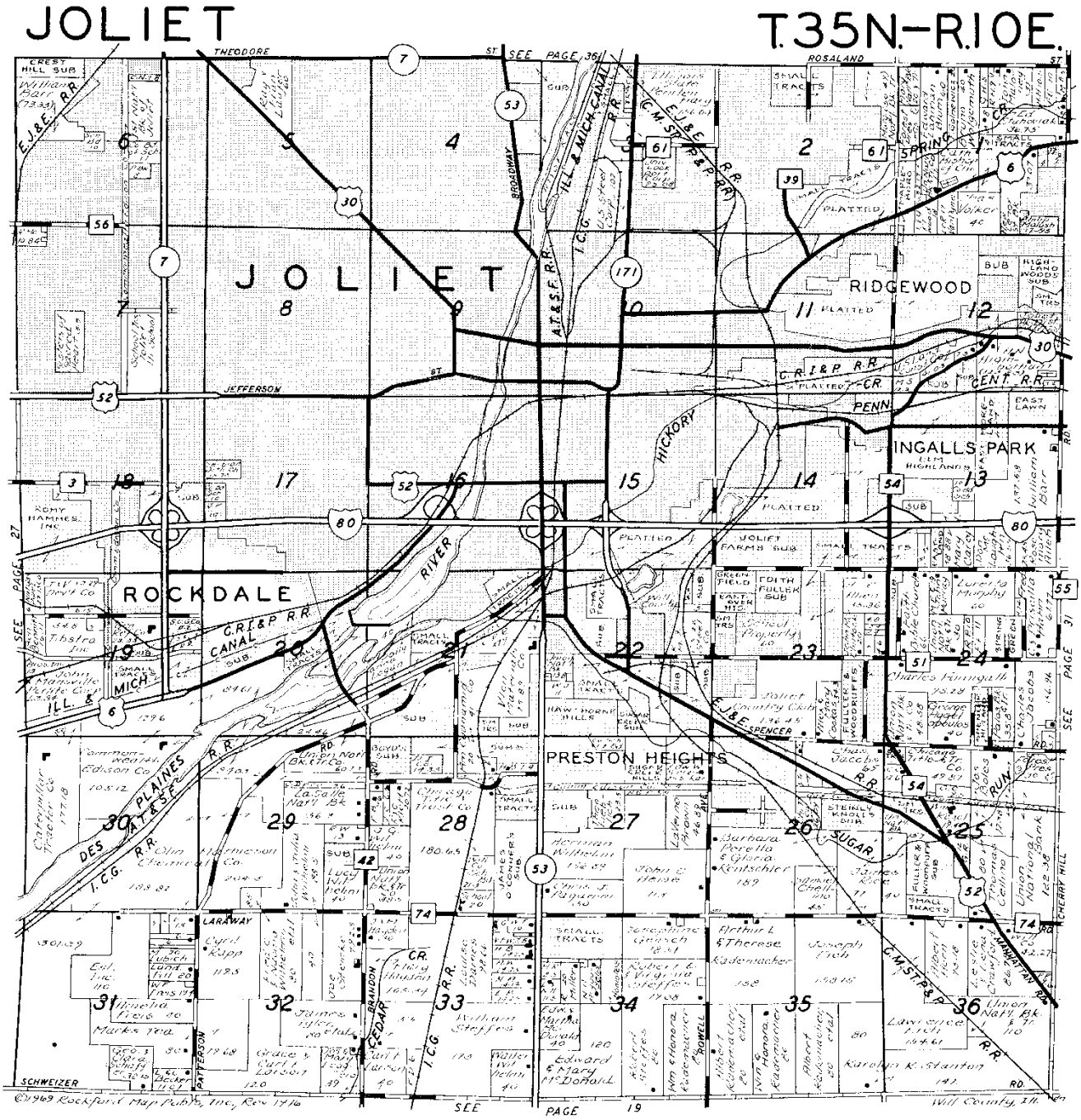

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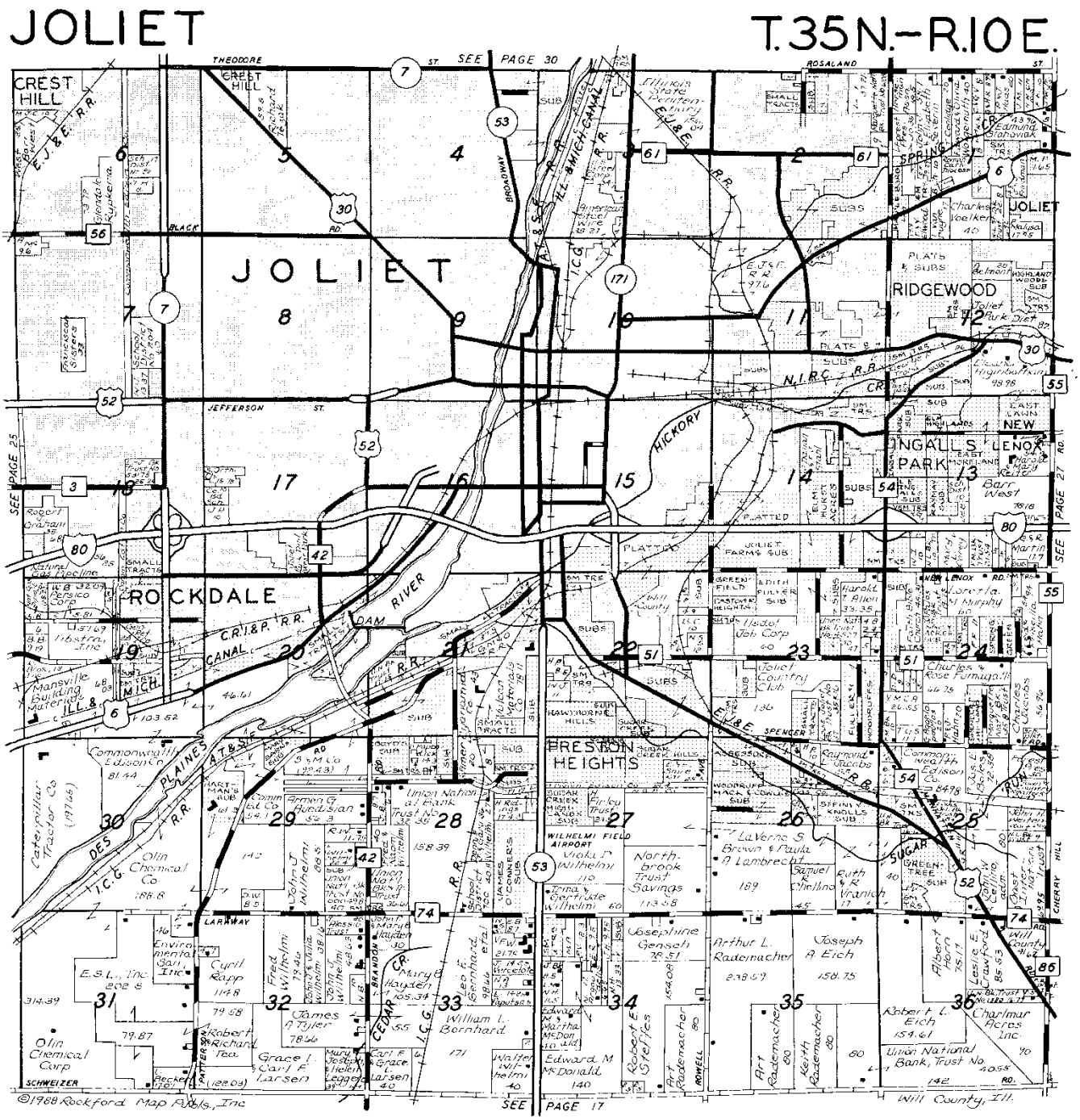

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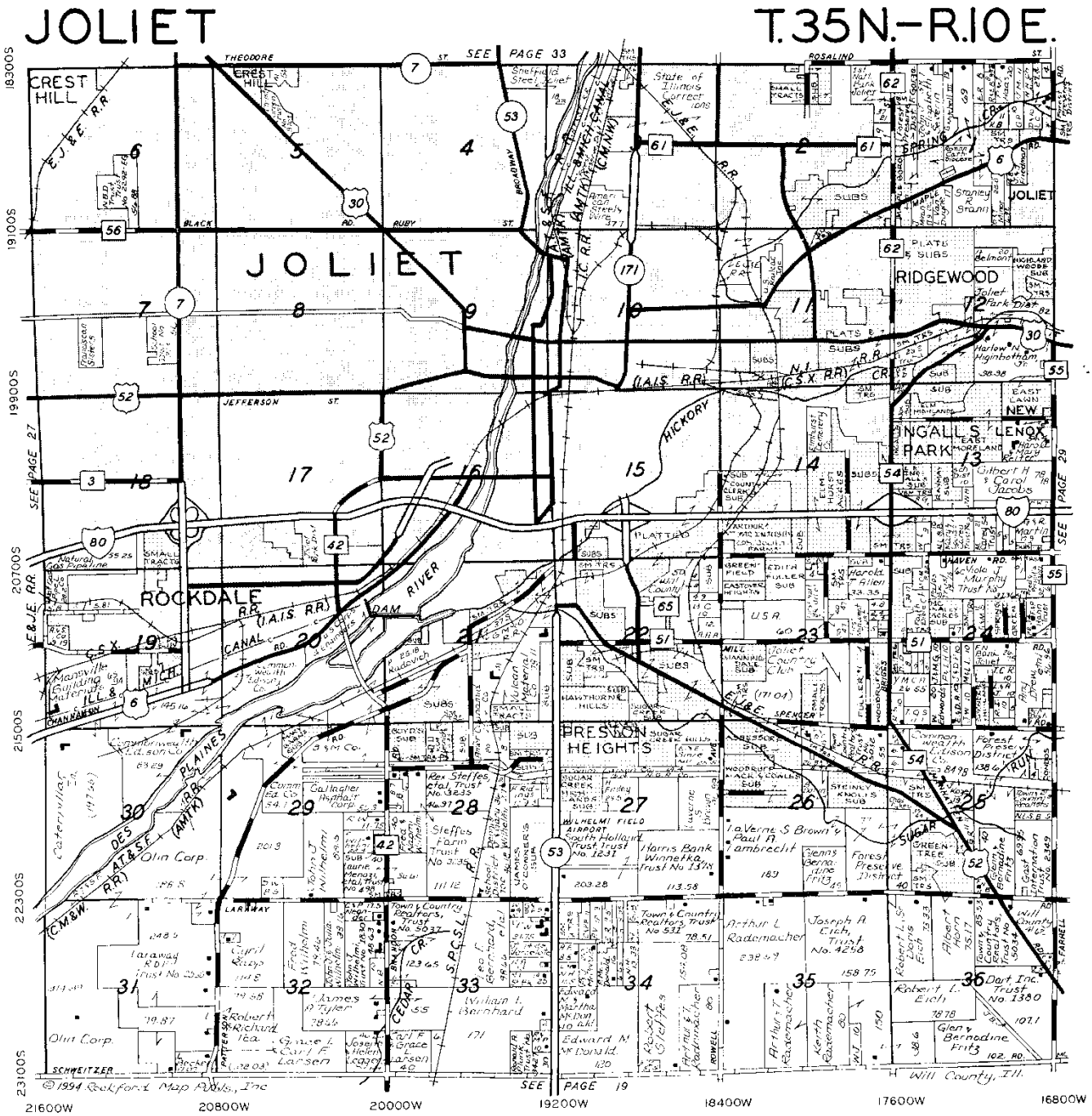
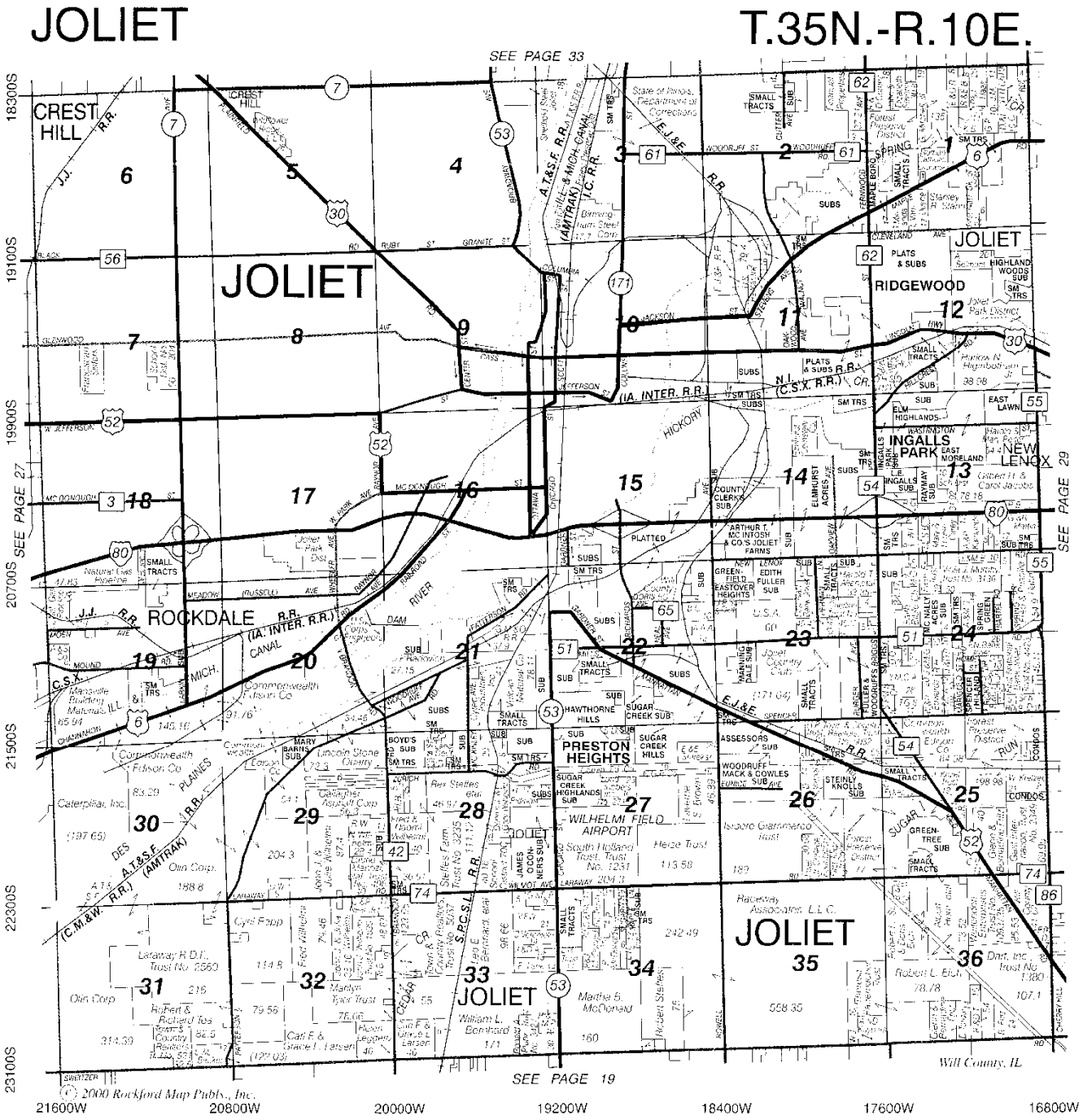


Joliet Township 1994



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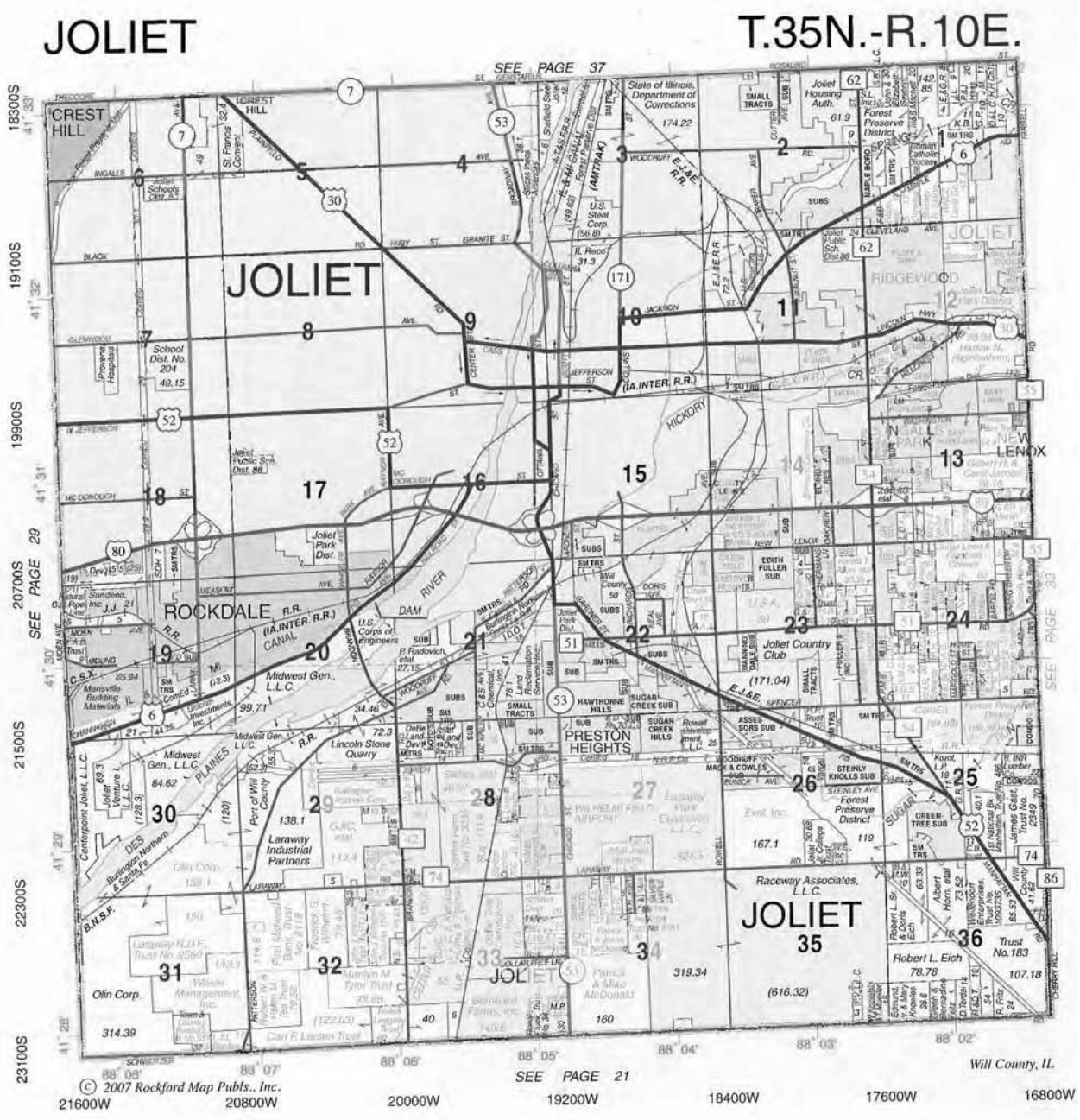
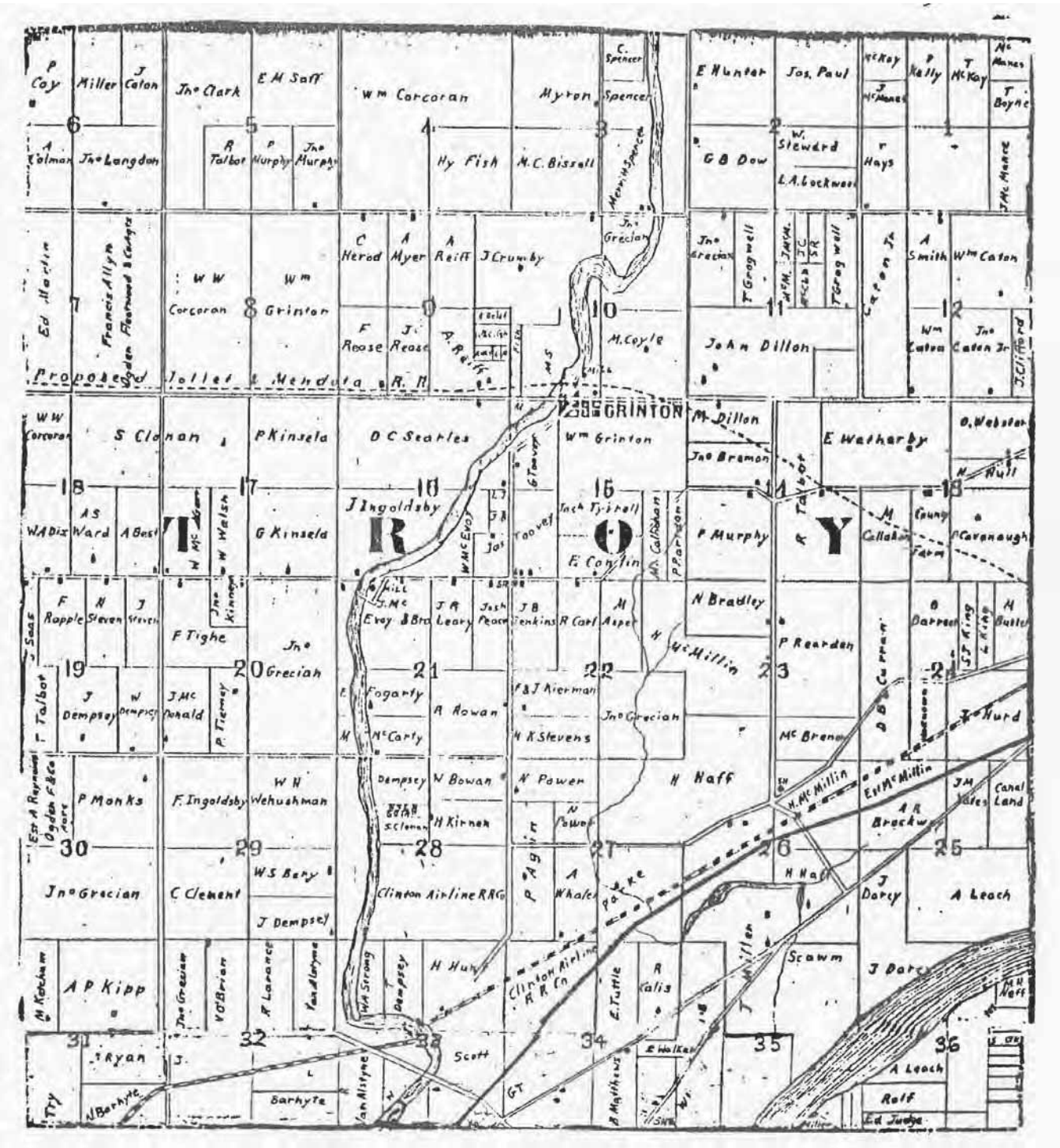
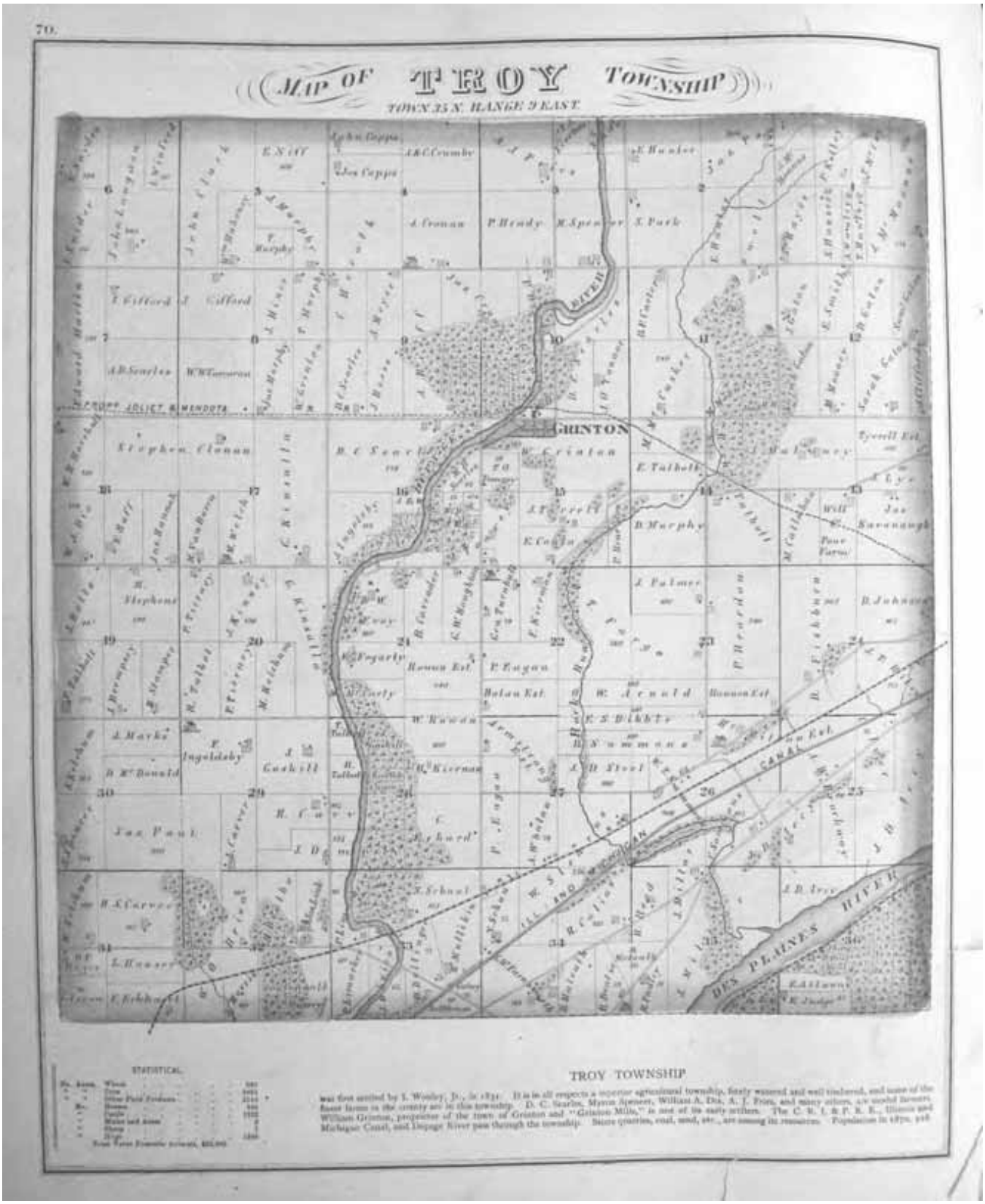


Joliet Township 2007



Troy Township 1862



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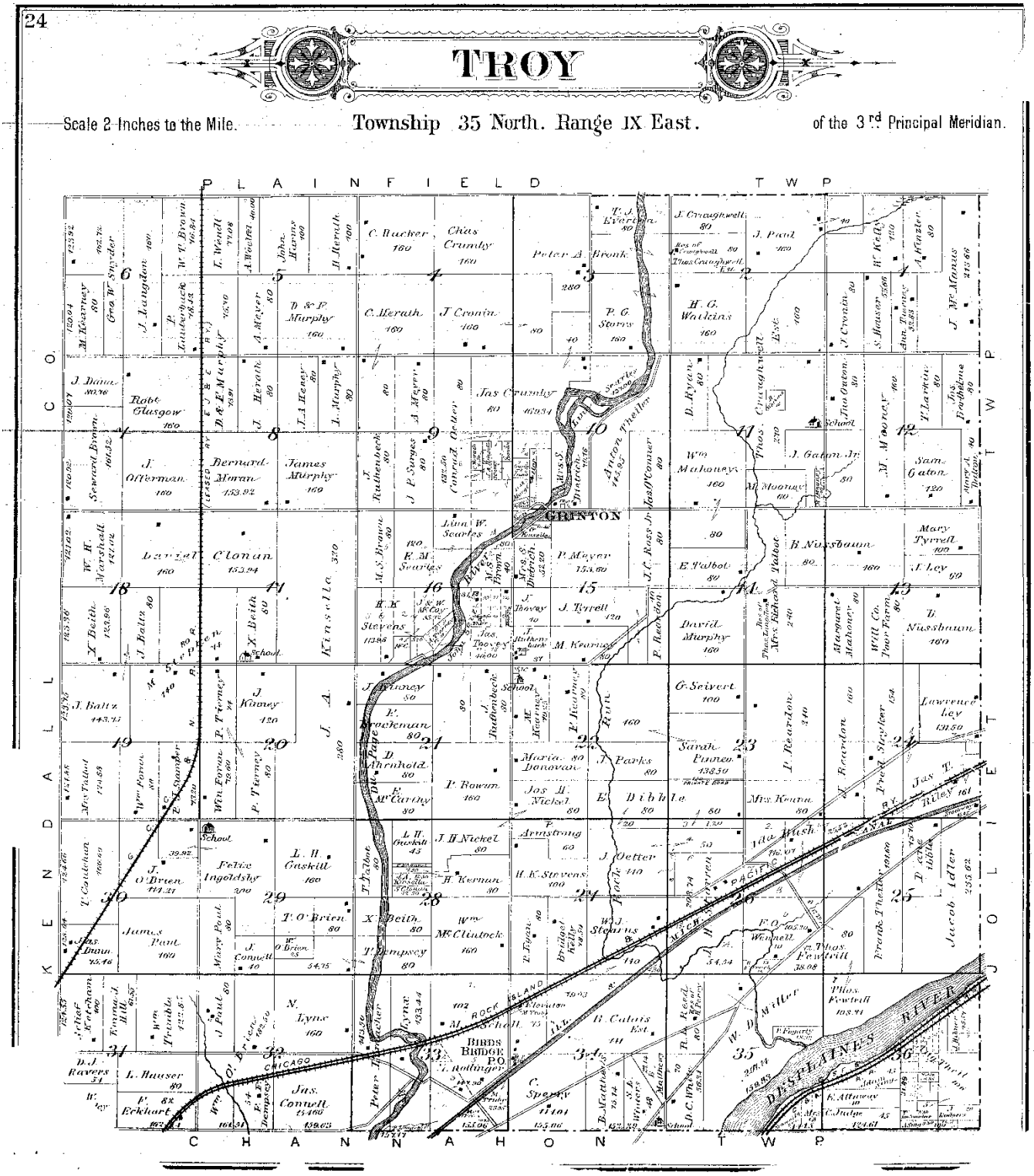

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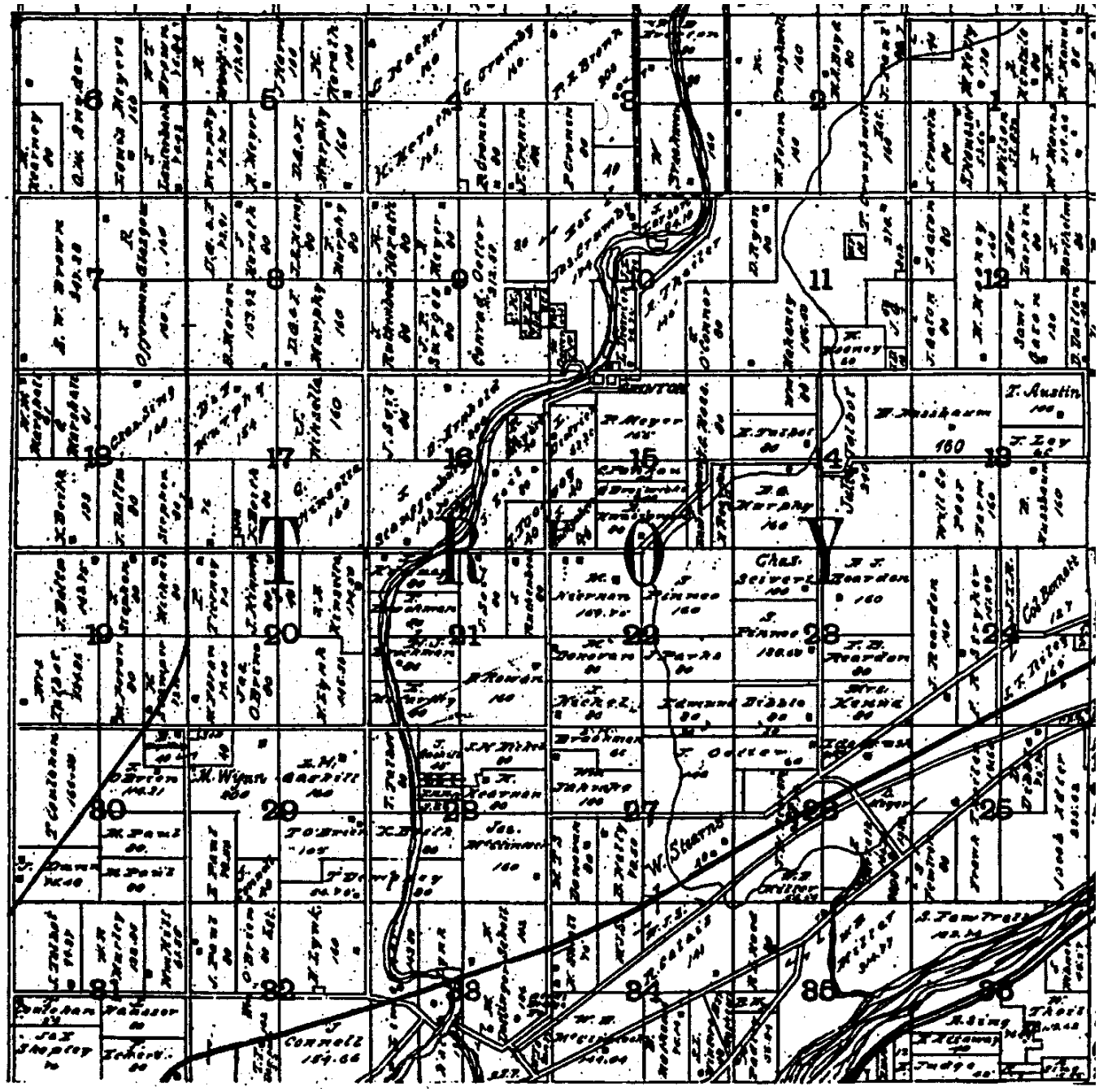

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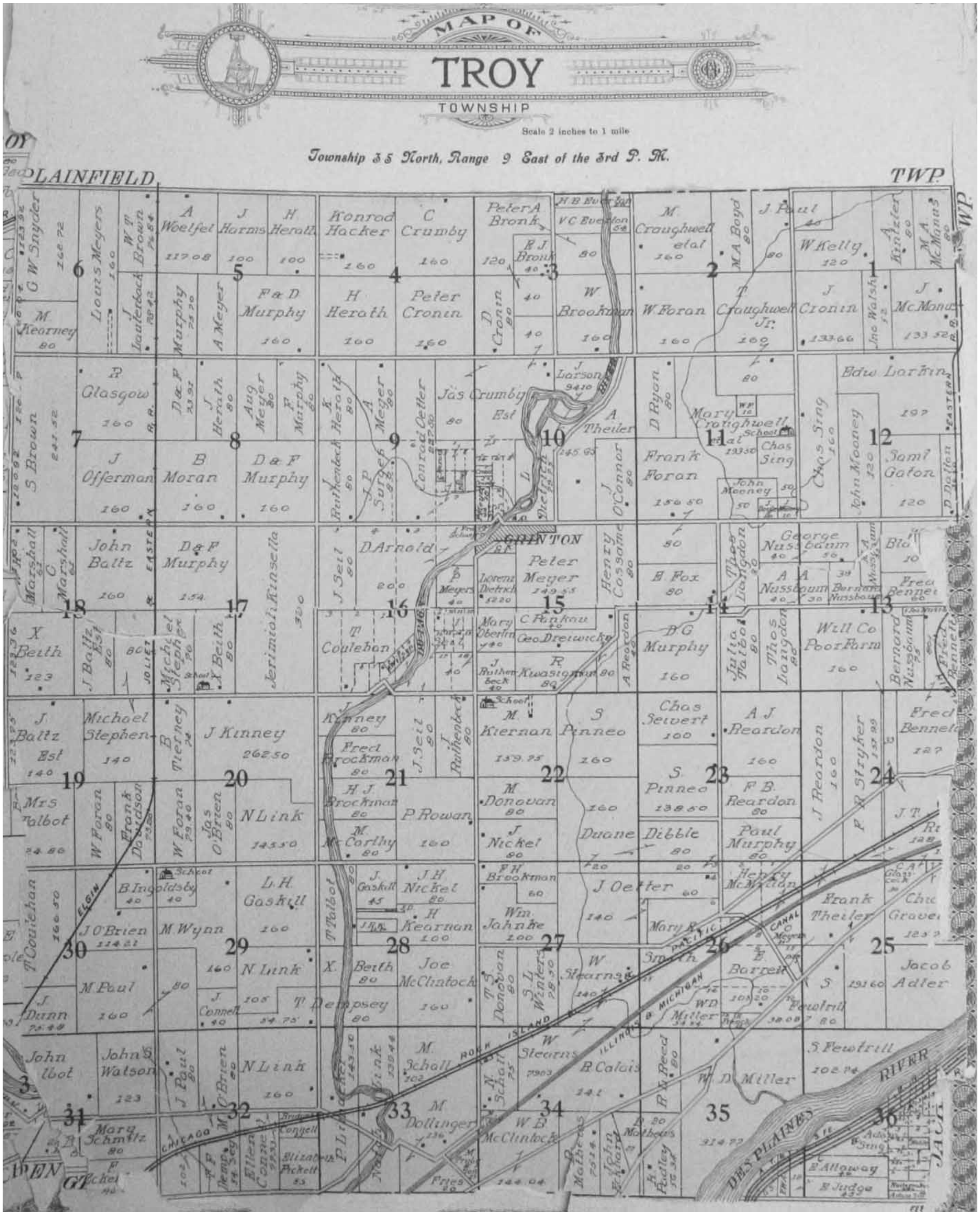

