

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Downtown Rock Island Historic District

other names/site number _____

Name of Multiple Property Listing _____

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

2. Location

street & number Roughly bound by the Iowa state line to the north, 21st Street to the east, 15th Street to the west, and 5th Avenue to the south. not for publication

city or town Rock Island vicinity

state Illinois county Rock Island zip code 61201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: ___ national ___ statewide ___ local

Applicable National Register Criteria: ___ A ___ B ___ C ___ D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date _____

Illinois Department of Natural Resources - SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper _____ Date of Action _____

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
109	27	buildings
	1	site
2		structure
8		object
119	28	Total

Number of contributing resources previously listed in the National Register

5

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multi dwelling
- DOMESTIC/hotel
- COMMERCE/TRADE/business
- COMMERCE/TRADE/organizational
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/restaurant
- COMEMRCE/TRADE/warehouse
- SOCIAL/meeting hall
- GOVERNMENT/city hall
- GOVERNMENT/post office
- GOVERNMENT/courthouse
- EDUCATION/library
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- FUNERARY/mortuary
- RECREATION AND CULTURE/theater

Current Functions

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multi dwelling
- DOMESTIC/hotel
- COMMERCE/TRADE/business
- COMMERCE/TRADE/organizational
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/restaurant
- GOVERNMENT/city hall
- GOVERNMENT/post office
- GOVERNMENT/courthouse
- EDUCATION/library
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence
- RECREATION AND CULTURE/theater

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RECREATION AND CULTURE/auditorium

AGRICULTURE AND SUBSISTENCE/processing

AGRICULTURE AND SUBSISTENCE/storage

INDUSTRY/PROCESSING/EXTRACTION/
manufacturing facility

INDUSTRY/PROCESSING/EXTRACTION/
communications facility

TRANSPORTATION/rail-related

TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Italianate

LATE VICTORIAN/Queen Anne

LATE VICTORIAN/Romanesque

LATE 19TH AND 20TH CENTURY REVIVALS/
Renaissance

LATE 19TH AND 20TH CENTURY REVIVALS/
Beaux Arts

LATE 19TH AND 20TH CENTURY REVIVALS/
Colonial Revival

LATE 19TH AND 20TH CENTURY REVIVALS/
Classical Revival

LATE 19TH AND 20TH CENTURY REVIVALS/
Tudor Revival

LATE 19TH AND 20TH CENTURY REVIVALS/
Late Gothic Revival

LATE 19TH AND 20TH CENTURY REVIVALS/
Neoclassical

LATE 19TH AND 20TH CENTURY REVIVALS/
Georgian Revival

MODERN MOVEMENT/Art Deco

MODERN MOVEMENT/Art Moderne

MODERN MOVEMENT/International

MODERN MOVEMENT/Minimalist

MODERN MOVEMENT/Mid-Century Modern

MODERN MOVEMENT/Brutalism

Materials

(Enter categories from instructions.)

foundation: BRICK, CONCRETE, OR LIMESTONE

walls: BRICK, STONE, METAL, STUCCO, TERRA
COTTA, CONCRETE, OR GLASS

roof: N/A

other: N/A

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OTHER/MODERN

OTHER/Contemporary

OTHER/New Traditional

OTHER/Utilitarian

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

The Downtown Rock Island Historic District (DRIHD) is the original city center for residential development, commerce, industry, transportation, education, government, and recreation in Rock Island. The District is roughly bounded by the north bank of the Mississippi River and the Iowa state line to the north, 21st Street to the east, 15th Street to the west, and 5th Avenue to the south. The DRIHD encompasses 82.3 acres with 109 contributing buildings, two contributing structures, the Centennial Bridge and WBHF Radio Tower, eight contributing objects, the two fountains which flank the Centennial Bridge and the two fountains and four memorials (Civil War Soliders' Monument, the War Memorial, Gettysburg Address tablet, and the Spanish-American War headstone and ventilator cowl) outside of the Rock Island County Courthouse, 27 non-contributing buildings, one non-contributing site, Great River Plaza, and five properties previously individually listed on the National Register of Historic Places. The existing 114 historic resources were constructed between 1864 and 1969. The District is composed of a wide variety of properties including: earlier single-family dwellings and later apartment buildings; one and two-part commercial blocks; social halls; theaters; educational facilities; auto garages and service stations; warehouses and manufacturing facilities; early and mid-twentieth century hotels; and government buildings. The period of significance is from 1864, the construction date of the oldest building in the District, to 1969, the fifty-year cutoff for the National Register of Historic Places.

Narrative Description

Located in northwestern Illinois at the confluence of the Mississippi and Rock Rivers, the City of Rock Island composes the southwestern quadrant of the Quad Cities. It is bounded on the north by the Mississippi River and Davenport, Iowa, on the west and south by the Rock River, and on the east by the City of Moline, Illinois. The Downtown Rock Island Historic District (DRIHD) is approximately 82.3 acres, roughly bounded by the Iowa state line to the north, 21st Street to the east, 15th Street to the west, and 5th Avenue to the south.

The composition of the District is predominantly commercial with some government, residential, transportation, recreation and culture, social and civic, religious, and educational buildings interspersed. The DRIHD is made up of, 67.6% commerce, 6.3% transportation, 2.1% social, 2.1% education, 11% industry, 2.1% government, 2.1% religious, 5.6% residential buildings, and 1.1% other. The areas south, east, and west of the district are predominately residential.

Situated on a peninsula at the convergence of the Rock and Mississippi Rivers, Rock Island experiences degrees of varying landscape including floodplains, wetlands, bluffs, and contiguous woodlands. The DRIHD is sited in the floodplain of the two rivers, protected by the City of Rock Island Levee. The topography of the District is thus relatively flat. A distinct visual feature of the district's geography is the Mississippi River riverfront, located at the northern boundary of the DRIHD, and the river's unique east to west flow through this area.

Due to the District's location on the banks of the Mississippi and Rock Rivers, the street pattern was laid out in a standard grid, but its alignment varies on the curvature of the rivers. In the District, those streets east of 17th street follow a standard north-south alignment. West of 17th Street, the grid follows a slight northwest-southeast alignment. Alleys run east-west bisecting each block with the exception of the blocks encompassed by the Rock Island County Courthouse; the block to the south of the Great River Plaza; Parking Ramp (16th Street and 3rd Avenue); the block bounded by 2nd Avenue, 15th and 16th Street, and 3rd Avenue; and the block bounded by 4th Avenue, 18th and 19th Streets, and 5th Avenue. There are two alleys oriented north-south. The first bisects the aforementioned block bounded by 2nd Avenue, 15th and 16th Streets, and 3rd Avenue. The second is located to the south of the Great River Plaza. The

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Great River Plaza was constructed in 1976 on 2nd Avenue between 18th and 19th Streets. The plaza is paved with exposed aggregate concrete and features a central stage. The raised stage is organically shaped and enclosed by a limestone retaining wall. The metal supports for the stage canopy form a pyramidal shape over the platform. Tiered, limestone planters surround the stage to the north and south and are located throughout the plaza.

Due to the one-way traffic pattern of the District, many of the east-west and north-south roads serve as primary thoroughfares in and out of the District. Street widths vary between 36 feet and 63 feet depending on the availability of off-street parking. Many streets are 50 to 54 feet in width. The orientation and layout of the streets remains unchanged since the earliest development in the District. Historically, streets were wider to allow for the larger horse-drawn carriages and ox-drawn wagons, street vendors, and general commercial activities such as horse sales. Today, the extra width has been converted to parallel parking. The majority of streets in the District are asphalt with some remaining historic brick streets on 19th Street between 4th and 5th Avenues and 21st Street between 3rd and 6th Avenues. The first street in Rock Island and the surrounding Quad Cities to be paved with bricks was 2nd Avenue from 15th to 20th Streets in 1889. Only about eight miles of Rock Island's historic brick streets remains, of which less than a quarter of a mile are located within the DRIHD.

Additionally, Route 92 (1st Avenue) runs through the District near the northern boundary. Route 92 is an east-west state highway in northwest Illinois. It runs from the Norbert F. Beckey Bridge across the Mississippi River where it meets the eastern end of Iowa Highway 92, east to U.S. Route 34 in La Moille, Illinois. It is part of a continuous 886-mile four-state "Highway 92" which begins in Torrington, Wyoming, goes through Nebraska and Iowa and terminates in La Moille, Illinois. Constructed in 1939, Route 92 plays an important role in the advent of the automobile and vehicular traffic in Rock Island which began during the end of the early-twentieth century.

The District was also serviced by the Chicago, Rock Island, and Pacific (C, RI, & P), the Chicago, Burlington, and Quincy (C, B, & Q), and the Chicago, Milwaukee, and St. Paul Railroads (C, M, & St. P). Today, the Iowa Interstate Railroad (successor of the C, RI, & P) provides Rock Island with freight rail transportation with connections to Omaha and Chicago and access to the Mississippi River terminal for rail-to-barge or barge to rail service. Historically, the C, RI, & P entered the District at 2nd Avenue and 20th Street. Located between the United Breweries Co. Beer Depot and milk depot near 1st Avenue and 19th Street, remnants of the old line are still visible today. The line ran between the two buildings, creating their unique triangular shapes, before crossing 1st Avenue and then running east-west along the Mississippi River. All railroad tracks are now located between the north side of 1st Avenue and the Mississippi River. Passenger services in Rock Island have been discontinued since 1978.

The buildings in the District follow national trends in architectural styles and building typologies popular at their time of construction. Each building reflects its construction date based on architectural details and construction methods. All buildings can be identified by their typology. Typical building typologies found in the district include commercial types such as the one and two-part commercial blocks, two-part vertical blocks, stacked vertical block, and freestanding commercial buildings as well as service/filling stations, warehouses, factories, office buildings, banks, and apartment buildings. Furthermore, many buildings can be identified by an architectural style. During the development of the DRIHD, styles such as Italianate, Late Classical Revival, Italian Renaissance Revival, Beaux Art Classicism, Art Deco, Art Moderne, Contemporary, and Brutalism were frequently employed.

Today, the Downtown Rock Island Historic District remains intact and appears much as it would have looked when fully developed at the end of the period of significance. The most notable change in the DRIHD is the demolition of building between the 1970s and 1990s, which is still apparent today through the District's 24 extant parking/vacant lots. Despite demolitions in the DRIHD during the later half of the twentieth century, the District retains a high degree of integrity making it eligible for listing on the National Register of Historic Places. The majority of the properties are intact and have sustained little if any exterior modifications. Most alterations that did occur, that are visible from the public right

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of way, are window and door replacement, installation of contemporary storefronts, window infill, cornice removal and/or rebuilding of the parapet, and less frequently, new brick veneer cladding at the front façade. Those buildings identified as non-contributing were either constructed outside of the period of significance or lacked architectural integrity. There are eight non-contributing buildings that were constructed between 1974 and 2003 and one non-contributing site, The Great River Plaza. Two properties the Minimalist style Star Cres International building (1974, 1830 2nd Avenue) and the Brutalist style Parking Ramp (1976, 304 17th Street) could be reevaluated when the property is 50 years old and may be contributing to the District. Of the remaining 19 non-contributing buildings, all are historic buildings, but lack architectural integrity due to the primary façades being replaced or obscured. Two of these buildings may be eligible if rehabilitated. The L.S. McCabe & Co. building at 1721 3rd Avenue may be eligible if the existing ca. 1970 slipcover is removed from the front façade and the historic façade is intact. Additionally, the 1938 Art Deco building at 320 18th Street is concealed by the 1977 Brutalist style exterior of the Bituminous Insurance Companies building. If the Brutalist exterior is removed and the original Art Deco building restored, the building may be contributing to the District.

The following is an inventory for each of the existing contributing and non-contributing resources including their historic building name or use, if known, address, date of construction, primary architectural style, and building typology. Listed addresses correspond to the addresses listed with Rock Island County. A “Building Key” is located in the “Additional Documentation” section of this nomination.

If a building is listed with two dates, the later date is for an addition or remodeling, as noted.

*Abbreviations Note: AVE: Avenue; BLDG. TYP.: Building Typology; C: Contributing; NA: Not Applicable; NC: Non-Contributing; NO: Street Number; NR: Individually-Listed on the National Register; ST: Street

ID	NO.	ST.	SUFFIX	HISTORIC NAME/USE	DATE OF CONSTRUCTION	BLDG. TYP.	ARCHITECTURAL STYLE/DETAILS	C/NC
1	1806	1	AVE	WHOLESALE LIQUORS	ca. 1880; ca. 1925 (FAÇADE REPLACED)	WAREHOUSE (WITH OFFICE)	UTILITARIAN	C
2	1900	1	AVE	UNITED BREWERIES CO. BEER DEPOT	ca. 1895	DEPOT	UTILITARIAN	C
3	1323	2	AVE	PEERLESS DAIRY	ca. 1930; 1950-1957 (FRONT TWO-STORY CREAM BRICK SECTIONS ADDED)	FACTORY	ART MODERNE; UTILITARIAN	C
4	1600	2	AVE	ILLINOIS THEATRE BUILDING	1901; 1926 (REMODEL INTO A GARMENT FACTORY AND STORE FOR THE LEVY CLOTHING COMPANY)	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
5	1603	2	AVE	N/A	2003	TWO-PART COMMERCIAL BLOCK	NEW TRADITIONAL	NC
6	1605	2	AVE	N/A	2003	TWO-PART COMMERCIAL BLOCK	NEW TRADITIONAL	NC
7	1606	2	AVE	ILLINOIS THEATRE BUILDING	1901; 1926 (REMODEL INTO A GARMENT FACTORY AND STORE FOR THE LEVY CLOTHING COMPANY)	TWO-PART VERTICAL BLOCK	LATE CLASSICAL REVIVAL	C
8	1608	2	AVE	SINGER MANUFACTURING CO. OFFICES	ca. 1875	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
9	1609	2	AVE	GRAND ARMY HALL	ca. 1875	TWO-PART COMMERCIAL	ITALIANATE	C

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						BLOCK		
10	1611-1613	2	AVE	FRED EVERS BAKERY/PECHERS CANDY (AND DWELLINGS)	ca. 1875	TWO-PART COMMERCIAL BLOCK	COLONIAL REVIVAL	C
11	1612	2	AVE	STORES	ca. 1880; FRONT FAÇADE REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
12	1614	2	AVE	STORES	ca. 1880; FRONT FAÇADE REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
13	1615-1617	2	AVE	N/A	2000	TWO-PART COMMERCIAL BLOCK	NEW TRADITIONAL	NC
14	1616-1618	2	AVE	STORES	ca. 1880; FRONT FAÇADE REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
15	1622	2	AVE	N/A	N/A	PARKING LOT	N/A	NA
16	1623	2	AVE	STORES	ca. 1875	STACKED VERTICAL BLOCK	ITALIANATE	C
17	1629	2	AVE	THE HILL FURNITURE BUILDING	1923	THREE-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
18	1639	2	AVE	FIRST NATIONAL BANK OF ROCK ISLAND	1963	FREESTANDING	INTERNATIONAL	C
19	1700-02	2	AVE	BENGSTON BLOCK	1875	ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
20	1701-05	2	AVE	BEST BUILDING	1908	THREE-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	NR
21	1704	2	AVE	BENGSTON BLOCK	1875	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
22	1709-11	2	AVE	DOMESTIC SEWING OFFICES AND TAILOR	ca. 1876; ca. 1955 (STOREFRONT REMODEL)	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
23	1710	2	AVE	J.T. DIXON, THE MERCHANT TAILER AND THE NEW CENTRAL SHOE STORE	ca. 1883; ca. 1950 (NEW FAÇADE)	TWO-PART COMMERCIAL BLOCK	BEAUX ARTS	C
24	1715-17	2	AVE	LONDON BUILDING	1902	TWO-PART COMMERCIAL BLOCK	BEAUX ARTS	C
25	1718	2	AVE	STORES	ca. 1920	TWO-PART COMMERCIAL BLOCK	UTILITARIAN	C
26	1719-21	2	AVE	FRIES BUILDING/ PEOPLE'S NATIONAL BANK BUILDING	1897	THREE-PART VERTICAL BLOCK	BEAUX ARTS	NR
27	1722	2	AVE	KRELL & MATH STORE	1892	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C

