BLOOMINGTON ILLINOIS: COMMERCIAL AND INDUSTRIAL HISTORIC RESOURCES SURVEY, 2018: DRAFT

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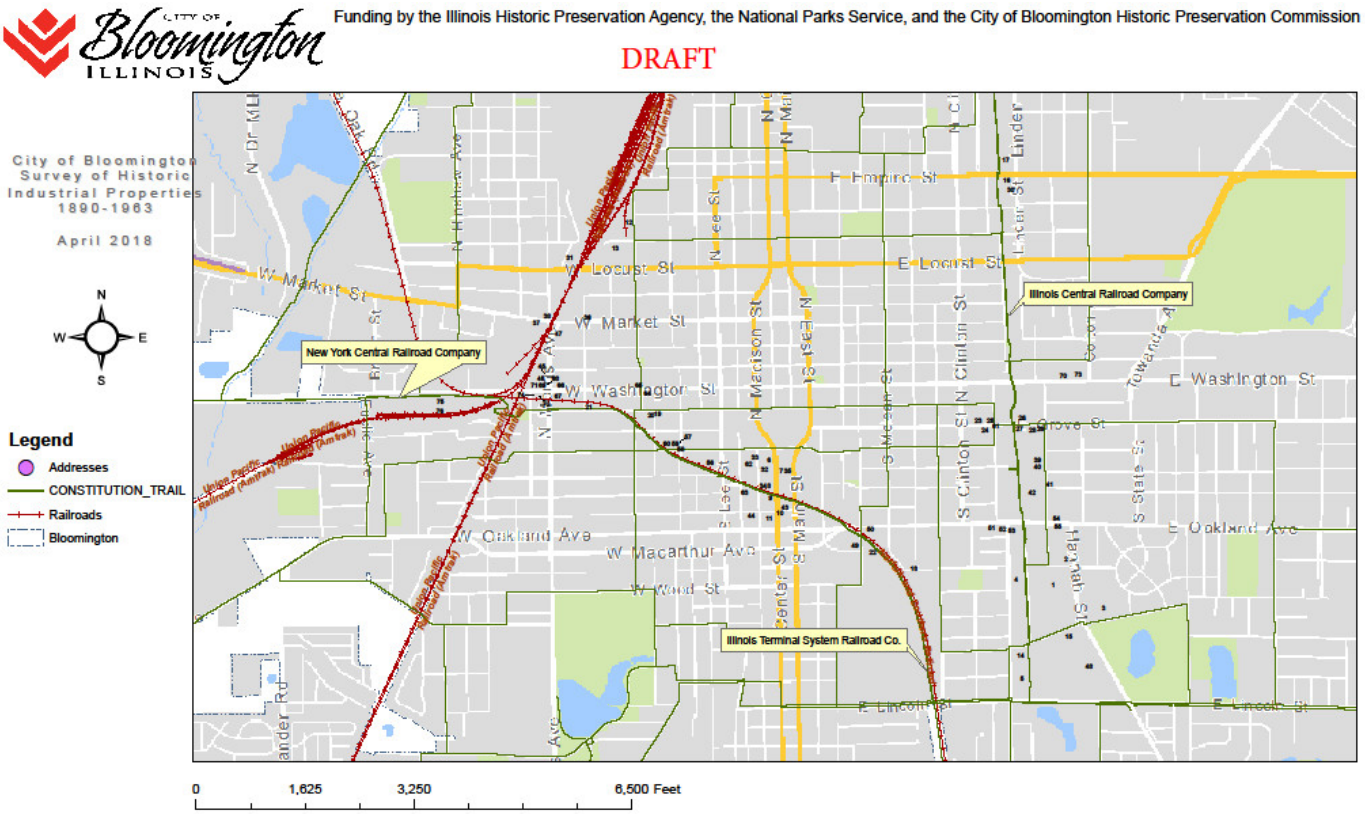

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SECTION 1: PROJECT BACKGROUND

Bloomington is located in the center of Illinois, midway between Chicago and St. Louis. It is the county seat of McLean County, which historically was one of the most productive agricultural counties in the United States. The city was transformed from a rural economy to an urban manufacturing center in the nineteenth-century with the coming of four railroad lines. The Illinois Central and the Chicago and Alton both arrived in 1853 and established north-south corridors through the east and west sides of town, respectively. Two additional railroad lines—best known today as the New York Central and Nickel Plate—arrived in the early 1870s and established parallel east-west tracks just south of the downtown. By the 1920s, Bloomington's economy began its shift from blue collar to white with the establishment of the State Farm Insurance Companies in the city center. The period that followed World War II was characterized by ongoing dispersal of industry to the northeast and southwest peripheries of Bloomington and growing percentages of employment in the service sector.