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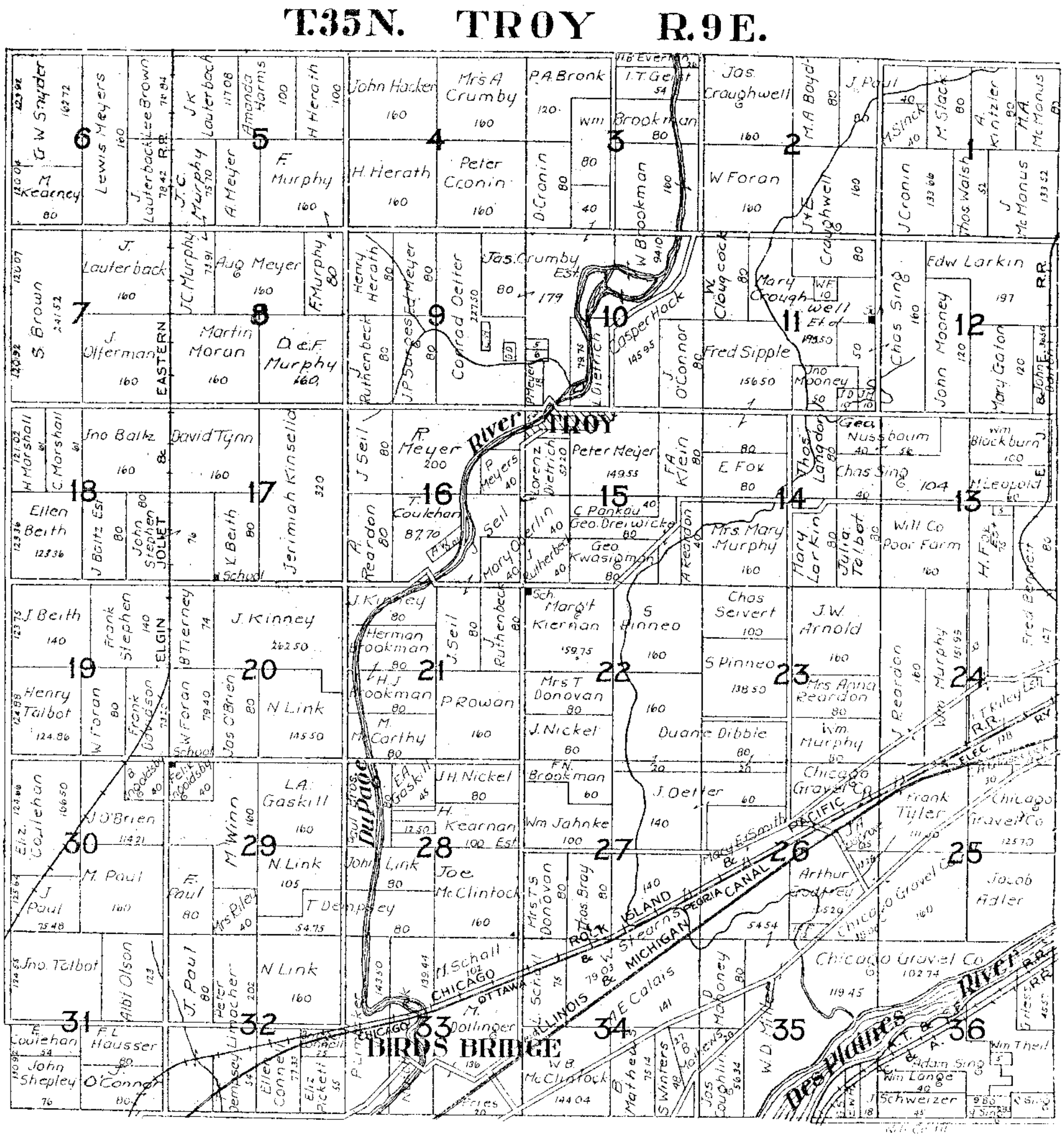

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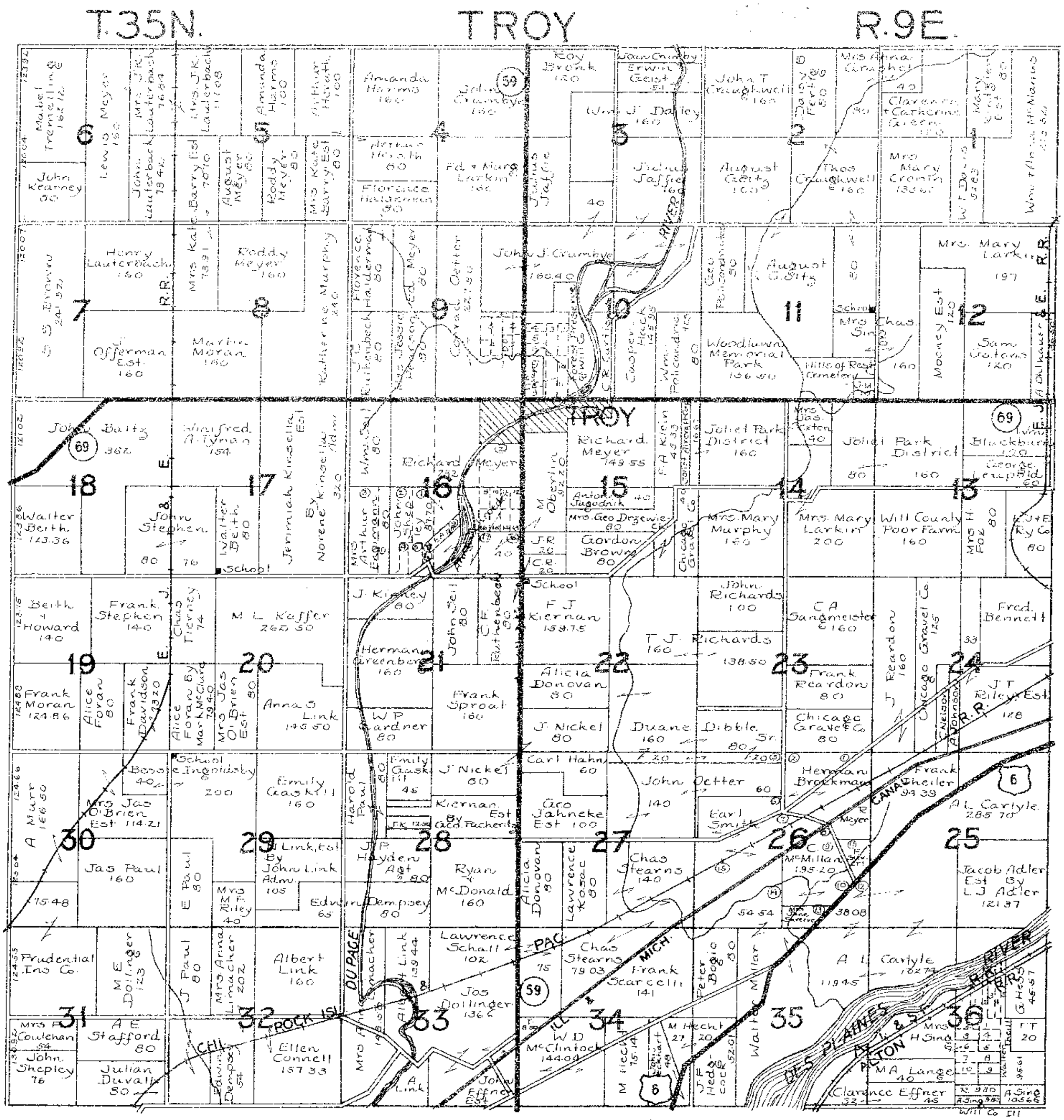
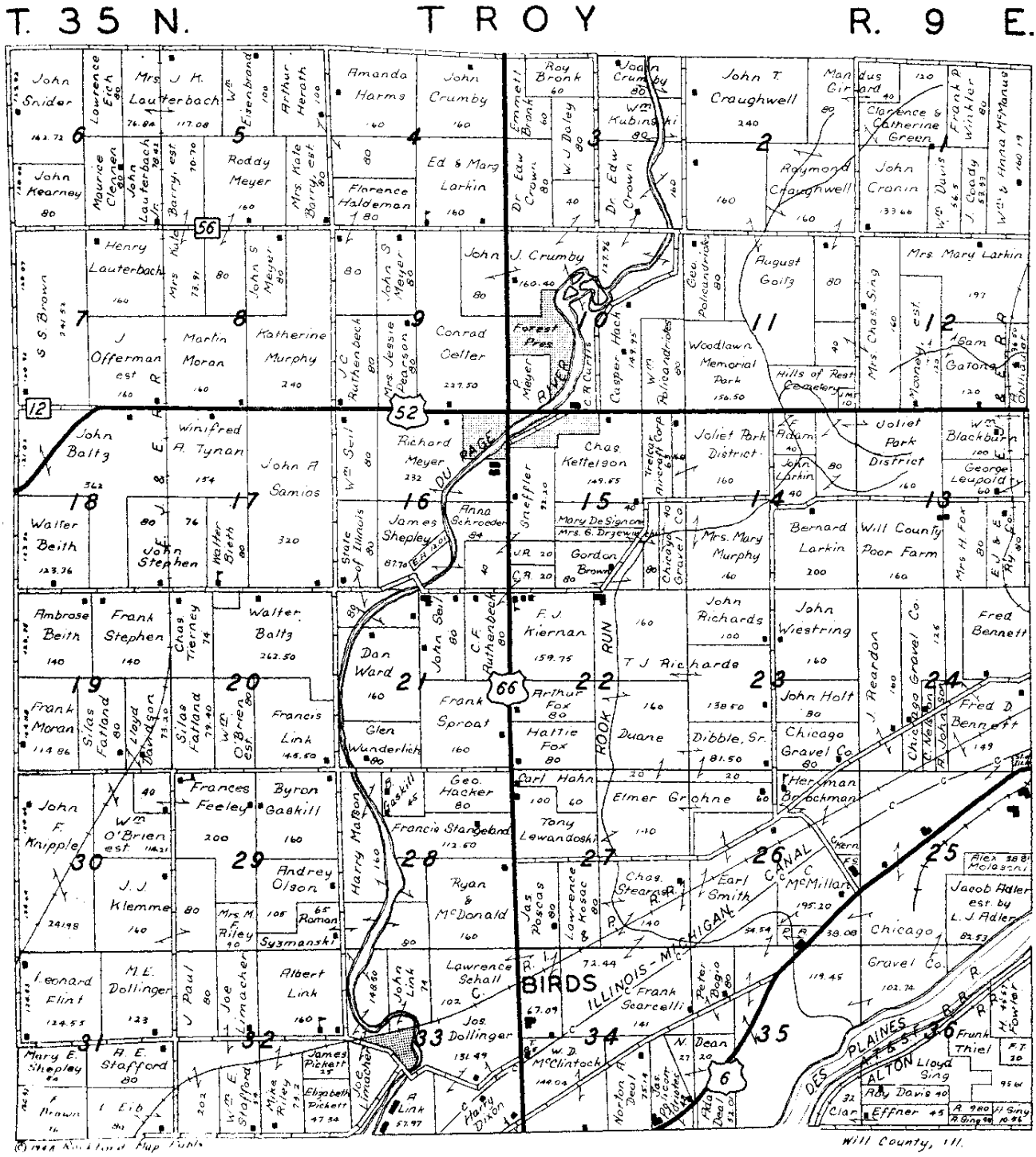


Troy Township circa 1942



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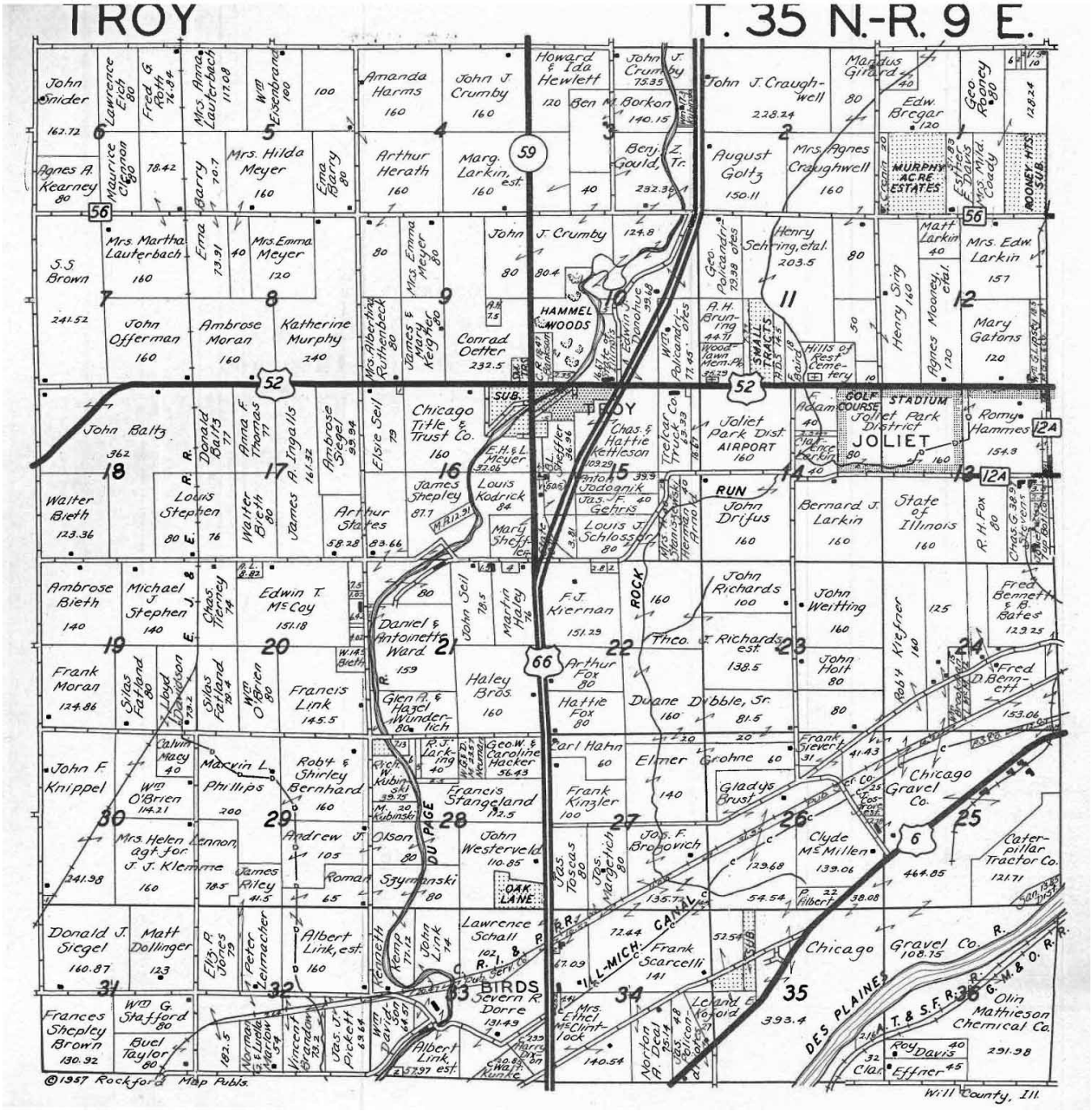

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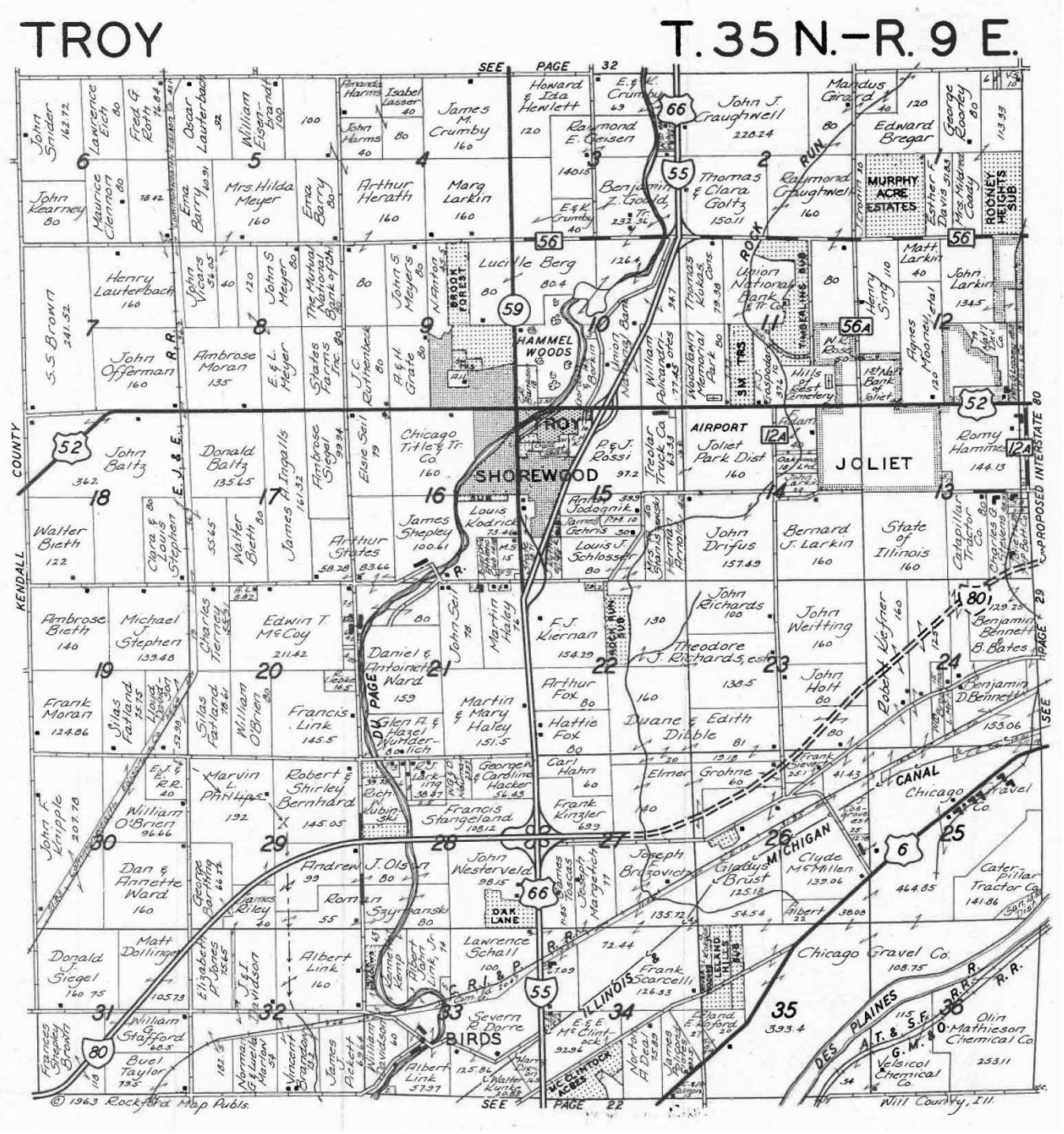

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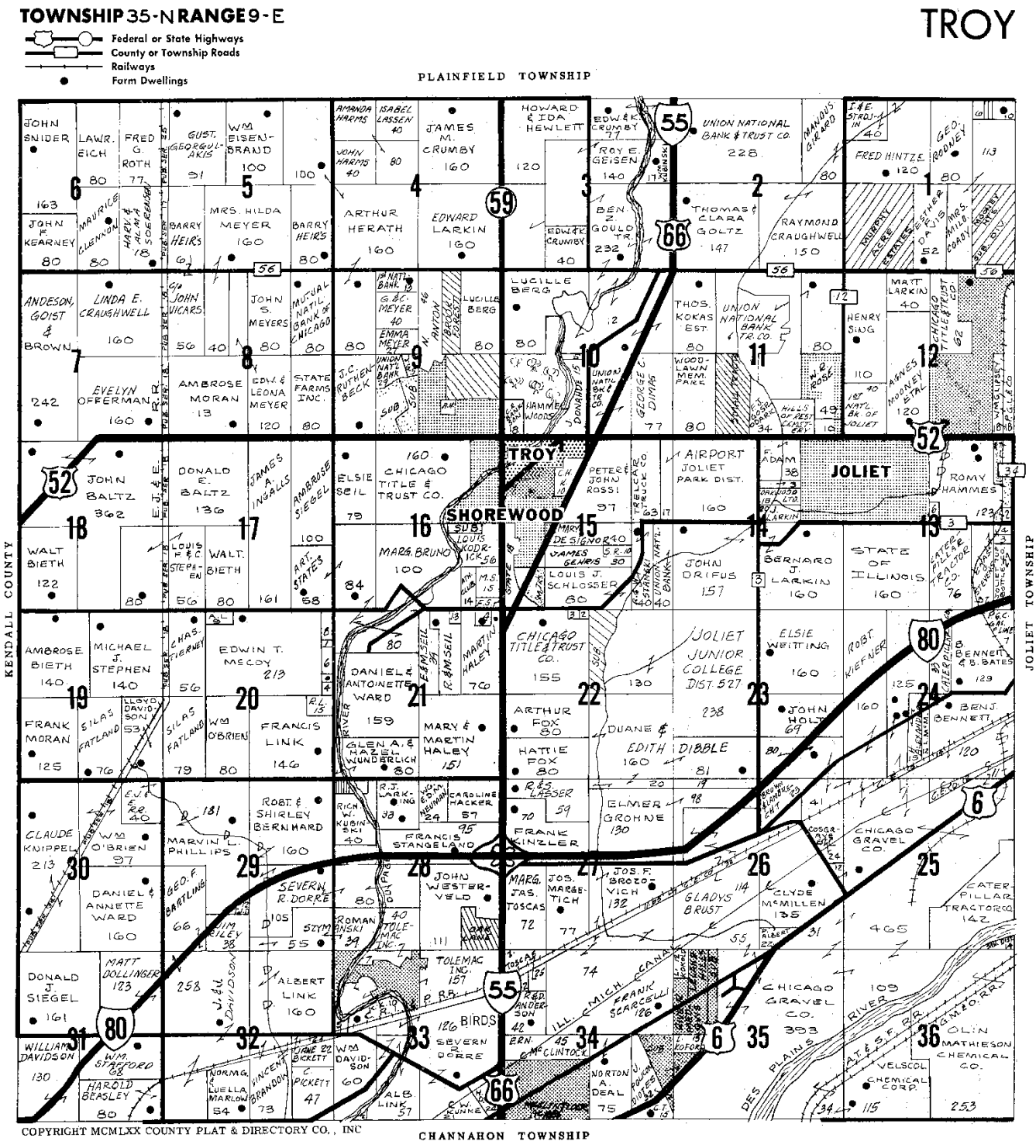
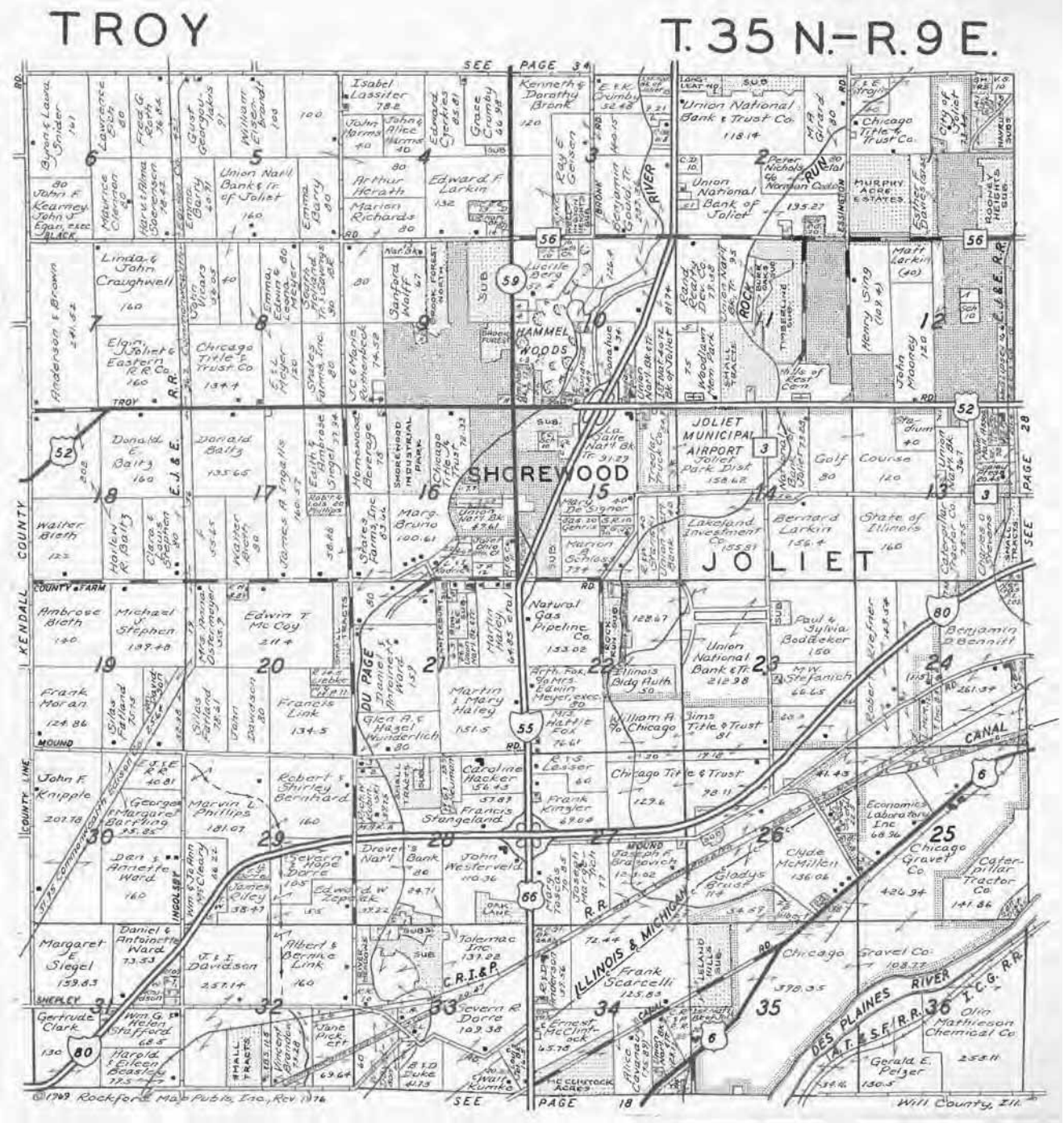


Troy Township 1970

Wiss, Janney, Elstner Associates, Inc.



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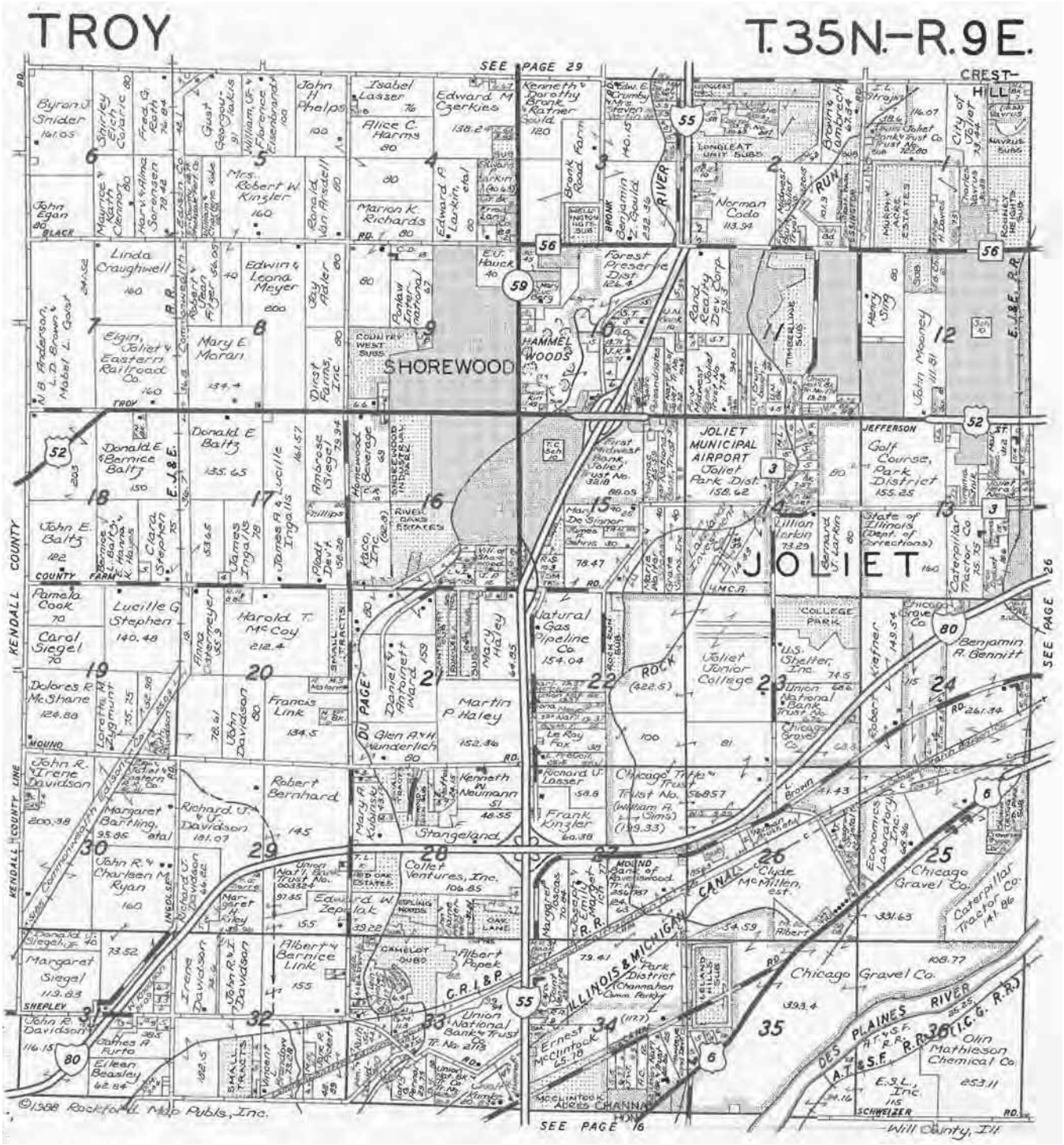

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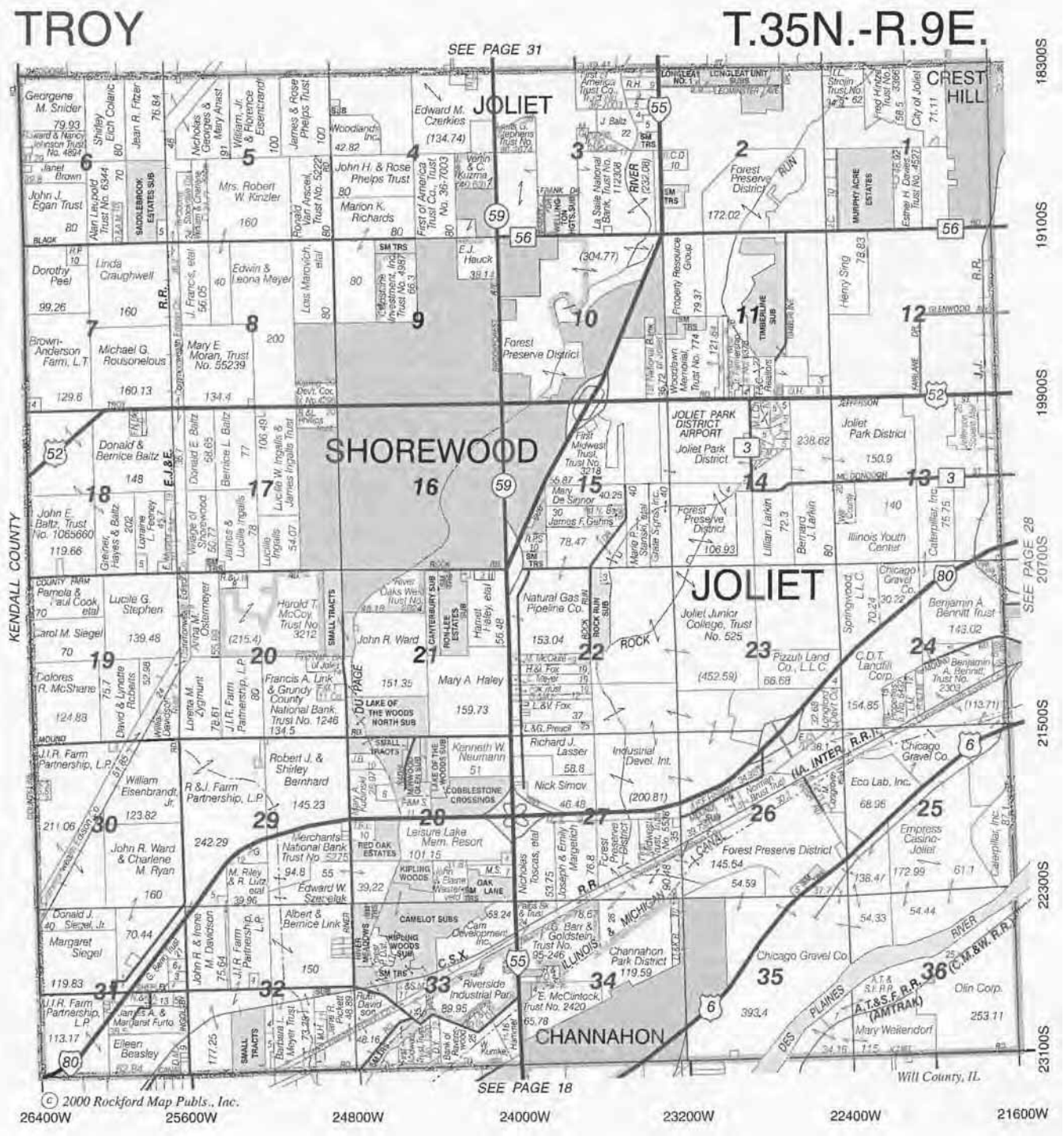
Wiss, Janney, Elstner Associates, Inc.