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28	1724	2	AVE	MASONIC HALL	1875; ca. 1900 (FACDE REMODELED)	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
29	1729-1731	2	AVE	FRIES BUILDING/PEOPLE'S NATIONAL BANK BUILDING	1876; 1904 (4TH FLOOR ADDED AND EXISTING FAÇADE INSTALLED); 1910 (ALTERATIONS)	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	NR
30	1730	2	AVE	MASONIC HALL	1875	TWO-PART COMMERCIAL BLOCK	GOthic REVIVAL	C
31	1800-04	2	AVE	BABCOCK'S HALL	1864; 1920s (REMODEL)	TWO-PART COMMERCIAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
32	(1801)	2	AVE	N/A	N/A	PARKING LOT	N/A	NA
33	1806	2	AVE	BABCOCK'S HALL	1864; ca. 1920 (REMODEL); BETWEEN 1950 AND 1957, LOST THIRD FLOOR; FRONT FAÇADE REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
34	1809-11-13	2	AVE	ROCK ISLAND TRUNK FACTORY/ DAVISON & CO. CIGARS, TOBACCO, & PIPES/DOLLAR GIFT STORE	ca. 1875	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
35	1810-12	2	AVE	BABCOCK'S HALL	1864; ca. 1920 (REMODEL); BETWEEN 1950 AND 1957, LOST THIRD FLOOR; REAR WAREROOMS DEMOLISHED POST-1957; FRONT FAÇADE REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
36	1819	2	AVE	STORES	ca. 1875	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
37	1821	2	AVE	STORES	ca. 1880	TWO-PART COMMERCIAL BLOCK	NO STYLE	C
38	1823	2	AVE	STORE	ca. 1935	ONE-PART COMMERCIAL BLOCK	ART DECO	C
39	1825	2	AVE	STAR BLOCK	1874	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
40	1827-29	2	AVE	STAR BLOCK	1874	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
41	1830	2	AVE	STAR CRES INTERNATIONAL BUILDING	1974	FREESTANDING	MINIMALIST	NC
42	1956	2	AVE	FEDERAL BUILDING: UNITED STATE POST OFFICE AND COURTHOUSE	1957	POST OFFICE/ COURTHOUSE	CONTEMPORARY	C
43	1504	3	AVE	MODERN WOODMEN OF AMERICA	1898 (1903 east section demolished post-1950)	TWO-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C

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44	1509-1513	3	AVE	ROYAL NEIGHBORS OF AMERICA	ca. 1991	ONE-PART COMMERCIAL BLOCK	MODERN	NC
45	1528	3/16	AVE/ST	ROCK ISLAND CITY HALL	1940	CITY HALL	ART DECO	C
46	1613-1615	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
47	1617	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
48	1700	3	AVE	H. TREMANN BUILDING	1894	TWO-PART COMMERCIAL BLOCK	ROMANESQUE REVIVAL	C
49	1702 - 1704	3	AVE	STORES	ca. 1880; FRONT FAÇADE REMODELED (DATE UNKNOWN)	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
50	1706	3	AVE	(E.D. FOLSOM'S) FLOUR & FEED STORE AND UNITED ORDER OF ANCIENT TEMPLARS HALL	ca. 1880s; ca. 1920s (FAÇADE)	ONE-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
51	1708-1710	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
52	1709	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
53	1718-1732	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
54	1721	3	AVE	L.S. MCCABE & CO.	1900-1902; ca. 1970 (SLIPCOVER)	TWO-PART COMMERCIAL BLOCK	MID-CENTURY MODERN (SLIPCOVER)	NC
55	1800	3	AVE	SAFETY BUILDING	1908	THREE-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
56	1801	3	AVE	WHBF TOWER	1950	TOWER	N/A	C
57	1806	3	AVE	SAFETY BUILDING ANNEX/THE CABLE MUSIC HOUSE	1912	TWO-PART COMMERCIAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
58	1808	3	AVE	LAUNDRY AND DWELLING	ca. 1895; ca.2000s (FAÇADE REMODELED)	TWO-PART COMMERCIAL BLOCK	MODERN	NC
59	1810	3	AVE	DAUBER BUILDING (VALENTINE DAUBER'S BLACKSMITH SHOP)	1873	TWO-PART COMMERCIAL BLOCK	ROMANESQUE REVIVAL	C
60	1812-14	3	AVE	N/A	N/A	PARKING LOT	N/A	NA
61	1818	3	AVE	STORES	ca. 1900	TWO-PART COMMERCIAL BLOCK	QUEEN ANNE: FREE CLASSIC	C
62	1824	3	AVE	FORT ARMSTRONG THEATRE	1920	THEATER	ART DECO: PUEBLO DECO	NR
63	1831	3	AVE	ROCKET CINEMA STORES	1940	ONE-PART COMMERCIAL BLOCK	NO STYLE	NC
64	1900	3	AVE	FORT ARMSTRONG HOTEL	1926	HOTEL	ITALIAN RENAISSANCE REVIVAL	NR
65	1918-1930	3	AVE	N/A	N/A	VACANT LAND	N/A	NA

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66	2000	3	AVE	STORES	1951	TWO-PART COMMERCIAL BLOCK	UTILITARIAN	C
67	1500	4	AVE	GALBRAITH MOTOR CO.	1927	ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
68	1504-1506	4	AVE	GALBRAITH MOTOR CO. GARAGE	1928	(SERVICE) GARAGE	NO STYLE	C
69	1512	4	AVE	HODSON AUTO GARAGE	1922	(SERVICE) GARAGE	UTILITARIAN	C
70	1516	4	AVE	(MORRIS H.) WILCHER'S GARAGE	1909; NEW VENEER AT FRONT FAÇADE (DATE UNKNOWN)	SERVICE (GARAGE)	NO STYLE	NC
71	1518	4	AVE	CARL GUSTAFSON'S BLACKSMITH SHOP	1926	ONE-PART COMMERCIAL BLOCK (BLACKSMITH SHOP)	UTILITARIAN	C
72	1524	4	AVE	DONALDSON'S EXCELSIOR SAW WORKS	1875; ca. 2010 (NEW VENEER AT FRONT FAÇADE)	FACTORY WITH FRONT OFFICE	UTILITARIAN	NC
73	1530	4	AVE	SALOON	ca. 1895; PRIMARY FAÇADES REMODELED AFTER POS	TWO-PART COMMERCIAL BLOCK	NO STYLE	NC
74	1622	4	AVE	N/A	1965	FREESTANDING (BANK)	BRUTALISM	C
75	1701	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
76	1728	4	AVE	THE ARGUS	1924	ONE-PART COMMERCIAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
77	1800	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
78	1810	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
79	1818	4	AVE	GALBRAITH MOTOR CO.	1925; 1950-1957 (ADDITION); POST-1957 (NEW FAÇADE)	FREESTANDING (AUTO GARAGE)	UTILITARIAN	C
80	1823	4	AVE	DWELLING	ca. 1880	GABLE-FRONT	UTILITARIAN	C
81	1901	4	AVE	TRI-CITY AUTO SUPPLY CO.	ca. 1935	FREESTANDING (AUTO GARAGE)	UTILITARIAN	C
82	1915	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
83	1917	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
84	1919	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
85	1930	4	AVE	N/A	N/A	PARKING LOT	N/A	NA
86	2000	4	AVE	FILLING STATION	ca. 1945	FILLING STATION	UTILITARIAN	C
87	2006-10	4	AVE	NOACK MOTOR CO.	1915	TWO-PART COMMERCIAL BLOCK	UTILITARIAN	C
88	2011	4	AVE	BANQUET BAKING	1940	FACTORY WITH FRONT OFFICE	ART MODERNE	C
89	2013 & 2019	4	AVE	WHOLESALE TOBACCO WAREHOUSE	1956	WAREHOUSE	MID-CENTURY MODERN	C
90	2014	4	AVE	DWELLING	ca. 1890	GABLE-FRONT	NO STYLE	C

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ID	NO.	ST.	SUFFIX	HISTORIC NAME/USE	DATE OF CONSTRUCTION	BLDG. TYP.	ARCHITECTURAL STYLE/DETAILS	C/NC
91	2016	4	AVE	DWELLING	ca. 1880	GABLE-FRONT	NO STYLE	C
92	2018-20	4	AVE	UNION ELECTRIC TELEPHONE CO.	1902	TEMPLE-FRONT	NEOCLASSICAL	C
93	2022	4	AVE	AUTO GARAGE FOR FRATERNAL ORDER OF EAGLES	ca. 1925	GARAGE	UTILITARIAN	C
94	2024-26	4	AVE	FRATERNAL ORDER OF EAGLES	1914	TWO-PART COMMERCIAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
95	2100	4	AVE	MURRIN SALOON	1891	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
96	2104	4	AVE	N/A	N/A	VACANT LAND	N/A	NA
97	2106	4	AVE	GUSTAV W. ROCHOW STORES AND FLATS	1913	TWO-PART COMMERCIAL BLOCK	UTILITARIAN	C
98	2107	4	AVE	EASTERN FAIR (VARIETY SHOP)	1892	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
99	2111	4	AVE	N/A	N/A	VACANT LAND	N/A	NA
100	2115	4	AVE	ELKS LODGE; SANITARY CAFÉ/BOARDING HOUSE	ca. 1915; POST-1957	COMBINATION : TWO-PART COMMERCIAL BLOCK AND ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
101	1600	5	AVE	BANK	1969	FREESTANDING	BRUTALISM	C
102	1820	5	AVE	FIRST METHODIST EPISCOPAL CHURCH	1890	CHURCH	GOthic REVIVAL/ROMANESQUE REVIVAL	C
103	1820	5	AVE	FIRST METHODIST EPISCOPAL CHURCH SOUTH ANNEX	1915	SCHOOL	TUDOR REVIVAL	C
104	1907	5	AVE	DWELLING	ca. 1915	GABLE-FRONT	NO STYLE	C
105	1925	5	AVE	DWELLING/RECTORY FOR EVANGELICAL LUTHERAN EMMANUEL CHURCH	ca. 1910	AMERICAN FOURSQUARE	QUEEN ANNE: FREE CLASSIC	C
106	1925	5	AVE	EVANGELICAL LUTHERAN EMMANUEL CHURCH	1896	CHURCH	GOthic REVIVAL	C
107	2001-2009	5	AVE	N/A	N/A	LAND/PARKING LOT	N/A	NA
108	2013	5	AVE	BEAR MANUFACTURING CO. STEEL AND PARTS STAGE	ca. 1945	QUONSET HUT	UTILITARIAN	C
109	2016	5	AVE	BEAR MANUFACTURING CO. MACHINE SHOP, OFFICE, AND WAREHOUSE	1933	WAREHOUSE (WITH OFFICE)	UTILITARIAN	C
110	2021	5	AVE	N/A	N/A	PARKING LOT	N/A	NA
111	2025-	5	AVE	BEAR	ca. 1940	ONE-STORY,	ART MODERNE	C

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	2027			MANUFACTURING CO. WELDING, MACHINE, AND ERECTING SHOP		ONE-BAY		
112	2101-2103	5	AVE	BEAR MANUFACTURING CO. AUTOMOTIVE SAFETY SERVICE SCHOOL	1949	TWO-PART COMMERCIAL BLOCK	ART MODERNE	C
113	100	15	ST	CENTENNIAL BRIDGE	1938	BRIDGE	N/A	C
114	201	15	ST	CENTENNIAL BRIDGE COMMISSION BUILDING	1941	BRIDGE HOUSE	ART DECO	C
115	217	15	ST	MEMORIAL CHRISTIAN CHURCH OFFICES	1957; ca. 1965	OFFICE BUILDING	UTILITARIAN	C
116	210	15	ST	ROCK ISLAND COUNTY COURTHOUSE	1896	COURTHOUSE	BEAUX ARTS	C
117	217	15	ST	MEMORIAL CHRISTIAN CHURCH CLASSROOMS	1954	SCHOOL	UTILITARIAN	C
118	217	15	ST	MEMORIAL CHRISTIAN CHURCH	1897	CHURCH	ROMANESQUE REVIVAL	C
119	115	16	ST	N/A	ca. 1960	ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
120	121	16	ST	FURNITURE STORAGE	ca. 1880	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
121	131 - 155	16	ST	N/A	2003	MULTI-UNT DWELLING	NEW TRADITIONAL	NC
122	229	16	ST	Y.W.C. A	1955	ONE-PART COMMERCIAL BLOCK	CONTEMPORARY	C
123	230	16	ST	ROYAL NEIGHBORS OF AMERICA	1928	ONE-PART COMMERCIAL BLOCK	ART DECO	C
124	322	16	ST	AWNING FACTORY AND STORE	ca. 1919; 1990 (FAÇADE REMODEL)	FREESTANDING	NO STYLE	NC
125	211	17	ST	SALOON AND BOARDING	ca. 1880	TWO-PART COMMERCIAL BLOCK	NO STYLE	C
126	213-215	17	ST	HAY AND FEED	ca. 1895	ONE-PART COMMERCIAL BLOCK	NO STYLE	C
127	217	17	ST	STORES/MARKET SQUARE HOTEL	ca. 1875; 1918	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
128	219-221	17	ST	STORES	ca. 1875	THREE-PART VERTICAL BLOCK	ITALIANATE	C
129	223	17	ST	STORES	ca. 1875	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
130	226	17	ST	SHERATON ROCK ISLAND MOTOR INN	1966	HOTEL	CONTEMPORARY	C

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131	304	17	ST	PARKING RAMP	1976	PARK RAMP	BRUTALISM	NC
132	311	17	ST	H. TREMANN BUILDING	1894	ONE-PART COMMERCIAL BLOCK	ROMANESQUE REVIVAL	C
133	423	17	ST	OFFICES	ca. 1965	FREESTANDING	MID-CENTURY MODERN	C
134	113	18	ST	ELKS BUILDING	1907; POST-1957 (3RD AND 4TH FLOORS REMOVED)	TWO-PART COMMERCIAL BLOCK (WAS A THREE-PART VERTICAL BLOCK)	NO STYLE	C
135	213	18	ST	N/A	N/A	PARKING LOT	N/A	NA
136	217	18	ST	MCCABE'S "THE ANNEX"	1898	TWO-PART COMMERCIAL BLOCK	UTILITARIAN	C
137	218	18	ST	UNION PRINTING CO./ROCK ISLAND DAILY UNION BUILDING; PRIESTER & HICKEY SHOE STORE; PIGGLY WIGGLY	ca. 1880; ca. 1921 (REMODEL); 1922 (220 ADDITION FOR PIGGLY WIGGLY); POST-1992 (2ND STORY ADDITION AT 220)	TWO-PART COMMERCIAL BLOCK	GEORGIAN REVIVAL	C
138	219	18	ST	CANDY FACTORY	ca. 1895	TWO-PART COMMERCIAL BLOCK	NEOCLASSICAL	C
139	224-230	18	ST	CENTRAL TRUST AND SAVINGS BANK	1914; 1926 (ADDITION)	TWO-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
140	225	18	ST	ROCK ISLAND SAVINGS BANK/TELCO	1912; ca. 1990s (REMODEL)	N/A; (WAS A TEMPLE-FRONT)	NO STYLE	NC
141	319	18	ST	JOHN VOLK & CO. GENERAL CONTRACTORS AND HOME BUILDERS	ca. 1888	WAREHOUSE WITH OFFICE	UTILITARIAN	C
142	320	18	ST	N/A; BITUMONIOUS INSURANCE COMPANIES	1938; 1977 (EXTERIOR)	FREESTANDING	BRUTALISM	NC
143	325	18	ST	JOHN VOLK & CO. GENERAL CONTRACTORS AND HOME BUILDERS	ca. 1888	WAREHOUSE WITH OFFICE	UTILITARIAN	C
144	329	18	ST	NELSON PAINT COMPANY	ca. 1920; PRIMARY FAÇADES REMODELED AFTER POS	ONE-PART COMMERCIAL BLOCK	NO STYLE	NC
145	420	18	ST	MASONIC TEMPLE	1912	HALL/LODGE	LATE CLASSICAL REVIVAL	C
146	110	19	ST	MCKESSON & ROBBINS INC. ROCK ISLAND DIVISION (WHOLESALE DRUGS)	1914	WAREHOUSE	UTILITARIAN	C
147	111-13	19	ST	MILK DEPOT	ca. 1897	DEPOT	UTILITARIAN	C
148	114	19	ST	PRINTING	ca. 1895	ONE-PART COMMERCIAL	ITALIANATE	C

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						BLOCK		
149	218	19	ST	N/A	N/A	PARKING LOT	N/A	NA
150	220	19	ST	ROCKET CINEMA	1940; FRONT FAÇADE REMODELED AFTER POS	THEATER	NO STYLE	NC
151	330	19	ST	SALA APARTMENTS	1903 (SOUTH HALF); 1913 (NORTH HALF)	MULTI-UNIT DWELLING	ITALIAN RENAISSANCE REVIVAL	NR
152	401	19	ST	ROCK ISLAND PUBLIC LIBRARY	1903; 1985 (ADDITION)	LIBRARY	BEAUX ARTS	C
153	425	19	ST	N/A	N/A	PARKING LOT	N/A	NA
154	429	19	ST	ROSALA APARTMENTS	1937	MULTI-UNIT DWELLING	ITALIAN RENAISSANCE REVIVAL	C
155	305	20	ST	WM. EHLEB'S GROCERY STORE AND DOLLY BROS. BOOTS & SHOES	1891	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
156	307	20	ST	HENRY STRUVE'S SAMPLE ROOM WINES, LIQUORS, BEER, AND CIGARS	ca. 1885	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
157	309	20	ST	B. BIRKENFELD'S NOVELTIES AND TOYS	ca. 1884	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
158	313	20	ST	STORES	ca. 1895	TWO-PART COMMERCIAL BLOCK	ITALIANATE	C
159	317	20	ST	FRANK MATH'S CONFECTIONERY	ca. 1883	ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
160	318-330	20	ST	N/A	N/A	PARKING LOT	N/A	NA
161	319-331	20	ST	STORES	ca. 1895; FRONT FAÇADE REMODELED AFTER POS	ONE-PART COMMERCIAL BLOCK	UNKNOWN	NC
162	415	20	ST	C.B. KNOX UNDERTAKER	ca. 1895	TWO-PART COMMERCIAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
163	500	20	ST	Y.M.C.A.	1914	THREE-PART VERTICAL BLOCK	ITALIAN RENAISSANCE REVIVAL	C
164	501	20	ST	SKELLY OIL STATION	1924; PRIMARY FAÇADES REMODELED AFTER POS	FILLING STATION	NO STYLE	NC
165	511-513	20	ST	RESTAURANT/STORE	ca. 1930	ONE-PART COMMERCIAL BLOCK	UTILITARIAN	C
166	311	21	ST	TRI-CITY LABOR REVIEW PUBLISHING CO. AND TRI-CITY LABOR CONGRESS/ TRI-CITY FEDERATION OF LABOR HALL	ca. 1920	TWO-PART COMMERCIAL BLOCK	LATE CLASSICAL REVIVAL	C
167	409	21	ST	DWELLING	ca. 1880	I-HOUSE	NO STYLE	C
168	411-413	21	ST	N/A	N/A	VACANT LAND	N/A	NA