Today, manufacturing no longer plays a major role in Bloomington's economy as major industrial employers have closed or relocated. In recent decades, three of the four railroad tracks laid through Bloomington in the nineteenth-century have been incorporated into a larger recreational trail system. The tracks of the fourth—the former Chicago and Alton line—are now shared by Union Pacific and Amtrak. Although many factory buildings once clustered near the railroad tracks throughout the city have been razed, a number of important warehouse and factory buildings exist, as do freight station buildings that serviced two of its railroad lines. These remaining buildings are important and tangible links to the city's past as an important Midwestern center of industry.

This survey project was initiated by the City of Bloomington in 2017 with the goal of evaluating its historic industrial building stock for preservation planning purposes. Specifically, the intention was to identify the potential of commercial and industrial properties' future local and/or federal landmark designation status. Additionally, it was thought that the historic contexts and salient themes identified through the survey process could assist the city in rebranding and revitalizing these areas. Common architectural characteristics could be used in the future to develop appropriate guidelines for new development. Previous reports, such as the White Place Historic District Survey conducted in 1987 and the 2004 City of Bloomington's Historic Preservation Plan, identified the city's lack of industrial building documentation as a "data gap."

This report provides documentation on 76 industrial buildings strung out along the city's historic railroad lines. Their scattered locations suggest that a National Register Multiple Property Submission may be the most appropriate way to landmark the city's industrial resources. However, three small clusters of commercial-industrial buildings were identified as potential landmark districts. They include:

1) the Warehouse District (six buildings),
2) the Bell-Hannah District (three buildings), and
3) the 1000 Block of West Washington Street (six buildings)

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In addition, thirteen buildings were identified as potentially eligible for individual landmark status. A more detailed discussed regarding landmark designation can be found in **Section 5: Recommendations**.

The City of Bloomington has undertaken previous surveys that focused either on the downtown district or on residential districts such as Dimmitt's Grove. The following six landmark districts were surveyed as part of the designation process:

- David-Jefferson Historic District
- Downtown Bloomington Historic District
- East Grove Street Historic District
- Franklin Square Historic District
- North Roosevelt Avenue District
- White Places Historic District

The Illinois Central maintained the same name throughout its history. However, the other railroad lines that traversed Bloomington have had different names over the past 150 years. This report utilizes the names by which the lines are probably best known today: Chicago and Alton, New York Central, and Nickel Plate. Here are other names by which these lines were known in the past:

- Chicago and Alton (later known as the Gulf,, Mobile & Ohio; today its tracks are shared by the Union Pacific and Amtrak)
- New York Central (former names: Indianapolis, Bloomington & Western; Peoria and Easter; Cleveland, Cincinnati, Chicago & St. Louis/Big Four)
- Nickel Plate (former names; Lafayette, Bloomington & Mississippi; Lake Erie & Western)

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SECTION 2: SURVEY METHODOLOGY

A. Selection of Resources

City staff initiated the survey project by using the 1941 Zoning Map to identify four commercial and industrial zones located along the Chicago and Alton Railroad, the parallel lines of the former Nickel Plate and New York Central Railroads, and the Illinois Central Railroad. Each identified zone aligns with a target area in the City of Bloomington's Comprehensive Plan that was adopted in 2015. The initial list was comprised of about 90 properties. This list was reduced to the current 76 properties during the photo documentation phase of the survey, during which time it was determined that some buildings had been razed, were non-industrial, or could not be located.

B. Methodology of Research

Photos were taken of each building and inserted into the appropriate survey form. The research phase of this project was undertaken at the McLean County Museum of History and focused on identifying information on individual buildings as well as contextual information related to industrial development and the railroads.