Troy Township 1994



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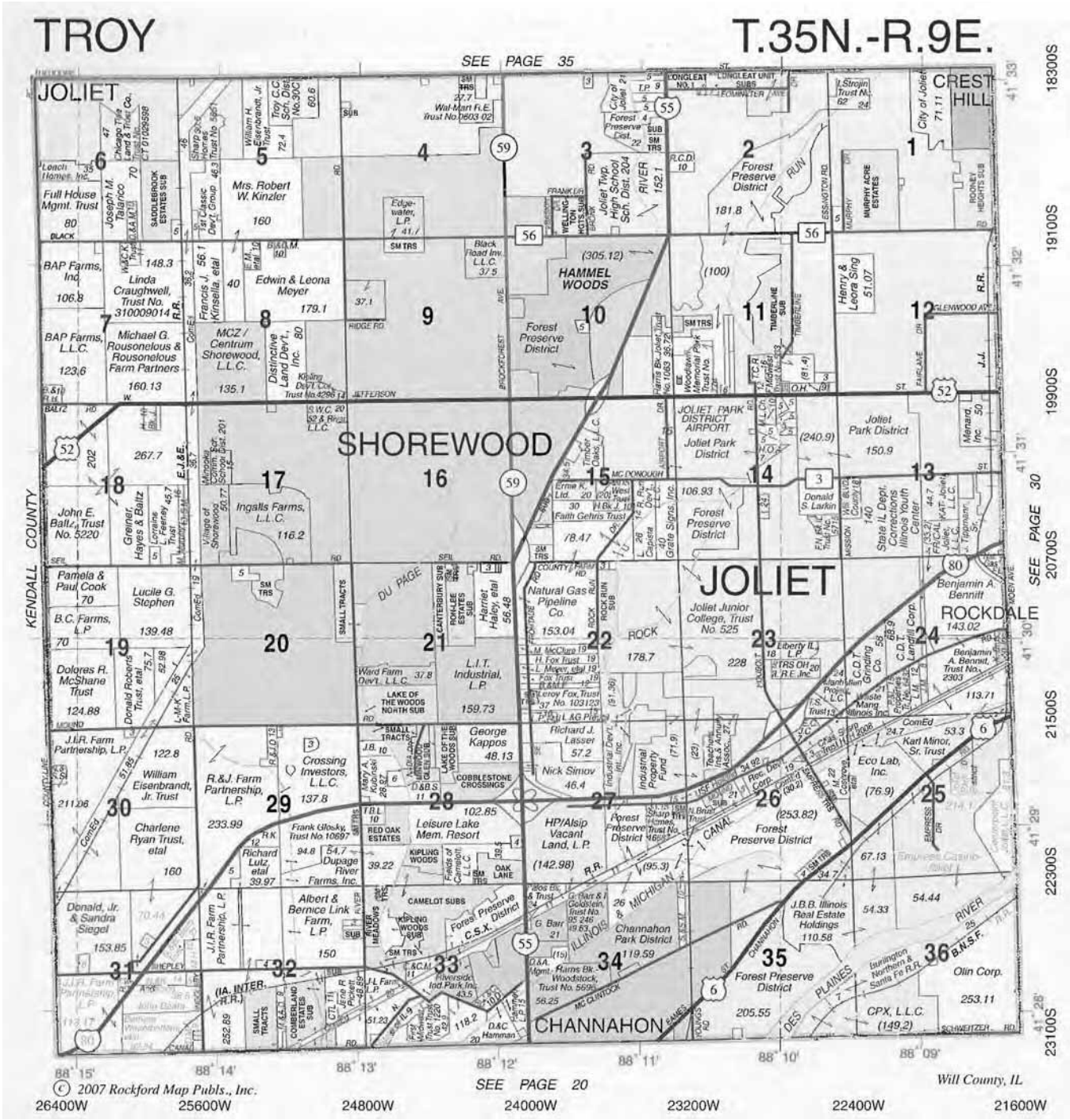


Troy Township 2007

APPENDIX B

SURVEY MAPS

The following maps were generated as part of this study using ArcGIS software. The background aerial photography and baseline maps were downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse internet site <http://www.isgs.uiuc.edu/nsdihome/>. The aerial photography that forms the background for Map 2 through Map 5 is dated March–May 2005. The historic aerial photography of Map 6 and Map 7 is dated September 6, 1939.

This appendix contains:

Key to Properties by Map ID Number

Joliet Township

ID	PIN Number	Address	Name	Significance of Site
1	07-01-307-004	1800 Maple Road (U.S. Route 6)	Hill Top Drive-in Theater	Not assessed
2	07-01-200-024	17025 Rosalind Street	Lynam–Maloney Farmstead	Non-contributing
3	07-01-100-006	1724 W. Rosalind Street	Sievert Farmstead	Non-contributing
4	07-01-100-022	1710 W. Rosalind Street	Sievert Farmstead	Non-contributing
5	07-24-106-010	Mills Road	Rudd–McNally Farmstead	Contributing
6	07-24-400-036	Mills Road	Mapps–Fumagalli Farmstead	Local landmark potential
7	07-24-400-005	21215 Cherry Hill Road	Link Farmstead	National Register potential
8	07-24-300-047	Spencer Road	Nobles Farmstead	Contributing
10	07-24-200-016	1928 New Lenox Road	Murphy Farmstead	Non-contributing
14	07-27-207-027	1715 S. Rowell Avenue	Goodspeed tenant farmstead	Contributing
15	07-27-300-003	2008 S. Chicago Street (Illinois Route 53)	John P. Wilhelmi Farmstead	Contributing
16	07-28-300-010	2324 Brandon Road	Mathias Wilhelmi House	Contributing
17	07-28-108-001	736 Zurich Road	Boyd Farmstead	Contributing
18	07-28-201-012	Zurich Road	Zarley–Haldeman Farmstead	Contributing
20	07-28-214-009	224 Zurich Road	Zarley–Haldeman Farmstead	Contributing
21	07-29-400-004	1807 Brandon Road	J. G. Wilhelmi House	Contributing
22	07-29-400-003	1815 Brandon Road	Wilhelmi–Whitler Farmstead	Contributing
23	07-29-400-024	W. Laraway Road	Fries–Wilhelmi Farmstead	Contributing
28	07-32-100-002	1430 W. Laraway Road	Offerman School	Local landmark potential
29	07-32-200-008	Brandon Road	Patrick Farmstead	Contributing
31	07-32-400-004	3125 Brandon Road	Leggero Farmstead	Non-contributing
32	07-33-300-003	3124 Brandon Road	Kurtz–Wilhelmi Farmstead	Non-contributing
33	07-33-100-003	2608 Brandon Road	Sing Farmstead	Non-contributing
34	07-33-200-017	W. Laraway Road	Adler Farmstead	Non-contributing
37	07-33-400-009	S. Chicago Street (Illinois Route 53)	Fries Farmstead	Non-contributing
38	07-34-300-003	2816 S. Chicago Street (Illinois Route 53)	Barnes–McDonald Farmstead	Contributing
39	07-34-101-002	2510 S. Chicago Street (Illinois Route 53)	Zipf Farmstead	Contributing
40	07-34-100-021	2414 S. Chicago Street (Illinois Route 53)		Contributing
41	07-34-100-026	210 E. Laraway Road		Non-contributing

Joliet Township

ID	PIN Number	Address	Name	Significance of Site
43	07-35-100-004	930 E. Laraway Road	Richards Farmstead	Contributing
44	07-35-400-010	17622 Schweitzer Road	Wilson–Stanton Farmstead	Contributing
45	07-36-100-009	1262 E. Laraway Road	Laraway Farmstead	National Register potential
47	07-36-200-015	2827 Manhattan Road (U.S. Route 52)	Lawler Farmstead	Contributing
48	07-02-200-001	1526 Cutter Avenue	Winke–Gould Farmstead	Contributing
49	07-28-402-001	2001 S. Chicago Street (Illinois Route 53)		Non-contributing
50	07-28-108-003	19939 Zurich Road	Boyd Farmstead	Non-contributing
51	07-34-100-007	2430 S. Chicago Street (Illinois Route 53)		Local landmark potential
52	07-24-400-037	1980 Mills Road		Contributing
53	07-26-106-001	1900 S. Rowell Avenue		Contributing
62	07-26-103-022	1830 S. Rowell Avenue		Contributing
63	07-26-106-023	1912 S. Rowell Avenue		Contributing

Key to Properties by Map ID Number

Troy Township

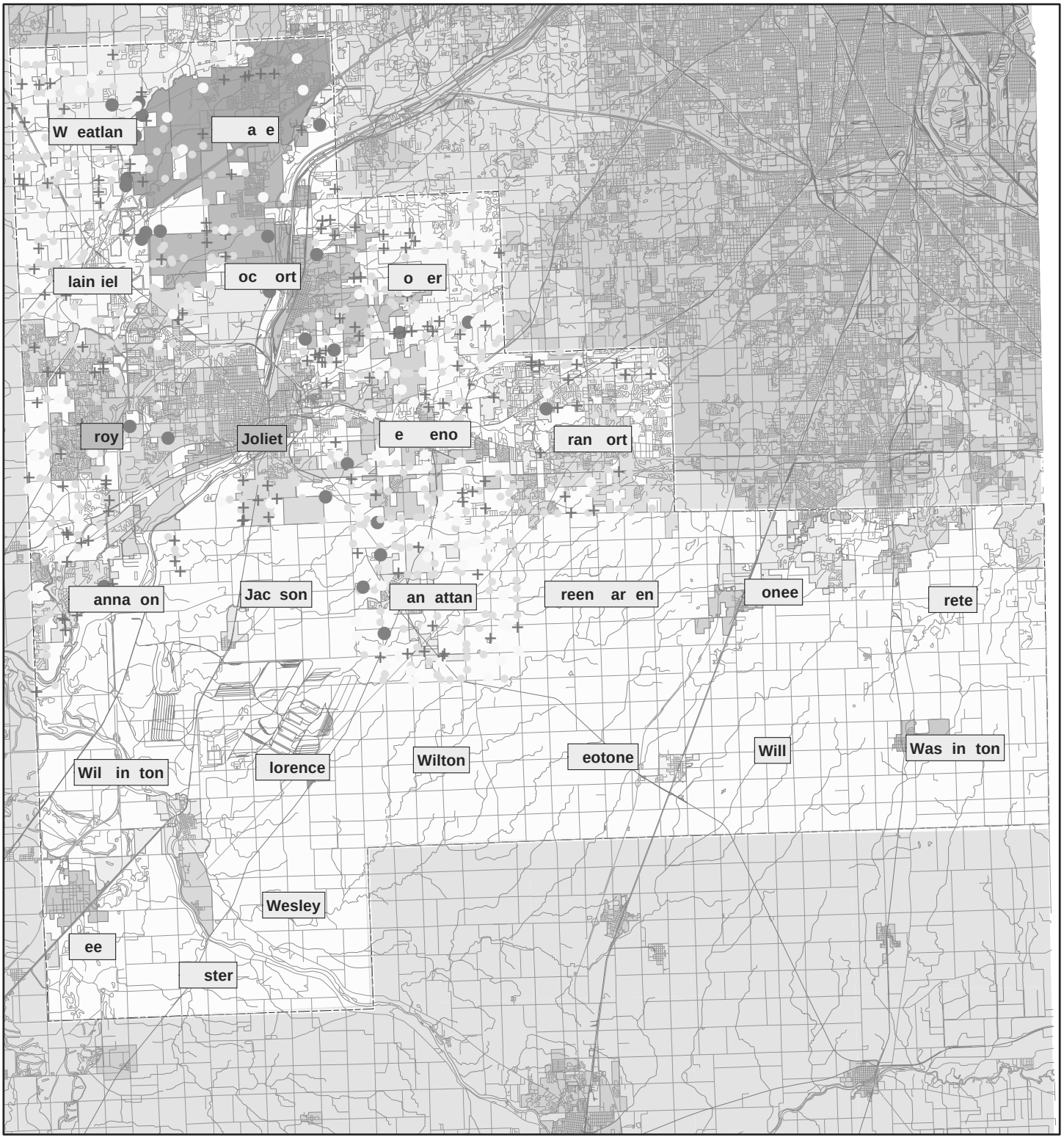
ID	PIN Number	Address	Name	Significance of Site
1	06-12-100-013	400 Essington Road	Sing Farmstead	Contributing
2	06-01-300-023	Black Road	Cronin Tenant Farmstead	Contributing
4	06-13-300-003	McDonough Street	Will County Poor Farm	National Register potential
5	06-15-400-010	Rock Run Drive	Pankau Farmstead	Contributing
6	06-14-100-004	4000 W. Jefferson Street (U.S. Route 52)	Joliet Regional Airport	National Register listed
7	06-03-200-038	18311 Bronk Road	Everton Farmstead	Local landmark potential
8	06-04-200-028	24127 Theodore Street	Crumby Tenant Farmstead	Non-contributing
9	06-05-206-023	18640 River Road	Herath Tenant Farmstead	Contributing
10	06-04-400-036	24132 Black Road	Cronin–Larkin Farmstead	Contributing
11	06-05-200-010	25201 Theodore Street	Harms Farmstead	Non-contributing
12	06-05-300-003	25242 Black Road	Meyer Farmstead	Local landmark potential
13	06-08-200-003	25009 Black Road	Meyer Farmstead	Contributing
14	06-06-400-005	25608 Black Road	Lauterbach Farmstead	Contributing
15	06-07-300-004	19833 County Line Road	Brown Farmstead	Contributing
16	06-18-100-001	26347 Baltz Road	Marshall–Baltz Farmstead	Contributing
17	06-07-400-007	25700 Troy Road (U.S. Route 52)	Searles–Offerman Farmstead	Contributing
18	06-18-200-003	25809 Troy Road (U.S. Route 52)	Clonan–Baltz Farmstead	Contributing
19	06-09-300-014	1010 W. Jefferson Street (U.S. Route 52)	Searles–Ruthenbeck Farmstead	Non-contributing
20	06-18-300-004	26108 Seil Road (W. Bieth Road)	Dix–Bieth Farmstead	Contributing
21	06-19-100-002	26047 Seil Road	Baltz–Bieth Farmstead	Local landmark potential
22	06-19-200-002	25851 Seil Road	Michael Stephen Farmstead	Contributing
23	06-18-400-012	25648 Seil Road	John A. Stephen Farmstead	Contributing
24	06-20-100-018	25211 Seil Road	Kinney Farmstead	Contributing
25	06-20-100-006	25245 Seil Road		Non-contributing
26	N/A	Seil Road	Seil Road Bridge Abutments	Contributing
27	06-21-200-004	24161 Seil Road		Contributing
29	06-21-200-025	24140 Seil Road	Ruthenbeck Farmstead	Contributing
30	06-22-300-007	21213 Frontage Road	Eagan–Donovan Farmstead	Contributing
31	06-27-100-002	21525 Frontage Road	Armstrong–Brookman Farmstead	Non-contributing

Troy Township

ID	PIN Number	Address	Name	Significance of Site
32	06-27-100-011	21633 Frontage Road	Jahnke–Kinzler Farmstead	Non-contributing
34	06-19-400-007	25728 Mound Road	Davidson farm	Contributing
35	06-19-400-001	25922 Mound Road	Dempsey–Foran Farmstead	Contributing
36	06-19-300-001	County Line Road	Talbot Farmstead	Non-contributing
37	06-30-100-004	21705 County Line Road	Coulehan Farmstead	Local landmark potential
38	06-30-400-001	21940 Ingolsby Road	Paul Brothers Farmstead	Contributing
40	06-31-100-006	26154 Shepley Road	Ketcham–Talbot Farmstead	Contributing
41	06-29-100-006	25229 Mound Road	Ingoldsby–Wynn Farmstead	Non-contributing
42	06-29-200-006	21612 River Road	Gaskill Farmstead	Contributing
43	06-29-400-009	21994 River Road	O Brien–Link Farmstead	Contributing
44	06-29-400-005	22262 River Road	Dempsey Farmstead	Contributing
45	06-28-400-007	22116 Frontage Road	McClintock Farmstead	Contributing
46	06-28-300-002	22262 River Road	Dempsey Farmstead Outbuildings	Contributing
47	06-27-300-002	Frontage Road	Egan–Donovan Farmstead	Non-contributing
48	06-26-100-010	22901 Mound Road		Contributing
49	06-23-100-004	Houbolt Road	Fargo–Pinneo Tenant Farmstead	Contributing
50	06-24-300-005	2849 W. Mound Road	C. Nelson House	Contributing
51	06-34-100-003	22449 Frontage Road	Joliet Grain Company	Non-contributing
52	06-33-400-019	24160 Shepley Road	Dollinger Farmstead	Contributing
54	06-32-200-005	22567 River Road	Link Farmstead	Local landmark potential
55	06-32-100-009	25232 Shepley Road	O Brien–Limacher Farmstead	Contributing
58	06-31-400-011	22730 Shepley Road	Hausser Farmstead	Contributing
60	06-31-400-015	25708 Canal Road	Eckhart Farmstead	Contributing
63	06-21-200-027	24311 Seil Road	Seil Farmstead	Local landmark potential
71	06-07-200-002	Black Road		Non-contributing
82	06-22-300-016	21427 Frontage Road	Nickel Farmstead	Local landmark potential
86	06-26-200-012	3251 W. Mound Road	McMillan Farmstead	Contributing
93	06-32-300-022	25210 Canal Road		Non-contributing

JOLIET AND TROY TOWNSHIPS

Map 1: Will County Key Map



JOLIET TOWNSHIP
Map 2: Overview of Survey

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TROY TOWNSHIP
Map 3: Overview of Survey

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JOLIET TOWNSHIP
Map 4: Historic Significance

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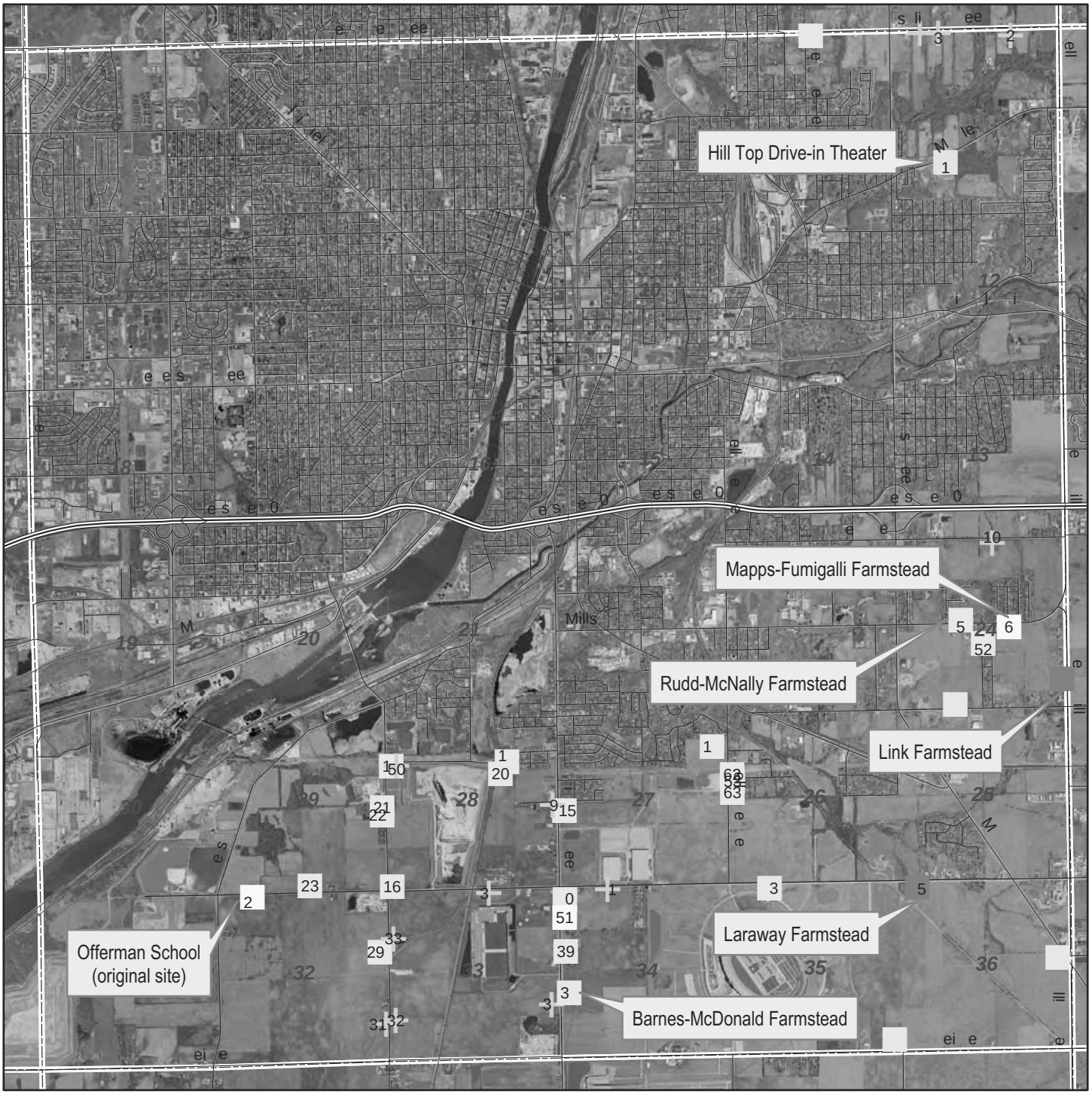

TROY TOWNSHIP
Map 5: Historic Significance

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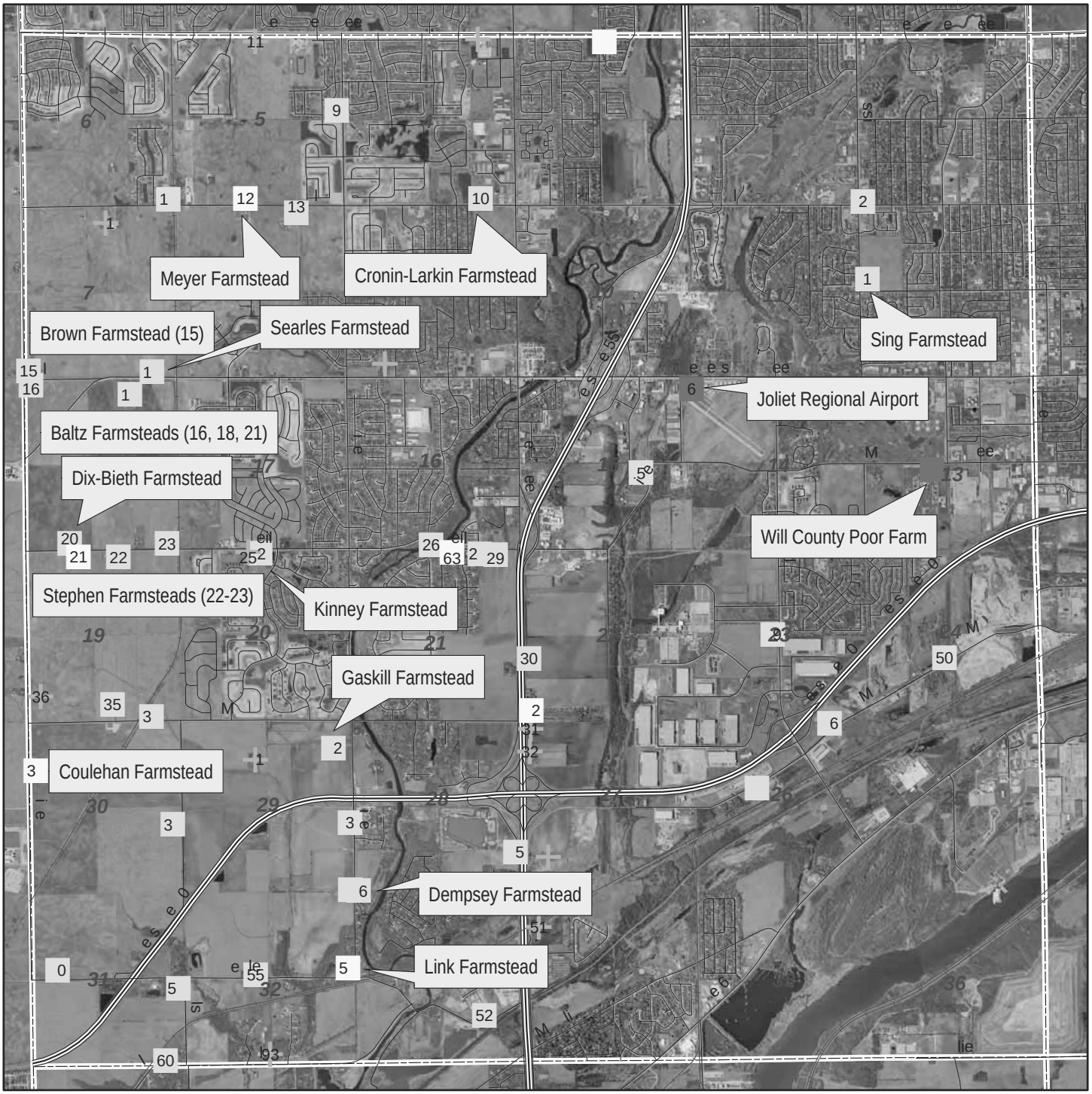


JOLIET TOWNSHIP
Map 6: 1939 Aerial Photography

TROY TOWNSHIP
Map 7: 1939 Aerial Photography

APPENDIX B

SURVEY MAPS

The following maps were generated as part of this study using ArcGIS software. The background aerial photography and baseline maps were downloaded from the Illinois Natural Resources Geospatial Data Clearinghouse internet site <http://www.isgs.uiuc.edu/nsdihome/>. The aerial photography that forms the background for Map 2 through Map 5 is dated March–May 2005. The historic aerial photography of Map 6 and Map 7 is dated September 6, 1939.

This appendix contains:

Key to Properties by Map ID Number

Joliet Township

ID	PIN Number	Address	Name	Significance of Site
1	07-01-307-004	1800 Maple Road (U.S. Route 6)	Hill Top Drive-in Theater	Not assessed
2	07-01-200-024	17025 Rosalind Street	Lynam–Maloney Farmstead	Non-contributing
3	07-01-100-006	1724 W. Rosalind Street	Sievert Farmstead	Non-contributing
4	07-01-100-022	1710 W. Rosalind Street	Sievert Farmstead	Non-contributing
5	07-24-106-010	Mills Road	Rudd–McNally Farmstead	Contributing
6	07-24-400-036	Mills Road	Mapps–Fumagalli Farmstead	Local landmark potential
7	07-24-400-005	21215 Cherry Hill Road	Link Farmstead	National Register potential
8	07-24-300-047	Spencer Road	Nobles Farmstead	Contributing
10	07-24-200-016	1928 New Lenox Road	Murphy Farmstead	Non-contributing
14	07-27-207-027	1715 S. Rowell Avenue	Goodspeed tenant farmstead	Contributing
15	07-27-300-003	2008 S. Chicago Street (Illinois Route 53)	John P. Wilhelmi Farmstead	Contributing
16	07-28-300-010	2324 Brandon Road	Mathias Wilhelmi House	Contributing
17	07-28-108-001	736 Zurich Road	Boyd Farmstead	Contributing
18	07-28-201-012	Zurich Road	Zarley–Haldeman Farmstead	Contributing
20	07-28-214-009	224 Zurich Road	Zarley–Haldeman Farmstead	Contributing
21	07-29-400-004	1807 Brandon Road	J. G. Wilhelmi House	Contributing
22	07-29-400-003	1815 Brandon Road	Wilhelmi–Whitler Farmstead	Contributing
23	07-29-400-024	W. Laraway Road	Fries–Wilhelmi Farmstead	Contributing
28	07-32-100-002	1430 W. Laraway Road	Offerman School	Local landmark potential
29	07-32-200-008	Brandon Road	Patrick Farmstead	Contributing
31	07-32-400-004	3125 Brandon Road	Leggero Farmstead	Non-contributing
32	07-33-300-003	3124 Brandon Road	Kurtz–Wilhelmi Farmstead	Non-contributing
33	07-33-100-003	2608 Brandon Road	Sing Farmstead	Non-contributing
34	07-33-200-017	W. Laraway Road	Adler Farmstead	Non-contributing
37	07-33-400-009	S. Chicago Street (Illinois Route 53)	Fries Farmstead	Non-contributing
38	07-34-300-003	2816 S. Chicago Street (Illinois Route 53)	Barnes–McDonald Farmstead	Contributing
39	07-34-101-002	2510 S. Chicago Street (Illinois Route 53)	Zipf Farmstead	Contributing
40	07-34-100-021	2414 S. Chicago Street (Illinois Route 53)		Contributing
41	07-34-100-026	210 E. Laraway Road		Non-contributing

Joliet Township

ID	PIN Number	Address	Name	Significance of Site
43	07-35-100-004	930 E. Laraway Road	Richards Farmstead	Contributing
44	07-35-400-010	17622 Schweitzer Road	Wilson–Stanton Farmstead	Contributing
45	07-36-100-009	1262 E. Laraway Road	Laraway Farmstead	National Register potential
47	07-36-200-015	2827 Manhattan Road (U.S. Route 52)	Lawler Farmstead	Contributing
48	07-02-200-001	1526 Cutter Avenue	Winke–Gould Farmstead	Contributing
49	07-28-402-001	2001 S. Chicago Street (Illinois Route 53)		Non-contributing
50	07-28-108-003	19939 Zurich Road	Boyd Farmstead	Non-contributing
51	07-34-100-007	2430 S. Chicago Street (Illinois Route 53)		Local landmark potential
52	07-24-400-037	1980 Mills Road		Contributing
53	07-26-106-001	1900 S. Rowell Avenue		Contributing
62	07-26-103-022	1830 S. Rowell Avenue		Contributing
63	07-26-106-023	1912 S. Rowell Avenue		Contributing

Key to Properties by Map ID Number

Troy Township

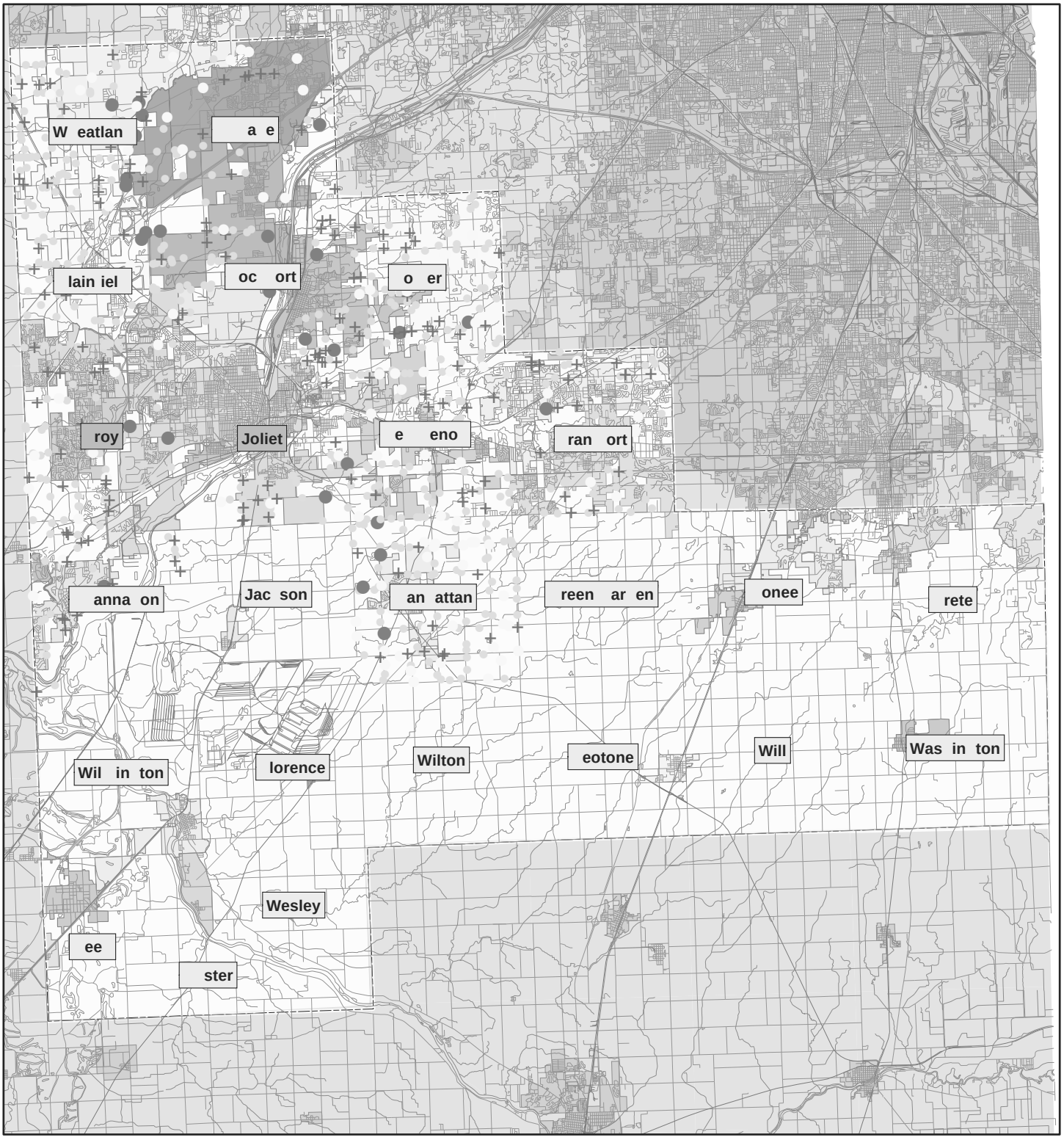
ID	PIN Number	Address	Name	Significance of Site
1	06-12-100-013	400 Essington Road	Sing Farmstead	Contributing
2	06-01-300-023	Black Road	Cronin Tenant Farmstead	Contributing
4	06-13-300-003	McDonough Street	Will County Poor Farm	National Register potential
5	06-15-400-010	Rock Run Drive	Pankau Farmstead	Contributing
6	06-14-100-004	4000 W. Jefferson Street (U.S. Route 52)	Joliet Regional Airport	National Register listed
7	06-03-200-038	18311 Bronk Road	Everton Farmstead	Local landmark potential
8	06-04-200-028	24127 Theodore Street	Crumby Tenant Farmstead	Non-contributing
9	06-05-206-023	18640 River Road	Herath Tenant Farmstead	Contributing
10	06-04-400-036	24132 Black Road	Cronin–Larkin Farmstead	Contributing
11	06-05-200-010	25201 Theodore Street	Harms Farmstead	Non-contributing
12	06-05-300-003	25242 Black Road	Meyer Farmstead	Local landmark potential
13	06-08-200-003	25009 Black Road	Meyer Farmstead	Contributing
14	06-06-400-005	25608 Black Road	Lauterbach Farmstead	Contributing
15	06-07-300-004	19833 County Line Road	Brown Farmstead	Contributing
16	06-18-100-001	26347 Baltz Road	Marshall–Baltz Farmstead	Contributing
17	06-07-400-007	25700 Troy Road (U.S. Route 52)	Searles–Offerman Farmstead	Contributing
18	06-18-200-003	25809 Troy Road (U.S. Route 52)	Clonan–Baltz Farmstead	Contributing
19	06-09-300-014	1010 W. Jefferson Street (U.S. Route 52)	Searles–Ruthenbeck Farmstead	Non-contributing
20	06-18-300-004	26108 Seil Road (W. Bieth Road)	Dix–Bieth Farmstead	Contributing
21	06-19-100-002	26047 Seil Road	Baltz–Bieth Farmstead	Local landmark potential
22	06-19-200-002	25851 Seil Road	Michael Stephen Farmstead	Contributing
23	06-18-400-012	25648 Seil Road	John A. Stephen Farmstead	Contributing
24	06-20-100-018	25211 Seil Road	Kinney Farmstead	Contributing
25	06-20-100-006	25245 Seil Road		Non-contributing
26	N/A	Seil Road	Seil Road Bridge Abutments	Contributing
27	06-21-200-004	24161 Seil Road		Contributing
29	06-21-200-025	24140 Seil Road	Ruthenbeck Farmstead	Contributing
30	06-22-300-007	21213 Frontage Road	Eagan–Donovan Farmstead	Contributing
31	06-27-100-002	21525 Frontage Road	Armstrong–Brookman Farmstead	Non-contributing