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8. Statement of Significance

Applicable National Register Criteria

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Commerce
 Education/Recreation
 Politics/Government
 Transportation
 Architecture

Period of Significance

1864-1969

Significant Dates

1896; 1938

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

Stuhr, Parkhurst & Appier	Cervin & Horn
Clausen & Clausen	Nicolai Juhl
Valentine Jobst & Sons	Brawn & Ermling
George P. Stauduhar	Charles W. Nicol
Issac N. Holmes	Samuel L. Gelwicks
Gunn & Curtis	E.C. Chapler
Drack & Kerns	William R. Wells
C.J. Larkin	John Volk
Cervin & Stuhr	Pond & Pond
Olof Z. Cervin	Martin & Lloyd
Henry W. Horst	Fred Doeckel
Ash, Howard, Needles & Tammen	

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D.S. Schureman Collin Brothers
Cyrus D. McLane H.K. Holsman

Howard, Needles, Tammen & Bergendoff
Davisville Naval Construction Sam Weisman

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

Encompassing 155 years of history and development, the Downtown Rock Island Historic District (DRIHD) endures as a locally significant commercial district and the heart of Rock Island County government, society, and local community culture for the City of Rock Island since its founding in 1841. The period of significance is from 1864-1969, reflecting the date of construction of the oldest building in the District, up until the 50-year cut off for the National Register of Historic Places. Buildings were constructed in the District throughout the period of significance, with the last contributing property built in 1969.

The District is eligible under Criterion A for Commerce, Entertainment/Recreation, Transportation, and Politics/Government and Criterion C for Architecture. The District continues to function as it has historically with a mixture of commercial, governmental, educational, religious, and social resources and has sufficient integrity for listing in the National Register.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

PRE- HISTORY AND EARLY SETTLEMENT OF THE ILLINOIS AND ROCK ISLAND TERRITORIES

Prior to the seventeenth century, it is unknown which Native American tribes occupied the area now known as Rock Island, Illinois. During the beginning of the seventeenth century, the area served as the hunting grounds of the Illini, their main residences located in the central and southern areas of the state. A confederation of several tribes, the Illini included the Tamaroas, Michigamies, Oahokias, Kaskaskias, Cahokias, and Peorias. The Illini were part of the Algonquin nation which consisted of the Illini, Sauks and Fox, Winnebago, Kickapoo, Miami, and the Ojibwa, which included the Pottawatomies, Ottawa and Chippewa tribes.

As the burgeoning United States headed west at the beginning of the nineteenth century, the government attempted to buy Native American-owned lands as part of the expansion. In 1804, territorial governor William Henry Harrison negotiated a treaty with Sauk and Meskwaki leaders to purchase their lands east of the Mississippi River. The treaty allowed the tribes to inhabit and use the lands until it was surveyed and sold to settlers. The Sauks continued to live on their lands and in their village of Saukenuk for the next two decades. Five years later, the Illinois territory was created in 1809 and the lands north and west of the Illinois River was formed as Pike County.

After the War of 1812, the promise of fertile lands and the beauty of the landscape had attracted early pioneers to the valleys of the Mississippi and Rock Rivers. The United States government established Fort Armstrong (near present-day Rock Island) in 1816, as part of a chain of western frontier defenses, but it wasn't until 1828 that the government began surveying the land ceded in 1804. Illinois became the 21st state to join the Union in 1818.

The Sauks were officially informed in 1828 by government agent Thomas Forsyth that they were to vacate Saukenuk (present-day Rock Island) and their other settlements east of the Mississippi River. When the time came, many Sauks had chosen to cede their lands and relocate west of the Mississippi River, rather than risk a confrontation with the United States.

Roughly 800 Sauks, led by Black Hawk, Sauk band leader and warrior, chose to stay on their native lands and resist the United States' westward expansion. They were determined to protect Saukenuk, but when his group returned to the village after their winter hunts in 1829-1831, they found their village increasingly occupied by (white) squatters. Their homes claimed by white settlers, their corn hills used as storage for wagons, and the bones of their ancestors disturbed and laid bare upon the ground by the plow.

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United States officials were determined to force the Sauk tribe out of Illinois. Under General Edmund P. Gaines, a full assault was launched against Saukenuk on June 26, 1831, only to find that Black Hawk and his followers had abandoned the village and crossed the Mississippi River.

In April 1832, Black Hawk prepared to re-cross east of the Mississippi River leading a faction of Sauks, Meskwakis, and Kickapoos, east of the Mississippi and into the American state of Illinois, from Iowa Indian Territory. While Black Hawk's exact motives were unknown, the presence of children, women, and elders indicated that they were a peaceful party, only hoping to resettle on their native lands.

Convinced that the group was hostile, a frontier militia was organized and opened fire on the group on May 14, 1832. The group responded with a successful attack on the militia at the Battle of Stillman's Run. Black Hawk led his faction to a safe location in southern Wisconsin. Under the command of General Henry Atkinson, the U.S. troops tracked the group to Wisconsin. On July 21, they were defeated by Colonel Henry Dodge's militia at the Battle of Wisconsin Heights. Weakened by starvation and death, survivors retreated toward the Mississippi River.

CREATION OF ROCK ISLAND COUNTY AND THE CITY OF ROCK ISLAND

After the initial removal of Native Americans from their lands in 1828, the county of Rock Island was formed in 1831 from Jo Daviess County. The county was named after the largest island in the Mississippi River. Soon after the conclusion of the Black Hawk War, the creation of a county government was approved by early settlers in 1833 and the first county election occurred on July 5th of the same year. The county government operated out of the first house built in the Town of Farnhamsburg (previously the northern portion of present-day Rock Island), the first settlement on the south side of the Mississippi River. The residence, built in 1826 by Colonel Davenport and Russell Farnham, hosted the first elections, housed the first post office, and served as the seat of the Circuit and County Courts from 1833 to 1835. In 1835, the original seat of justice was moved to the newly platted Town of Stephenson (the southern portion of the current City of Rock Island), surveyed by the town's first surveyor, Charles Bennett. The town was laid out by commissioners under the authorization of the State Legislature to establish the seat of justice for Rock Island County. Stephenson served as the educational, commercial, and social center of Rock Island County.

The founder of the first newspaper in Stephenson described the town as it appeared in 1840:

"The inhabitants of the town and its environs could not be surpassed, if equaled, by any city in the west, for men of intelligence-courteous and kind in everything. Our judiciary consisted of Judge Stone, who was very soon superseded by Judge Brown; our bar consisted of Joseph Knox, Joseph B. Wells, J. Wilson Drury, and H. G. Reynolds; the clerk of the court was an old bachelor, Joseph Conway, brother of Miles Conway, who, with a Mr. Cooper, composed the magistracy of the village; while our medical department was represented by Doctor Gregg alone, a man eminent in his profession. There were three stores in the place, kept by John Meller, Lemuel Andrews and a Mr. Kauffman. Two more came afterwards, viz: Mr. Bond and Mr. Moore. There was one tinning establishment, Lee & Chamberlin's; one saddler shop, J. M. Frizzell's; one cabinet maker's and one gunsmith's shop; three taverns, Mr. Bently's on the river bank; Buffum's, back of the Court House Square; and the Rock Island House on Main Street, kept by VanCourt & Brothers. This was the leading hotel at that day. There was one restaurant, and one other, called a saloon for the want of a more appropriate name. One minister of the gospel (Presbyterian), Reverent Mr. Stewart, preached in a little schoolhouse back of Doctor Gregg's residence on Main Street-our only church, lyceum and town hall. The Powars family, Guarnseys and old Mr. Vandruff, who lived on the island in Rock River, and kept a ferry at the Rapids, and something for the inner man, were among the first settlers of Rock Island. There were but few places of any note above Quincy, Illinois."

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Out of Stephenson was established the Town of Rock Island created by an act of the State Legislature in March 1841. Under this act Stephenson's name was changed to Rock Island and officially incorporated as a town governed by a board of nine trustees. Rock Island and its predecessor, Stephenson, were founded by white settlers, African-Americans, and Swedish, German, Irish, and Jewish immigrants, who all settled and established the community's distinct neighborhoods. Like Rock Island County, the town is located at the foot of the Upper Rapids of the Mississippi River, just below the westernmost extremity of Rock Island, from which it receives its name. The boundaries of the new town were defined as "all that portion of land contained within the limits of the plat of the town of Stephenson, and all the additions thereto, as of record in the recorder's office, in the County of Rock Island." Rock Island was granted a city charter on February 12, 1849. An election on November 4, 1879 changed the organization of the governing body under the general laws of the State of 1872. As a result, the eastern boundary extends to the western boundary of the City of Moline. From here, the two cities were adjoined and physically connected by three street railways and the passenger lines of three railroads.

In 1854, Rock Island experienced its first economic boom with the arrival of the Chicago, Rock Island, & Pacific Railroad, the first railroad to reach the Mississippi River. This period of economic growth was short lived as Rock Island was also plagued by the Panic of 1857 and heavy westward migration. Despite the national economic depression of the late 1850s and the Civil War from 1861-1865, Rock Island recovered. In 1875, Augustana College moved to Rock Island and over time has created a beautiful campus with about 2,500 students. Augustana College brought a sense of refinement to the river town, known for being raucous and unrefined.

Refinement of the "rough and tumble" river town continued through the nineteenth century with the creation of active business and civic associations. The most influential group was the Citizen's Improvement Association (CIA), composed of some 100 businessmen who lobbied for paved roads and sidewalks, the demolition of undesirable buildings, and the overall beautification of the City. The success of the CIA is still visible today through the existing brick roads in the DRIHD and the position of Rock Island park commissioner, a position promoted by the association. The association is also known for securing a special assessment tax for home improvement, encouraging Rock Island's industrial growth, attaining a Federal building, securing the construction of new bridges and railroads, and for extending the trolley lines to the top of bluffs, which opened up the surrounding area for development in the early twentieth century. The work of the CIA, was continued into the twentieth century with the formation of the Rock Island Club in 1896.

With the work of these associations, Rock Island boasted "a strong urban population, beautiful homes, cheap fuel, the finest of coal at our very door, an abundance of water furnished by a fine combined system of water works, a large water power adjacent to our-selves and neighboring city, awaiting development, a wealthy farming district surrounding us, and a location that capital and labor can both appreciate."

By the turn of the century, three railroads with both passenger and freight traffic served Rock island: the Chicago, Rock Island, & Pacific; the Chicago, Burlington & Quincy; and the Chicago, Milwaukee & St. Paul Railroads. Additionally, an extensive network of electric surface cars radiating out of Rock Island connected Davenport, Moline, East Moline, Silvis, Milan, Watertown, and the Rock Island Arsenal.

Visitors traveled to Rock Island to observe the City's parks and drives, extensive school and college campuses, the neighborhood churches, public library, hotels, shops and stores, and major factories manufacturing everything from plows to candy and lumber to beer. Travelers were inspired by the City's landscape which mingled the man-made with the natural. From Rock Island one could observe the bluffs of Iowa approach the shore as the hills of Rock Island recede into the distance, leaving a broad and awe-inspiring plain on which the City of Rock Island was built. Along the bank of the Mississippi River can be seen the spires and factories of Davenport, Rock Island, and Moline and the piers and iron spans of the bridges which connect these cities.

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An additional factor in Rock Island's success began in 1907 with the formation of the Rock Island Independents (RII) (1907-1925). The RII's were an original member of the National Football League (formerly the National Football Association). The home field of the Independents was Douglas Park (located at 15th Avenue and 10th Street). Here was the site of the first ever National Football League game on September 26, 1920, just nine days after the formation of the league. The Rock Island Independents defeated the non-member St. Paul Ideals. Douglas Park hosted famous teams such as Decatur Staleys (later, the Chicago Bears), Green Bay Packers, and the Chicago Cardinals and Hall of Fame players including Jim Thorpe, Curly Lambeau, George Halas, Ed Healey, Jimmy Conzelman, Joe Guyon, George Trafton, and Paddy Driscoll.

At the time *Historic Rock Island County* was published in 1908, the City of Rock Island was noted as a "substantially built-town" with a population of about 32,000. The location of Rock Island was touted as "one of the most beautiful that can be imagined."

DEVELOPMENT OF DOWNTOWN ROCK ISLAND

Improvements in Rock Island were made possible by the early and robust commercial enterprises of Stephenson. The first local directory, published in October of 1839, mentioned the town officers, hotels, and professionals and businesses including: five physicians/druggists; three lawyers; one tinner; two shoemakers; two bricklayers/plasterers; two coopers; one drayman (brewery delivery); two butchers; one watchmaker; two blacksmiths; and two saddlers and harness makers. The first brick store was constructed in 1840 by Lemuel Andrews and served as a general store. Andrews also built the first saw and grist mill at the southern end of the town in 1841.

Over the next 15 years, Stephenson/Rock Island's commerce grew with new businesses and professionals, dry goods, jewelry stores, art galleries, wholesale grocers, fruit and confectioneries, barbers, undertakers, physicians, butchers, carpenters, brickmakers, chair makers, lumber yards, commission houses, livery stables, and telegraph offices which connected Rock Island with St. Louis to the south and Chicago to the east in 1853.

Due to the prosperity and economic success of Rock Island's commercial enterprises, the community built their first permanent brick churches and schools, including the Collegiate Institute and Female Seminary in 1851.

The close of Rock Island's early settlement period came on February 22, 1854 when the first train arrived on the Chicago, Rock Island, & Pacific Railroad. In 1855, there were 434 businesses, including professional individuals in Rock Island.

COMMERCE AND TRADE IN ROCK ISLAND

Between 1855 and 1875, early businesses in downtown Rock Island began to transition from simple, frontier wood frame commercial and residential structures to considerable brick structures for commerce and living. It was a slow start for development post the arrival of the railroad, due to the Panic of 1857 (1857-1861), locally noted as the historically most disastrous for Rock Island in the nineteenth century, and then the outbreak of the Civil War (1861-1865). During this time, four banks were consolidated into one (Mitchel and Cable) and only that bank and one bank in Moline served the county for years. Mitchel and Cable was founded in 1856 and renamed Mitchell and Lynde when Cable sold his interests in 1860. The bank continued to be the only bank to serve Rock Island until 1863 when P. L. Mitchell and Cornelius Lynde, junior, organized the First National Bank of Rock Island. The First National Bank of Rock Island is noted among the earliest of the national banks in the United States, with a charter number of 108.

Economic stability was short-lived for Rock Island following the end of the Civil War. Eight years later, the Panic of 1873 struck North America and Europe and lasted for the next six years. Though it didn't have such a significant impact on the economic health of the City, it should be noted that in 1873 bank deposits in Rock Island County did not exceed

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\$600,000 as compared to \$11,800,000 at the beginning of the twentieth century. In the DRIHD today, the legacy of Mitchel and Lynde and the First National Bank of Rock Island lives on through the bank's 1963 International style building at 2nd Avenue and 17th Street designed by Stuhr, Parkhurst and Appier. Only one bank building remains from this tumultuous period in Rock Island's growth, the Peoples National Bank (chartered in 1874) building constructed in 1876.

The Peoples National Bank building is one of 39 buildings in the DRIHD from the first three decades of Rock Island's early and permanent commercial architecture which exists today. Of the District's 142 buildings, 40 buildings or 28% of the District was constructed before 1885. Many of the buildings are typical one-part and two-part commercial blocks with first floor storefronts and upper floors used as offices, residences, halls, theaters, or manufacturing. Buildings include: Babcock's Hall (1864); Dauber Building (1873); Star Block (1874); Bengston's Block (1875); Ed Folsom's Flour & Feed and United Order of Ancient Templars hall (ca. 1880); Frank Math's Confectionery (ca. 1883), and Henry Struve's Sample Room (ca. 1885).