Sanborn Fire Insurance Maps were reviewed for the years 1886, 1896, 1907 and 1950. Reverse listings in City of Bloomington directories were reviewed for the years 1911, 1932, 1951, 1970. These sources provided valuable information pertaining to circa building construction dates and uses. Vertical files on major industrial employers, such as Eureka Williams and Meadows Manufacturing Company, were reviewed, as were those related to topics that included the railroads and the Warehouse District. *The Pantagraph* was another important source of information on individual buildings. The museum's digital archive of historic photographs was also searched for photos of buildings on the survey list.

Contextual research included a review of various county histories from the nineteenth and twentieth centuries as well as planning reports produced by Harland Bartholomew and Associates for the City of Bloomington during the 1950s and 1960s. Dr. Alan Lessoff, Professor of History at Illinois State University, was interviewed regarding his research on Bloomington industrial development. Bill Kemp, Director of McLean County Museum of History was extremely helpful in providing information and resources during the research process.

C. Data Gaps

The Sanborn Map of Bloomington produced during the 1920s was not reviewed, as neither the museum nor the library have a copy in their archives. This may be on file at The Ames Library of Illinois Wesleyan University and would provide additional information pertaining to construction dates. Greg Koos, the former Director of the McLean County Museum of History, and local historian Mike Matejka were not interviewed but both individuals could shed further

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light on individual building histories as well. The museum has an extensive historic digital collection of historic photographs, which was perused. However, additional searching could reveal historic photos showing the original appearance of various buildings on the list. The Ames Library at Illinois Wesleyan University could have additional historic resources relevant to Bloomington's industrial past.

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SECTION 3: HISTORICAL CONTEXT ESSAYS

A. Overview History of Bloomington

Bloomington's origins date to the early 1820s when a group of settlers were scattered throughout an area called Blooming Grove, then part of Tazewell County. By decade's end they called for the establishment of a new county, to avoid the 25-mile journey to "Mackinaw Town," then the Tazewell County seat. The state legislature established McLean County in 1830 and Blooming Grove—which was renamed Bloomington—was selected as the county seat after pioneer James Allin donated a 22-acre parcel of his land for this purpose. This original twelve-block parcel was bounded by present-day Monroe, East, Roosevelt, and Front streets. A portion of this land was designated as the public square and by 1834 it featured the first McClean County Courthouse, a one-story frame building that was also used as a school. It was replaced two years later by a brick building that cost $8,500. The original town center was platted into lots and sold, as was additional acreage owned by Allin and others in the vicinity. Settlers were increasingly attracted to Bloomington which was incorporated as a village in 1839 and received a city charter in 1851. Illinois Wesleyan University was established in 1850 as Bloomington's first important private institution.[1]

Agriculture formed the basis of Bloomington's, and McLean County's, early economy. The area was graced by fertile soil that was adapted to the raising of large crops of various type of cereals, and corn quickly became the chief product. The only means of getting farm products to a larger market in landlocked Bloomington, however, was to haul them to Peoria where goods could be transported south to St. Louis on the Illinois River. The difficulties inherent in this process encouraged many farmers to dispose of their products locally, either by grinding their grain for family use or feeding it to stock. Bloomington's shift from a rural economy to an urban manufacturing center dates to the second half of the nineteenth-century following the arrival of the first railroads.[2]

The establishment of railroad service in Bloomington in 1853— the Illinois Central in May and the Chicago & Alton (later the Gulf, Mobile Ohio) in October—transformed the geography of Bloomington as industries gravitated to their north-south routes on the city's east and west sides, respectively, in the ensuing decades. Both lines offered regular freight and passenger service, facilitating the distribution of goods to larger markets and personal travel to far-off destinations. Shortly thereafter, Bloomington received two additional railroad lines: the Pekin and Bloomington (1870) and the Lafayette, Bloomington and Mississippi (1872). These two lines later became known as the New York Central and Nickel Plate lines, respectively. They ran on parallel tracks that traversed the district south of downtown. For years, these two railroads were keen competitors in east-west traffic, especially freight.[3]

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[1] Land & Land, *Historical and Descriptive Review of the Industries of Bloomington* (Bloomington's Land & Land, 1881) 3-5.