Troy Township

ID	PIN Number	Address	Name	Significance of Site
32	06-27-100-011	21633 Frontage Road	Jahnke–Kinzler Farmstead	Non-contributing
34	06-19-400-007	25728 Mound Road	Davidson farm	Contributing
35	06-19-400-001	25922 Mound Road	Dempsey–Foran Farmstead	Contributing
36	06-19-300-001	County Line Road	Talbot Farmstead	Non-contributing
37	06-30-100-004	21705 County Line Road	Coulehan Farmstead	Local landmark potential
38	06-30-400-001	21940 Ingolsby Road	Paul Brothers Farmstead	Contributing
40	06-31-100-006	26154 Shepley Road	Ketcham–Talbot Farmstead	Contributing
41	06-29-100-006	25229 Mound Road	Ingoldsby–Wynn Farmstead	Non-contributing
42	06-29-200-006	21612 River Road	Gaskill Farmstead	Contributing
43	06-29-400-009	21994 River Road	O Brien–Link Farmstead	Contributing
44	06-29-400-005	22262 River Road	Dempsey Farmstead	Contributing
45	06-28-400-007	22116 Frontage Road	McClintock Farmstead	Contributing
46	06-28-300-002	22262 River Road	Dempsey Farmstead Outbuildings	Contributing
47	06-27-300-002	Frontage Road	Egan–Donovan Farmstead	Non-contributing
48	06-26-100-010	22901 Mound Road		Contributing
49	06-23-100-004	Houbolt Road	Fargo–Pinneo Tenant Farmstead	Contributing
50	06-24-300-005	2849 W. Mound Road	C. Nelson House	Contributing
51	06-34-100-003	22449 Frontage Road	Joliet Grain Company	Non-contributing
52	06-33-400-019	24160 Shepley Road	Dollinger Farmstead	Contributing
54	06-32-200-005	22567 River Road	Link Farmstead	Local landmark potential
55	06-32-100-009	25232 Shepley Road	O Brien–Limacher Farmstead	Contributing
58	06-31-400-011	22730 Shepley Road	Hausser Farmstead	Contributing
60	06-31-400-015	25708 Canal Road	Eckhart Farmstead	Contributing
63	06-21-200-027	24311 Seil Road	Seil Farmstead	Local landmark potential
71	06-07-200-002	Black Road		Non-contributing
82	06-22-300-016	21427 Frontage Road	Nickel Farmstead	Local landmark potential
86	06-26-200-012	3251 W. Mound Road	McMillan Farmstead	Contributing
93	06-32-300-022	25210 Canal Road		Non-contributing

JOLIET AND TROY TOWNSHIPS

Map 1: Will County Key Map



JOLIET TOWNSHIP
Map 2: Overview of Survey

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TROY TOWNSHIP
Map 3: Overview of Survey

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JOLIET TOWNSHIP
Map 4: Historic Significance

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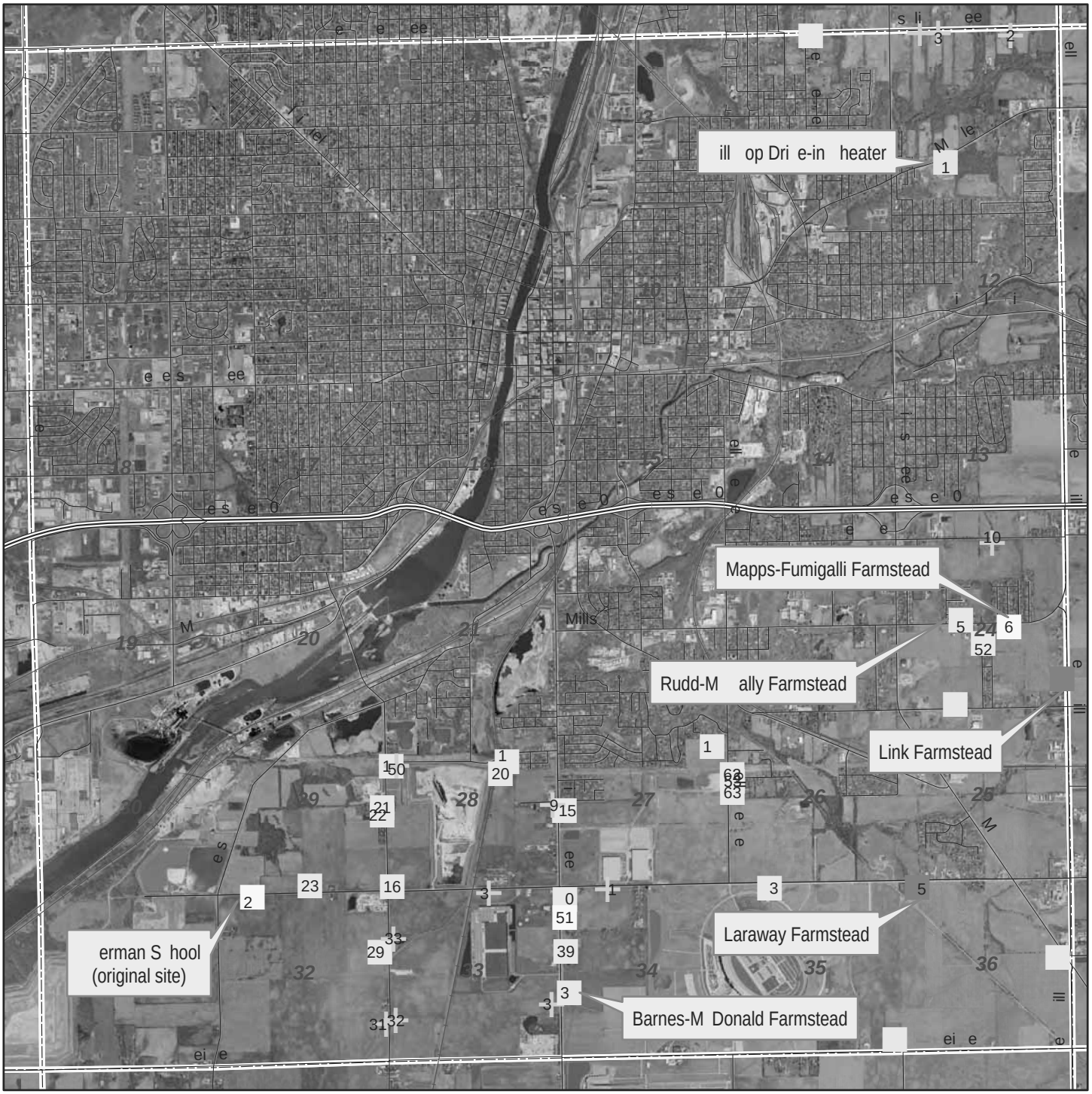

TROY TOWNSHIP
Map 5: Historic Significance

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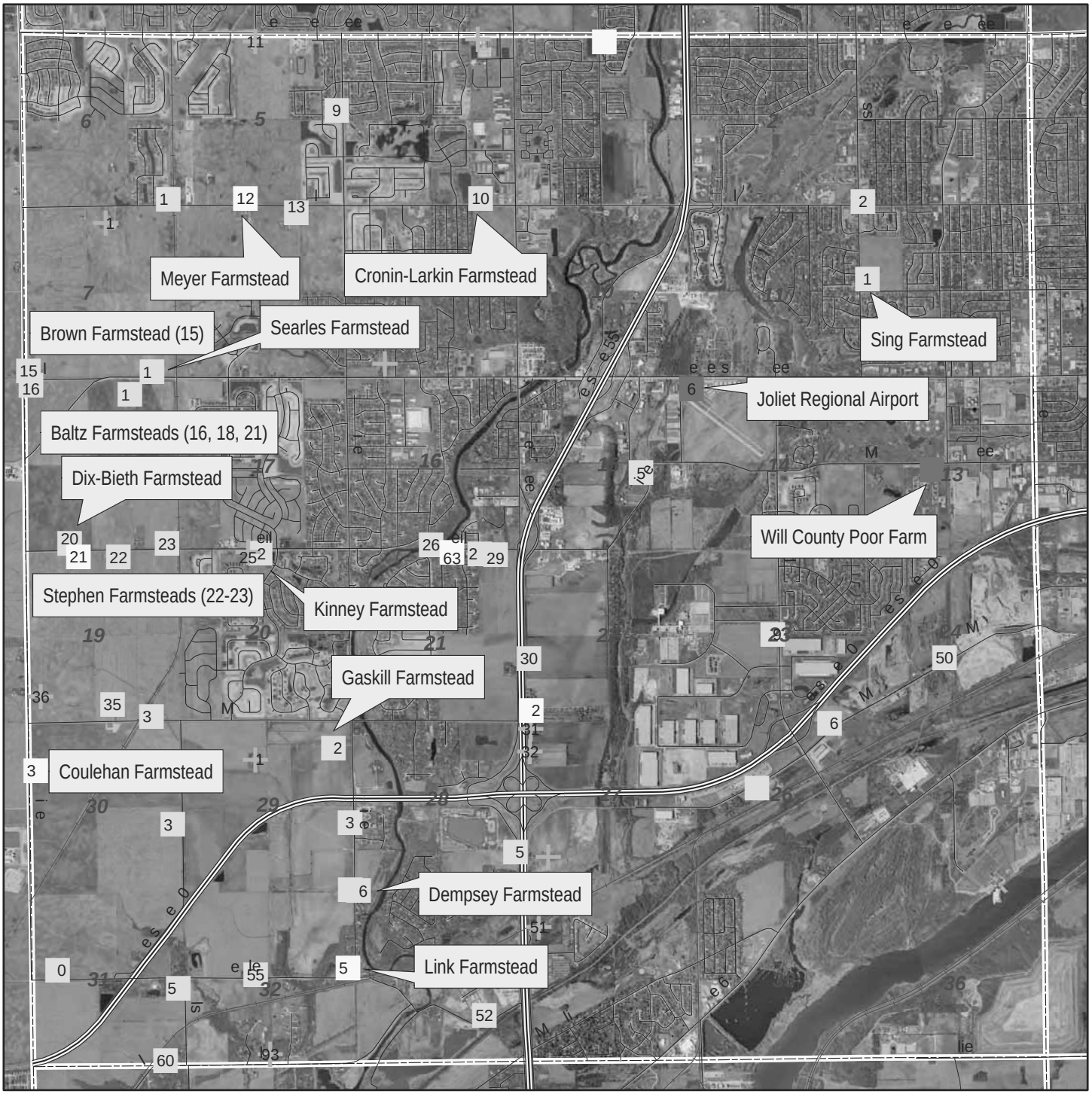


JOLIET TOWNSHIP
Map 6: 1939 Aerial Photography

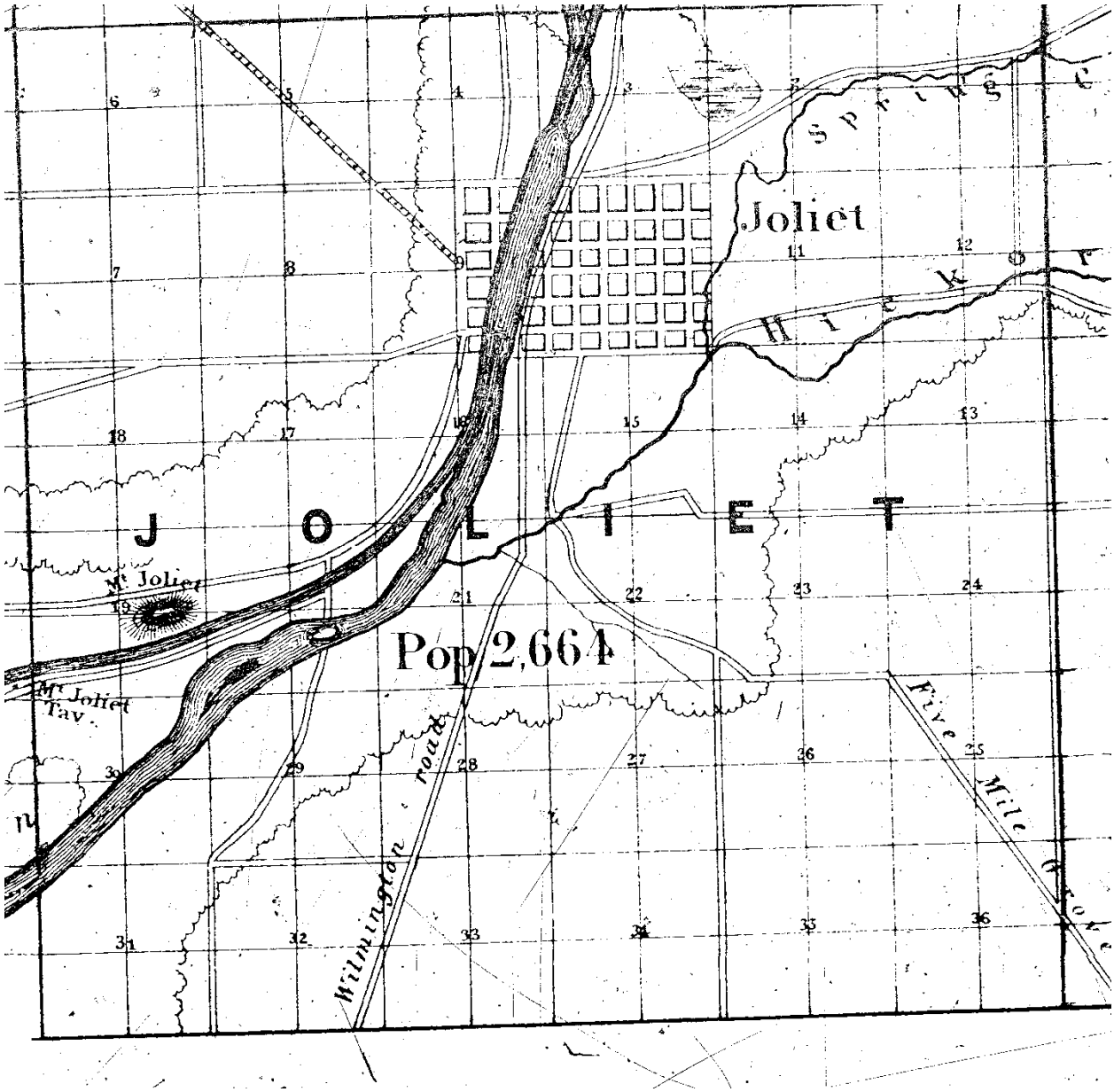
TROY TOWNSHIP
Map 7: 1939 Aerial Photography

APPENDIX A

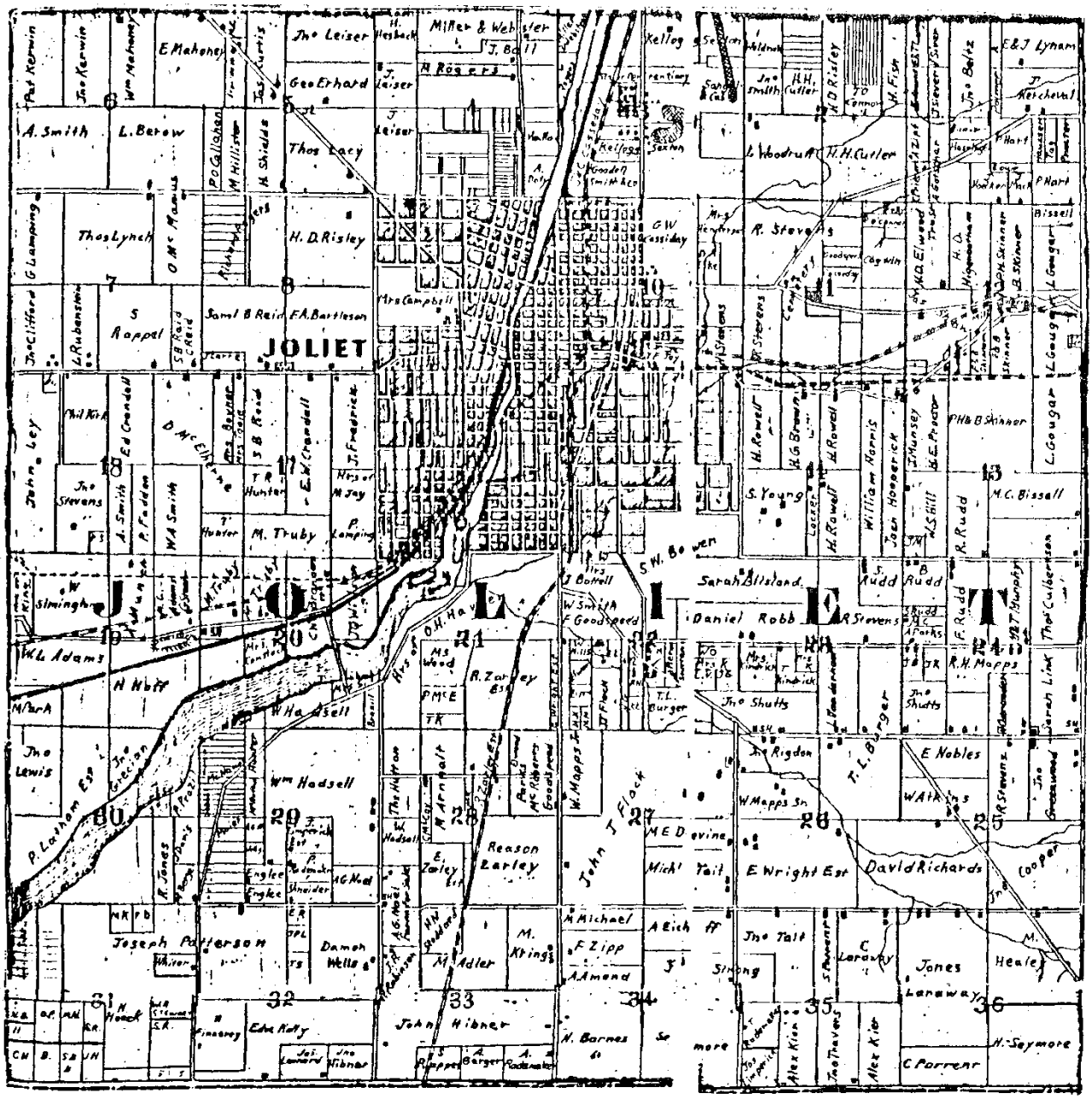
HISTORIC PLAT MAPS

This appendix contains historic farm atlas and plat maps for Joliet and Troy Townships. Refer to Bibliography for map sources.

Wiss, Janney, Elstner Associates, Inc.