Beyond the commercial core of Rock Island's downtown, historic educational, religious, recreational/social, governmental, and residential buildings created a diverse central business district.

Educational Buildings

In the DRIHD, only two educational buildings remain: the classroom building (1954) for the Memorial Christian Church near 15th Street and 3rd Avenue and the Rock Island Public Library (1903) at 4th Avenue and 19th Street. Historically, schools were not constructed in the central business district, but were located in the predominately residential neighborhoods to the west, east, and south downtown. Historically, classrooms or schools in the DRIHD, like the Memorial Christian Church, were parochial schools and built as later additions or annexes to the churches.

A library has always been located in downtown Rock Island, but it took nearly 50 years for a building dedicated specifically as library for the people of Rock Island, membership free, to be constructed. The story of the existing library building begins in June 1855 with a group of spirited citizens who considered the establishment of a public library. On July 4, 1855, *The Rock Islander* announced that "one of the oldest and most eminent citizens will gladly give one hundred dollars toward a library; provided nine others would, give a like amount." A public meeting was held in the basement of the First Presbyterian Church on September 15, 1855 to discuss the public's desire to establish a library organization. From this meeting a committee was established to solicit subscriptions. Those who provided subscriptions would receive the following benefits: those giving one hundred dollars, their children between the age of fourteen and twenty-one, should be life members; persons giving fifty dollars should be life members; those giving twenty-five dollars should be members for ten years, those giving ten dollars should be members for four years, and those giving three dollars should be members for one year. At that meeting alone, \$500 in subscriptions were received. A committee was appointed to draft a constitution. On October 3, 1855, the organization was completed under the name the "Rock Island City Library and Reading Room Association" and elections were held. The committee was instructed to install "Library Hall" on the third floor of Bailey and Boyle's Block. The reading room was opened on November 7, 1855 and on December 3, 1855, the library received a large shipment of books from New York to fully equip the library. By 1857, the number of volumes reached 1,000. Interest in the library began to wane after a number of years until it was closed. It was not until the late 1860s-early 1870s, that the idea of a library was revived by the Young Men's Library Association (YMLA) and the library of the original association passed into the YMLA's control. During the YMLA's care, the number of volumes increased to 2,000 and the space and materials was supported by an annual membership. In 1872, the citizens of Rock Island again realized the insurmountable value of a public library. On August 12, 1872, the City Council passed an ordinance organizing a public library as a part of the City government. The YMLA donated the 2,000 volumes they had inherited and accrued to the city and a new library was established.

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The discussion of a dedicated public library building began as early as 1895, but was delayed as the library board did not want to increase the taxes of the citizens. Between 1898 and 1899 the existing library space had become inadequate and was not meeting the growing needs of the community. The library board finally decided to secure the funds for a new library building through general taxation. The site for the library was obtained in March 1900 and the following month the board secured the architectural services of Drack & Kerns. A contract for the construction of the building was awarded to the Collins Brothers on September 10, 1901. The corner stone was laid in the fall of 1902, and the building was opened to the public for general use on December 15, 1903.

The public library building stands as a beautiful and excellent example of the Beaux Arts style in the DRIHD. It represents the determination and attention to education and pride of the citizens of Rock Island. Its location in the central business district, the heart of the city, denotes its importance as a prominent intellectual center of Rock Island.

Religious Buildings

As the site of the first, permanent white settlement in Rock Island, the present-day downtown expresses all aspects of daily life through its built environment, from schools to residences to churches. Located in the DRIHD are three churches: the First Methodist Episcopal Church; Evangelical Emmanuel Lutheran Church; and Memorial Christian Church. All churches were built during the 1890s, the first being First Methodist Episcopal Church in 1890. The existing building was the third church constructed by the congregation. The first was constructed in 1843 and located at the northwest corner of Union Square (2nd Avenue and 19th Street). In 1854, the congregation was pressured to move by city leaders who wanted to convert Union Square into a park. The congregation agreed and constructed their second church in "Spencer's Grove" at the corner of 5th Avenue and 19th Street. Nearly 35 years later, the congregation built the existing church on the same site in 1890. The church is constructed of Colona sandstone and a rusticated basement in Bedford limestone with details completed in Berea stone and designed with Gothic and Romanesque Revival details by architect D. S. Schureman. The cornerstone for the church was laid in September of 1889 and its dedication was October 26, 1890. Later additions have been made to the south and the west. A south annex, designed by local architect Olof Cervin, was completed in 1915 to house classrooms and a kitchen, as well as a large auditorium.

The second church to be constructed in the DRIHD is the Evangelical Emmanuel Lutheran Church in 1896. The spires of the Emmanuel Lutheran Church have towered over downtown Rock Island for nearly 125 years. The history of the congregation begins in 1855 with the arrival of German immigrants to Rock Island who sent a letter to St. Louis requesting for a cleric to establish a German Lutheran congregation in the city. By June of 1856, the first pastor of the "Evangelical Lutheran Immanuel Congress of United Augsburg Confession of Rock Island" was installed. The congregation's first church was constructed in 1858 at 6th Avenue and 13th Street. In 1865, the congregation constructed their second church on the present-site of the existing Evangelical Emmanuel Lutheran Church. After serving the congregation for 30 years, it was demolished. The cornerstone for the new church was laid on June 28, 1896 and contained church documents, local newspapers and a church history.

The existing church was designed by the local architectural firm of Drack & Kerns in the Gothic Revival style and built by contractor Nicholas Juhl. The building is constructed of St. Louis pressed brick with stone ornamentation and tracery. The American Foursquare to the west of the church along 5th Avenue was constructed in ca.1910 and for sometime served as housing for the clergy of Evangelical Emmanuel Lutheran Church.

The last church to be constructed in the District was Memorial Christian Church in 1897 at the northeast corner 3rd Avenue and 15th Street. Founded as the Disciples of Christ in 1868, the congregation consisted of 15 members, including Philemon Mitchell of Mitchell and Cable bank. Early accounts state that the congregation may have worshipped at the Emmanuel Lutheran Church or in rooms above Mitchell's bank.

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In 1870, Mitchell purchased a former Baptist church on the northeast corner of 15th Street and 3rd Avenue. The church was renamed the Christian Chapel and provided to the congregation, now 70 members, rent-free by Mitchell. As the congregation began to outgrow its new home, Reverend Grafton initiated a building fund in 1894.

After Mitchell had died in 1895, his daughter, Mary Wadsworth, donated \$25,000 to the congregation for a new church in his honor. The old church was demolished and construction began on the existing church. Memorial Christian Church was dedicated in January 1897 and named as a memorial to Philemon Mitchell.

The church was designed by architect H. K. Holsman in the Romanesque Revival style and constructed of brick in varying textures. At street level the walls are very dark in color and constructed of heavily textured brick while the upper stories are a lighter and smoother pressed brick with terra cotta trim. Two utilitarian additions were constructed to the north of the church for classrooms, offices, and general assembly spaces in 1954 and the mid-1960s.

Recreation/Social Buildings

The DRIHD is the heart of recreational and social activities of the city. In the District, many of the upper floors of the multi-story commercial buildings served as social halls or headquarters for fraternal organizations, unions, and associations. The earliest social hall in the District is Babcock's Hall (1864) at the southeast corner of 2nd Avenue and 18th Street. One of the first documented events at Babcock's Hall included the first annual festival of the Old Settlers Association on February 22, 1866. Organizations which had halls above the first floor storefronts in the District included the Ancient Free & Accepted Masons, United Order of Ancient Templars, Grand Army of the Republic, and the Benevolent and Protective Order of Elks.

As these organizations outgrew their spaces, they constructed their own facilities, separate of the typical commercial block. Organizations in the DRIHD with dedicated facilities included: the Modern Woodmen of America (1898, 1504 3rd Avenue); the Royal Neighbors of America (1928, 230 16th Street); Y.M.C.A (1914, 500 20th Street); Y.W.C.A (1955, 229 16th Street); Ancient Free & Accepted Masons (1912, 420 18th Street); the Fraternal Order of the Eagles (1914, 2024-26 4th Avenue); and the Tri-City Labor Congress (ca. 1920, 311 21st Street).

Additional recreational and social spaces which still exist in the District include theaters, such as the Fort Armstrong Theatre (1920, 1824 3rd Avenue) and Rocket Cinema (1940, 220 19th Street). Historically, bowling alleys and billiards clubs would have been located in the District, but no evidence was found that the extant buildings housed such activities.

Governmental Buildings

Three governmental buildings exist in Downtown Rock Island today, the Rock Island County Courthouse, Rock Island City Hall, and the Federal building.

Constructed in 1896, the Rock Island County Courthouse is the oldest remaining government building in the District. Three years after the County was officially established, the first courthouse was constructed in 1836 on Stephenson Square, the block bounded by 2nd and 3rd Avenues and 14th and 15th Streets. As the population boomed near the end of the nineteenth century, a larger courthouse was needed. In 1895, the County's building committee voted to accept a design submitted by the Kansas City architectural firm of Gunn & Curtis for a new four-story building. The courthouse was constructed by Rock Island contractor Charles J. Larkin, a skilled stonecutter who mastered the hard Bedford limestone exterior. The official dedication occurred on March 13, 1897. Since its construction, the only major change has been the removal of the domes in 1958, due to the significant deterioration of the copper roofing.

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On the green space along 15th Street in front of the courthouse stands the Civil War Soldiers Monument. Dedicated in 1869, the monument was created by Rock Islander sculptor Leonard Wells Volk. Volk is known as the only sculptor to model Abraham Lincoln from life. He was able to make life-masks as well as casts of Lincoln's hands.

Built at the beginning of World War II, Rock Island City Hall is only one of four buildings constructed during the war era. Located at the southwest corner of 3rd Avenue and 16th Street, this corner has been the site of city government for nearly eight decades. In the 1930s, the city was awarded a Public Works Administration grant to build a new city hall, but lost it when matching funds could not be raised. Undeterred, Mayor Robert P. Galbraith led a successful bond referendum that allowed the city to raise the \$275,000 needed for a new building. The city hired architect William Stuhr, of Cervin & Stuhr, in 1938 to design City Hall.

The cornerstone was laid on June 3, 1940, with the building well underway. City Council gathered for their first meeting in the new building in December of 1940. City Hall stands as one of Rock Island's only five Art Deco buildings. Clad in smooth Bedford limestone, the exterior features simple ornamentation. The emphasis is placed on the entrances. The main doorway has heavily fluted curving walls, while the entry to the Police Department displays a less ornate fluted detail. Fluting is also located on the areas between the second and third story windows. Art Deco styled incised lettering accentuates each entrance.

The last government building to be constructed in the District was the Federal building in 1955. In the early 1950s, City Council decided to exchange Spencer Square Park (the current site of the Federal building) for the old post office site at 2nd Avenue and 16th Street. Construction of the new Federal building was delayed when Spencer's heirs (original donors of the square) challenged the land exchange. The exchange was ultimately found to be legal and in 1956 the General Services Administration (GSA) approved the architectural design by J. Fletcher Lankton and John N. Ziegele of Peoria, and local architect William Stuhr. The design was praised as "an excellent example of contemporary architecture" and free of "needless and costly embellishments." The dedication occurred on November 7, 1957. Local and national figures including Mayor Warren Yerger, Edson O. Session, the Deputy Postmaster General, and Senator Everett Dirksen attended.

Furthermore, the Federal building was the first to be completed under the federal Lease-Purchase Act of 1954. This act allowed a private contractor, in this case Henry G. Beck Co. of Dallas, TX, to build using private financing. The private contractor could then recoup the investment by renting to the GSA for a period of 20 to 25 years. During the rental period, real estate taxes would be paid on the building and at the end the GSA would own the building.

Residential Buildings

While a mix of dedicated residential and commercial buildings historically existed in present-day downtown, only seven or 4.8% of the buildings in the district today are solely dedicated to residential use. There are five single-family residences, of which one was constructed as a residence for the clergy at Evangelical Lutheran Emmanuel Church. The four single-family residences are all simple, vernacular frame construction and date to the 1880s. As the central business district began to develop toward the end of the mid-nineteenth century, residences were pushed to the peripheral areas and was limited to multi-unit dwellings during early twentieth century. The remaining two residential properties are the Sala Apartments and Rosala Apartments, both multi-unit dwellings constructed in 1903/1913 and 1937, respectively. Both apartment buildings are masonry construction with architectural details in the Italian Renaissance Revival style. It is believed that the buildings share a connection to Rock Island's Sala family, the Sala Apartments built by Dr. St. Elmo Morgan Sala and the Rosala Apartments built after his death by his wife Mary Elizabeth Sala and her second husband, Judge Robert W. Olmsted. This theory is supported by the raised name plaque above the Rosala Apartments entrance which reads "R.O. SALA" or Robert Olmsted Sala.

RIVER, RAIL, AND ROAD IN ROCK ISLAND

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Since its settlement, Rock Island was destined to be a transportation hub for the connection between the Midwest and Western United States. Even before the arrival of three of the most significant regional railroads, Rock Island was the last major stopover east of the Mississippi River in Illinois along the stage and hack routes during the westward expansion. At the same time, due to the city's location along the banks of the Mississippi River, Rock Island was serviced by the Rock Island-Davenport Ferry as early as the late-1830s. By the 1850s, the Chicago, Rock Island, & Pacific Railroad arrived. It would be followed by the Chicago, Burlington, & Quincy and the Chicago, Milwaukee, & St. Paul Railroads. As railroads were stretched beyond their capacity during World War I, Rock Island saw the arrival of the automobile. Entire blocks were dedicated to showrooms, garages, auto part factories, and auto yards. Unlike major cities, like Chicago, where "motor rows" existed as multi-block strips of development dedicated solely to the sale and maintenance of automobiles, auto dealers and manufacturers in Rock Island fit where they could in the existing Downtown fabric. While much of the Downtown was demolished during the 1970s -1990s and the era of urban renewal, a significant portion of it was redeveloped between the 1920s and 1950s to accommodate the influx of auto-related uses. Rock Island's automobile history culminates in the construction of the Centennial Bridge in 1938.

River Transportation and the Rock Island-Davenport Ferry Company

The earliest means of transportation in Rock Island was the Rock Island Davenport Ferry. When Rock Island was first settled by non-natives, the Mississippi River was over three-fourths of a mile wide, but not deep enough to float an ocean liner nor shallow enough to ford. Prior to white settlement, Native Americans would cross the river in canoes or dug-outs. On May 28, 1837, John Wilson of Rock Island, received deed to "the right, to keel and operate a ferry across the Mississippi at a point known as 'The Ferry House,' recently erected and standing on the west bank of the Mississippi in the town of Davenport, extending one miles up and one miles down the river." Wilson received the deed from Antoine LeClaire of Dubuque who owned the land Wilson would have to cross while operating the ferry.

Between 1853 and 1854, Wilson's interests were sold, after his death, to John W. Spencer, James Grant, and Thomas J. Robinson who formally chartered a ferry company on January 28, 1857 under the name Spencer, Grant and Robinson. The charter provided for a landing place between 16th and 20th Streets as to not impede development along Rock Island or Davenport's riverfront.

The company received a license to operate from the United States Treasury Department and a charter was issued to the incorporated body in April 1888. The new company would be known as The Rock Island-Davenport Ferry Company.

The ferry continued to operate until 1946, at which time it was deemed unnecessary, possibly by the increased use of the automobile and the opening of the Centennial Bridge in 1940.

The opening of Wilson's ferry was quickly followed by the Rock Island hack routes which connected the city with Moline to the east and Camden, Illinois, 100 miles to south. Rock Island was also served by stage routes for Galena and Dixon, via Port Byron, as well as Macomb, Illinois and Knoxville, Illinois.

ROCK ISLAND AND THE RAILROAD

Within the boundaries of the DRIHD, once stood the station of each rail line to have served Rock Island: the Chicago, Rock Island, & Pacific (C, RI, & P); the Chicago, Burlington, & Quincy (C, B, & Q); and the Chicago, Milwaukee & St. Paul (C, M, & St. P). The first railroad to arrive in Rock Island was the C, RI, & P on February 22, 1854, when the train pulled into the station at 2nd Avenue and 20th Street.

The origins of the C, RI, & P begin on October 10, 1852, when a brightly painted locomotive coupled to six yellow coaches travelled over newly laid railroad tracks between Chicago and Joliet. In 1854, the rail line had been completed

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between Chicago and Rock Island and two years later the C, RI, & P became the first railroad to cross the Mississippi River. The construction of this crossing transformed Rock Island from a river town to a major rail stop on the Rock Island Line. Trains carried freight and passengers from Chicago into Rock Island before heading west to Iowa and beyond. By the end of the nineteenth century, the C, RI, & P owned 3,000 miles of track throughout the Midwest. In 1901, the railroad opened the Rock Island Line Depot outside of the downtown on 5th Avenue near 31st Street. Due to this rapid expansion the line was plagued with bankruptcies throughout the twentieth century. The line entered a third and final bankruptcy in 1975 and by January 1980 it was liquidated and sold.