[2] Jacob L. Hasbrouck, *History of McLean County, Illinois* (Topeka: Historical Publishing Co., 1924) 215.

[3] E.E. Pierson, "Many Roads Enter County," *The Pantagraph*, August 26, 1930. The Pekin and Bloomington Railroad later became the Indianapolis, Bloomington & Western; the Cleveland, Cincinnati, Chicago

The railroads sparked dramatic population growth in Bloomington in the two decades that followed their arrival. The city's population quadrupled between 1850 and 1860, rising from 1,611 to nearly 8,000.[4] The population doubled in the following decade, rising to 14,590 by 1870. Population continued to steadily increase in the latter decades of the nineteenth-century, growing to 20,484 by 1890. One writer marveled at the railroad's impact on the community's development: "With the opening of railroads to the city began the wonderful growth which has characterized it since, and without them Bloomington, today, notwithstanding all its natural facilities, would be but a hamlet on the prairies, instead of the fourth city in population and wealth in the State."[5]

Another resident noted the immediate impact of the railroads:

> It was at this time our city began to make giant strides; houses and stores were rapidly built; new streets opened; additions laid out; money became plenty, and prosperity reigned on every side; the growth of the county kept pace with the town, and fortunes were made in a year or two, but the sudden rise in the value of real estate.[6]

The Chicago & Alton Railroad Shops on Bloomington's west side was a major employer, as was the coal mining operations established nearby starting in the late 1860s. The surrounding neighborhoods developed with working class housing to accommodate the employees of these and other industrial concerns strung out along this rail line. A German neighborhood extended along Mason Street, and later in the nineteenth-century, the "Forty Acres" Irish neighborhood occupied the area west of the Alton shops. Modest commercial strips were located near the Alton rail line on streets where industrial concerns were concentrated, such as Chestnut Street near the Alton shops. A one-block strip of commercial buildings was situated on the 1000 block of West Washington, adjacent to the Chicago & Alton passenger and freight stations.

The east side of town, situated east of Main Street, featured attractive, architect-designed houses where upper income residents resided. Today these neighborhoods include several locally and nationally designated historic districts, including the Franklin Square District, East Grove Street Historic District, Whites Place Historic District, and David Jefferson Historic District. The Illinois Central's north-south industrial corridor near the eastern edge of Bloomington featured lumberyards and various factories, many of which were clustered near its Grove Street passenger and freight stations.

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and St. Louis or the "Big Four"; and finally, the New York Central. The Lafayette, Bloomington and Mississippi Railroad was later known as the Lafayette, Bloomington and Muncie; Lake Erie & Western; and finally, Nickel Plate.

[4] J.H. Burnham, *History of Bloomington and Normal in McLean County, Illinois* (Bloomington, Ill.: J.H. Burnham, Publisher, 1879) 88.

[5] "Our Outlets: Bloomington's means of Communication with the World at Large," *Daily Leader* (July 4, 1881).

[6] Burnham, 1879: 87.

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At the turn of the twentieth century, Bloomington was a prosperous city of more than 23,000 and its thriving business district served as the primary trading center of the surrounding region.[7] The focal point of downtown was a magnificent stone courthouse that had been built in 1863 at a cost of $420,000.[8] In 1900 a great fire destroyed most of the business district at a loss of nearly $2 million. Rebuilding was rapid and in 1901 the cornerstone of the present county courthouse was laid. In early 1900s the existing street railways were electrified and in 1906 Bloomington became one of six Central Illinois cities connected by the interurban Illinois Traction System (ITS), which operated until the mid-1950s. A new power company, formed shortly after the 1900 fire, built a coal-fired generator on South Roosevelt Street, and after consolidation with the street railway company in 1906, supplied lights for the city and power for the streetcars, and piped the steam produced underground to heat most downtown buildings.

The 1920s saw the establishment of the State Farm Insurance Companies, which presaged the later shift of Bloomington's economy from blue to white collar. The company's sprawling eight-story headquarters building in the heart of downtown Bloomington was completed in 1929 and received four additional stories in 1934. A north addition that totaled thirteen stories was completed by 1945.