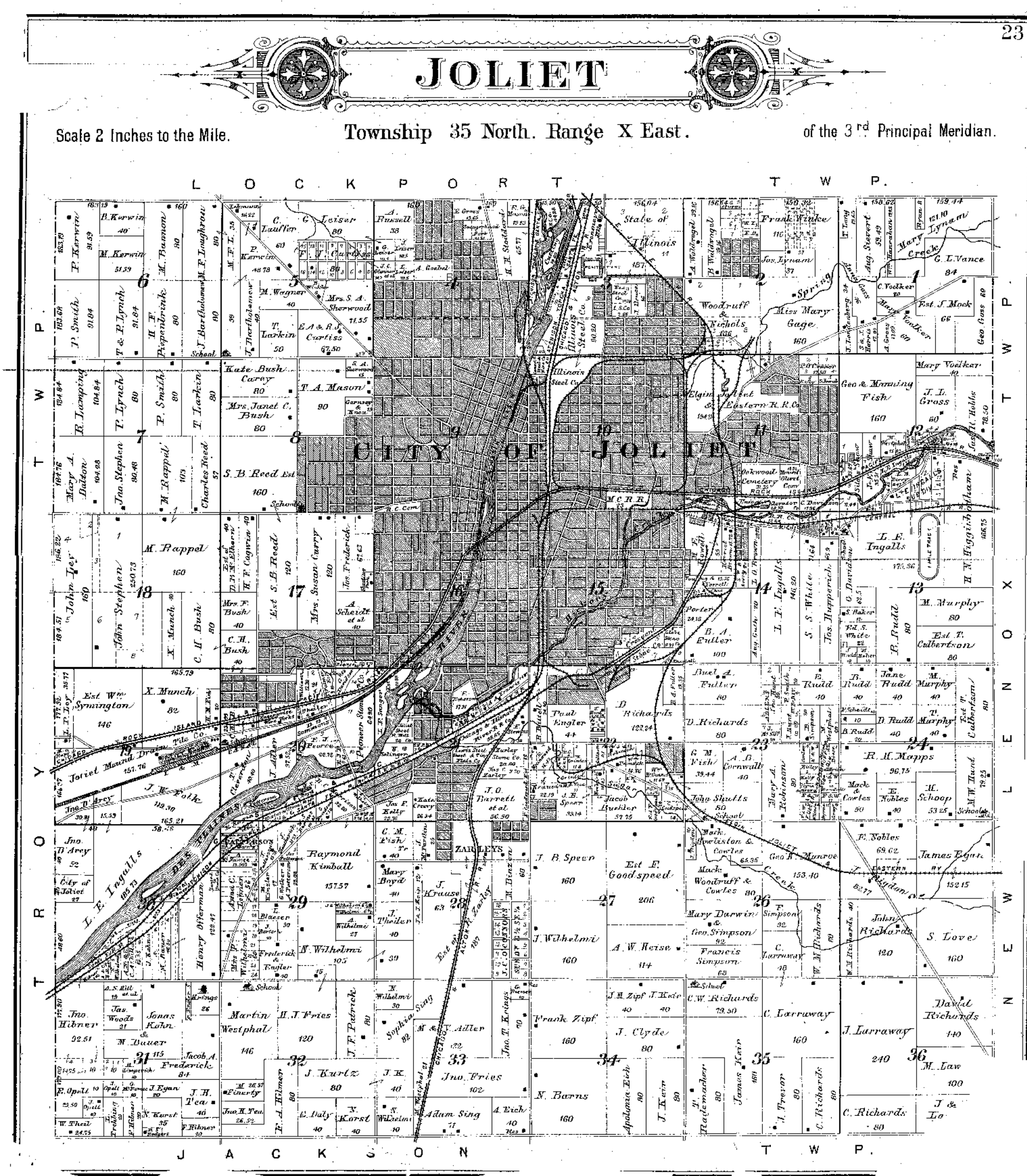


Joliet Township 1851

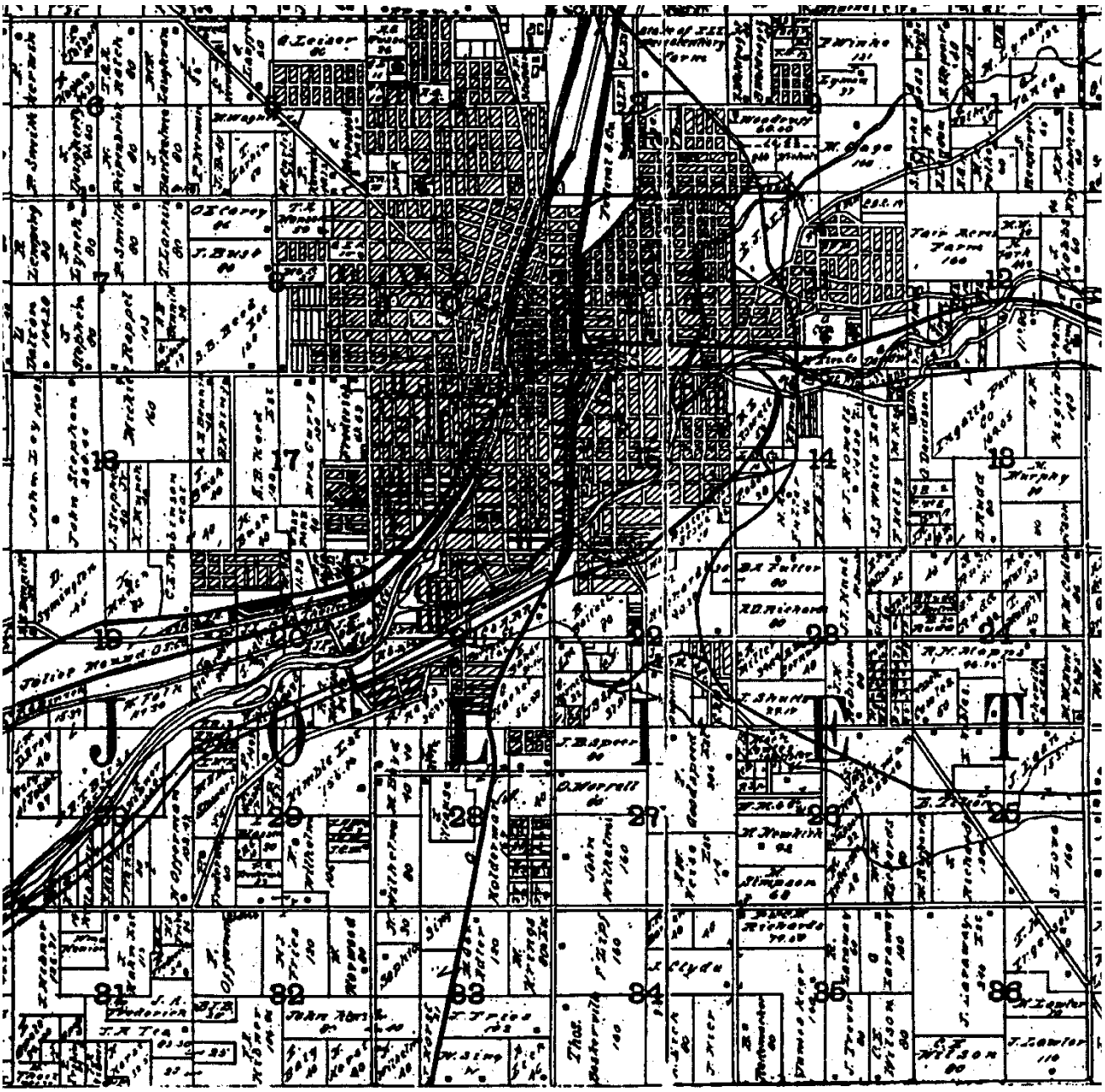


Joliet Township 1862

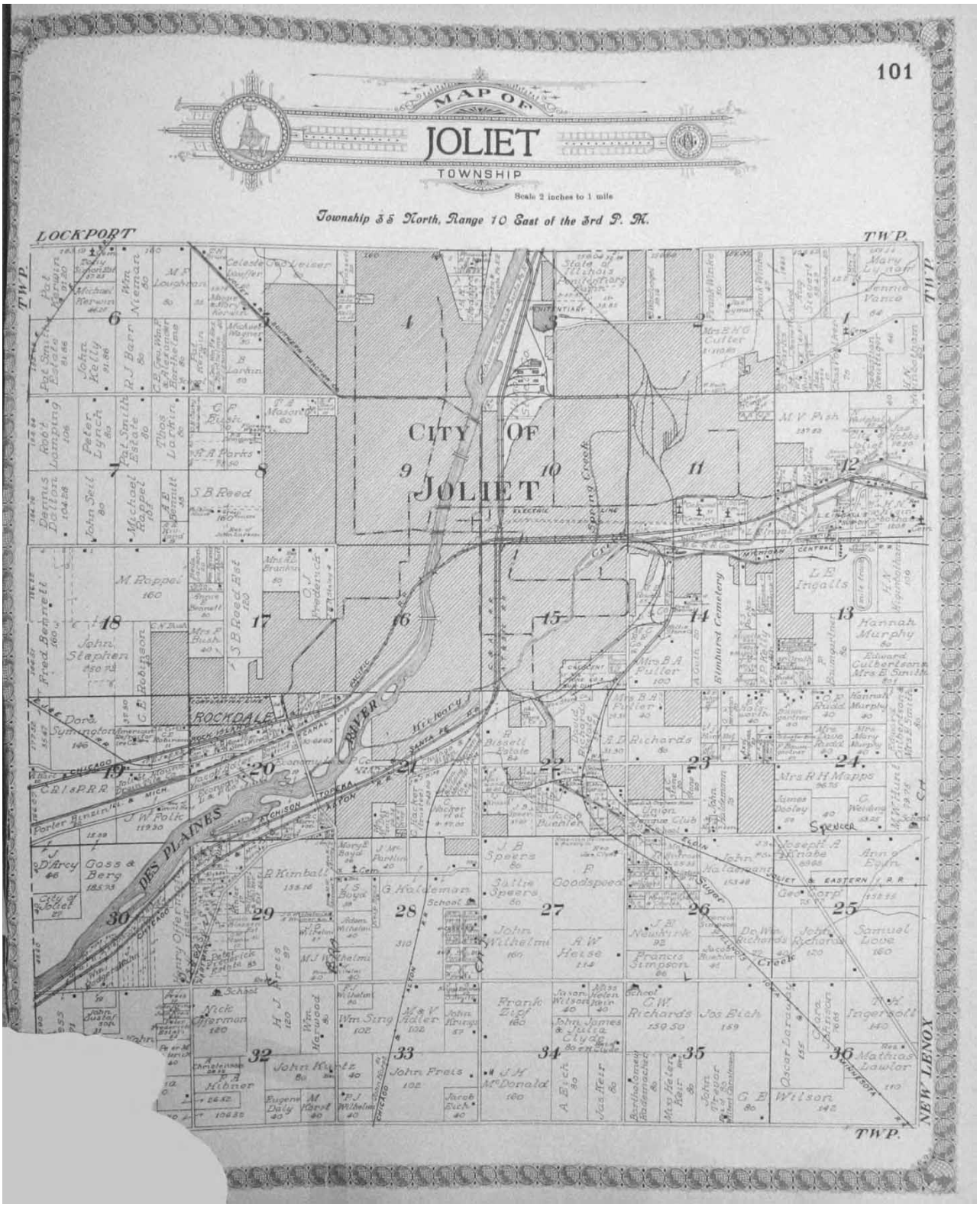
Joliet Township 1873



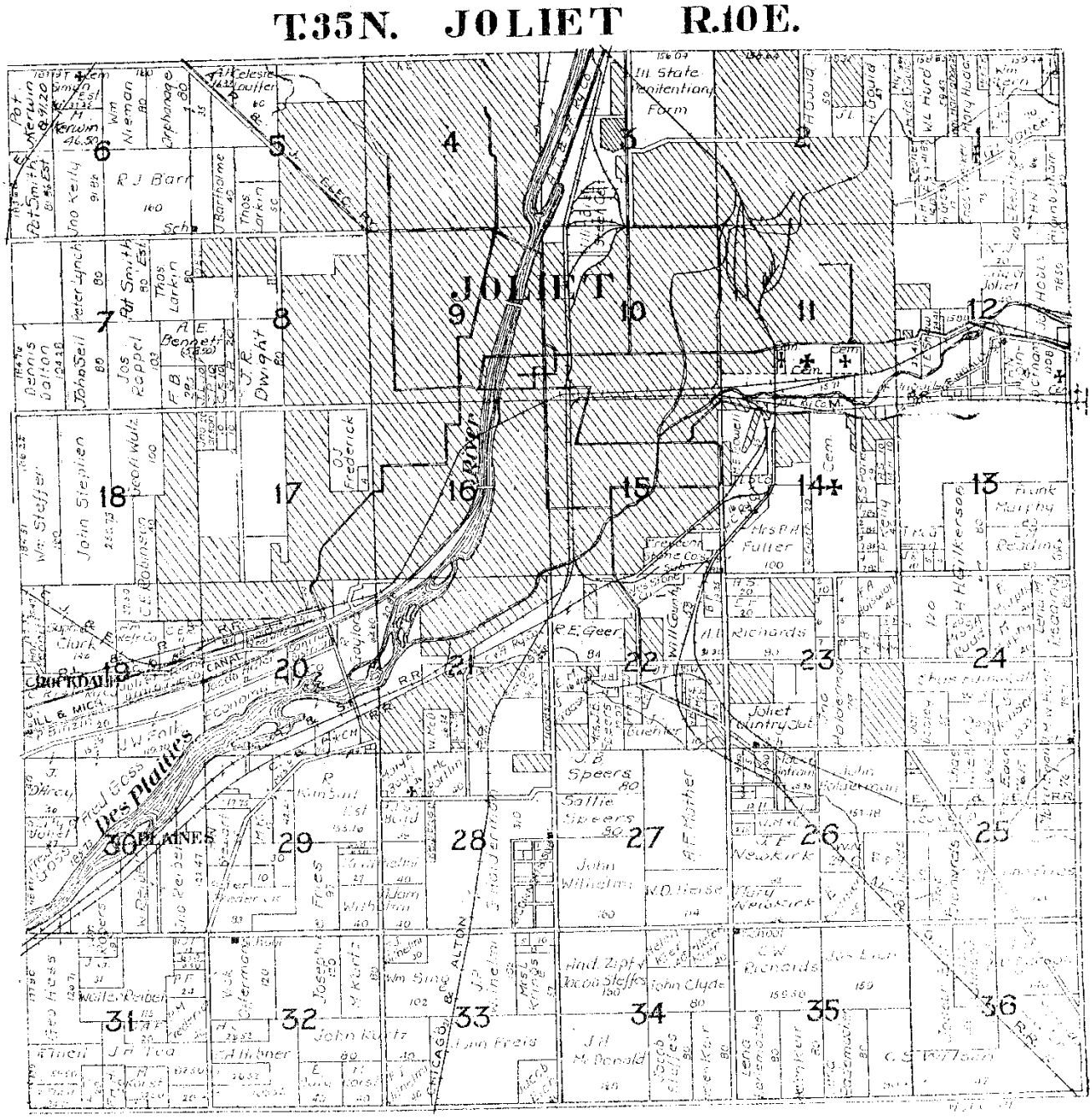
Joliet Township 1893



Joliet Township 1902



Joliet Township 1909



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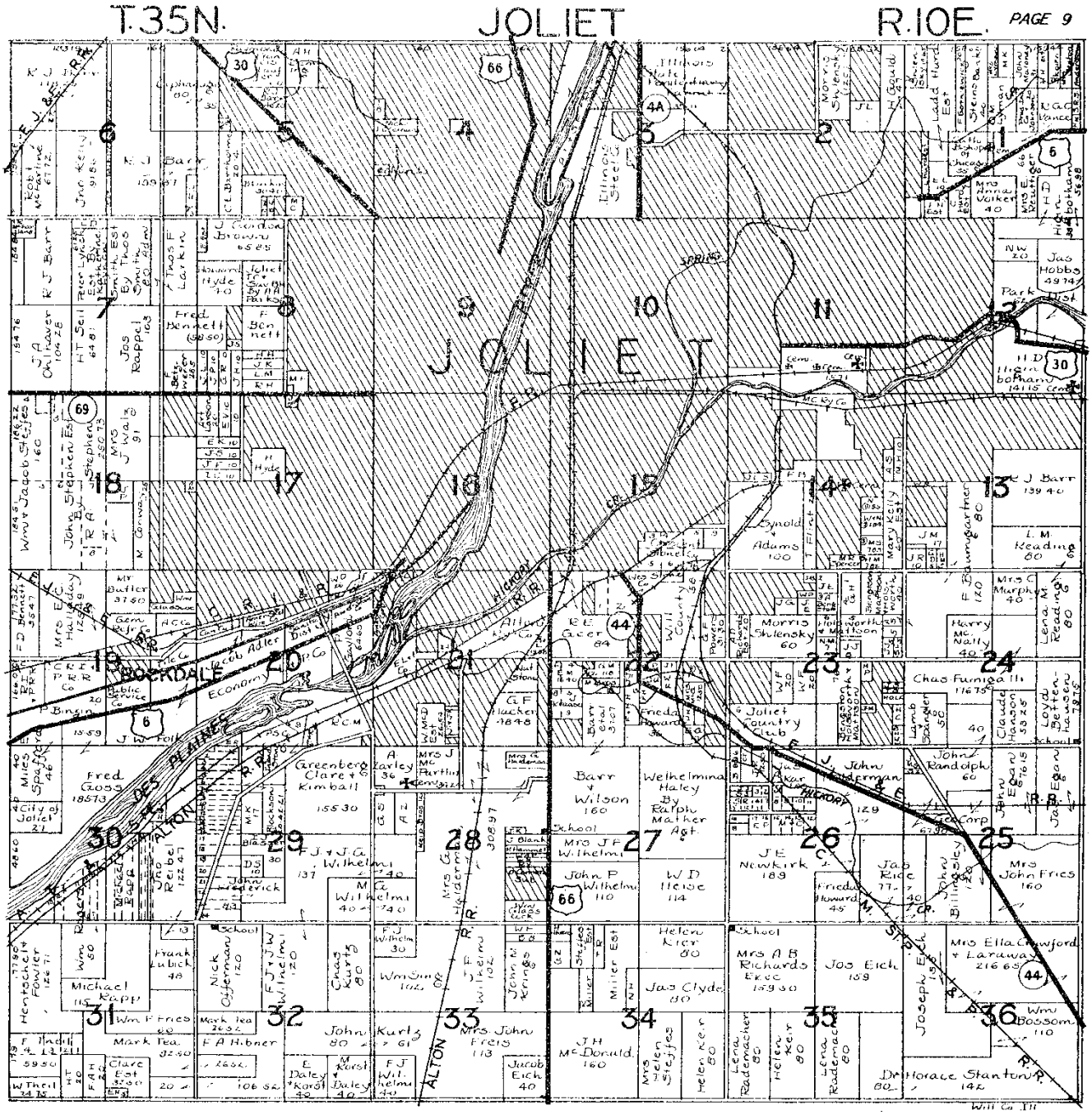
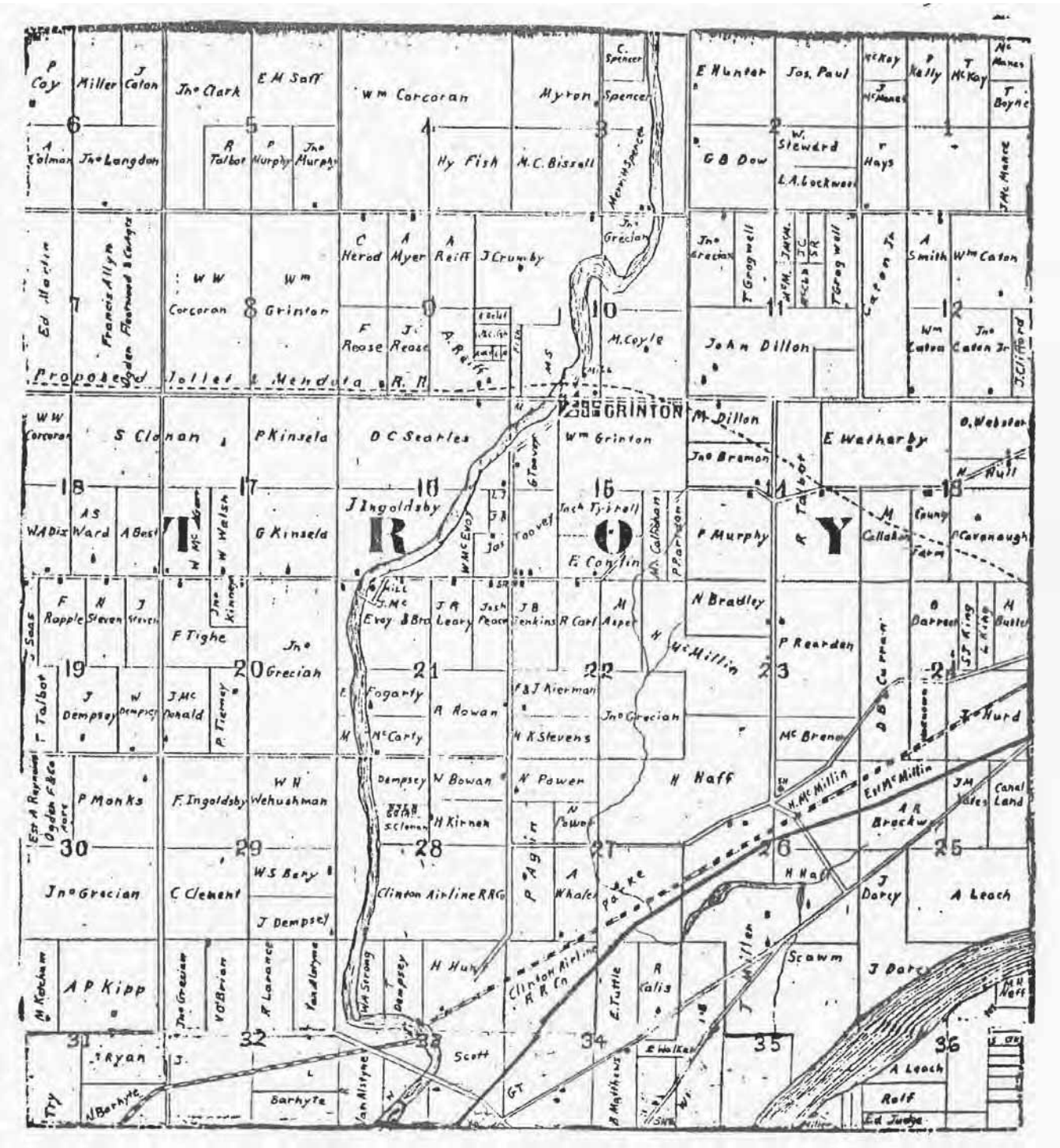
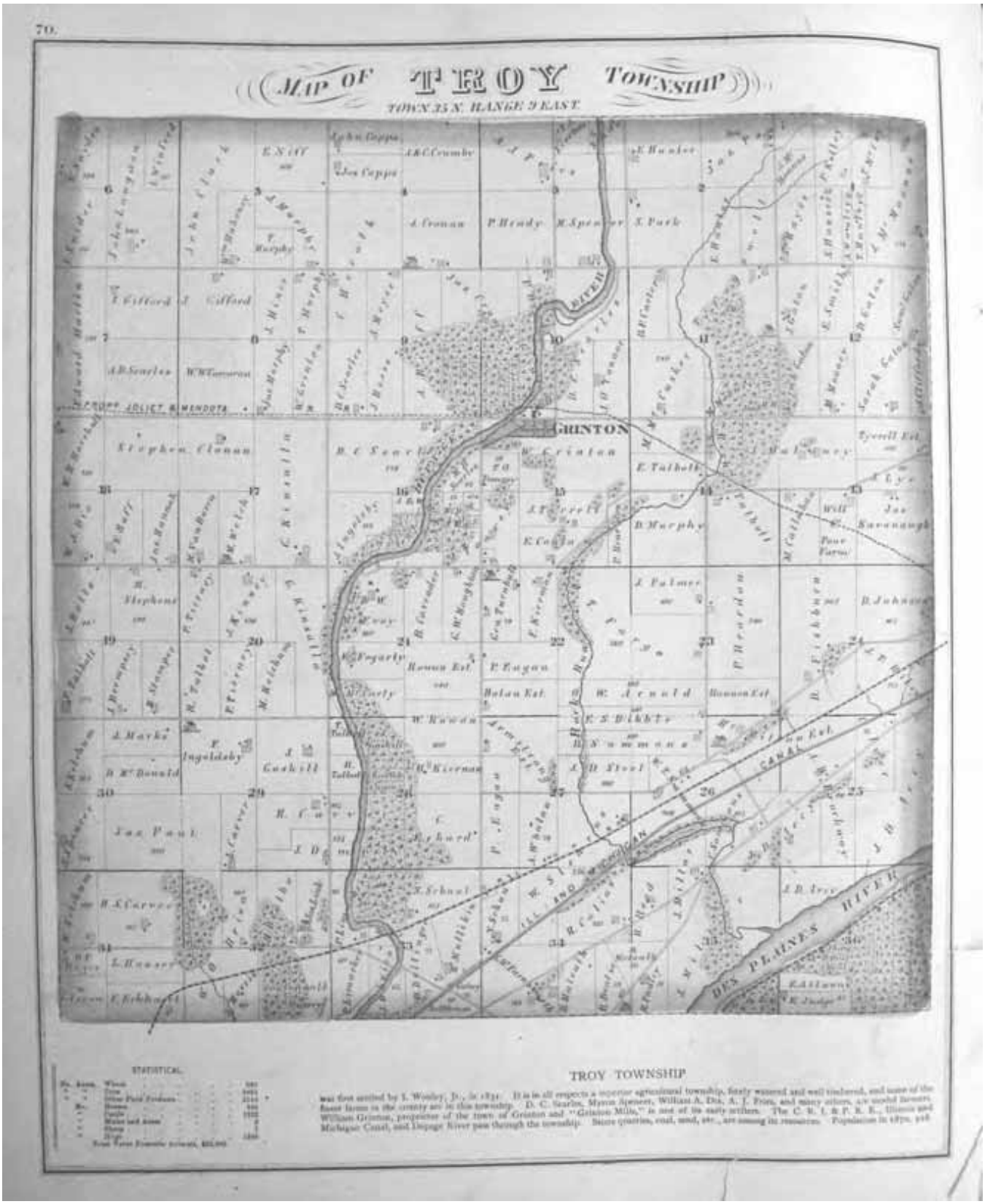


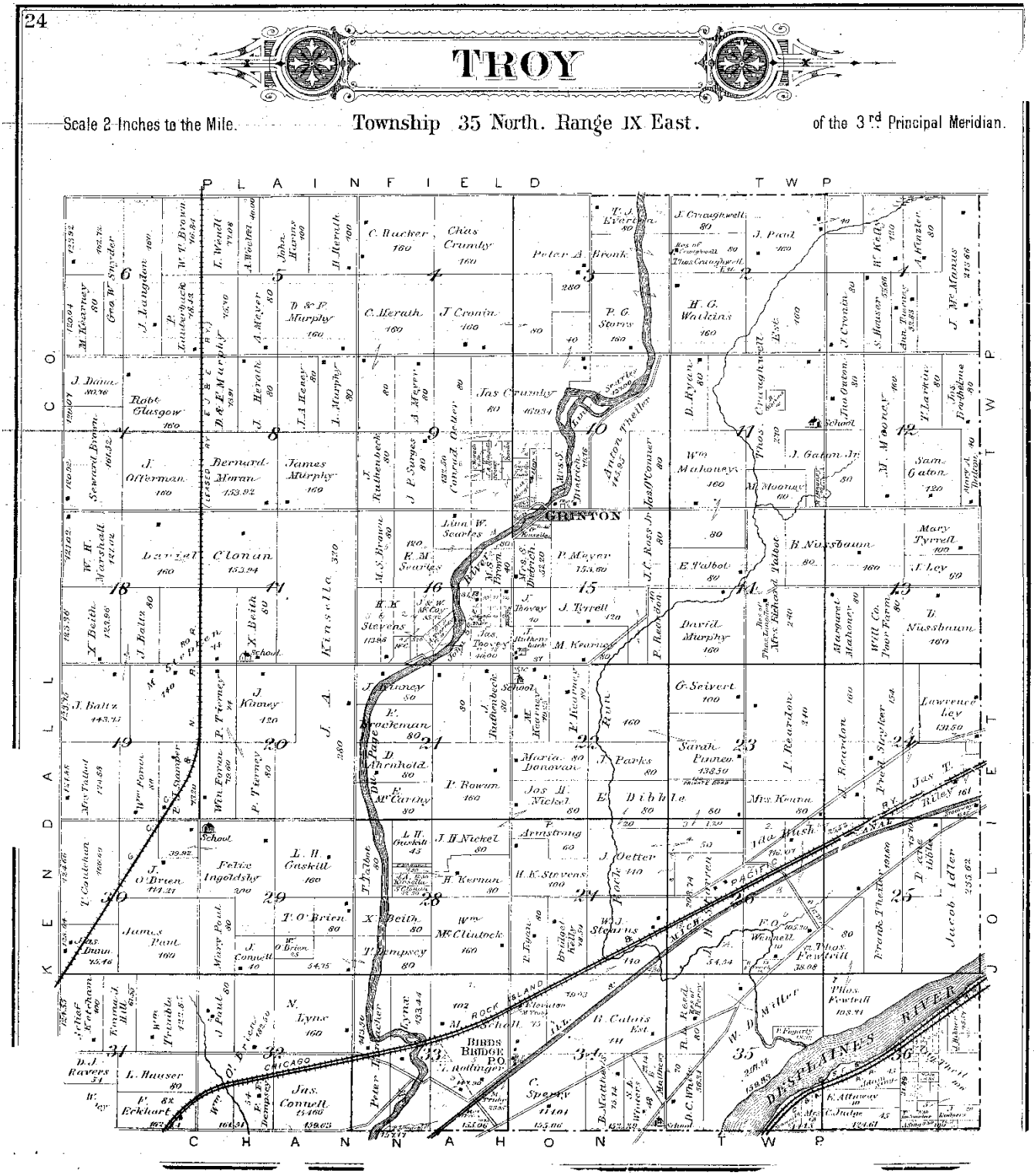
Joliet Township circa 1942



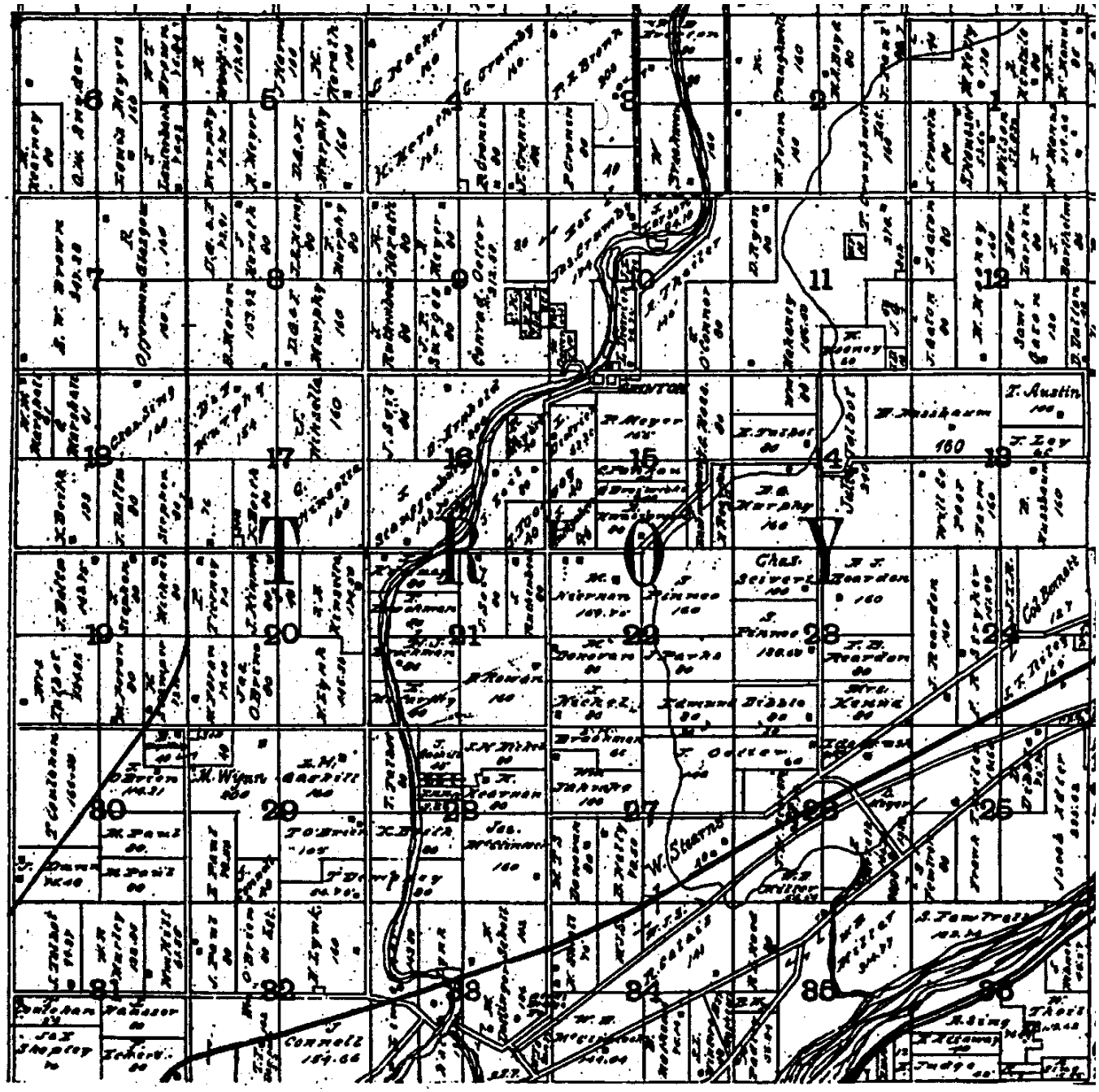
Troy Township 1862



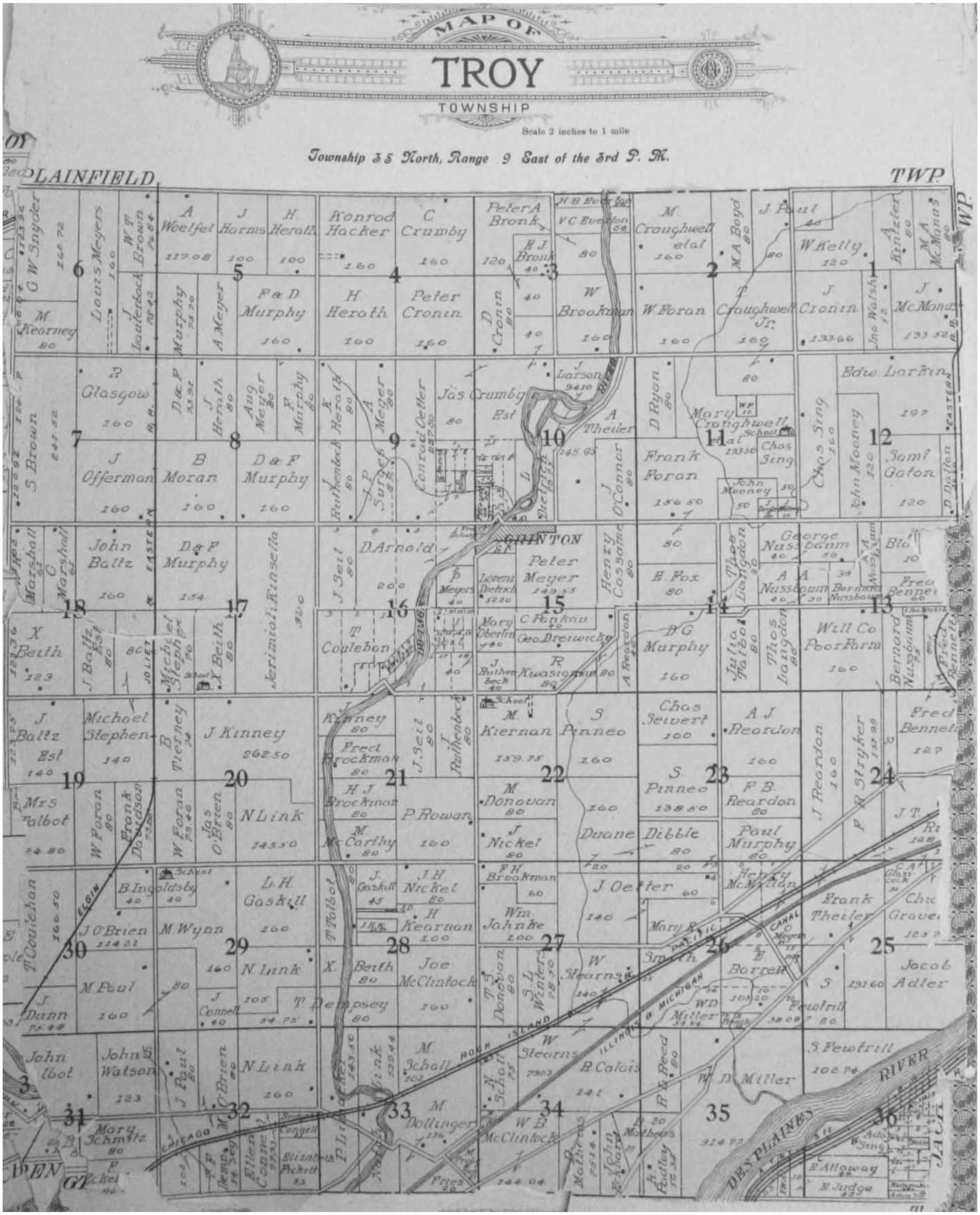
Troy Township 1873



Troy Township 1893



Troy Township 1902



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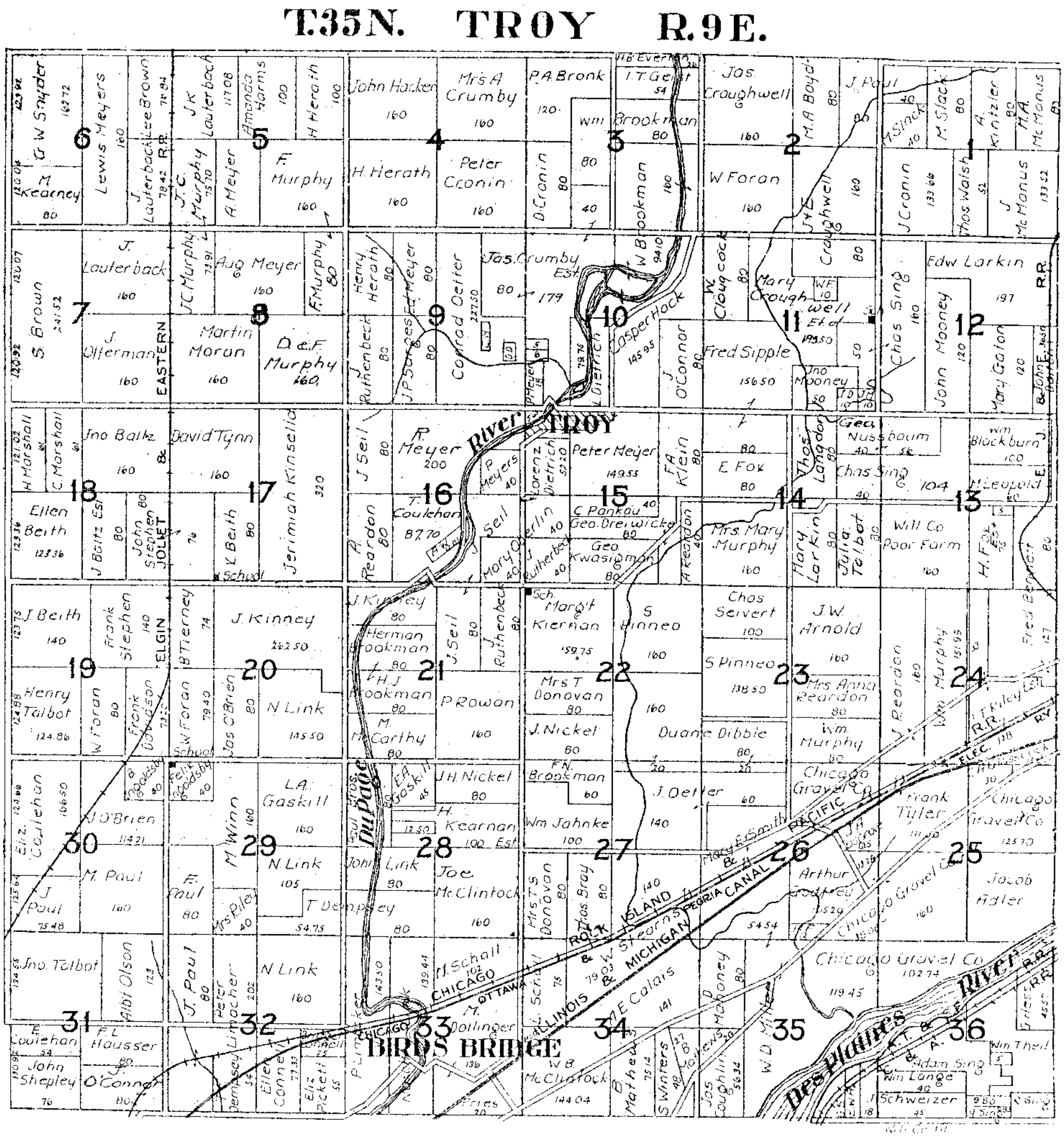

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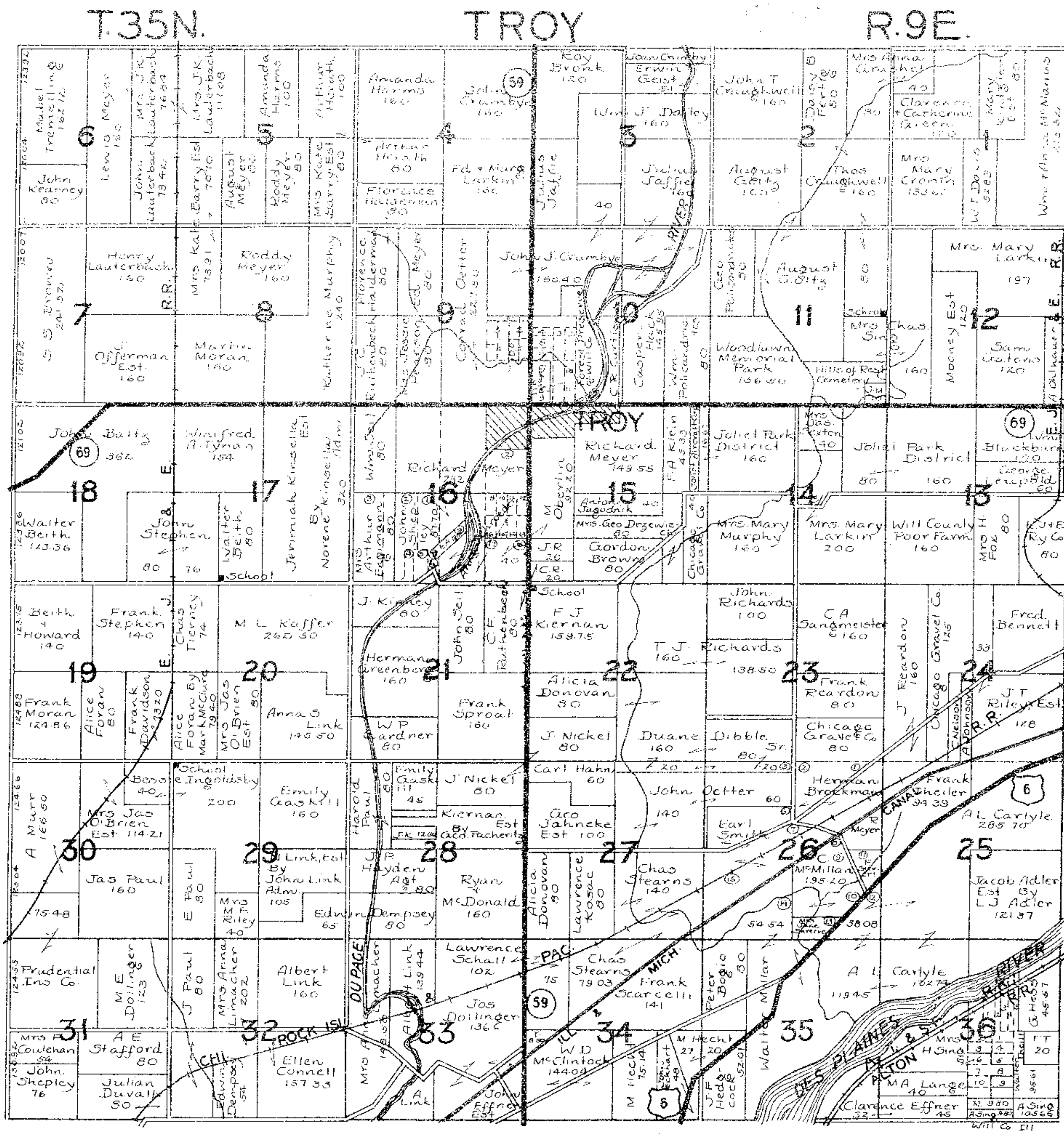

Troy Township circa 1942

Wiss, Janney, Elstner Associates, Inc.

APPENDIX A

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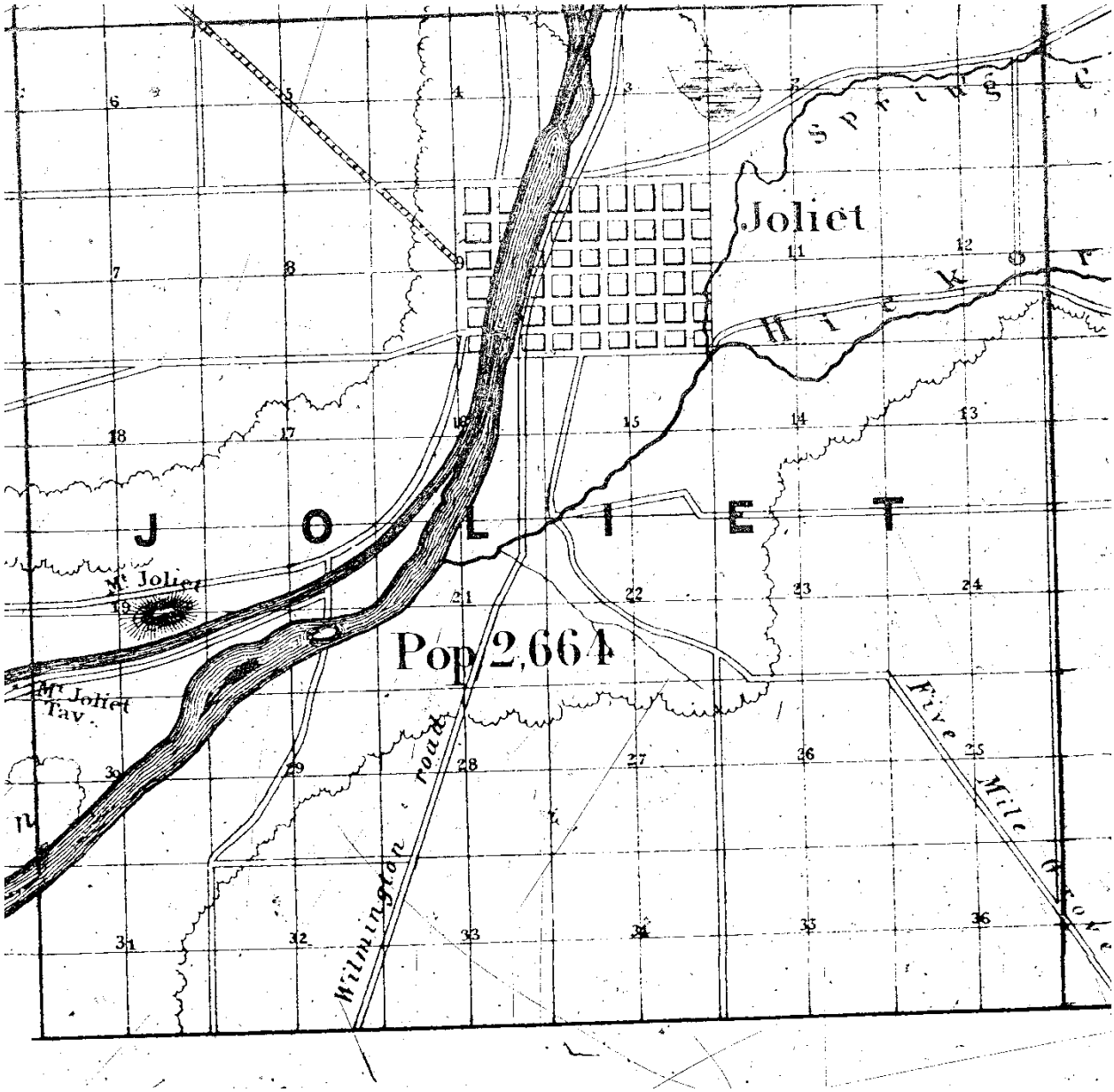
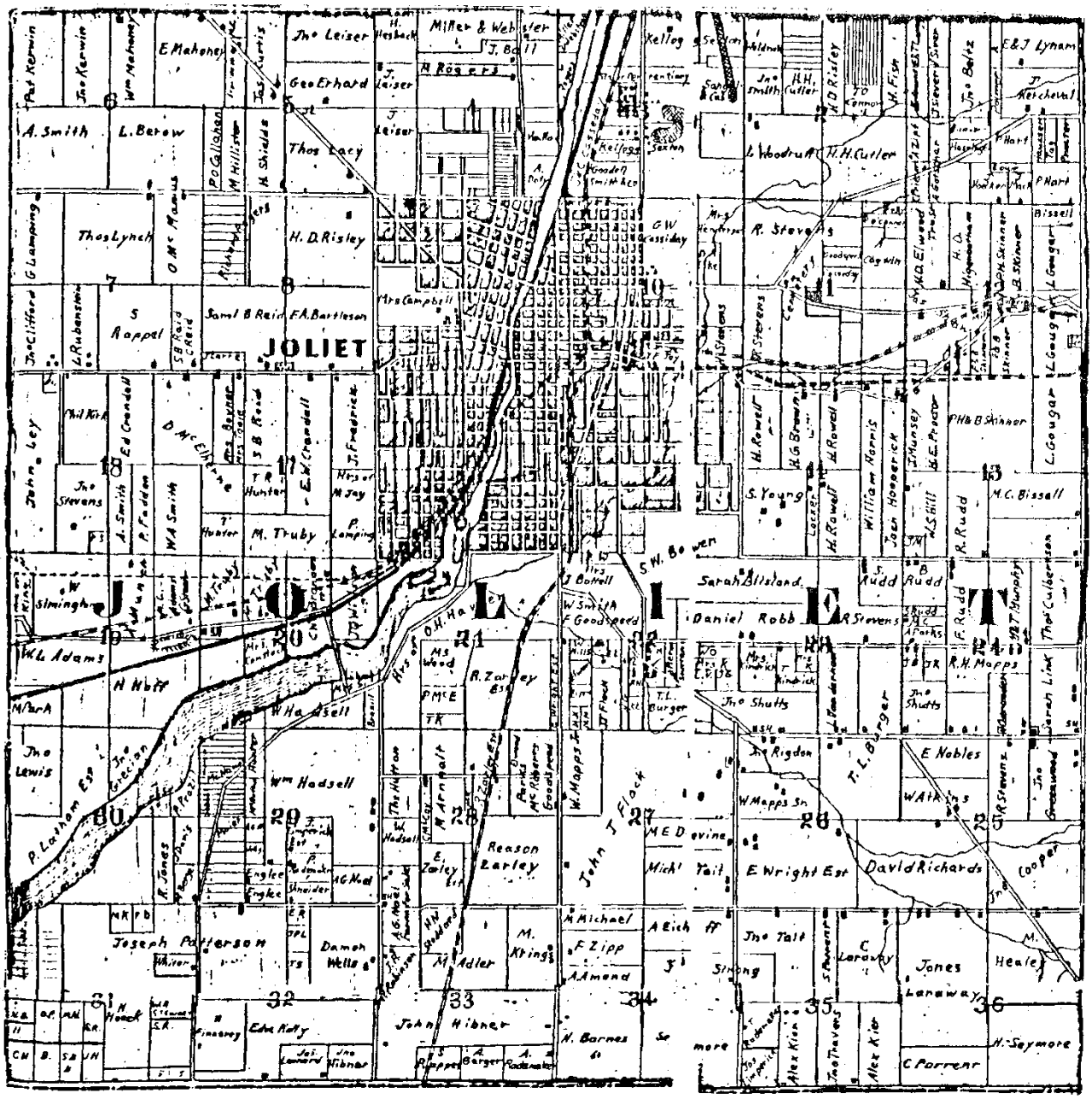
Wiss, Janney, Elstner Associates, Inc.