While contributing to the economy of Rock Island and built environment of the commercial core the next railroads did little to advance Rock Island as a major destination and were the first to remove service during the mid-twentieth century. Nevertheless, they are mentioned briefly as part of Rock Island's transportation history. Following the C, RI, & P, the next major railroad was the Chicago, Burlington, & Quincy (C, B, & Q), also known as the "Burlington Route" or the "Q". The C, B, & Q arrived in Rock Island in 1879, after it purchased the interests of the Rockford, Rock Island, and St. Louis Line (R, R, & STL). The R, R, & STL had been chartered in 1865 with rail construction completed in 1869. The railroad built its first station just north of 2nd Avenue on 20th Street. The simple one-story station was replaced in 1901 with a six-story, masonry station designed in the Romanesque Revival style, just north of 2nd Avenue on 20th Street.

Nearly seven decades later, the C, B, & Q station discontinued service and demolished its station in the city.

The last railroad to arrive in Rock Island was the Chicago, Milwaukee, & St. Paul (C, M, & St. P) around the turn of the century. The C, M, St. P came by way of the Davenport, Rock Island, & North Western Railway (D, RI, & NW) founded in 1884 as the Davenport & Rock Island Ry Bridge Co. The railway was a subsidiary of the C, B, & Q and the C, M, & St. P, who shared joint control of the short line.

In 1897, the D, RI, & NW began construction on a line to connect the two river cities of Davenport and Rock Island. At this time the company constructed the Crescent Bridge, in 1899, just west of the DRIHD. By 1901, the railroad purchased the interests of small companies in the area and the total length of the line was expanded to 48.5 miles. The C, M, & St. P share of the D, RI, & NW opened its depot along the riverbank, at the foot of 17th Street, in February 1901. The opening followed one day after the opening of the C, B, & Q opening of their station on 20th Street. The D, RI, & NW thrived for years until it went out of business in 1995, its parent companies Burlington, Northern Santa Fee and Canadian Pacific split control of the remaining portions of the line including the Crescent Bridge.

There are no buildings in the DRIHD related to Rock Island's significant railroad history. Only the Rock Island Lines Depot, located near 5th Avenue and 31st Street remains.

ROCK ISLAND'S SHIFT FROM RAIL TOWN TO AUTOMOTIVE CITY

Based on the existing auto-related buildings in the DRIHD, it appears the shift toward the automobile began as early as 1909 and peaked between the mid-1920s and early 1970s. Cars are still the prevalent mode of transportation in Rock Island today with 20 or 11.8% of the 169 properties in the DRIHD devoted to parking. These parking lots are in addition to the off-street parking along every street in the District. The only difference between the present-day and mid-twentieth century is that most of the garages, showrooms, filling stations, and manufacturers have closed and their buildings remain vacant or demolished.

Notable local firms which once operated in Downtown Rock Island included the Galbraith Motor Co., Tri-City Auto Supply Co., Noack Motor Co. and Bear Manufacturing Co.

A key component which brought a greater influx of automobile traffic during the late-1930s and 1940s was the opening of the Centennial Bridge in 1940. For decades, the Government and Sylvan Bridges served as the only land connections

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between Iowa and Illinois, but most people continued to rely on the Rock Island-Davenport Ferry to cross the river. With an increase in popularity of the automobile at the beginning of the twentieth century, the citizens of Rock Island wanted a way that their automobile could cross the river too.

In the 1930s, a joint Davenport-Rock Island commission studied a proposal to build a tunnel between the two cities, ultimately proven infeasible. When Rock Island Mayor Robert P. Galbraith was elected 1937, he was determined that a bridge would be built.

The commission began studying the feasibility of a bridge and concluded it would be impossible to construct such a large structure without the aid of the Federal government. Undeterred, Mayor Galbraith was resolved that Davenport and Rock Island would construct their own bridge. Iowa refused to take part in any funding efforts and over the next year, the City of Rock Island raised the necessary funds alone. The City sold revenue bonds for construction which would then be paid off by the tolls from bridge users.

As planning for the bridge continued, an engineering survey suggested the foot of 15th Street on the Illinois side and the foot of Western Avenue in Davenport as the best connection. However, the City of Davenport insisted it be moved a block west to its current Gaines Street location, which resulted in a curve at the Iowa end of the bridge and also added \$40,000 to its cost.

The “tied arch” bridge was designed by the firm of Ash, Howard, Needles and Tammen and constructed by the American Bridge Company. Each arch is structurally independent of the others. The two center arches are higher than the end ones, providing a wider navigation span beneath.

While under construction, the bridge was informally referred to as the “Galbraith Bridge.” Two months before its dedication on July 11, 1940, Mayor Galbraith declined to have the bridge named in his honor and suggested it be named the Centennial Bridge, in recognition of Rock Island’s upcoming centennial year.

The five arches of the bridge represent the Quad Cities, with the two largest arches symbolizing Rock Island and Davenport and the smaller arches representing Bettendorf, Moline, and East Moline. The Centennial Bridge connects Rock Island, Illinois, and Davenport, Iowa at 3,850 feet long and 170 feet above water level.

The dedication, a grand parade across the bridge, and subsequent celebration, attracted unprecedented crowds. It became noted as the first four-lane bridge to cross the Mississippi River and the first bridge to receive zero Federal aid and financed entirely by private capital.

In 1960, access to 1st Avenue was added and the roadway slightly widened. On September 4, 1988, 128 sodium lamps were installed on the arches.

The revenue bonds were officially paid off in 2003 and subsequently the tolls were eliminated. The Dohrn Transfer Company of Rock Island, the first official toll-paying vehicle to cross the bridge in 1949, was the last official patron of the bridge. On July 13, 2005, the city of Rock Island transferred ownership of the bridge to the Illinois Department of Transportation after the completion of structural upgrades to the bridge.

Following the opening of the Centennial Bridge and the ease of crossing, the increased use of automobiles in Rock Island directly spurred development in downtown during the mid-twentieth century. Banks were rebuilding with the automobile in mind and now included parking and drive-up tellers and new development such as the Sheraton Rock Island Motor Inn catered to the visitor arriving by auto.

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WORLD WAR II AND POST-WAR ERAS IN ROCK ISLAND

Downtown Rock Island saw steady growth during the beginning of the mid-twentieth century, but by 1940 much of the city's efforts became concentrated on the war effort, which had significant impact locally. Four buildings were built in the District at the beginning of the 1940s, but construction came to a halt after the United States entered World War II. During the war, workers flocked to Rock Island for employment on Arsenal Island and for other war-time manufacturers. To supply housing for the vast number of workers, Rock Island received special permission from the Federal government to build housing to stem the local shortage. Whereas most communities saw residential construction come to a halt during the major wars, Rock Island is unique in that it has hundreds of homes built in 1918 and again between 1942 and 1944.

The prosperous 1950s and 1960s saw the creation of a number of private and public works still in Downtown Rock Island.

In Downtown Rock Island during the 1950s, new buildings were constructed such as the Federal Building, storefronts, Y.W.C.A., warehouses, and the classroom and office additions for Memorial Christian Church. Older buildings received additions or were remodeled including Peerless Dairy, Babcock's Hall, Bear Manufacturing Co., and the Elks Building.

New development continued through the 1960s with the construction of the Sheraton Rock Island Motor Inn (1966) and three banks including the First National Bank of Rock Island. Buildings now took up entire city blocks and were surrounded by parking or drive-up windows as the advent of the automobile reached its peak.

Development outside of the District had a significant impact on the downtown. Following the 1965 Mississippi River flood, the Rock Island levee was constructed between 1970 and 1973. While located to the west of Downtown, the levee changed the appearance of Rock Island's commercial core, buildings were protected but access to the river was limited until the Schwiebert Riverfront Park was open in 2010.

ROCK ISLAND: 1970 - PRESENT

Following the end of the period of significance for the DRIHD (1969), Rock Island experienced two decades of disinvestment and decline. This period was brought on by the historic aging and neglected housing of Rock Island and the surrounding Quad Cities, combined with the loss of jobs and economic opportunities. The City of Rock Island sought federal relief through the construction of public housing, urban renewal, and the Model Cities program. These programs left gaps in Rock Island's central business district, still visible today, as older buildings were demolished for parking lots and vacant lands as a way to combat urban blight.

A national economic recession in the 1980s further compounded neighborhood and business disinvestment in Rock Island. As manufacturers continued to close, massive job losses continued. Rock Island's population declined from its high of 51,863 in 1960 to 39,684 by 2000.

Prior to the 1970s, Rock Island's City Council directed planners to annex a tract of land in Rock Island County on the south side of the Rock River next to Milan in 1959. Though this move did not prove prosperous until almost two decades later, the area saw substantial housing construction in the 1970s followed by increased industrial and warehouse development in the 1990s.

In Downtown Rock Island, the Rock Island Arts and Entertainment District (RIAED) was established in 1992. RIAED is a 501c6 not-for-profit member organization with a mission to market Rock Island's downtown, known as The District, and produce unique events. The RIAED, led to the rise of residential living in the central business district, not seen since before the mid-twentieth century, and has attracted over 2.5 million visitors. Tens of thousands of people converge on

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the Great River Plaza for festivals each summer and the RIAED has helped revitalized downtown with art galleries, restaurants, breweries, nightclubs, comedy clubs, dinner theater, and shops.

ARCHITECTURE OF THE DOWNTOWN ROCK ISLAND HISTORIC DISTRICT

While first founded as the Town of Rock Island in 1841, there are no original buildings of this time period extant within the boundaries Downtown Rock Island Historic District (DRIHD). The District does retain a significant amount of architectural fabric from the first shift from the early, frame businesses to the existing permanent brick structures constructed within three decades of Rock Island's incorporation.

Buildings in the DRIHD can be categorized by architectural style and building typology. An architectural style is defined by common features that are distinctive in overall massing, floor plan, materials, and architectural detailing. These buildings may be architect-designed or display a conscious attempt to incorporate typical architectural features of the time period. Of the 142 principal buildings in the District, 115 or 81% can be classified as having an architectural style, whether a pure example or using select details; a hybrid of styles; or a selection of simple details popular at the time of construction and expressing the function of the building instead of an architectural style. Architectural styles in the District include: Romanesque Revival, Italianate, Beaux Arts, Art Deco, Italian Renaissance, Tudor Revival, Late Classical Revival, Neoclassical, Colonial Revival, Georgian Revival, Art Moderne, Mid-Century Modern, Gothic Revival, International, Contemporary, and Brutalism.

The following sections describe the architectural styles and building typologies found in the DRIHD.

Notes:

The dates in parenthesis first indicate the time period during which the style was most popular nationally (N). Because of the varied rates in which popular architectural fashions spread across the country, the entrenchment of local building traditions, as well as the dominance of local tastes, dates may differ from national examples.

The second time period in parenthesis is the period in which this style is documented locally (L) in Rock Island's extant buildings.

Architectural features listed under each architectural style are common characteristics, but may not be found in every building and may vary locally, regionally, and nationally.

ARCHITECTURAL STYLES

Italianate (N. 1840-1885) (L. 1870-1895)

A popular 19th-century style, Italianate was derived from the architecture of Italian villas and originated in England at the start of the Picturesque Movement. This style with its wide overhanging bracketed eaves was typically found on two and three story buildings.

Typical architectural characteristics include: vertical proportions; tall, curved or arched topped windows and doors with hooded molds; decorative brackets; intricate wood or pressed metal cornices; stone trim with incised foliated ornament; and paired and single doors are common with large-pane glazing in the door itself.

There are 18 buildings or 12.7% of the DRIHD identified as Italianate. Examples of the Italianate style in the DRIHD include: Star Block (1874, 1825-1829 2nd Avenue); Murrin Saloon (1891, 2100 4th Avenue); and the building at 121 16th Street (ca. 1880).

Romanesque Revival (N. 1840-1900) (L. 1873-1897)

Romanesque Revival in America was inspired in part by the medieval European style known as Romanesque, popular in Europe during the 11th and 12th centuries as a revival of earlier classical Roman forms. Two phases of this style have

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been identified in America. During the first, Americans experimented with early versions during the 1840s-1850s. The second phase came in the late nineteenth century when the style was popularized by Henry Hobson Richardson.

Buildings in the Romanesque Revival style are heavy, massive masonry construction, usually with some rough-faced stonework. Wide, Roman rounded arches are an important identifying feature. Frequently, decorative floral detail appears in the stonework, and sometimes on column capitals. The style was frequently used for churches, university buildings, prisons, and mansions due to its strong sense of permanence.

Typical architectural characteristics include: masonry construction; round arches at fenestration openings; heavy and massive appearance; polychromatic stonework; rounded, square towers with or without decorative bartizans; squat columns; and decorative plaques.

There are four buildings or 2.8% of the DRIHD identified as pure Romanesque Revival. Additionally, The First Methodist Episcopal Church (1820 5th Avenue) has elements of both Romanesque Revival and Gothic Revival. Two excellent examples of the Romanesque Revival style in the District include Memorial Christian Church (1897, 217 15th Street) and the H. Tremann building (1894, 1700 3rd Avenue).

Gothic Revival (N. 1840-1880; 1895-1945) (L. 1875-1896)

Gothic Revival was first popularized by Andrew Jackson Downing who published pattern books of stylistic details and championed the use of the style. Based on medieval design precedents, it was promoted as an ideal picturesque style, suitable for residential use, between the 1840s and 1860s. This style was promoted as an appropriate design for rural settings, with its complex and irregular shapes and forms fitting well into the natural landscape. Thus, the Gothic Revival style was often chosen for country homes and houses in rural or small-town settings. The style was losing popularity for residential designs by the late 1860s, but resurgence during the 1870s occurred in applying the style to public and religious buildings. The style remained popular for public buildings through 1945, primarily due to its association with European ecclesiastical architecture.

In the District, the style is characterized by simpler and smoother features than those of the preceding High Victorian Gothic. Typical architectural characteristics can include: steeply pitched roof, usually with steep cross gables; wall surfaces extend into gable without a break; windows commonly extend into the gable, frequently having pointed-arch shape (Gothic arch); other window shapes include the clover-like foil with three, four or five lobes; doors often have pointed-arch and/or heavy hood ornament; roof peaks are often topped with pinnacles (typically found on churches); and decorative crowns (gable or drip mold).

There are three buildings or 2.1% of the DRIHD identified as pure Gothic Revival. Additionally, The First Methodist Episcopal Church (1820 5th Avenue) has elements of both Romanesque Revival and Gothic Revival. A pure example of the Gothic Revival style in the District is the Evangelical Lutheran Emmanuel Church (1896, 1925 5th Avenue).

Queen Anne (N. 1880-1910) (L. ca. 1898-1915)

For many, the Queen Anne style typifies the architecture of the Victorian age. This very popular style of the 1880s and 1890s has asymmetrical massing characterized by projecting bays and prominent, compound roof shapes. These buildings were clad in a variety of materials and with multiple textures including patterned shingles.

The style was named and popularized by a group of nineteenth century English architects led by Richard Norman Shaw. Roots for the style date back to the Elizabethan and Jacobean periods in England and have little to do with Queen Anne or the formal Renaissance architecture that dominated during her reign (1702-1714).

In the District, the Queen Anne style is only expressed through a subtype of the style, Free Classic. This subtype is

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characterized by classical columns as porch supports, Palladian windows, and cornice-line dentils. It lacks the eclecticism, abundance of decoration, varied and contrasting materials, shapes, and textures, patterned wall surfaces, and irregular roof lines typically found in the style.

Projected, pressed metal bays and single pane windows, some paired, with small decorative panes frequently employed in the Queen Anne style are found in the District.

There are two buildings or 1.4% of the DRIHD identified as Queen Anne. The Free Classic subtype of the Queen Anne style is represented in the residence at 1925 5th Avenue (ca.1910), just west of the Evangelical Lutheran Emmanuel Church.

Italian Renaissance (N. 1890-1935) (L. ca. 1895-1937)

The Italian Renaissance Revival style developed at the end of the nineteenth century and was inspired by Italy and the ancient world. This revival style was a dramatic contrast to the earlier Queen Anne Style. This more ordered style has a studied formalism, symmetrical composition, simple flat facades, and low-pitched or flat roofs.

Typical architectural characteristics include: restrained decoration; rectangular form; minimal use of columns or decoration at the entry; wide roof overhang accentuated with modillions or brackets; low-pitched hipped or flat roof; symmetrical façade; and roof line parapet or balustrade.

There are 14 buildings or 9.9% of the DRIHD identified as Italian Renaissance Revival. Examples of the Italian Renaissance Revival style in the DRIHD include the Hill Furniture building (1923, 1629 2nd Avenue), the Best Building (1908, 1701-05 2nd Avenue), Modern Woodmen of America (1898, 1504 3rd Avenue), Central Trust & Savings Bank (1914, 224-230 18th Street), and the Sala Apartments (1903/1913, 330 19th Street).

Colonial Revival (N. 1890-1945) (L. ca. 1880)

Generally larger than those buildings of the earlier Colonial styles, the Colonial Revival Style embodies several of the classical details and elements of the earlier period showing an interest in early Federal and English (Georgian or Adamesque) styles.

The Colonial Revival style revives the architecture of America's founding period, generated, in part, by the Philadelphia Centennial of 1876 celebrating the country's 100th birthday. Most of these buildings are symmetrical and rectangular in plan, and some have wings attached to the side.