Bloomington enacted its first zoning ordinance in 1941, which divided the city into three districts: a residential district, a commercial district, and an industrial district. It was replaced in 1956 by a new zoning ordinance that featured a greater number and variety of districts, including those associated with industry, which represented light to heavy manufacturing uses. The updated ordinance was developed as part of the city's comprehensive planning program, undertaken to address new development patterns following World War Two. This period was characterized by the increasing dispersal of residential, commercial and industrial growth from the established core of the city to peripheral areas, especially to the northeast, near the interchange of Highways 9 and 66 (Veterans Parkway), where a regional mall was built. A new industrial area was established in this area during the 1950s with a new General Electric plant as its anchor. Business decentralized as well, as shown by State Farm's construction of a new corporate headquarters building on Veterans Highway in 1974.

Annexation of new suburban style neighborhoods on the urban periphery caused the Bloomington's population to nearly double in the last 50 years. The incorporated city limits grew by nearly 2.5 times, from slightly over 10 square miles in 1970 to 27 square miles in 2010. New residential areas were located to the east and south of Route 66 (Veterans Parkway).[9] The past half century has also seen the incorporation of three of the city's four rail lines into a larger recreational trail system following their abandonment. The tracks of the fourth—the former Chicago & Alton line—are now shared by Union Pacific and Amtrak. The 2009 closure of the General Electric Plant—once a major employer—signified the city's longstanding transformation from an industrial economy to a service sector economy. Today, the top 20 major

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7 Hasbrouck: 391.

8 Land and Land; 6.

9 McLean County Regional Planning Commission. *City of Bloomington Comprehensive Plan 2035*. Adopted August 24, 2015.

employers in the Bloomington metropolitan region include finance, business and professional service, education, health, government, and leisure and hospitality.[10]

B. Nineteenth-Century Industrial Development and Land Use

Bloomington's early industrial development was sparked by the railroads and from the start featured a diversified array of manufacturing and wholesale concerns. Fledging industrial corridors emerged on the east and west sides of the city near the Illinois Central and Chicago & Alton lines, respectively. These districts—located at what was then the peripheries of the city—typically attracted heavy industry that required expansive acreage such as railroad shops, coal mines, lumber yards, brick and tile works, a stove factory and a pork packing company. A third industrial/wholesale district emerged just south of downtown along the parallel tracks of what became known as the New York Central and Nickel Plate lines. This central district initially featured many types of manufacturing facilities, from light to heavy industries, as well as wholesale warehouse buildings. In 1881, the city's industrial leaders established the Bloomington Manufacturing Association, which aimed to promote the city as a manufacturing center.[11]

The Chicago and Alton Railroad shops on the city's northwest side served as the cornerstone of Bloomington's economy for over seventy years following its establishment in 1853. Several leading citizens—including James Allin, Jesse W. Fell, General A. Gridley, David Davis and others—convinced the railroad to locate its shops in Bloomington through the donation of a six-acre tract, which they hoped would grow into a large establishment. The original parcel quickly expanded to over four times that size and by 1857 the facility employed 180 skilled and semi-skilled men, ranging from carpenters to boilermakers and machinists.[12] The Bloomington shops produced the first sleeping car, built by Leonard Seibert and assistants from the plans of the George Pullman. That pioneer car, which revolutionized railroading, was produced in 1858 and its first trip between Chicago and St. Louis attracted of worldwide attention. The first dining car was turned out of Bloomington shops in 1868 and carried the name of "Delmonico" after the famous New York chef.[13]

When the original wood buildings of the Chicago & Alton Shops burned in 1867, citizens voted $55,000 in bonds to help fund the acquisition of additional land for enlargement of the plant to ensure that the jobs remained in Bloomington. The newly expanded plant totaled 40 acres and featured more substantial buildings in brick and Joliet limestone.[14] The freight station built by the railroad in 1884 of Joliet limestone survives at 801 W. Chestnut Street, a location to which it was moved in 1926. **(See Resource No. 12.)** Miles of track were devoted to the maintenance of locomotives at the Chicago and Alton shops, as well as to the upkeep and manufacture of rolling stock. In addition to the locomotive repair shop, the sprawling site included a roundhouse,

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10 Ibid.
11 Land and Land: 7.
12 J.H. Burnham, 1879: 38.
13 Pierson.
14 Hasbrouck: 234.