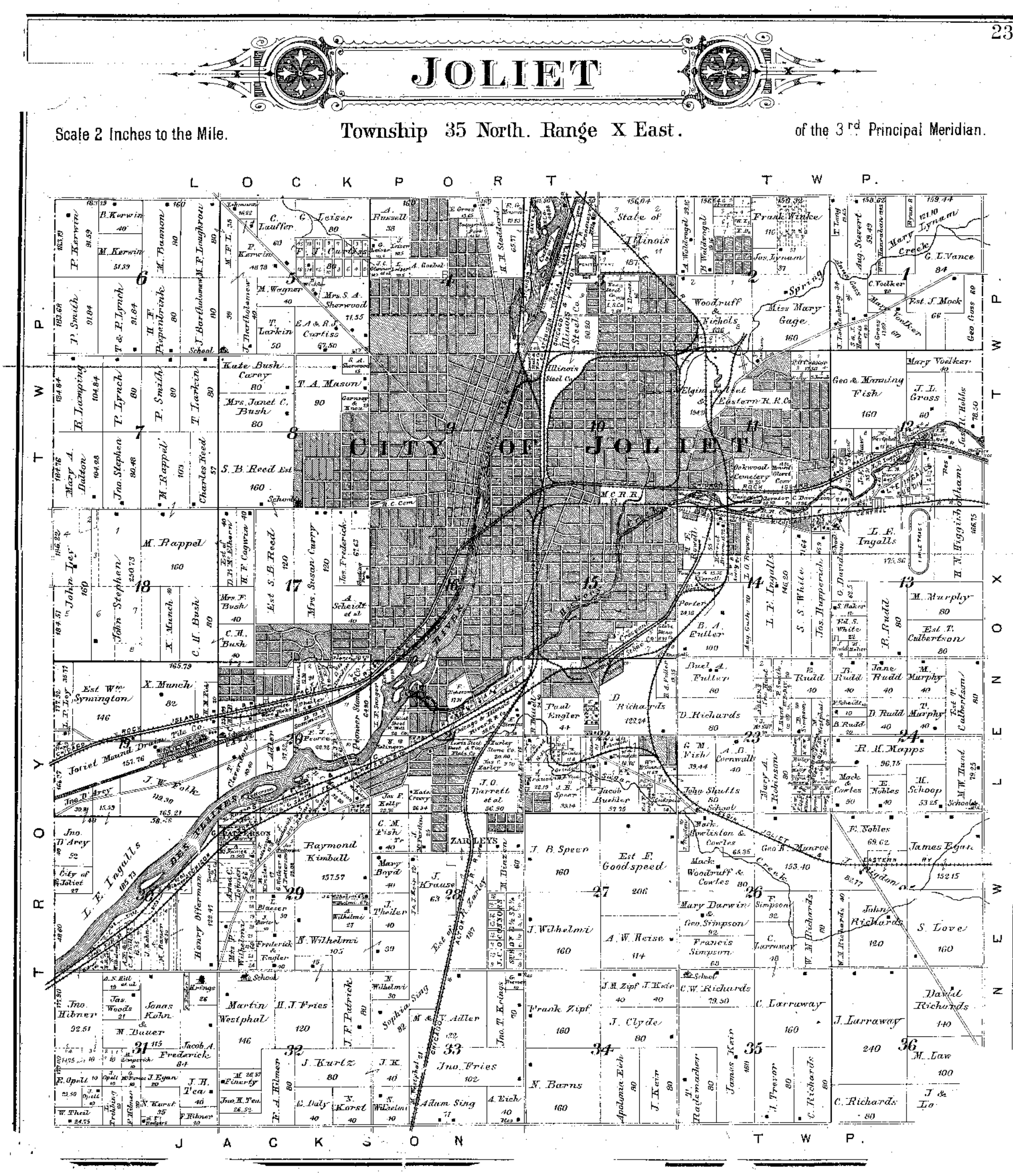


Joliet Township 1851

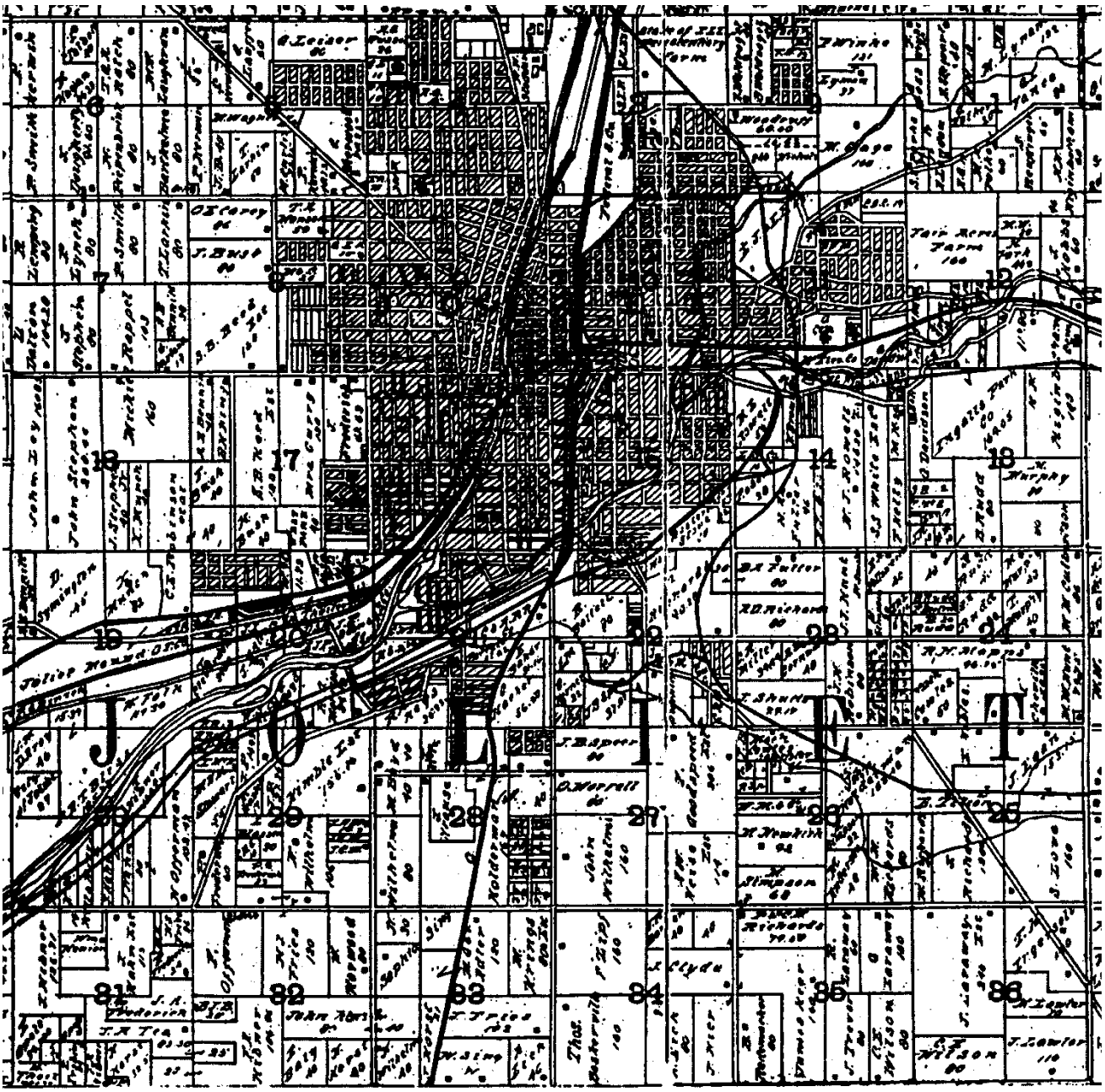


Joliet Township 1862

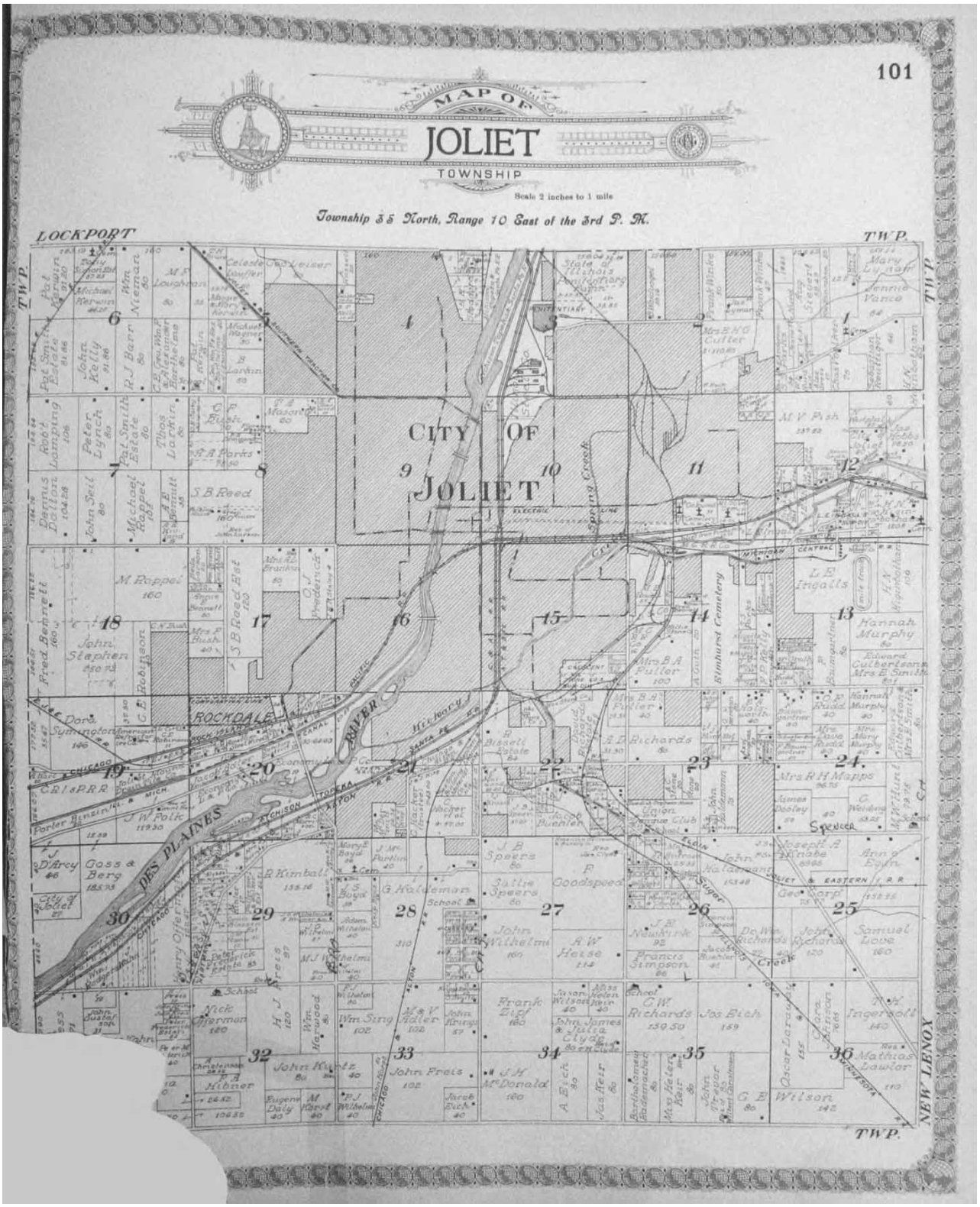
Joliet Township 1873



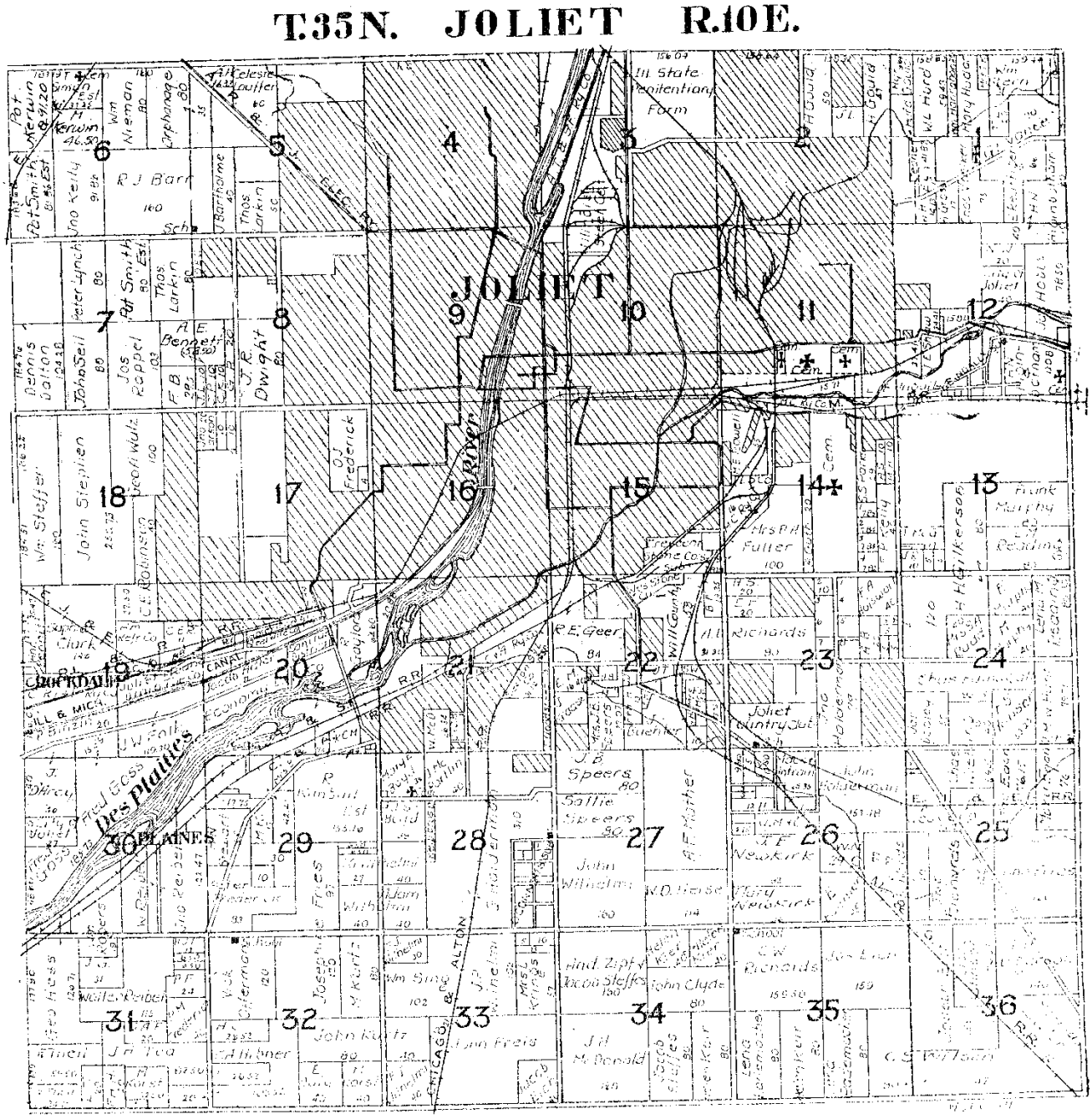
Joliet Township 1893



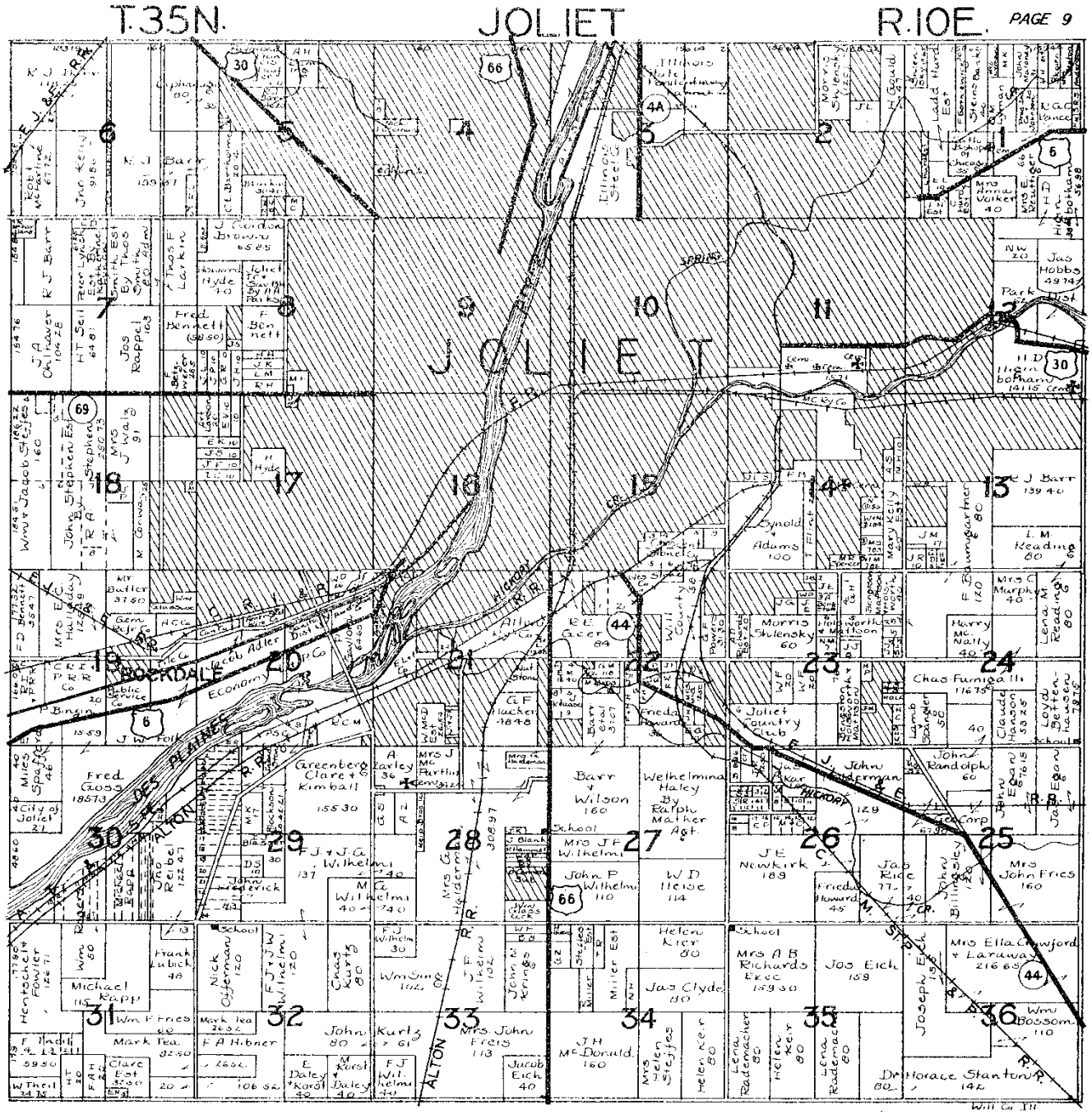
Joliet Township 1902



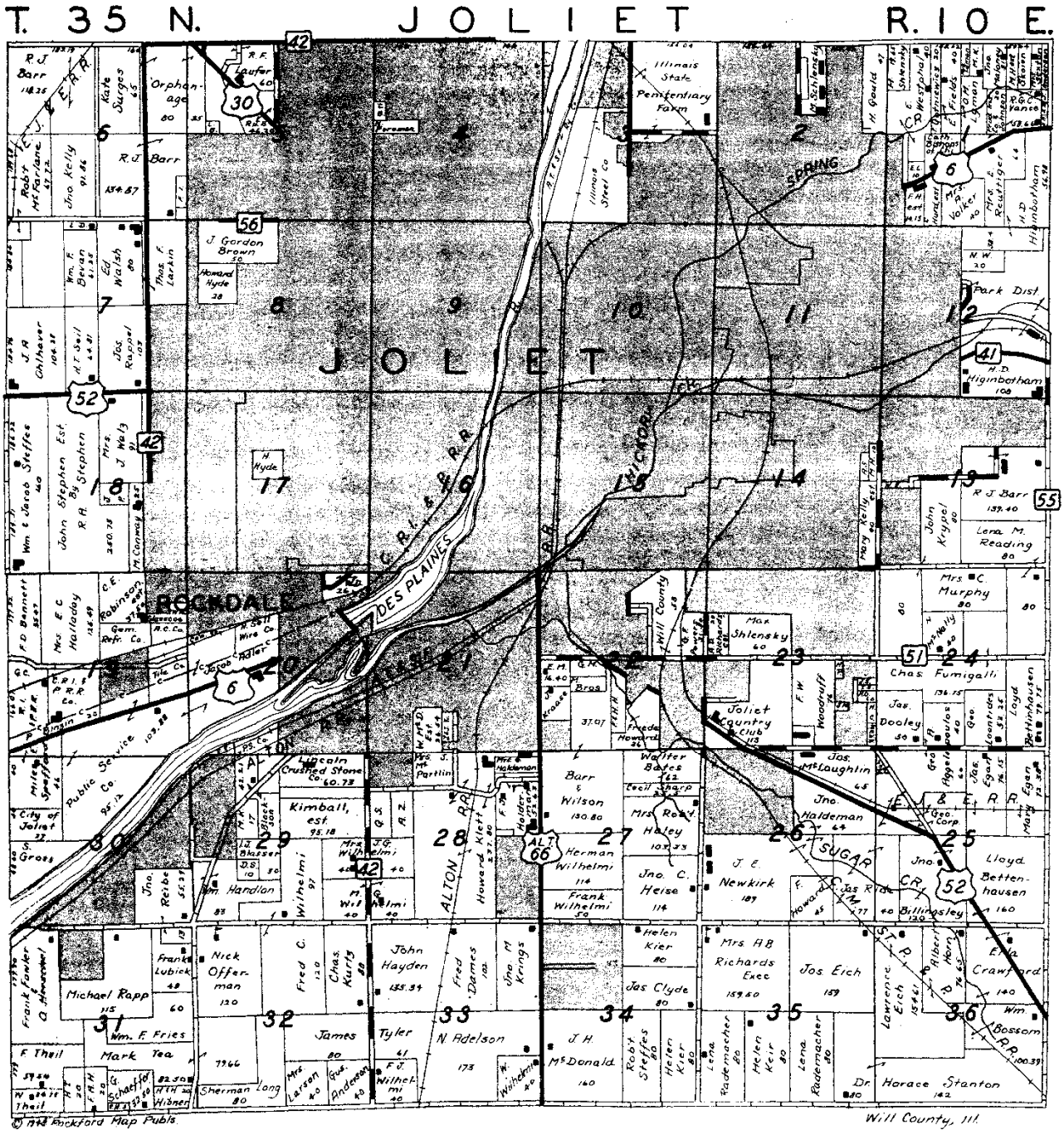
Joliet Township 1909



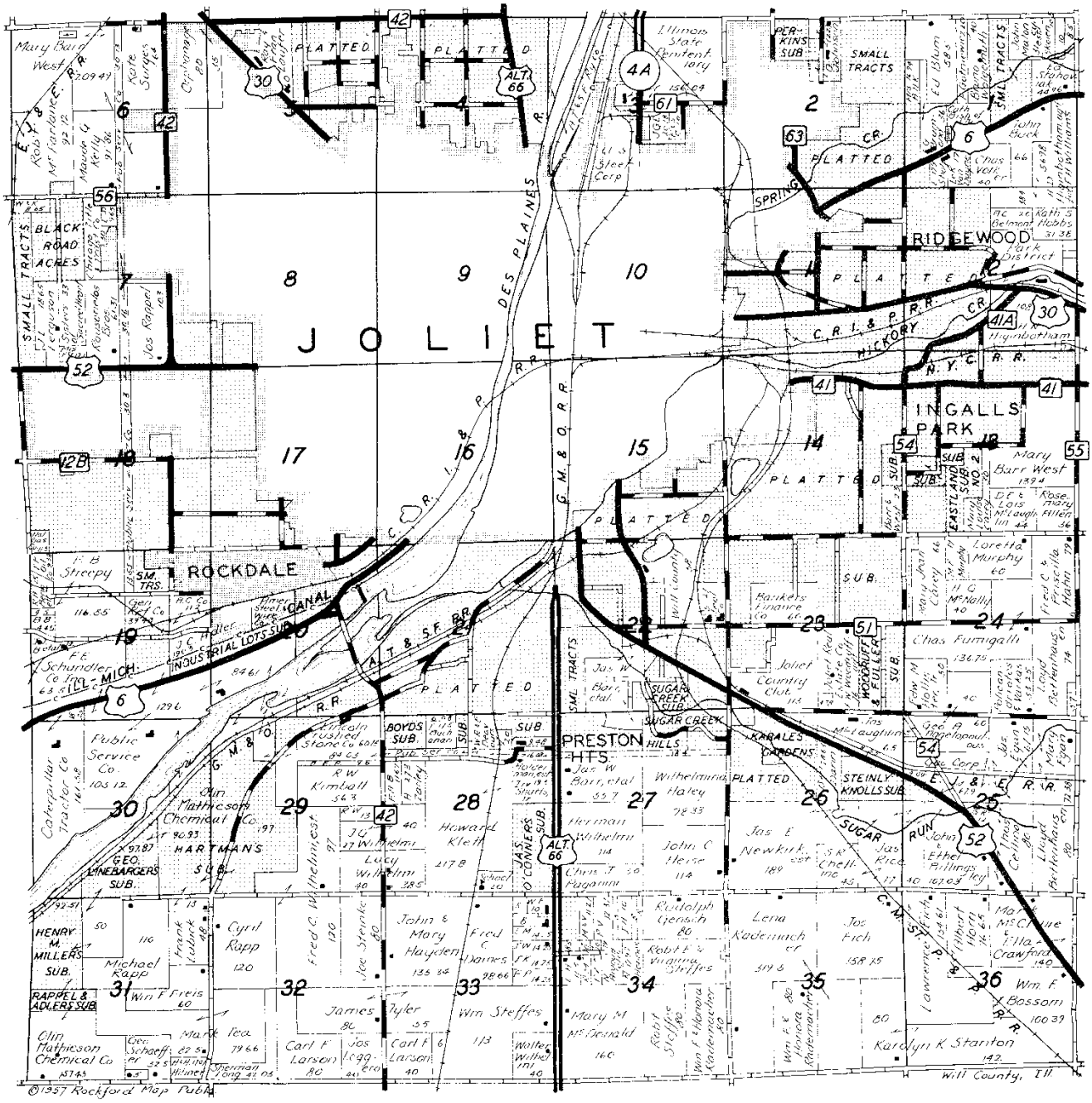
Joliet Township 1920s



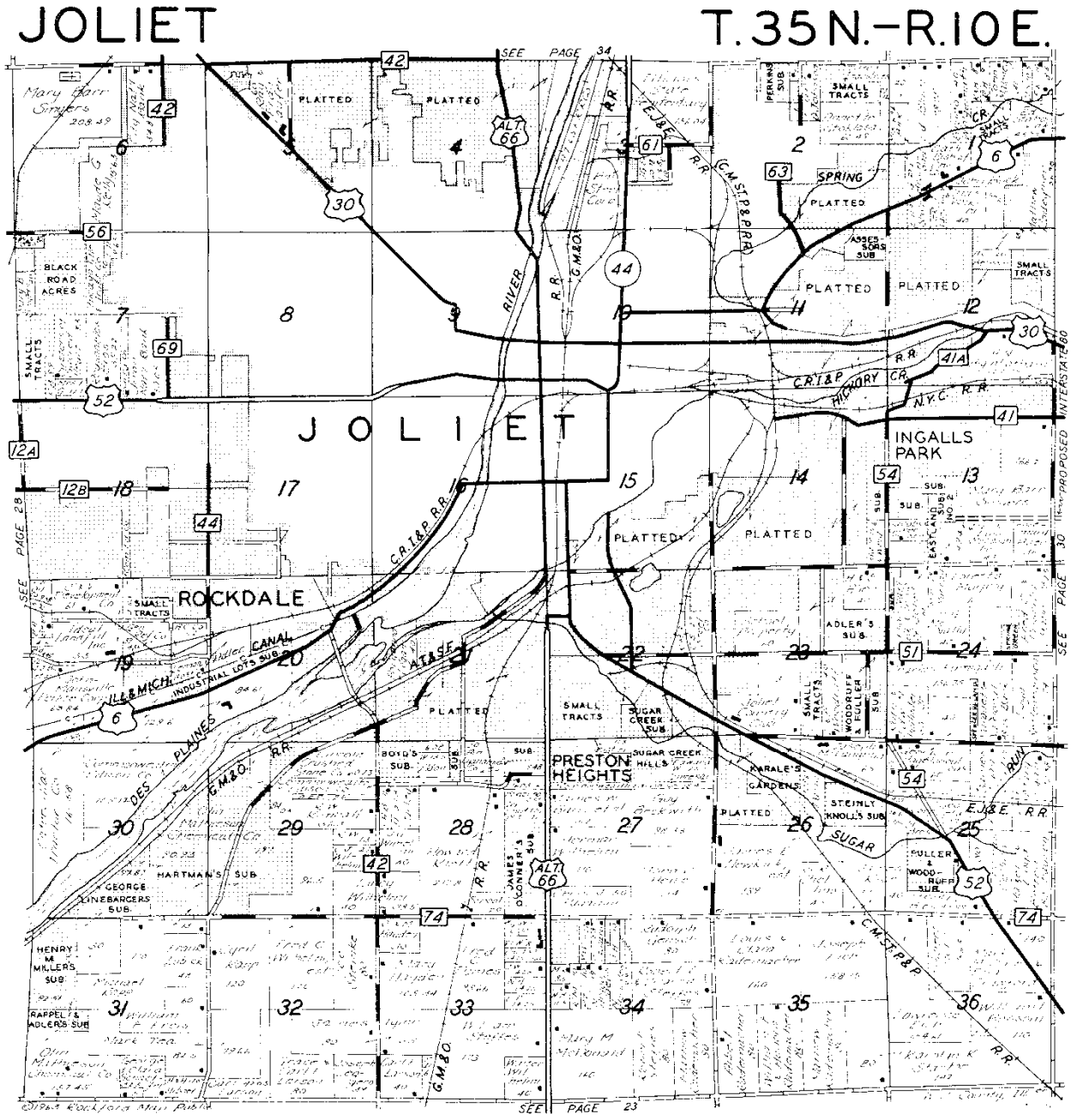
Joliet Township circa 1942



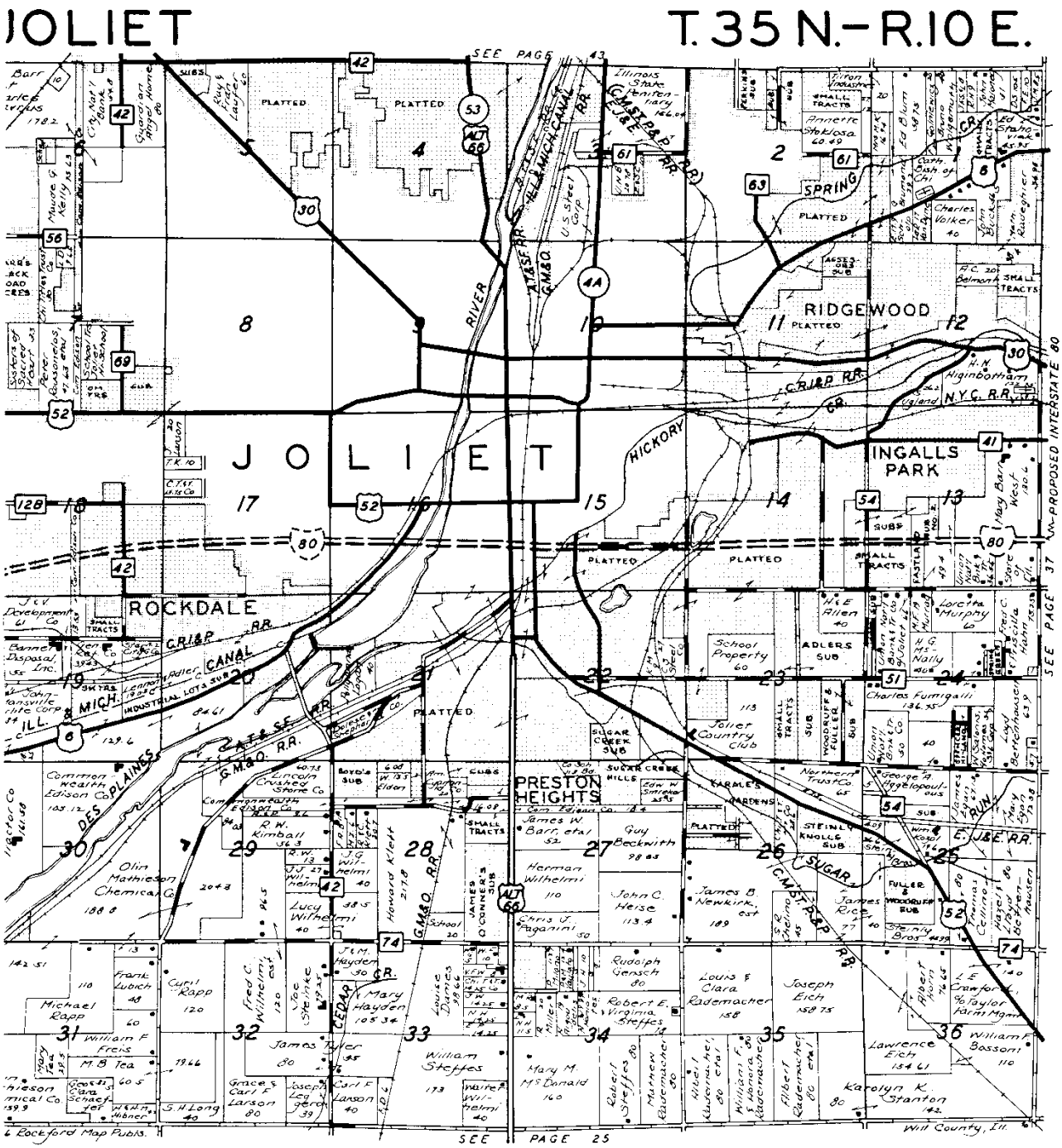
Joliet Township 1948



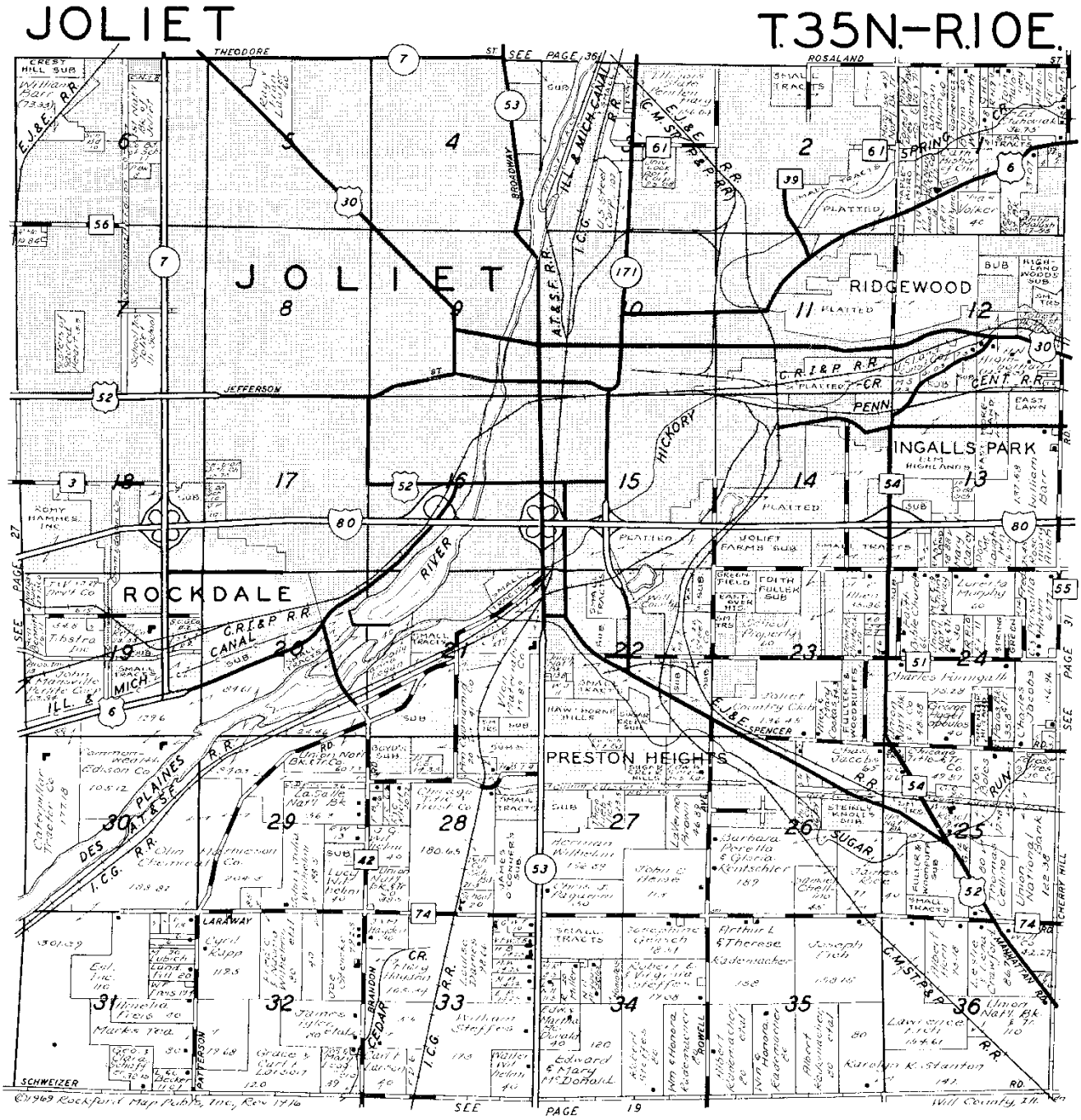
Joliet Township 1957



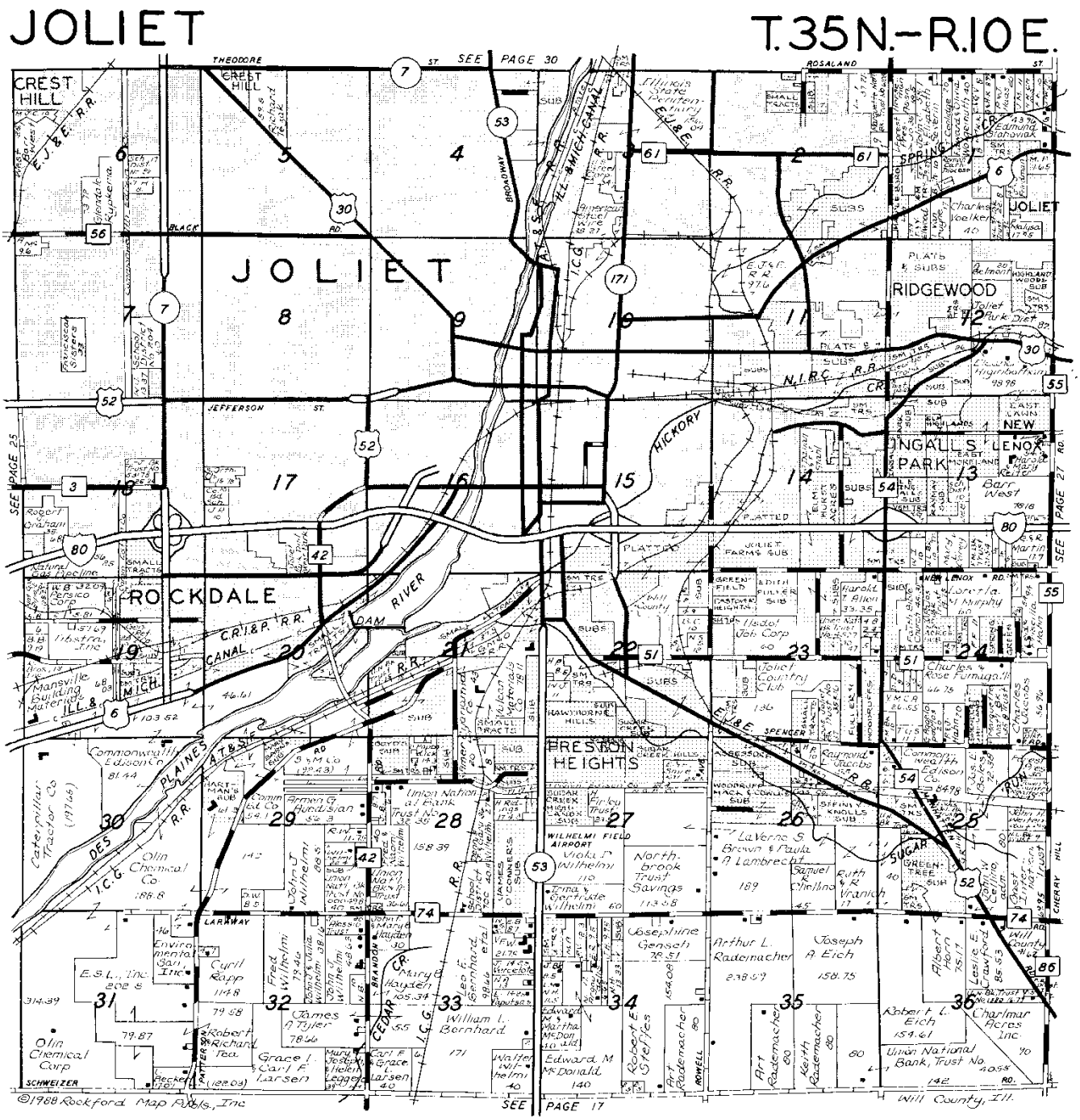