When applied to public or commercial buildings typical architectural characteristics can include: symmetrical facades, constructed of red brick; symmetrically placed fenestration openings, windows are typically double-hung and single or paired on the façade; façades are accentuated with projecting, pressed metal bays with classical, foliated detailing and a pedimented top; and brick corbeling and/or dentillated brick relief work at the cornice.

There is one building or .7% of the DRIHD identified as Colonial Revival. The only example of the Colonial Revival style in the District is the Fred Evers Bakery/Pechers Candy (ca.1875) at 1611-1613 2nd Avenue.

Tudor Revival (N. 1890-1940) (L. 1915)

A popular romantic revival style from the first half of the twentieth century, Tudor Revival was inspired by English Medieval architecture. In the District, there is only one property identified as Tudor Revival, the First Methodist Episcopal Church South Annex. The annex expresses a more utilitarian version of the Tudor Revival style, featuring a

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smooth limestone exterior, carved limestone label moulding, and a stepped parapet which mimics the crenellation found in medieval architecture.

There is one building or .7% of the DRIHD identified as Tudor Revival. The First Methodist Episcopal Church South Annex (ca. 1915, 1820 5th Avenue) is the only example of the Tudor Revival style in the District.

Beaux Arts (N. 1893-1929) (L. 1896-ca. 1915)

The Beaux-Arts style is derived from the French term, Les beaux arts (the fine arts) and associated with the Ecole des Beaux-Arts (School of Fine Arts) in Paris, France. Many of America's leading and influential architects studied at the Ecole des Beaux-Arts including Richard Morris Hunt, H. H. Richardson, and Charles McKim.

The style featured classical precedents and forms, lavish ornamentation, and heavy masonry. It was made popular by the 1893 World's Columbian Exposition and subsequently the City Beautiful Movement, responsible for America's grand public buildings of polished stone, from state capitols, courthouses, and city halls to train stations, libraries, and museums.

Typical architectural features can include: masonry construction, usually of a smooth, light-colored, ashlar-cut stone; symmetrical façade; first floors may be rusticated; flat or low-pitched roofs; wall surfaces ornamented with decorative garlands, floral patterns, or cartouches dripping with sculptural ornament; colossal columns or pilasters with Ionic or Corinthian capitals; an exuberance of detail and variety of stone finishes; enriched moldings; windows are framed by columns or pilasters, sometimes with a balustraded sill and/or pedimented entablature; and pronounced cornices and entablatures.

There are six buildings or 4.2% of the DRIHD identified as Beaux Arts. Excellent examples of the Beaux Arts style in the District include the Rock Island Public Library (1903, 409 19th Street), the building at 1710 2nd Avenue (ca. 1883, new façade ca. 1915), the Rock Island County Courthouse (1896, 210 15th Street), and the Fries building (1897, 1719-21 2nd Avenue).

Late Classical Revival (N. 1895-1950) (L. 1892-1926)

The Late Classical Revival style was inspired by the 1893 World's Columbian Exposition in Chicago which promoted classical forms and relied on stylistic details of the Greek Revival style. Classical Revival style buildings often have massive columns with classical Corinthian, Doric, or Ionic capitals topped by a front facing pediment. The style was frequently used for civic, institutional, commercial, and residential buildings. Wall materials range from wood, brick, stucco, or stone with smoother surfaces being more prevalent.

Typical architectural characteristics include: a symmetrical façade; smooth masonry exterior surfaces, unadorned roof line; modillions and dentils line the cornice; double-hung windows with lintels above; windows are symmetrically arranged often in pairs or groups of three; entrances are centered on the façade; patterned brick work; and geometric, inset limestone ornamentation.

In the DRIHD, there are nine buildings or 6.3 % identified as Late Classical Revival. Examples of the Late Classical Revival style in the District include the Illinois Theatre building (1901/1926 (Façade), 1606 2nd Avenue), E.D. Folsom's Flour & Feed and United Order of Ancient Templars hall (ca. 1880/ca.1920s (Façade), 1706 3rd Avenue), and the Eastern Fair (1892, 2107 4th Avenue).

Neoclassical (N. 1895-1955) (L. ca. 1895-1902)

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Neoclassical was a dominant architectural style for domestic, commercial, civic, and institutional buildings throughout the country during the first half of the twentieth century. This style is similar to Classical and Greek Revival but is more monumental and ornate compared to its simpler predecessors. Typical architectural characteristics include: temple-front entry on civic, institutional, and commercial buildings; columns are of the Ionic and Corinthian Orders; exaggerated broken pediments; classical symmetry; and dentillated cornices.

There are two buildings or 1.4% of the DRIHD identified as Neoclassical. There are two examples of the Neoclassical style in the District a historic candy factory (ca. 1895) at 219 18th Street and the Union Electric Telegraph Co. building (1902, 2018-20 4th Avenue).

Georgian Revival (N. 1900-1950) (L. ca. 1880)

Named for King George III of England, the original Georgian style was inspired by two of Colonial America's earliest high-style works: The Wren Building, 1695, at the College of William and Mary and the Virginia Governor's Palace in Williamsburg, VA. The style reflected the order and symmetry of Italian Renaissance ideals and the works of Andrea Palladio, made popular by architect Sir Christopher Wren in England after the mid-seventeenth century.

The Georgian style experienced a resurgence in America during the early twentieth century. From 1900 to 1950, Georgian architecture became one of the most commonly-emulated styles, resulting in the Georgian Revival style.

Georgian Revival architecture shared many of the traits of Georgian architecture including rectangular plans, symmetrical brick façades, and the repetition of fenestration openings.

Typical architectural characteristics can include: Renaissance-inspired classical symmetry; classical detailing, transom lights; fluted pilasters; projecting, pressed metal bay window; multi-light windows; brick corbeling at the cornice; and classical motifs and detailing such as festoons, wreaths, dentils, bellflowers, and cartouches.

There is one building or .7% of the DRIHD identified as Georgian Revival. The only example of the Georgian Revival style in the District is the Union Printing Co. building (ca. 1880) and later, Rock Island's first Piggly Wiggly (ca.1922 Addition) at 218 18th Street.

Art Deco (N. 1925-1940) (L. 1920-1941)

The Art Deco style is defined by its characteristic sharp-edges and stylized geometrical details. Its name was derived from the Exposition Internationale des Arts Décoratifs et Industriels Modernes, held in Paris in 1925, where the style was first exhibited as an intentional break with past precedents.

Typical architectural characteristics include: sleek, linear appearance; low-relief decorative panels at the entrances, around windows, along roof edges or as string courses; smooth building materials such as stucco, concrete block, glazed brick or mosaic tile; stylized decorative elements using geometrical forms, zigzags, chevrons; strips of windows with decorative spandrels; and reeding and fluting around doors and windows.

There are five buildings or 3.5% of the DRIHD identified as Art Deco. Buildings designed in the Art Deco style in the DRIHD include Rock Island City Hall (1940, 1528 3rd Avenue), Fort Armstrong Theatre (1920, 1824 3rd Avenue), the Centennial Bridge Commission building (1941, 201 15th Street), and the Royal Neighbors of America (1928, 230 16th Street).

Art Moderne (N. 1930-1950) (L. ca. 1930-1949)

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The Art Moderne or Streamline Moderne style is part of the Modern Movement in architecture, influenced by advancements in the industrial design of ships, planes, railroad engines and automobiles and featured smooth walls with surface ornamentation, rounded corners and curved glass.

Moderne buildings have flat roofs, bands of windows with a horizontal emphasis, and smooth exterior surfaces. Details can include: simple, pipe balustrades; panels of glass block windows; curved canopies, curved corners or windows; and aluminum or stainless steel detailing.

There are four buildings or 2.8% of the DRIHD identified as Art Moderne. The Art Moderne style can be found in the architecture of the Peerless Dairy building (ca. 1930, 1323 2nd Avenue), the Bear Manufacturing Co. welding, machine, and erecting shop (ca. 1940, 2025-27 4th Avenue), and the Bear Manufacturing Co. Automotive Safety Service School (1949, 2101-03 4th Avenue).

Mid-Century Modern (N. 1935-1965) (L. 1956-ca. 1970)

Mid-Century modern design dominated mid-twentieth century American architecture and became increasingly popular after World War II. Modern designers departed sharply from historical precedent and created new building forms. This style is defined by clean, linear, and sweeping lines; large expanses of glass exterior walls; deep eaves; and earth-toned materials. Mid-Century Modern emphasized creating structures with ample windows and open floor plans, with the intention of opening up interior spaces and bringing in the outdoors.

Typical architectural characteristics include: flat or extremely low-pitched gable roofs; angular details; asymmetrical façades; expansive walls of glass; strong emphasis on linear elements and bold horizontal and/or vertical features; and common materials of brick, stone, wood, and glass were employed.

There is three building or 2.1% of the DRIHD identified as Mid-Century Modern. The only example of Mid-Century Modern in the District is the ca.1970 slipcover on the historic L.S. McCabe & Co. building (1900-1902) located at 1721 3rd Avenue.

New Traditional (N. 1935-Present) (L. 1991-2003)

The New Traditional movement was initiated by builders responding to public interest in traditional designs at a time when the architectural profession was relatively focused on experimental, modern styles. New Traditional describes buildings that take stylistic cues from historic styles, while not copying the revivalist styles of the nineteenth century and early twentieth century. Architectural shapes and detailing tend to refer to traditional rather than modern influences. Typically, features of a historic style were either exaggerated or diminished, rarely precise in imitating its prototype, creating a new look which is reminiscent of a previously known style.

The New Traditional style is identified in four buildings or 2.8% of the DRIHD. The New Traditional style is represented in the recent development in the District including the Royal Neighbors of America annex (1991, 1509-1513 3rd Avenue) and two mixed-use developments at 1603 and 1605 3rd Avenue, both constructed in 2003.

Contemporary (N. 1945-1990) (L. 1955-1965)

This style was the favored for architect-designed buildings constructed between 1950 and 1990. It can feature flat roofs; natural materials like wood, brick, and stone; broad expanses of uninterrupted wall surface; and the absence of traditional detailing.

There are three buildings or 2.1% of the DRIHD identified as Contemporary. Excellent examples of the Contemporary style in the DRIHD include the Federal building (1957, 1956 2nd Avenue), a wholesale tobacco warehouse (1956) located

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at 2013-19 4th Avenue, the Y.W.C.A. (1955, 229 16th Street), and the Sheraton Rock Island Motor Inn (1966, 226 17th Street).

Modern (N. 1945-1985) (L. 1990s)

Modern architecture, is based upon new and innovative technologies of construction, particularly the use of glass, steel and concrete. The style first appeared after World War II and remained popular through the mid-1980s until it was replaced by Postmodernism and the architecture of the twenty-first century. Exhibiting a variety of compositions, the Modern style is characterized by an absence of ornament and an emphasis on form and geometric volumes. Wall surfaces are typically of masonry, most commonly brick, concrete, limestone or granite, and are often pierced with tall, rectangular window openings, regularly spaced across the facades. However, in contrast, wide expanses of masonry without penetrations and large expanses of glass curtain walls are also characteristic of this period.

There are two buildings or 1.4% of the DRIHD identified as Modern. Buildings representative of the Modern style in District include the building located at 1808 3rd Avenue (originally constructed ca.1895, façade appears to have been remodeled ca.2000s) and the annex to Royal Neighbors of America (ca.1991, 1590-13 3rd Avenue).

International (N. 1945-1975) (L. 1963)

Characterized by an absence of ornament, the International style, is the expression of form and volume. By the late 1920s, American architects believed that European modernism was both visually progressive and structurally sound. After World War II, American interests were characterized by a confident, enthusiastic desire to “get on with the business of progress”.

Typical architectural characteristics can include: flat roofs; smooth and uniform wall surfaces; windows with minimal exterior reveals, perceived as continuations of the surface; ribbon and corner windows, bands of glass, or curtain wall construction with thin, metal mullions and smooth spandrel panels; constructed of concrete, glass, and steel; occasionally reveals skeleton-frame construction; and lack of non-essential decoration. Through the 1970s the most common use for the International style was commercial and institutional buildings.

There is one building or .7% of the DRIHD identified as International. The First National Bank of Rock Island (1963, 1639 2nd Avenue) is the only example of the International style in the District.

Minimalist (N. 1945-1975) (L.1974)

The Minimalist style was developed during the mid-twentieth century, inspired by the Cubist movements of the De Stijl and Bauhaus in the 1920s. The style is characterized by simplicity to the point of starkness. It is believed that the lack of decoration reveals the “true essence” of architecture.

Architectural characteristics of the Minimalist style can include: pure geometric forms; simple, limited, and plain materials; straight components; repetition to provide a sense of order and unifications; simple open spaces; and clean lines.

There is one building or .7% of the DRIHD identified as Minimalist. The Star Cres International building (1974, 1830 2nd Avenue) is the only example of the Minimalist style in the District.

Brutalism (N.1955-1985) (L. 1965-1977)

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The name of Brutalism is derived from the French term, "beton brut", which translates to "rough concrete". The style thus, is based on the shape and molded forms of concrete. Brutalist architects followed the teaching of Louis Sullivan that "form follows function", but without relying on the revivalist styles of the nineteenth and twentieth centuries.

Brutalist buildings have a weight and massiveness that immediately sets them apart. Exterior walls are often of exposed concrete, with surfaces that are either heavily textured or exhibit the marks of the formwork in which it was made. Windows are treated as holes in the walls or as voids in the solids of the walls, and not as continuations of the "skin" of the building.

There are three buildings or 2.1% of the DRIHD identified as Brutalist. In the District, the banks at 1622 4th Avenue (ca. 1965) and 1600 5th Avenue (1969) and the parking ramp (1976) located at 304 17th Street represent the Brutalist style.

Utilitarian

(N. The Utilitarian style appears throughout the history of building construction in the United States) (L. 1875-ca.1965)
The term Utilitarian is used to describe buildings that were not designed in any particular style, but rather the form of the building is dictated by its use. The function of a utilitarian building dictated its design. Described as a monument to practicality, utilitarian buildings were constructed with inexpensive materials and used a limited amount of applied detail, popular during the time period.

There are 28 buildings or 19.7% of the DRIHD identified as Utilitarian. Examples of Utilitarian buildings in the District include the milk depot (ca.1897, 111-13 19th Street), Noack Motor Co. (1915, 2006-10 4th Avenue), Galbraith Motor Co. (1927, 1500 4th Avenue), Bengston Block (1875, 1700-02 2nd Avenue), and the United Breweries Co. Beer Depot (ca. 1895, 1900 1st Avenue).

BUILDING TYPOLOGIES

In addition to the architectural style, buildings in the DRIHD were also identified by their building typologies. Building typologies have been organized by commercial, industrial, and residential uses and descriptions of each typology are provided below. Descriptions have not been provided for familiar and common typologies such as courthouses, city hall, hotels, churches, schools, offices, libraries, theaters, and auto garages (for private parking).

COMMERCIAL BUILDING TYPOLOGIES

The commercial building, as a distinct architectural form, did not develop until the 19th century, although trading centers and market halls have been around since antiquity. Commercial buildings were typically freestanding or joined by party walls, with the commercial business on the first floor and offices or residences above. The commercial building, as a form, almost always fits on its entire lot, and is built to the sidewalk.

In *The Buildings of Main Street*, Richard Longstreth has developed a classification system for historic commercial structures built within compact business districts prior to the 1950s. His system uses building mass as the determining factor.

The commercial classification types outlined by Longstreth are generally applicable to historic buildings (or new buildings built in historic styles or into a historic commercial block) on traditional, pedestrian-oriented commercial streets. Rock Island's downtown can be considered a traditional commercial district. In a traditional business district, commercial buildings are densely clustered together on small blocks on an orthogonal grid oriented to the street and sidewalk.

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Many of the buildings in the DRIHD are one- or two-part commercial blocks in a rich variety of architectural styles, encompassing nearly 140 years of development.

Commercial Blocks: One & Two Part

Early commercial buildings in the late 1800s often appear as a one-part commercial block: a one or two story box with ornamented façade. The first floor façade is comprised of plate glass windows, an entry and a cornice or tall parapet above.

In Rock Island, 53.5% of the downtown is comprised of one- (19 or 13.4%) and two-part commercial blocks (57 or 40.1%). Commercial blocks are one-to four-stories, typically built before 1950. However, a contemporary commercial structure may have been built on an infill parcel on a traditionally-commercial street. Whether or not, this type of building shares party walls with an adjacent building; generally, only the front of a commercial block has any architectural detailing.

One-story commercial blocks are almost always one-part commercial. This distinction is made according to the visual arrangement of the principal façade. Two or more story commercial blocks may be classified as one-part commercial blocks if the facade can be read as a single design element, with no projecting cornice or other strong horizontal design element dividing the first floor from the upper floors.

The buildings are located at the front of lot lines, along public sidewalks, and have display windows facing that sidewalk. There are usually no display windows, public entrances, or architectural treatment on the side facades, although occasionally a larger commercial block may have part or all of the side façades treated similarly to the front.