Joliet Township 1963



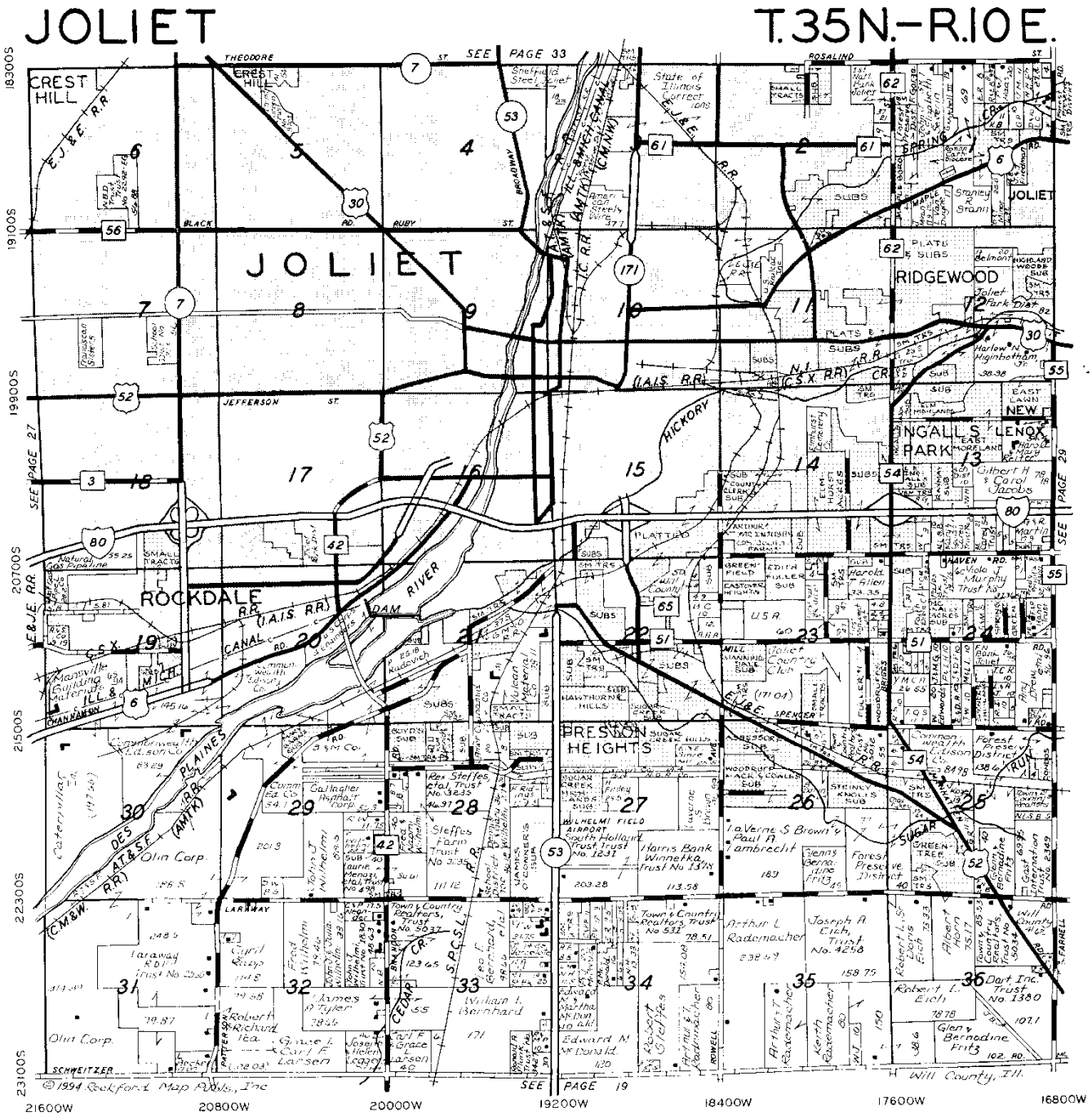
Joliet Township 1966



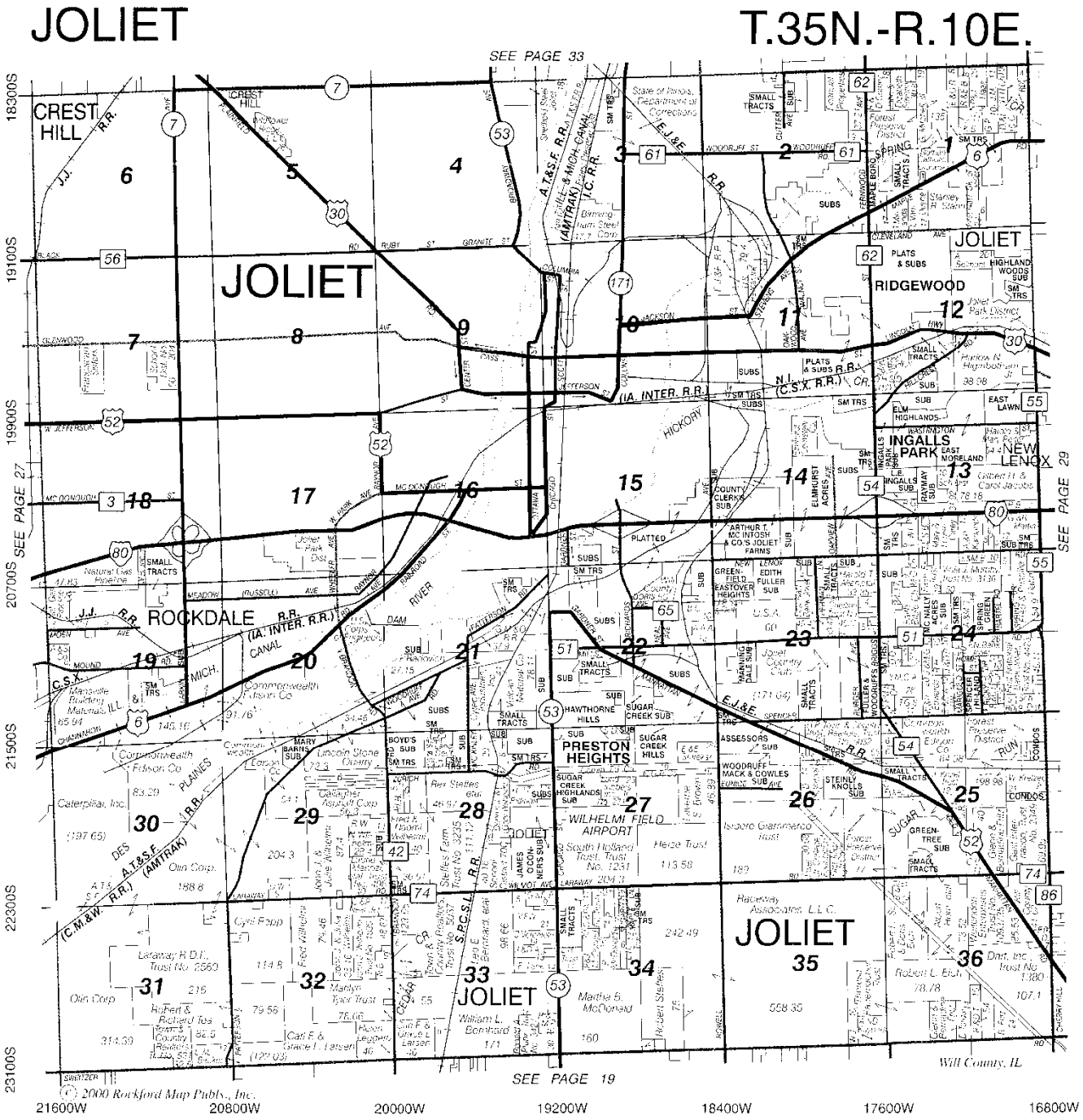
Joliet Township 1976



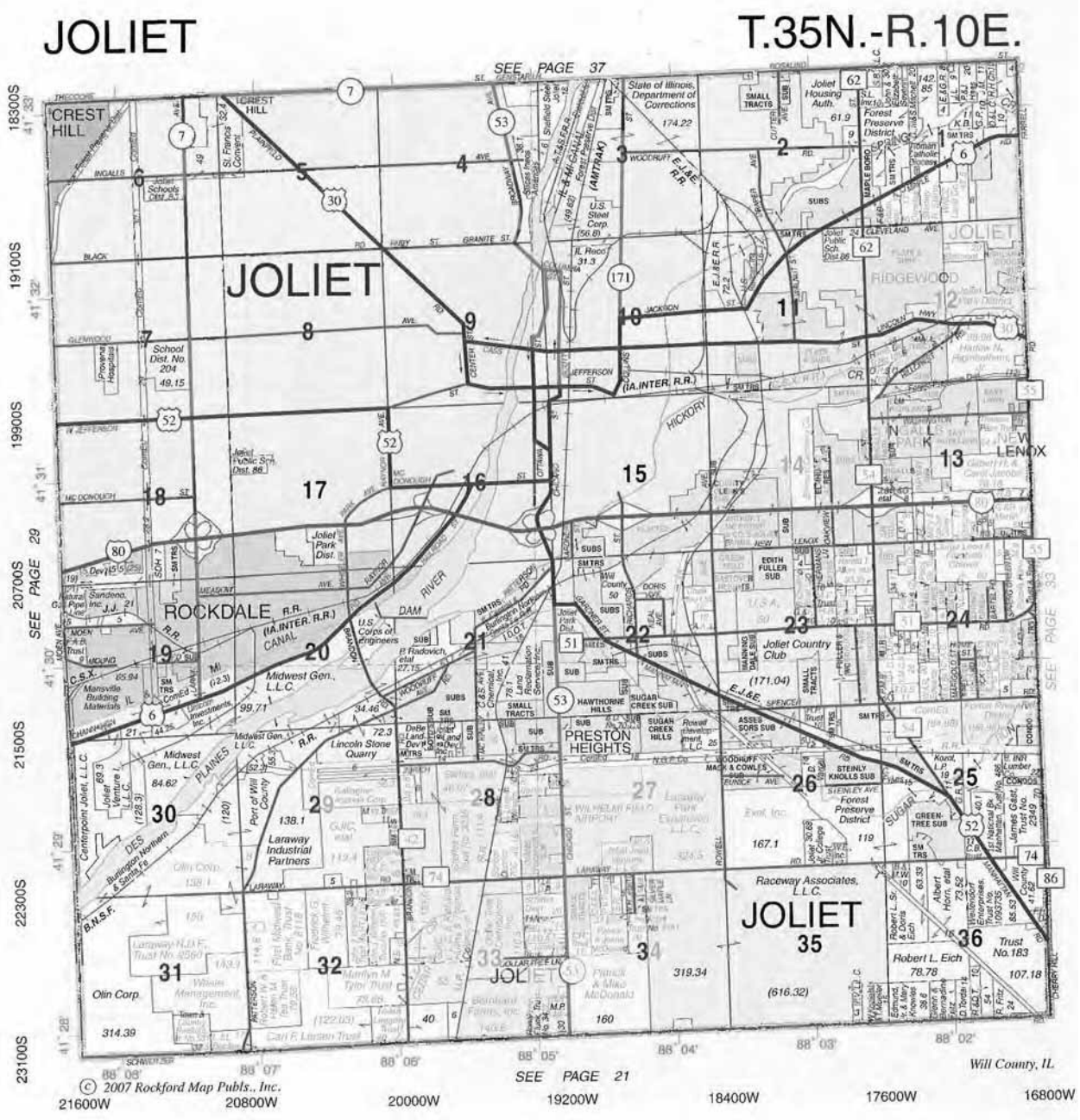
Joliet Township 1988



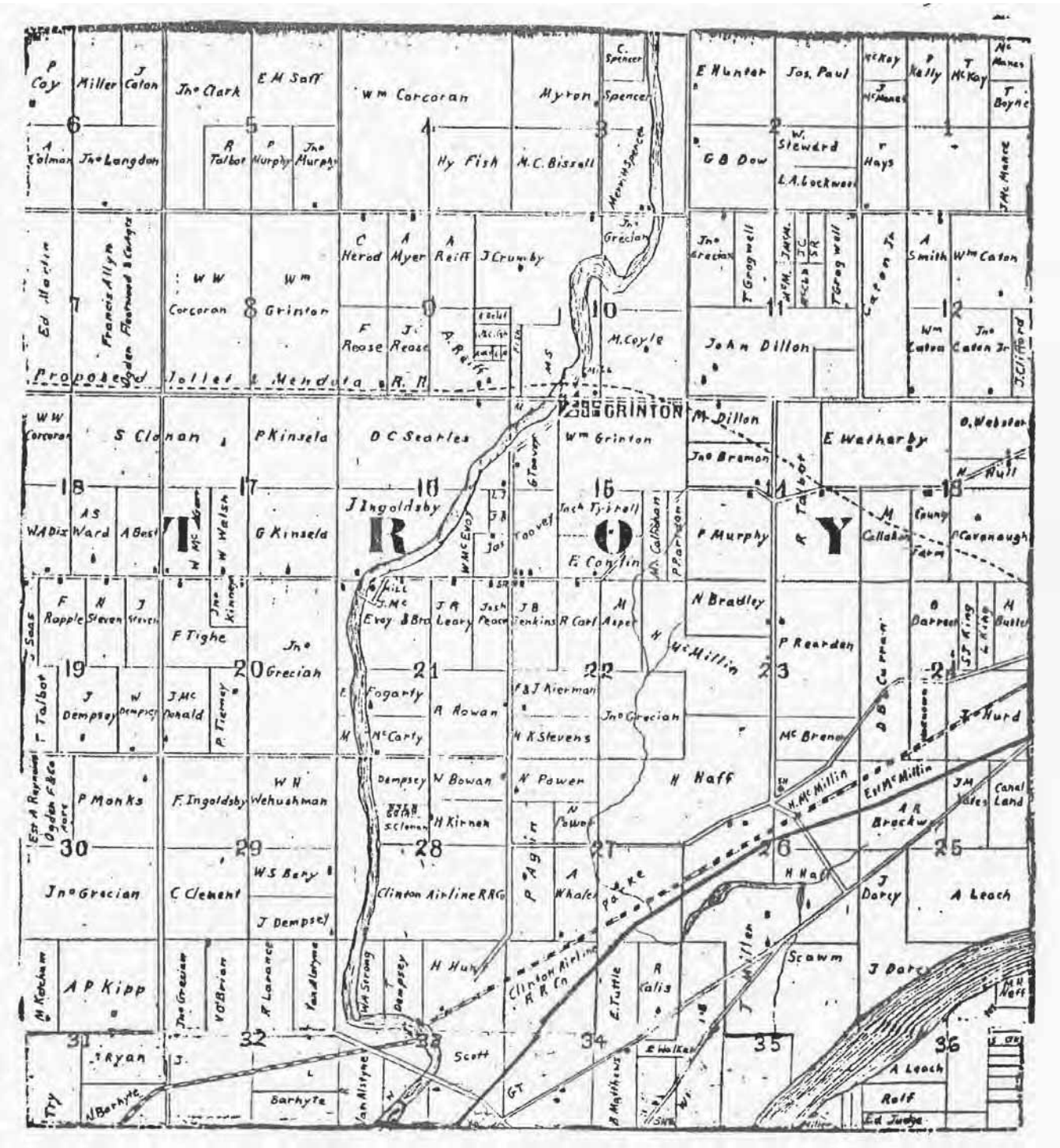
Joliet Township 1994



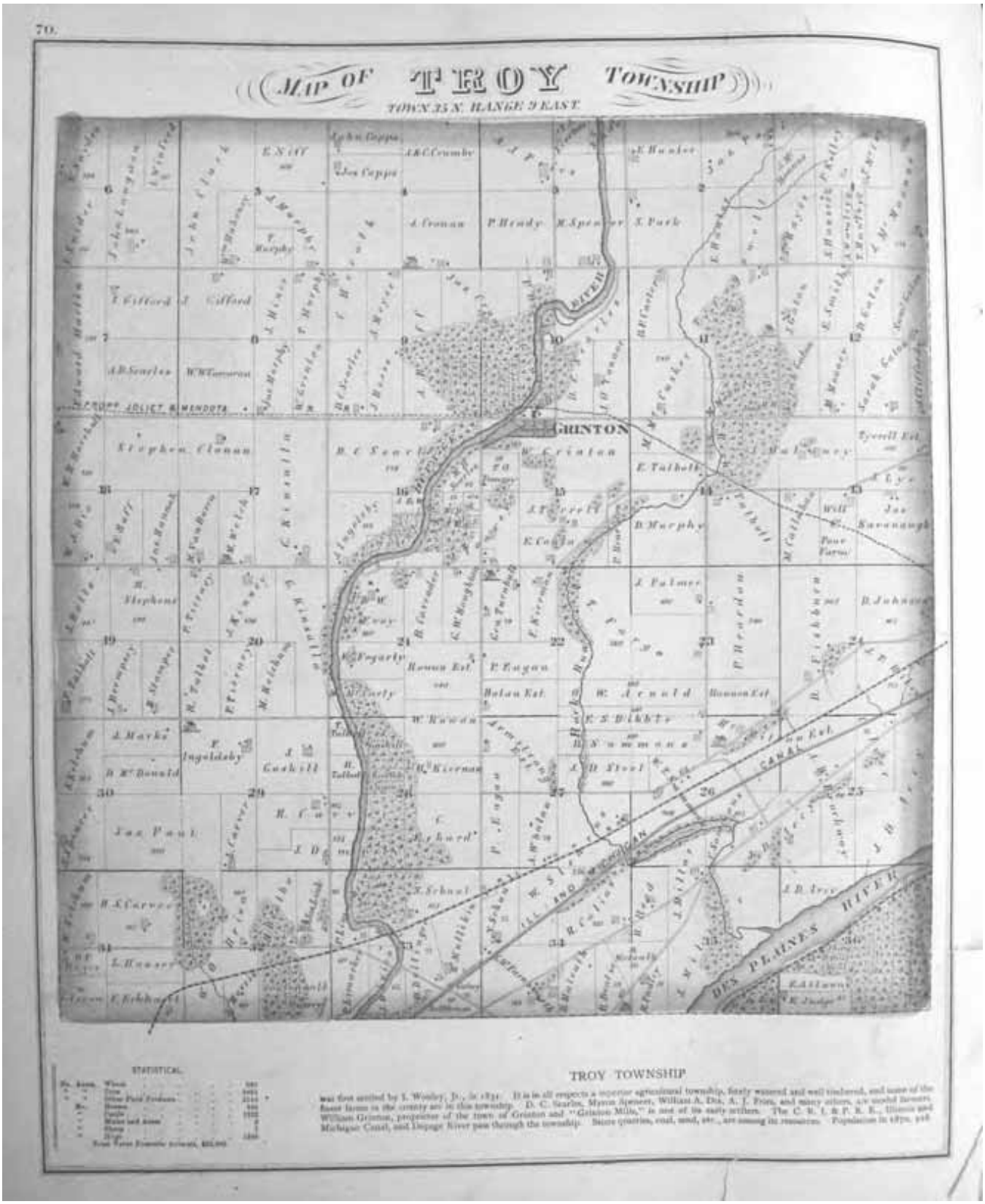
Joliet Township 2000



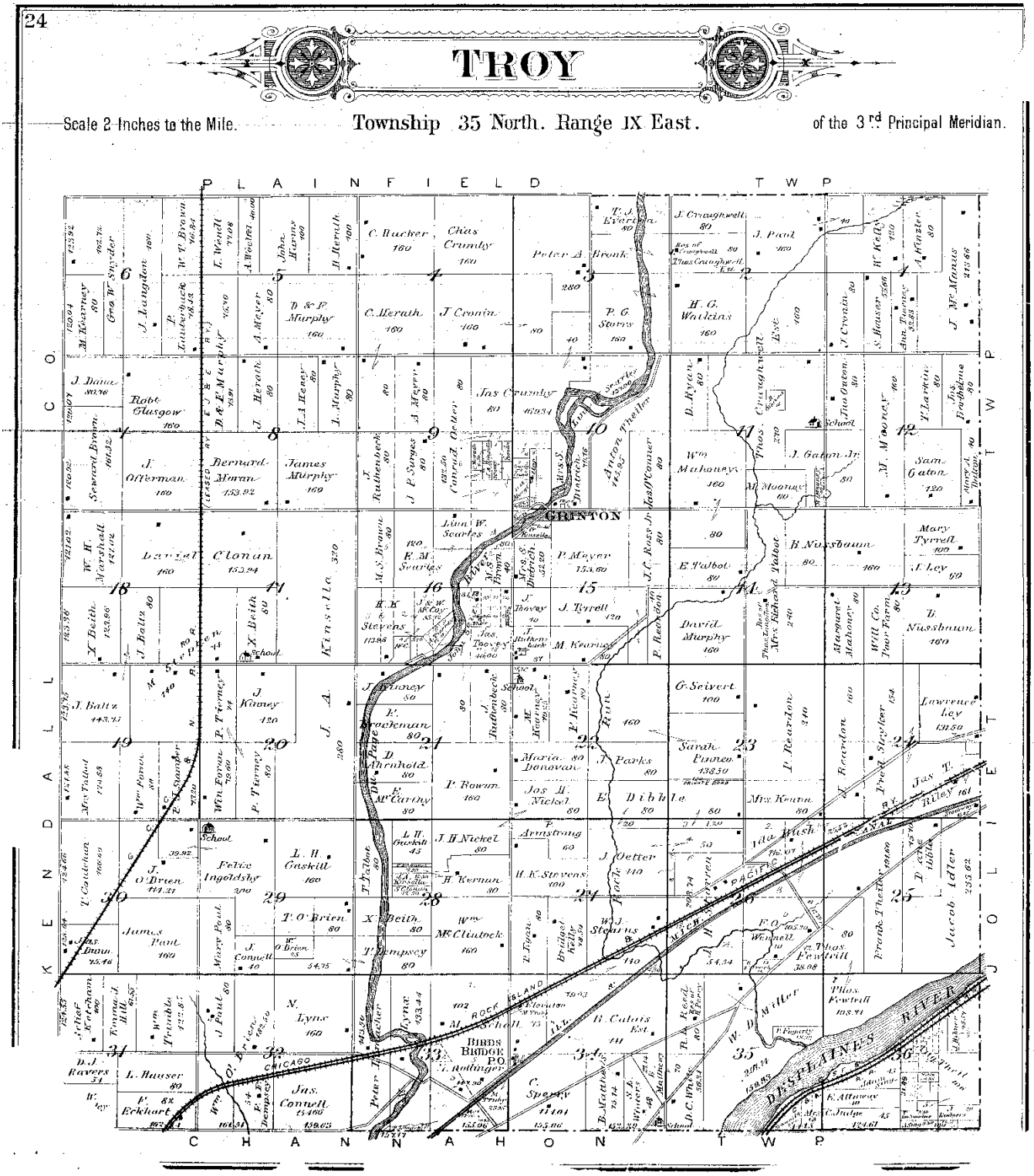
Joliet Township 2007



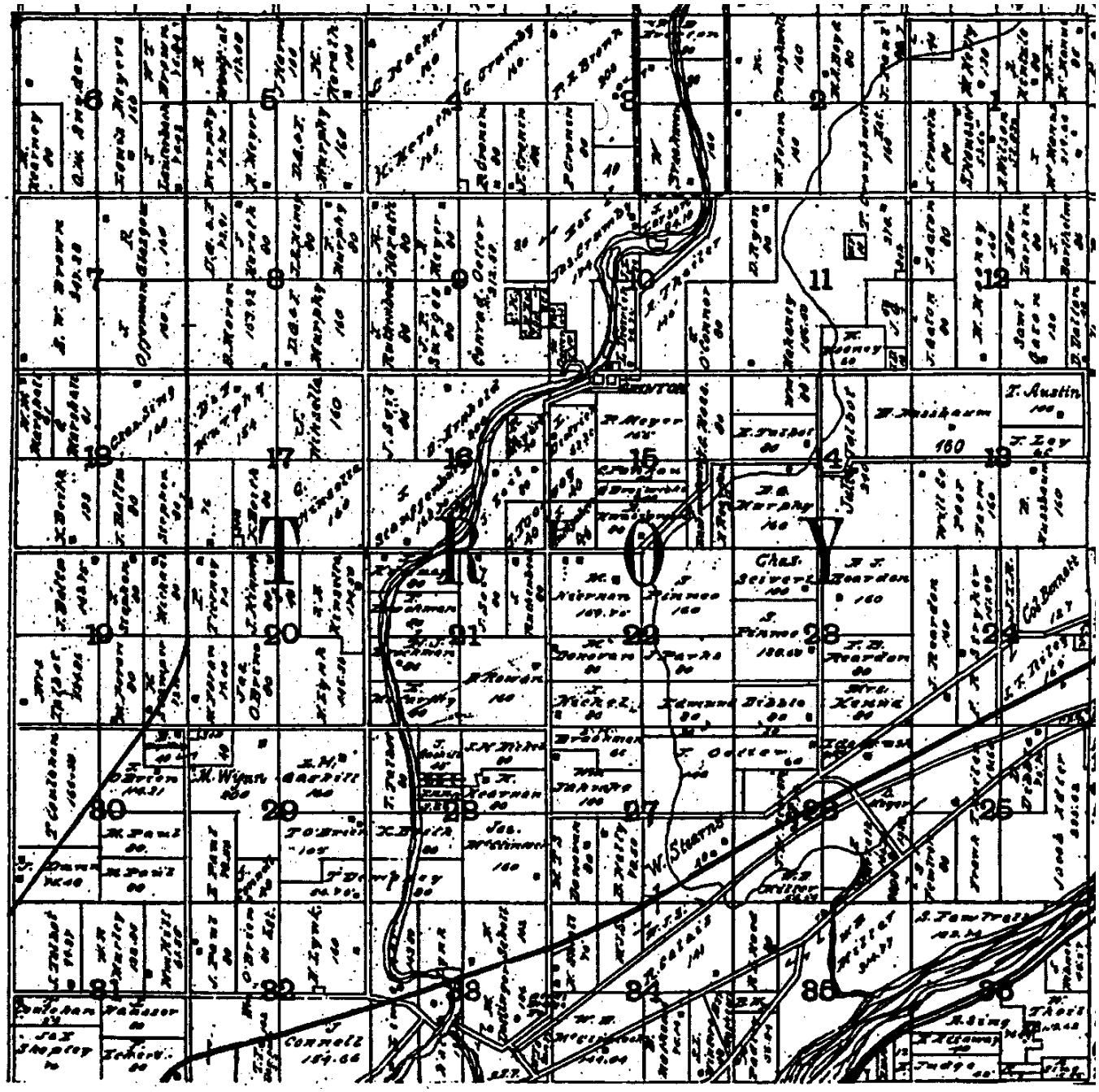
Troy Township 1862



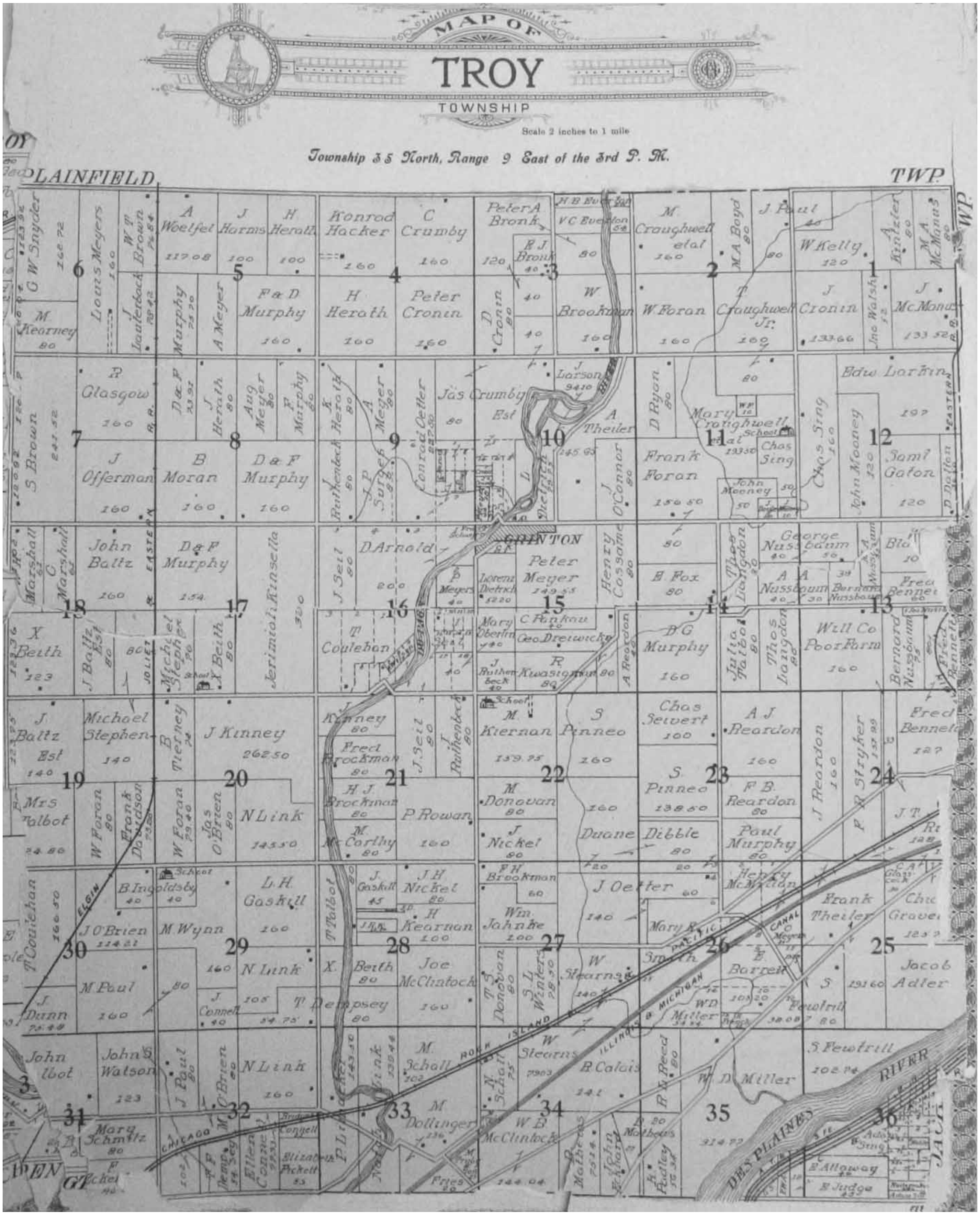
Troy Township 1873



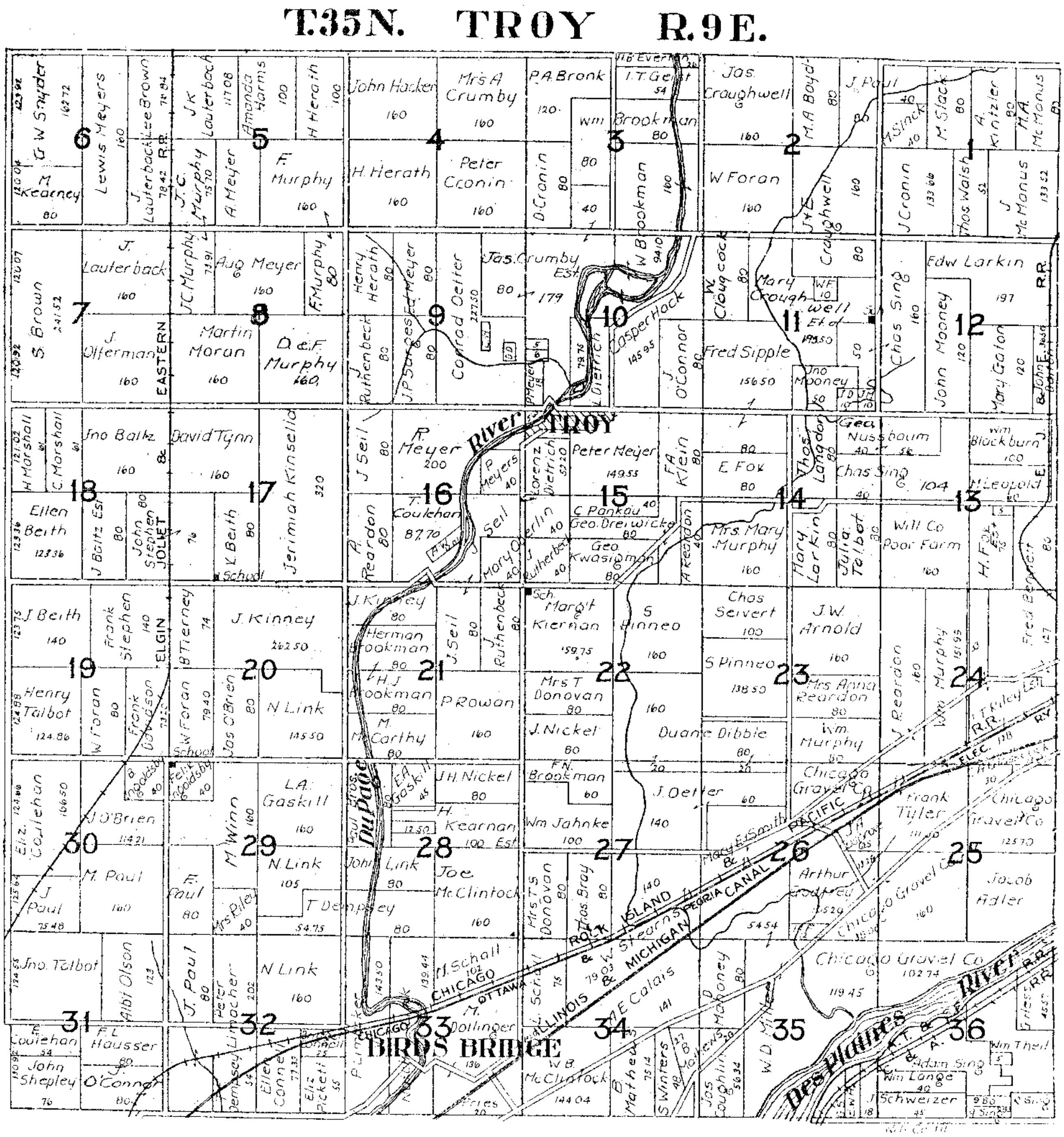
Troy Township 1893



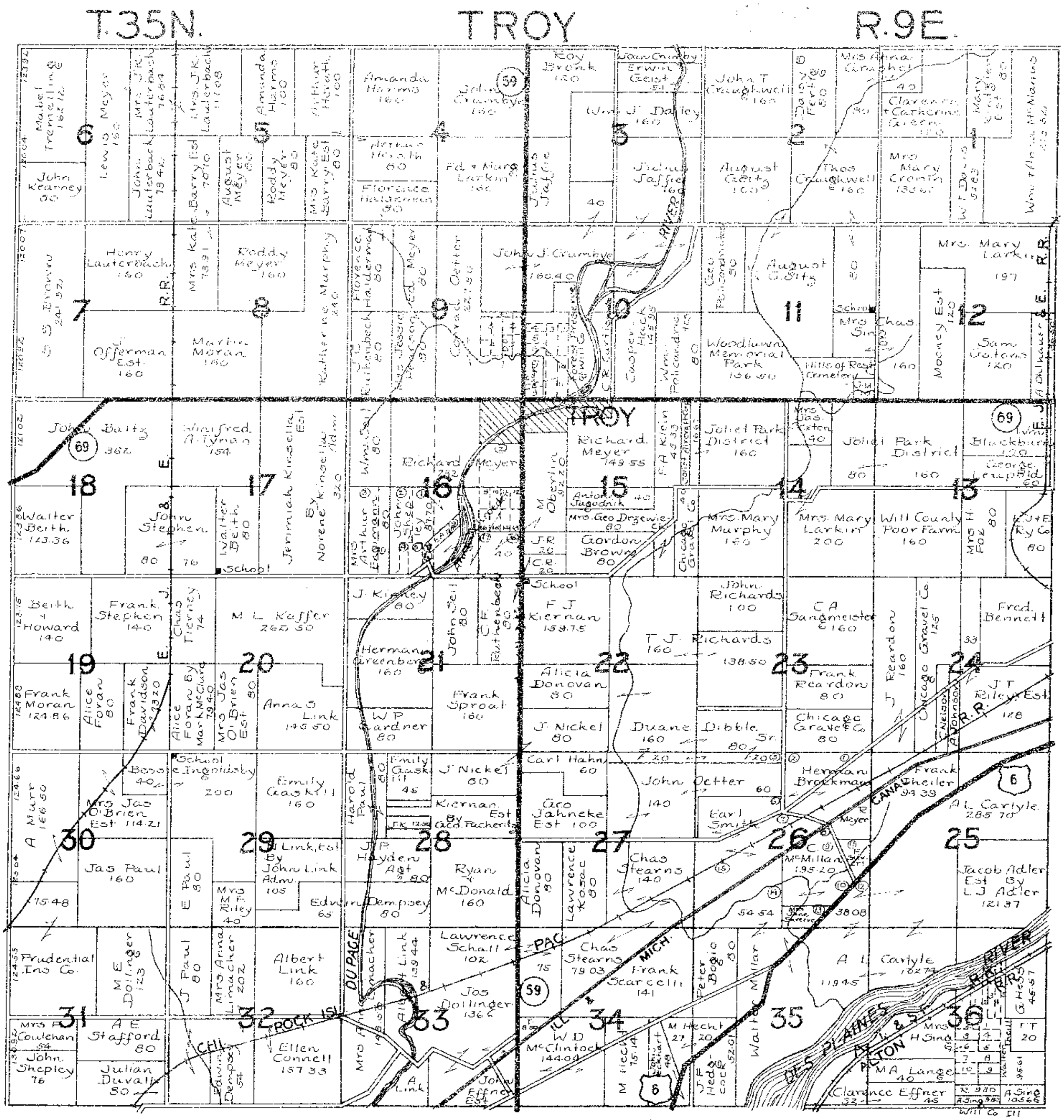
Troy Township 1902