Freestanding

Freestanding buildings are typically one story, occasionally two stories, but differ from Commercial Blocks in that they have architectural treatment on two or more sides. They are newer, having been built in the age of automobile access. The entry is usually accessible from the street, often oriented to a parking lot on the side or surrounding the building. The structure may occupy an entire city block and be surrounded by parking.

There are seven Freestanding buildings which account for 4.9% of the DRIHD.

Two-Part, and Three-Part Vertical Blocks

The two-part and three-part vertical block gained popularity in the late nineteenth century as a means of simplifying the exterior of tall, commercial buildings. On the two-part vertical block, the façade is divided horizontally into two major zones that are different but carefully related to one another to create a unified whole. The lower zone rises one or two stories and serves as a visual base of the dominant "shaft", or upper zone. The two-part vertical block must be at least four stories in height to possess a sufficient sense of verticality.

The three-part vertical block is identical to the two-part vertical block though it has a distinct upper zone of one to three stories in height. Thus, the composition is analogous to the divisions of the classical column: base, shaft, and capital.

There are nine Vertical Blocks which account for 6.3% of the DRIHD, three Two-Part (2.1%) and six Three-Part (4.2%).

Stacked Vertical Block

Used for buildings with five or more stories, the stacked vertical block has at least three or more horizontal divisions. Each division is treated in a different manner and none of them receive more emphasis than the other.

There is only one building or .7% of the DRIHD identified as the Stacked Vertical Block typology.

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Temple-Front

The Temple-Front commercial building is directly modeled after the ancient Greek and Roman Temples. These buildings are typically two to three stories in height and were most often for public, institutional, and religious uses. Temple-Front buildings are easily distinguished by a portico of four or more columns extending across the façade or by a recessed entry front accented by twin columns set in between an enframing wall.

There is only one building or .7% of the DRIHD identified as the Temple-Front typology.

Commercial Automobile and Road-Related Building Typologies

With the growing popularity and dependence upon the automobile that began in the 1920s, buildings serving automobile traffic, such as the filling station and the commercial garage, emerged along America's expanding network of roads and highways. In the mid-1920s, the automobile was one of the chief factors that boosted commercial activity in Rock Island.

As the development of Rock Island's commercial district and tourist attractions catered to travelers, a number of automobile service facilities were located in downtown. Typologies include showrooms (typically constructed as a one- or two-part commercial block), filling or service stations, and garages.

Automobile service garages are simple buildings, usually one-story, sometimes two with an office or storage above. These buildings are most often masonry construction with a barrel vault or bowstring truss roof. Garages are typically utilitarian with limited architectural details popular at the time.

The filling or service station provided repair, garage, and filling services to residents and visitors of Rock Island. Filling stations are typically located on the corner of prominent intersections, one-story in height with brick exterior walls or clad in terra cotta, a flat roof, and constructed in variety of shapes to accommodate the lot or based on prominent architectural styles of the period.

There are seven road-related buildings or 4.9% of buildings in the DRIHD, two filling stations (1.4%) and five service garages (3.5%).

INDUSTRIAL BUILDING TYPOLOGIES

Industrial building typologies are defined as those used for the general production and manufacturing, shipment and distribution, or storage of goods. In the DRIHD, factories, depots, machine shops, and warehouses are present.

Depot

The Depot typology is defined as a building which serves as a facility for the deposit or storing of a specific good before being distributed. Depots are typically utilitarian in design and feature construction method and architectural details popular at the time.

There are two depots or 1.4% of the DRIHD.

Factory

A factory is a vernacular building type "of some size of which products are made in some quantity". It is predominately multi-story, but can be one-story, with a flat roof and characterized by expansive, un-partitioned open floor areas. In the DRIHD, a factory may also have a front office constructed as two distinct, connected buildings: a two-story, front office building and a one-story, rear factory building or the office may also be located inside the same building as the

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factory, located, on the interior, along the front façade of the building, with an interior separation between clients and manufacturing.

There are three buildings or 2.1% of the DRIHD identified as a Factory.

One-story, One-bay

Used for lighter work (small factories, machine shops, stages), the “One-story, One-bay” has saw-tooth roof monitors or skylights to provide adequate ventilation and light. Structural systems vary based on size and use including: wood or steel trusses; trusses rested on pilastered walls; steel frame; trusses, wood posts or steel columns, and pilastered walls.

There is one building or .7% of the DRIHD identified as the One-story, One-bay typology.

Quonset Hut

A Quonset hut is a lightweight prefabricated structure of corrugated galvanized steel having a semicircular cross-section. The design is based on the Nissen hut introduced by the British during World War I. In the United States, the first Quonset huts were manufactured in 1941.

During World War II, between 150,000 and 170,000 Quonset huts were manufactured. The military sold its surplus huts to the public after the war to be used as outbuildings, businesses, or even homes.

While sizes for the Quonset hut vary, the most common Quonset hut design was a standard size of 20 feet by 48 feet with a 10-foot radius, allowing for 960 square feet of usable floor space. The sides were composed of corrugated steel and the two ends were covered with plywood which had doors and windows. Interiors were insulated and had pressed wood lining and a wood floor. The building could be placed on concrete, on pilings, or directly on the ground with a wood floor.

There is one building or .7% of the DRIHD identified as a Quonset hut.

Warehouse

The warehouse typology is defined as a building used for storing and/or distribution of goods. The warehouse can be one or multi-stories and depending on its size the structural systems vary from steel columns or wood posts, or steel columns and beams for flat roofs; steel or wood truss roof with or without steel columns, wood posts, or pilastered walls for additional support; or reinforced concrete construction or brick pier and spandrel construction (typically found in larger warehouses). One-story warehouses typically have skylight or roof monitors to provide light, whereas large windows are provided on the multi-story warehouse. There are two general subtypes of the Warehouse typology which include storage only and storage with company offices.

There are eight buildings or 5.6% of the DRIHD identified as warehouses.

RESIDENTIAL BUILDING TYPOLOGIES

A mix of dedicated residential and commercial buildings historically existed in the present-day downtown. Today, only seven residential buildings, solely dedicated to residential use, remain. There are five historically single-family residences and two multi-unit dwellings. Each residential building follows a historic building typology described below. As the downtown began to grow and push to the east, west, and south of the riverfront, residential development developed around the peripheries of downtown. The only exception is the historic commercial block typology which historically had storefronts on the first floor and residences or offices on the upper floors.

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American Foursquare

American Foursquare houses are typically square or nearly square in plan with four equal-sized rooms (an entrance hall, living room, dining room, and kitchen) in each corner. The type became popular in house building because it was practical and comfortable for the working and middle classes.

The Foursquare is usually two or two and half stories tall, two to three bays wide, with a hipped or pyramidal roof, dormers, a full-width front porch with classical or squared columns or piers, overhanging eaves, and features materials such as brick, stone, stucco, or wood siding. Plan book and catalog companies such as the Aladdin Company, the Radford Architectural Company, the Architects Small House Service Bureau, Sears Roebuck and Company, and Montgomery Ward and Company featured many Foursquare designs between 1900 and 1925. American Foursquare houses also utilized details from the Colonial and Tudor Revival styles, but in the District, the American Foursquare is only seen with details derived from Queen Anne style subtype Free Classic.

There is only one American Foursquare in the DRIHD which accounts for .7% of the District.

Gable-Front

During the Greek Revival movement in the period between 1830 and 1850, the front-gabled shape was commonly used to echo the pedimented façade of typical Greek temples. This form was particularly common in New England and its popularity expanded along with the expansion of the railroad network and remained a dominant folk form until well into the twentieth century. Part of its staying power reflected the fact that gable-front houses were well suited for narrow urban lots which were found in many rapidly developing cities.

Characterized by their roof shape, the gable-front roof has two sloped sides that meet at a center ridge. The triangular ends of the walls on the other two sides are called gables. In the gable-front form, the gable end faces the street and forms the front of the house. These were built as working-class homes, usually frame, with a rectangular plan, minimal projections on the front facade, and front entry on the open end of the gable. Often a porch extends the full width of the front of the house. A house is usually two stories in height. Each is three to five bays wide. The gable-front form is commonly found in Midwestern towns because it was a simple type for local builders to construct and could fit on narrow lots.

There are three buildings or 2.1% of the DRIHD identified as the Gable-Front typology.

I-House

An I-House is a larger, two-story version of the Central Passage form. This form is side gabled, one room deep and three to five bays wide, generally with a central hall that has one room on either side of the hall. The I-House was common during the Pre-Railroad era in the Tidewater South and expanded in popularity to Midland America with the expansion of the railroad and availability of light-weight lumber. I-Houses also became popular in the Midwest where long and confining winters made larger houses more of a necessity than in the South. Like the National era Hall and Parlor forms, I-Houses were expanded with varying patterns of porches, chimneys, and rearward extensions.

There is only one I-house in the DRIHD which accounts for .7% of the District.

Multi-Unit Dwelling

A Multi-Unit Dwelling is a residential housing classification with multiple individual housing units contained within one building or several buildings within one complex. The only multi-unit dwelling forms in the District is the common apartment building.

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There are three Multi-Unit Dwellings in the DRIHD which accounts for 2.1% of the District.

CONCLUSION

The history and development of Rock Island is depicted through the notable and well-preserved architecture and structures of the District. The DRIHD represents the historic development of Rock Island and Rock Island County for 155 years, from 1864, the date of the oldest building in the district, to present-day. The District continues to serve and provide the community with many of the same goods and services it has historically and retains sufficient architectural integrity representative of the social, recreational, commercial, educational, governmental, and transportation history of Rock Island for listing in the National Register of Historic Places.

Downtown Rock Island Historic District
Name of Property

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Downtown Rock Island Historic District
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OTHER SOURCES:

1. The Rock Island Argus Archives
2. Sanborn Fire Insurance Maps: Apr. 1886, Jan. 1892, Oct. 1898, 1906, 1906-May 1950, and 1906, Republished 1957
3. Postcards from Home Collection maintained by the Rock Island Preservation Society

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Downtown Rock Island Historic District
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10. Geographical Data

Acreage of Property 82.3

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1	<u>41.517729°</u> Latitude	<u>-90.584691°</u> Longitude	3	<u>41.506279°</u> Latitude	<u>-90.569141°</u> Longitude
2	<u>41.519532°</u> Latitude	<u>-90.572518°</u> Longitude	4	<u>41.505373°</u> Latitude	<u>-90.580281°</u> Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

1806-1900 1st Avenue; 1323-1956 2nd Avenue; 1504-2000 3rd Avenue; 1500-2115 4th Avenue; 1820-2103 5th Avenue; 100-217 15th Street; 115-322 16th Street; 211-423 17th Street; 103-420 18th Street; 110-429 19th Street; 305-513 20th Street; 311-413 21st Street; and to the north bank of the Mississippi River/Iowa State Line.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected are based on historical written narratives, Sanborn Maps, and historic photographs which depict the location of the historic downtown Rock Island and the northern terminus of the Centennial Bridge.

11. Form Prepared By

name/title Erica Ruggiero/Architectural Historian date March 29, 2019
organization McGuire Igleski & Associates, Inc. telephone 847. 328. 5679 ext. 114
street & number 1330 Sherman Avenue email erica@miarchitects.com
city or town Evanston state Illinois zip code 60201

Additional Documentation

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

Downtown Rock Island Historic District
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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Downtown Rock Island Historic District
City or Vicinity: Rock Island
County: Rock Island **State:** Illinois
Photographer: Erica Ruggiero
Date Photographed: December 11, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 70:

View of the Peerless Dairy building at 1323 2nd Avenue looking northwest.

Photo 2 of 70:

View of the front (east) façade of the Rock Island County Courthouse from 15th Street looking west.

Photo 3 of 70:

View of the Centennial Bridge from 15th Street and 2nd Avenue looking north.

Photo 4 of 70:

View of the Downtown Rock Island Historic District looking southeast from 15th Street and 2nd Avenue.

Photo 5 of 70:

View of the Centennial Bridge Commission building looking east from 15th Street and 2nd Avenue.

Photo 6 of 70:

View of the Memorial Christian Church complex looking southeast from 15th Street and 2nd Avenue.

Photo 7 of 70:

View of the northside of the 1600-block of 2nd Avenue and east side of the 100-block of 16th Street from the southwest corner of 2nd Avenue and 16th Street.

Photo 8 of 70:

View of the southside of the 1600-block of 2nd Avenue from the northwest corner of 16th Street and 2nd Avenue.

Photo 9 of 70:

View of looking directly east on 2nd Avenue from the intersection of 16th Street and 2nd Avenue.

Photo 10 of 70:

View of the northside of the 1600-block of 2nd Avenue from the southeast corner of 16 1/2th Street and 2nd Avenue.

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Photo 11 of 70:

View of the First National Bank building at 1639 2nd Avenue looking northwest from the intersection of 17th Street and 2nd Avenue.

Photo 12 of 70:

View of the Best Building at 1701-05 2nd Avenue looking northeast from the southwest corner of 17th Street and 2nd Avenue.

Photo 13 of 70:

View of the northside of the 1700-block of 2nd Avenue looking northeast from the intersection of 17th Street and 2nd Avenue.

Photo 14 of 70:

View of the eastside of the 200-block of 17th Street looking southeast.

Photo 15 of 70:

View of the southside of the 1700-block of 2nd Avenue looking southeast from the intersection of 17th Street and 2nd Avenue.

Photo 16 of 70:

View of the 1700-block of 2nd Avenue looking directly west from the intersection of 18th Street and 2nd Avenue.

Photo 17 of 70:

View of the northside of the 1800-block of 2nd Avenue looking northeast from the intersection of 18th Street and 2nd Avenue.

Photo 18 of 70:

View of the 1800-block of 2nd Avenue and the Great River Place looking directly west from 19th Street and 2nd Avenue.

Photo 19 of 70:

View of the Federal building at 1956 2nd Avenue looking southeast from the intersection of 19th Street and 2nd Avenue.

Photo 20 of 70:

View of the northside of the 1800-block of 3rd Avenue looking northwest from the southeast corner of 19th Street and 3rd Avenue.

Photo 21 of 70:

View of The Fort Armstrong Hotel located at 1900 3rd Avenue looking southeast from the intersection of 19th Street and 3rd Avenue.

Photo 22 of 70:

View of the southside of the 1800-block of 3rd Avenue looking southwest from the intersection of 19th Street and 3rd Avenue.

Photo 23 of 70:

View of the east half of the 1800-block of 3rd Avenue including The Fort Armstrong Theatre and The Fort Armstrong Hotel looking southeast from the WBHF Radio Tower.

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Photo 24 of 70:

View of the southside of the 1800-block of 3rd Avenue looking southeast from the northeast corner of 18th Street and 3rd Avenue.

Photo 25 of 70:

View of the Safety Building at 1800 3rd Avenue looking southeast from the northwest corner of 18th Street and 3rd Avenue.

Photo 26 of 70:

View of the westside of the 200-block of 18th Street looking northwest from the intersection of 18th Street and 3rd Avenue.

Photo 27 of 70:

View of the eastside of the 200-block of 18th Street looking northeast from the intersection of 18th Street and 3rd Avenue.

Photo 28 of 70:

View of the northside of the 1700-block of 3rd Avenue looking northwest from the southeast corner of 18th Street and 3rd Avenue.

Photo 29 of 70:

View of 3rd Avenue looking directly east from 16th Street.

Photo 30 of 70:

View of 3rd Avenue looking directly west from 16th Street.

Photo 31 of 70:

View of 3rd Avenue looking southeast from the alley located mid-block on the 1500-block of 3rd Avenue.

Photo 32 of 70:

View of the southside of the 1500-block of 3rd Avenue looking southeast from the northwest corner of 15th Street and 3rd Avenue.

Photo 33 of 70:

View of 15th Street looking northeast from just south of the intersection of 15th Street and 3rd Avenue.

Photo 34 of 70:

View of the Modern Woodmen of America building located at 1504 3rd Avenue looking southeast from the intersection of 15th Street and 3rd Avenue.

Photo 35 of 70:

View of the southside of the 1500-block of 4th Avenue looking southeast from the intersection of 4th Avenue and 15th Street.

Photo 36 of 70:

View of 322 4th Avenue looking northeast from just west of the intersection of 16th Street and 4th Avenue.

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Photo 37 of 70:

View of the Parking Ramp at 304 17th Street looking northeast from the intersection of 16th Street and 4th Avenue.

Photo 38 of 70:

View of The Argus building at 1728 4th Avenue looking southwest from the intersection of 18th Street and 4th Avenue.

Photo 39 of 70:

View of the eastside of the 300-block of 18th Street looking northeast from the intersection of 18th Street and 4th Avenue.

Photo 40 of 70:

View of 4th Avenue looking directly west from the intersection of 19th Street and 4th Avenue.

Photo 41 of 70:

View of the Sala Apartments located at 330 19th Street looking northwest from the intersection of 19th Street and 4th Avenue.

Photo 42 of 70:

View of the eastside of the 300-block of 19th Street looking northeast from the intersection of 19th Street and 4th Avenue.