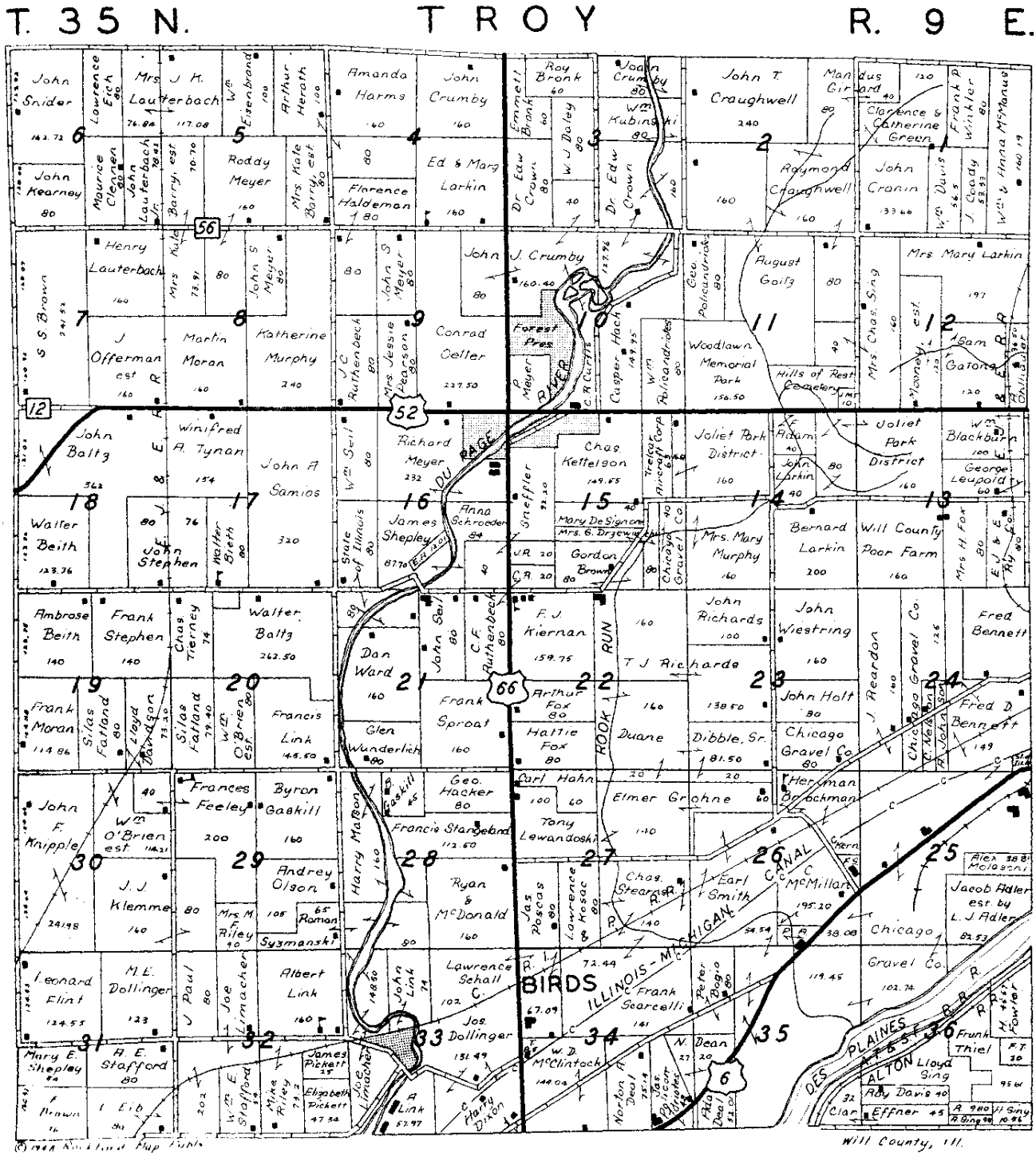
Troy Township 1909



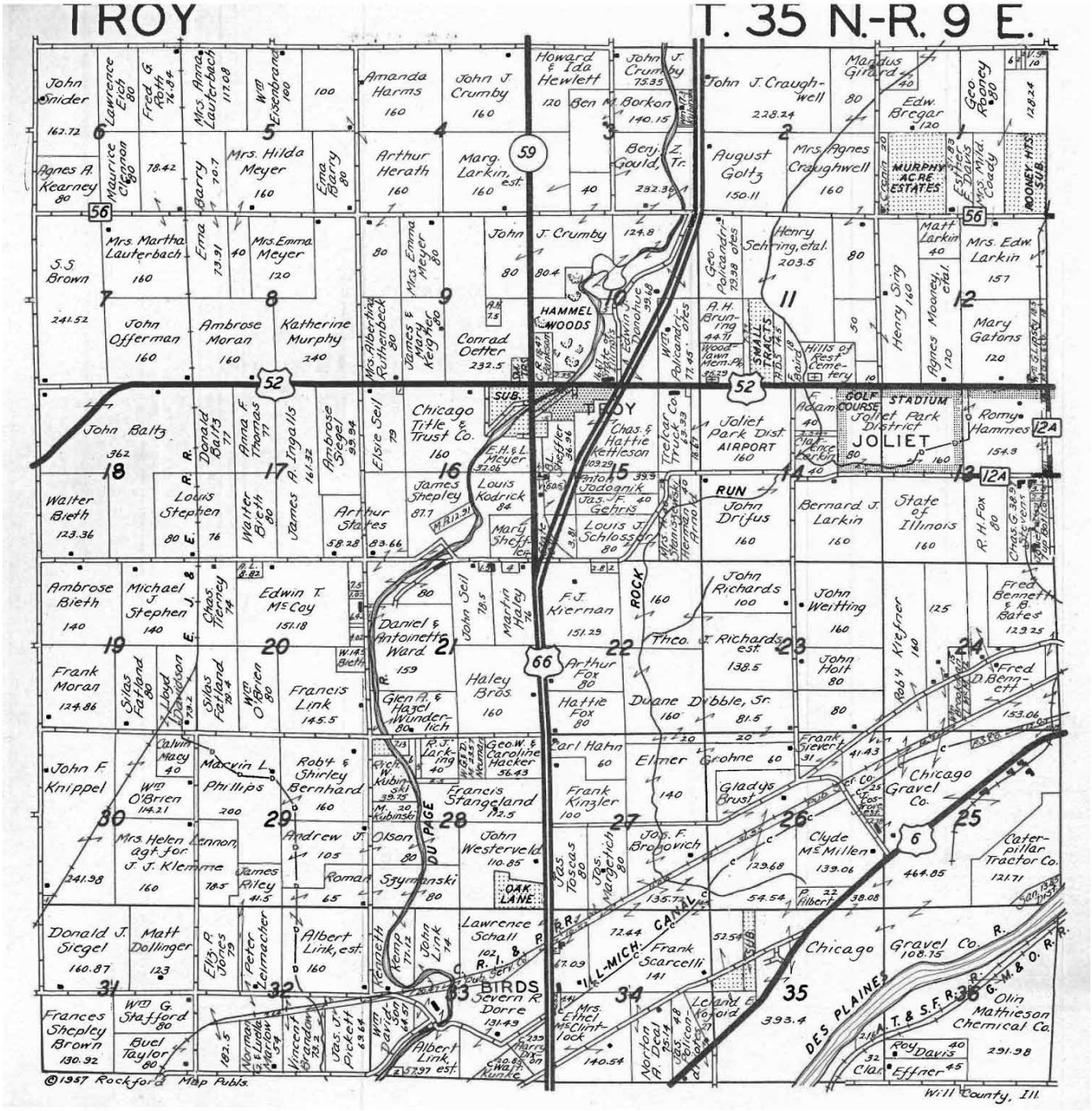
Troy Township 1920s



Troy Township circa 1942



Troy Township 1948



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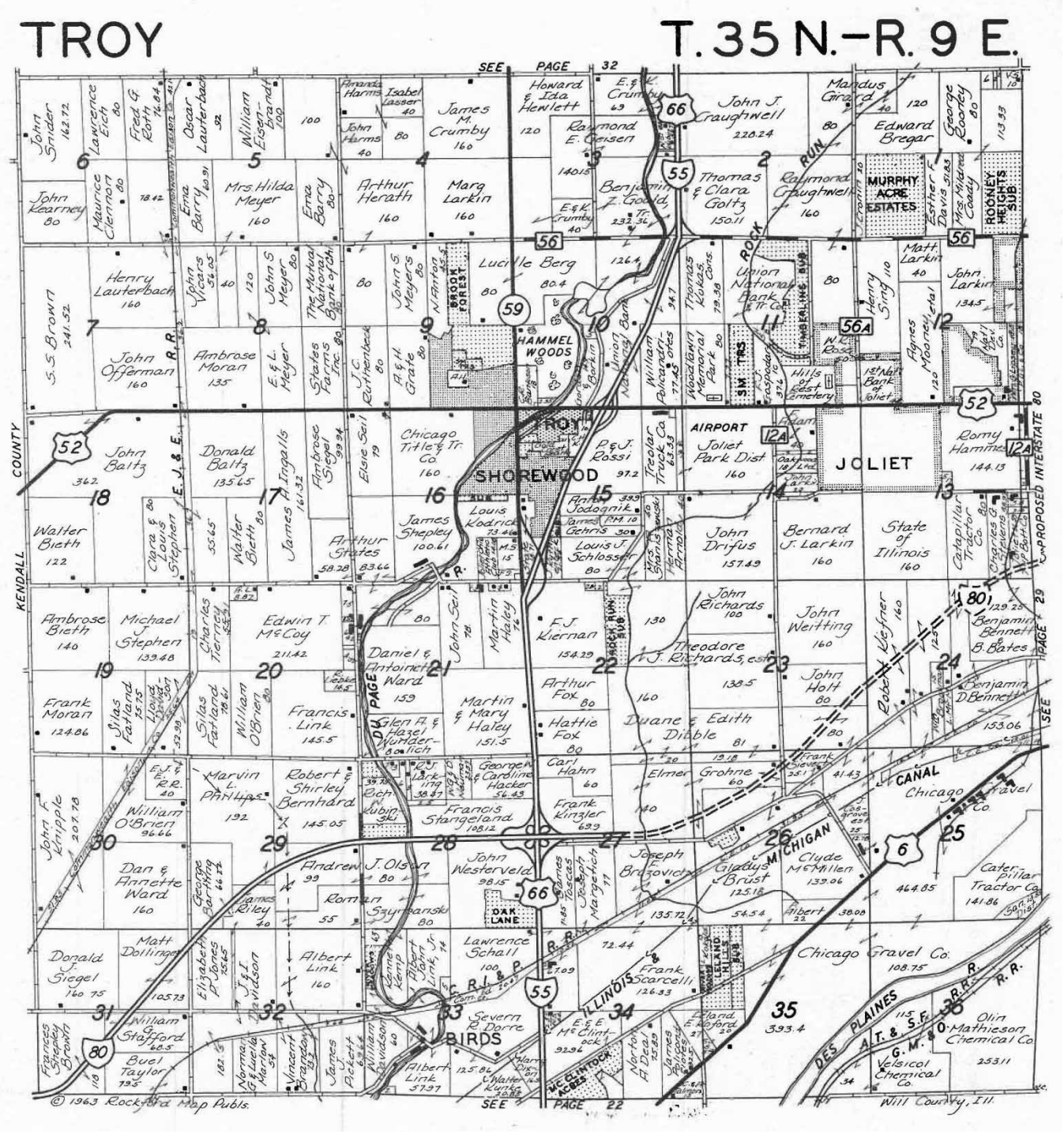
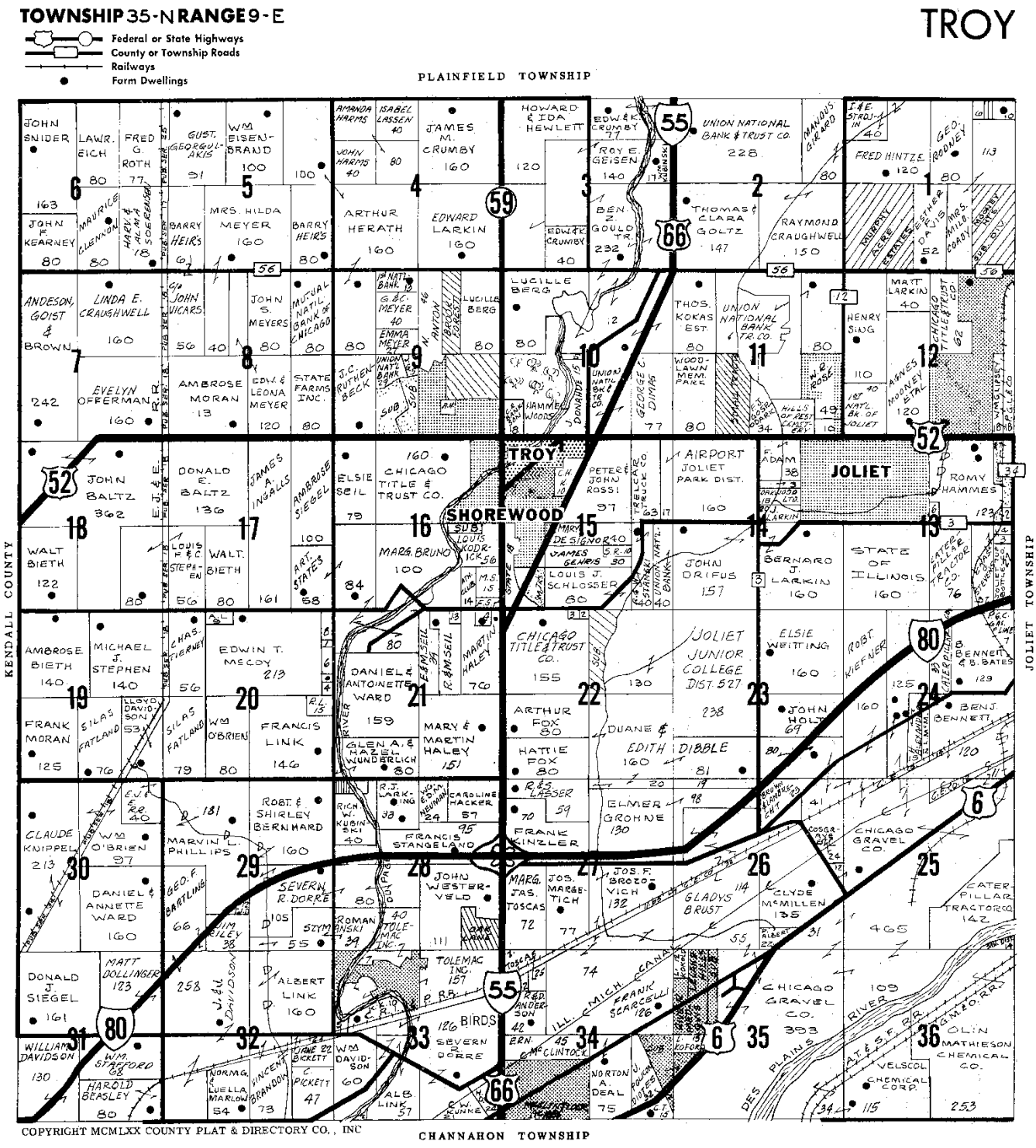
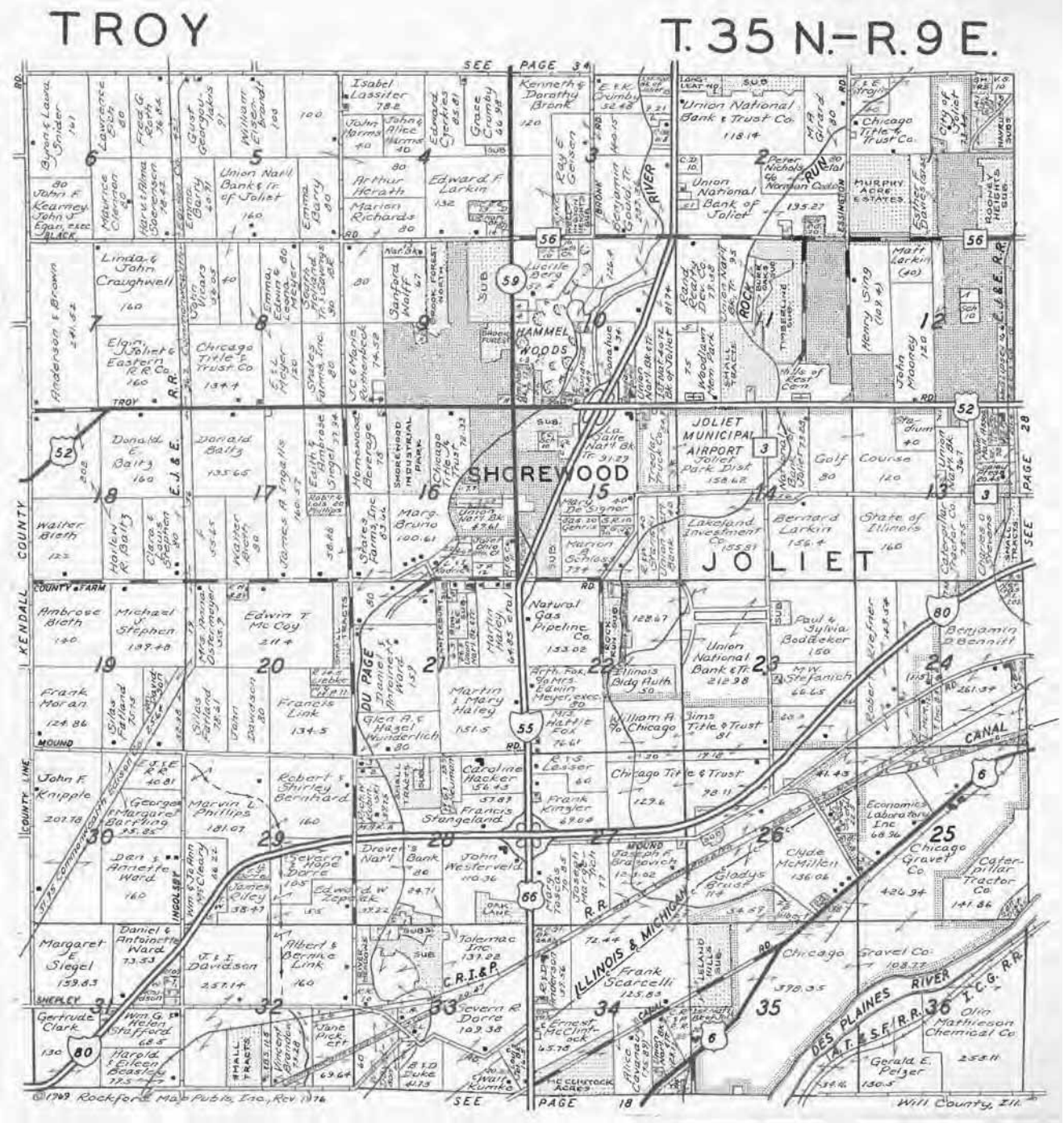


Troy Township 1963

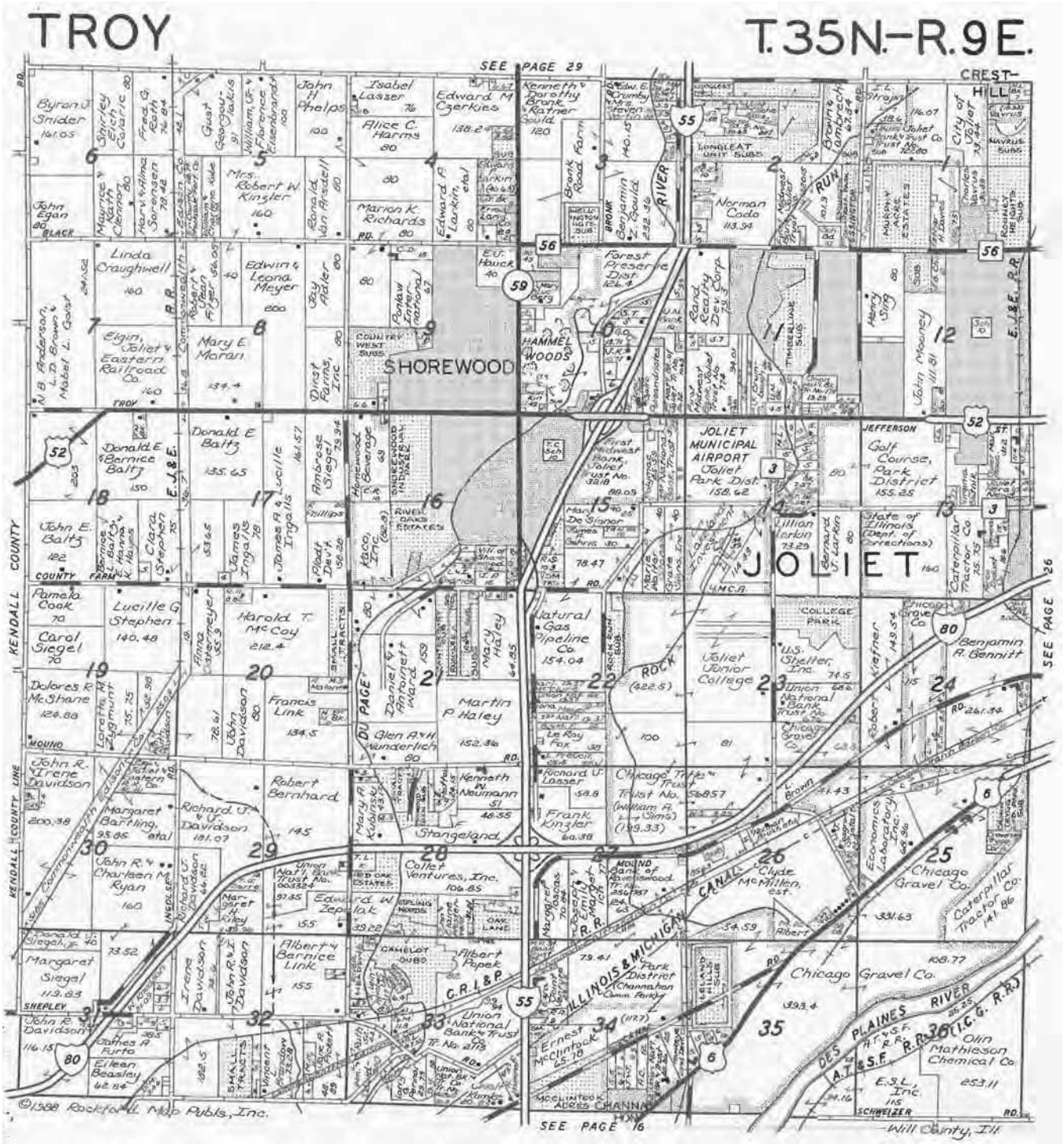


Troy Township 1970

Wiss, Janney, Elstner Associates, Inc.



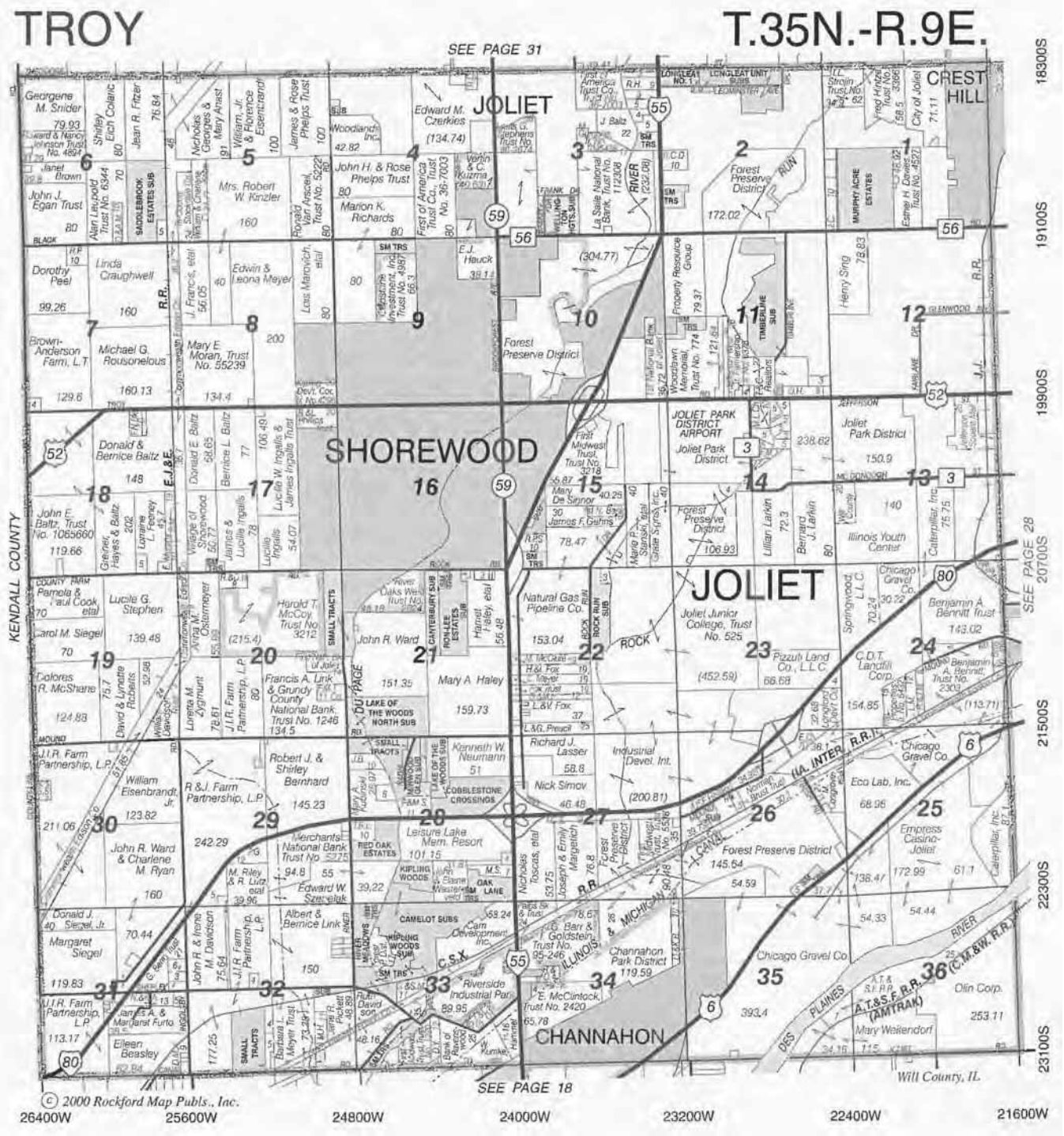
Troy Township 1976



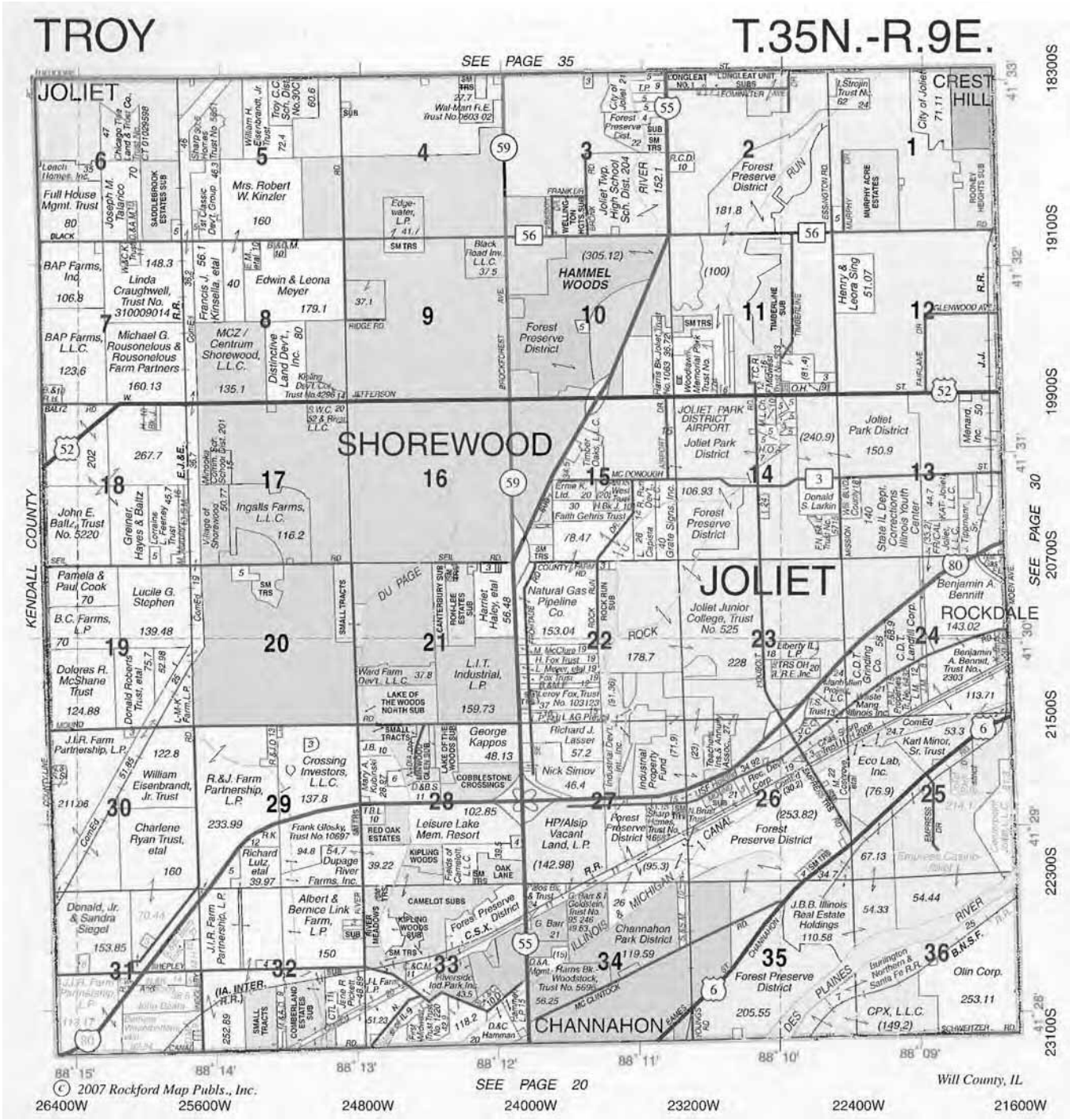
Troy Township 1988

Wiss, Janney, Elstner Associates, Inc.

Troy Township 1994



Troy Township 2000



Troy Township 2007