Photo 43 of 70:

View of the Rock Island Public Library located at 401 19th Street looking southeast from the intersection of 19th Street and 4th Avenue.

Photo 44 of 70:

View of the eastside of the 300-block of 20th Street looking southeast from the intersection of 3rd Avenue and 20th Street.

Photo 45 of 70:

View of the eastside of the 300-block of 20th Street looking northeast just north of the intersection of 4th Avenue and 20th Street.

Photo 46 of 70:

View of the southside of the 2000-block of 4th Avenue looking southeast from the intersection of 4th Avenue and 20th Street.

Photo 47 of 70:

View of the southside of the 2000-2100 blocks of 4th Avenue looking southeast from the intersection of 4th Avenue and 20th Street.

Photo 48 of 70:

View of the northside of the 2000-block of 4th Avenue looking northwest from the intersection of 4th Avenue and 21st Street.

Photo 49 of 70:

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View of the southside of the 2000-block of 4th Avenue looking southwest from the intersection of 4th Avenue and 21st Street.

Photo 50 of 70:

View of the Tri-City Labor Review Publishing Co. and Tri-City Labor Congress building located at 311 21st Street looking northeast.

Photo 51 of 70:

View of the Murrin Saloon located at 2100 4th Avenue looking southeast from the intersection of 4th Avenue and 21st Street.

Photo 52 of 70:

View of the northside of the 2100-block of 4th Avenue looking northeast from the intersection of 4th Avenue and 21st Street.

Photo 53 of 70:

View of 4th Avenue looking directly west from the intersection of 4th Avenue and 22nd Street.

Photo 54 of 70:

View of the 400-block of 21st Street looking north from the intersection of 5th Avenue and 21st Street.

Photo 55 of 70:

View of the Bear Manufacturing Co. Automotive Safety Service School located at 2101-03 5th Avenue looking northeast from the intersection of 21st Street and 5th Avenue.

Photo 56 of 70:

View of the Bear Manufacturing Co. Welding, Machine, and Erecting Shop located at 2016 5th Avenue looking northwest from the intersection of 21st Street and 5th Avenue.

Photo 57 of 70:

View of the northside of the 1900-2000 blocks of 5th Avenue looking northwest from the intersection of 5th Avenue and 21st Street.

Photo 58 of 70:

View of the Bear Manufacturing Co. Machine Shop, Office, and Warehouse located at 2016 5th Avenue looking southeast.

Photo 59 of 70:

View of 5th Avenue looking east from the intersection of 20th Street and 5th Avenue.

Photo 60 of 70:

View of the northside of the 2000-block of 5th Avenue looking northeast from the intersection of 20th Street and 5th Avenue.

Photo 61 of 70:

View of the Y.M.C.A building (500 20th Street) and Evangelical Lutheran Emmanuel Church (1925 5th Avenue) looking northwest from mid-block of the 500-block of 20th Street.

Downtown Rock Island Historic District
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Photo 62 of 70:

View of the Evangelical Lutheran Emmanuel Church located at 19225 5th Avenue looking northwest from the intersection of 5th Avenue and 20th Street.

Photo 63 of 70:

View of the northside of the 1900-block of 5th Avenue looking northwest from the intersection of 20th Street and 5th Avenue.

Photo 64 of 70:

View of the north and west façades of the Y.M.C.A building located at 500 20th Street looking southeast from the intersection of 19th Street and 5th Avenue

Photo 65 of 70:

View of the eastside of the 400-block of 19th Street looking northeast from the intersection of 19th Street and 5th Avenue.

Photo 66 of 70:

View of the First Methodist Episcopal Church located at 1820 5th Avenue looking southeast from the intersection of 18th Street and 5th Avenue.

Photo 67 of 70:

View of 17th Street looking directly north from 5th Avenue.

Photo 68 of 70:

View of the bank building at 1622 4th Avenue looking northwest from the intersection of 5th Avenue and 17th Street.

Photo 69 of 70:

View of the bank building at 1622 4th Avenue and Parking Ramp looking northwest from the intersection of 5th Avenue and 17th Street.

Photo 70 of 70:

View of the bank building at 1600 5th Avenue looking southeast from the intersection of 5th Avenue and 16th Street.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

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Name of multiple listing (if applicable)	

National Register of Historic Places Continuation Sheet

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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)



FIGURE 1: GIS MAP OF THE DISTRICT.

LATITUDE/LONGITUDE COORDINATES

1	<u>41.517729°</u> Latitude	<u>-90.584691°</u> Longitude	3	<u>41.506279°</u> Latitude	<u>-90.569141°</u> Longitude
2	<u>41.519532°</u> Latitude	<u>-90.572518°</u> Longitude	4	<u>41.505373°</u> Latitude	<u>-90.580281°</u> Longitude

United States Department of the Interior
National Park Service

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Name of multiple listing (if applicable)

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Section number Additional Documentation Page 55

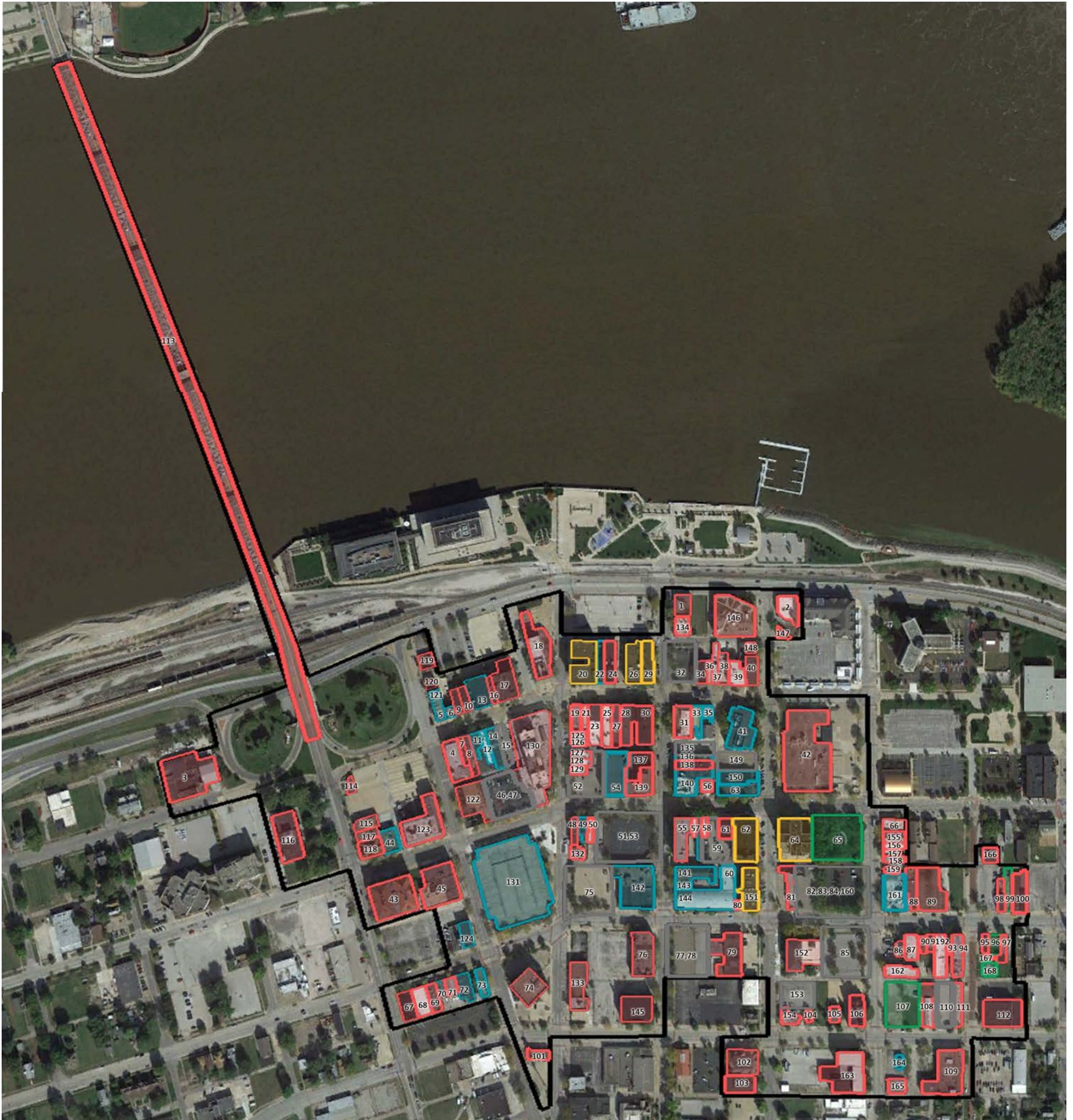


FIGURE 2: BUILDING KEY.

LEGEND: CONTRIBUTING (PINK); DISTRICT BOUNDARIES (BLACK); INDIVIDUALLY LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES (YELLOW); NON-CONTRIBUTING (TURQUOISE); PARKING LOTS (GREY); AND VACANT LAND (GREEN).

United States Department of the Interior
National Park Service

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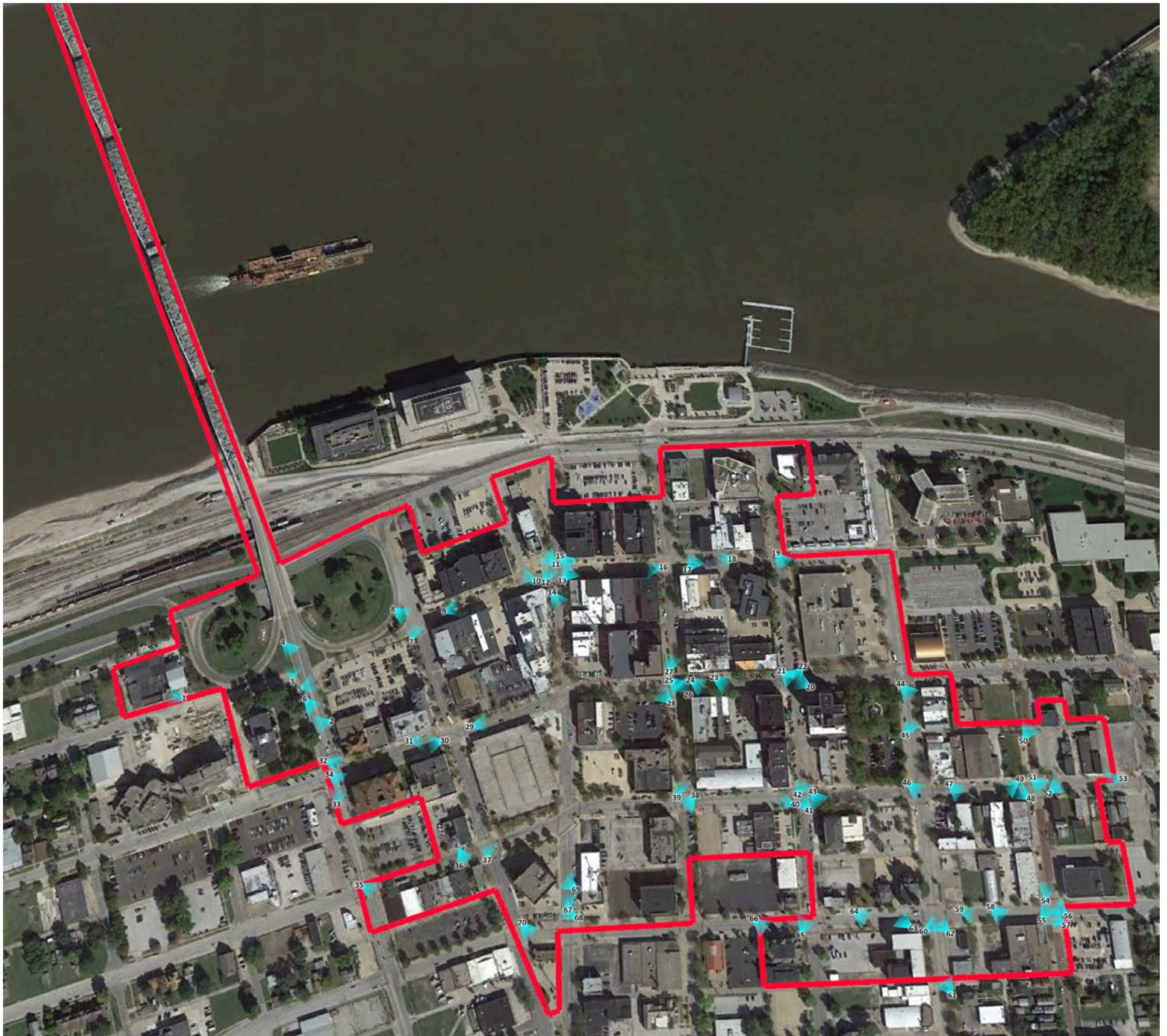


FIGURE 3: PHOTOGRAPH KEY.
*PHOTOGRAPH NUMBERS DENOTE THE LOCATION OF THE CAMERA



Large, weathered sign on the roof of the building.

Vertical sign on the upper part of the building facade.

1323

NO PARKING
EXCEPT
FOR FIRE
HYDRANTS

1-888-GET-IT









ROCK ISLAND
CENTENNIAL
BRIDGE
COMMISSION

201

PERMIT
CENTER
PARKING

PERMIT
CENTER
PARKING



SUBWAY







2 Avenue
16 Street

30
MINUTE
PARKING
→

Buds
Smoothies • Juice • Toss • Chocolates

Taste



42 AVENUE

Modern Women Bank Building

FedEx
Express

30 MINUTE PARKING



2 Avenue
17 Street

VANDERGINST
BUILDING

RUSSELL



MC DONALD'S

THE BAKERY



RUSSELL



M.C. DONOVAN
PUB & BISTRO

THE BROADWAY
RESTAURANT





COFFEE

BREAKFAST THEO'S

Coffee Shop

1986
BOARD SUPPLY

Chinese
Kitchen
RESTAURANT

OPEN



FOR LEASE

FOR LEASE

STOP

Splash

1700



MI
FOR SALE/LEASE
WHEELCHAIR ACCESSIBILITY
CALL POWELL REALTY
913-320-5456
OR SHERRY HIGDON
913-343-6597

GROCERY STORE
2nd
AVE
MARKET



4
THURSDAY
PARKING
8:00-12:00



NOVIAN LUXURY
APARTMENTS
1 & 2 Bedrooms
563-345-6201

Diveviki Factory

Diveviki Factory

The Arena

RIBCO



FAMILY AMERICAN RESTAURANT AND BAR
EL PATRÓN

M.D. GREEN'S

The Arena



2 Avenue
19 Street

UNIVERSITY
COMMUNITY
CENTER

NO PARKING
ANYTIME



QC COFFEE & PANCAKE HOUSE
Home of the Cinnamon Roll Pancakes



QC COFFEE & PANCAKE HOUSE

QC COFFEE & PANCAKE HOUSE
Home of the Cinnamon Roll Pancakes

FRI & SAT LATE NITE SHOW 9 30
700 300
706 706



THE FORT ARMSTRONG

THE FORT ARMSTRONG



CITY OF
GEORGE BERNARD SHAW
ANNE
NOV 7 - DEC 30

SPEAKERS



STOP

STOP

CITY OF
NOV 7 - DEC 20

SPEAKERS

NO PARKING
ANYTIME
NOV 7 - DEC 20



Tree Life CHIROPRACTIC

STOP

STOP





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WCA

STREETS

STOP

10

Y86 DC11



CITY HALL

CITY HALL

BEGIN ONE WAY
←





15TH STREET





15TH STREET

3RD AVENUE

ROCK ISLAND
COUNTY
OFFICE



92

1



15TH STREET

LEFT TURN
YIELD
ON GREEN



NO PARKING
ANYTIME

NO PARKING
ANYTIME

15



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ONE WAY

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901

ONE WAY
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315



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2015

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20th →
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WINE. DINE.

WINE.
DINE.
WIN

ROCK ISLAND ELKS 980
B. P. O. E.

Rubi
& Juan

REGALIA





The building is a two-story structure. The upper story is finished with light-colored, vertically corrugated metal siding and features a prominent curved band of multi-paned windows. The lower story is constructed of red brick and includes a row of windows, a glass entrance door, and a white garage door. A small, leafless tree stands in the foreground on the left side of the building.

A yellow diamond-shaped sign with a black silhouette of two people walking, indicating a pedestrian crossing.

A white rectangular sign with the text "ONE WAY" and a black arrow pointing to the right.

A white rectangular speed limit sign with the number "30" in black.

A dark-colored sedan parked on the street in front of the building.



REGALIA

ONE
WAY
→



REGALIA

ONE WAY
→

CARS

SALE

AUCTION





NO PARKING
ANYTIME

47

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FURNITURE CO. INC. SINCE 1912





W. 23rd Street
S. Avenue

ONE WAY

W. 23rd Street
S. Avenue



1925



DAN VINAR FURNITURE CO. INC. SINCE 1912

SED FILES
2 3 4
DRAWERS



ONE WAY
→

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Holiday Inn

OSM6





1600

16 Street
5 Avenue

ONE WAY
←

ONE WAY
→