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foundry, paint shop, wheel and axle shop, powerhouse, offices, and rail yards. The Chicago and Alton operated both passenger and freight trains, and moving several thousand cars through the yards on any given day, also required the work of engineers, firemen, brakemen, switchmen, section gangs and others. One contemporary writer noted its diversified operations:

> The establishment is full and complete—will turn out everything needed, from a locomotive of the heaviest class to a finely-finished and elegantly-upholstered sleeping-car, while anything in use by the company, be it a pump, an engine, a car or a wind-mill, can be repaired by the ingenious workmen with the fine machinery of the different departments.[15]

The year 1867 also marked the discovery of coal on Bloomington's west side, near the Chicago and Alton Railroad rail corridor. The McClean County Coal Company—located north of Washington Street and just west of the C&A tracks—became another major northwest side employer in the nineteenth century, employing 250 men in the early 1880s and producing 60,000 tons per year. The mine was the setting for periodic struggles between capital and labor common to the nineteenth century. Mclean County Coal Company miners joined the United Mine Workers (UMW) of America in the national strike of 1894 that targeted industrial monopolies and especially the railroads.

Near the McClean County Coal Company was the Hungarian Roller Mill complex with a factory and warehouses that had a capacity of producing 400 barrels of flour per day. It was just north of the commercial strip on the 1000 block of W. Washington Street that featured the Armour & Company refrigerated warehouse and several storefront buildings that served nearby workers. A few of these buildings are extant. **(See Resources 70-74.)** Other west side industries established in the nineteenth-century included the Lancaster Caramel Company, which established a large complex at Grove and Lumber Streets that was owned by future candy titan Milton Hershey. The Bloomington Canning Company was located at the northeast corner of East and Division streets. The Bloomington Stove Company was situated between the C&A tracks and Mason Street.

Industrial facilities also flanked the Illinois Central line on the east side of the city, the tracks of which paralleled, and were situated in-between, McClun and Robinson Streets. Early industrial development along this line was concentrated near Grove Street, where the railroad's passenger and freight stations were located (both razed). The Soper Foundry was situated on the east side of the tracks just south of Washington Street. This was one of three foundry and machine shops that employed 75 men in the nineteenth-century. The 1896 Sanborn Map shows that both sides of the tracks near Grove Street also featured sprawling lumber yards, two ice houses, a machine shop and a creamery at that time. Further north along the Illinois Central Line were the F. Eckhardt Piano Company and the Co-operative Stove Company, located across the street from each other at 715 and 716 E. Empire Street, on the east side of the tracks. [16] **(See Resources 16 and 17.)**

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[15] Burnham, 1879: 83.

[16] Sanborn Map Company. Insurance Maps of Bloomington, Illinois (New York: Sanborn Map Company, 1896).

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Other Bloomington industries were more centrally south of the downtown and in the vicinity of the city's two parallel east-west rail lines that came to be known as the New York Central and Nickel Plate lines. The former had a passenger and freight depot on the east side of Center Street, between Mill and Jackson streets. The original freight depot was replaced ca. 1900 and is extant. **(See Resource No. 43.)** The businesses that would come to dominate this warehouse district, especially the distribution (or "jobbing") of farm equipment, were almost wholly dependent on rail transportation, and at one time more than a half-dozen short spurs reached into the district's alleyways, loading docks and sidings.

One of the early large warehouses in this district was built by the Johnson Transfer Company at 401 S. Center Street. This seven-story edifice shared party walls with a three-story warehouse that faced Madison Street. **(See Resource Nos. 8 and 32.)** Directly across Center Street were two large five- and seven-story warehouse buildings owned by the Harber Brothers Company, used for the wholesale and distribution of wagons, buggies, and threshing machines. Across the tracks from the Johnson Building was the Magirl and Deidrich Foundry at 409 S. Center Street, the present-day site of the John Deere Plow Company Building. The Haldeman Marble Works was at 301-303 S. Main Street. Also in this vicinity in the late 1890s was the Continental Packing Company, located between Wright and Gridley streets, just south of the east-west tracks. This large concern included a slaughter house, hog pens, and cold storage warehouses.[17]

Bloomington's wholesale trade in the nineteenth-century included five grocery houses; two wholesale shoe houses; two wholesale liquor houses; and two wholesale confectionary houses.[18] One contemporary writer described some of the city's other industrial concerns in 1890:

> In the city are some five other factories engaged in the manufacture of medicines; there are three woodworking establishments, employing 50 men each. Eighteen cigar factories employ 200 persons; one pork-packing company employs 40; two flour and two feed mills employ 150; one woolen mill employs 30; publishers and printers consist of five establishments and employ more than 200. Builders and contractors employ more than 200 men, while there are boiler works, furniture manufactories, marble works, pump manufacturers, gas works and a very large number of other establishments, which employ 600 more, and which produce a large variety of manufactured articles.[19]

Brick and tile making were allied industries that also flourished in Bloomington's early years. As of 1890, the city was home to nine brickyards that employed about 350 men and manufactured 20 million bricks annually, at least half of which were used to pave streets. [20] Bloomington-made bricks were also used in the construction of buildings and for railroad structures, such as bridges and culverts. One large brick and tile making establishment was the N.B. Heafer & Company Tile Works, which was located near Hannah and Croxton on the southeast section of the city. In addition to bricks, this company produced hundreds of thousands of feet of drain tile used by

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17 Sanborn Map, 1896.
18 Land and Land: 17.

19 Burnham, 1890: 34.
20 Ibid.

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farmers to drain their swampy fields in the 1880s and 1890s. Heafer bricks were used in many Mclean County buildings, including the courthouse. The company's founder, Napolean Heafer, retired in 1888 after his factory was destroyed by fire. [21] The 1896 Sanborn shows three other brick and tile companies, all located about two miles southeast of the courthouse: The J.A. Rankin Brick Yards, the Bloomington Brick & Tile Company, and the J.H. McGregor Brick Company.

C. Industrial Development 1900 to 1950

Bloomington's population increased from 23,286 to 28,725 between 1900 and 1920, a period in which the city's industrial base grew with both new and expanded facilities. The west side industrial district along the Chicago and Alton line (which became the Gulf, Mobile & Ohio during this period) expanded with heavy industries and other concerns that were newly established or relocated from the city center. A large concentration of facilities were clustered near W. Washington Street where the Alton line crossed those of what became known as the New York Central and Nickel Plate lines. Additional industrial concerns were strung out along the parallel tracks of the New York Central and Nickel Plate lines, and the wholesale district south of downtown continued to thrive. Additionally, a large new district was established southward on the Illinois Central line during the 1920s, at the intersection of Hannah and Bell streets.

The City of Bloomington led a fundraising drive in 1910 to raise $165,000 toward the cost of modernizing and enlarging the Chicago and Alton shops to ensure that this major employer would not relocate elsewhere. The entire community assisted in this effort over the course of the seventeen day subscription drive and reaching the goal was cause for great celebration. The railroad agreed to maintain their principal locomotive and car shops permanently in Bloomington and spent nearly one million dollars to rebuild its plant. The city closed streets required for the railroad's expansion and made other concessions to promote the welfare of the railroad shops, which that were considered to be for the common good. The expanded facility included a 44-stall roundhouse, new machine factory building, enlarged boiler shops, and enlarged freight shops.[22]

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[21] Laurie Peterson, "Napolean B. Heafer," 2008. Article on McLean County History Museum website: http://mchistory.org/research/resources/napoleon-b-heafer.php

[22] Hasbrouck: 235.

This aerial, looking north-northeast, shows the sprawling Chicago & Alton Railroad Shops on Bloomington's west side as it appeared in 1931. The 44-stall roundhouse and massive locomotive shop to its immediate northeast were among the buildings erected in the 1911-1914 expansion project. Courtesy McLean County Museum of History.

The early twentieth-century saw the establishment of the Paul F. Beich Candy Company in the Lancaster Candy Company factory near Front and Lumber streets, which received an addition in the 1920s. The candy-making plant became one of Bloomington's best-known industries during this period and employed hundreds of workers, many of them young women. The company went on to produce such timeless confections as Laffy Taffy and Golden Clusters. Their products were shipped across the country and overseas. The MaGirl Foundry and Furnace Works, a company established in the nineteenth century by Patrick H. MaGirl, relocated from the warehouse district to the 400 block of East Oakland Avenue in the early 1900s.[23] **(See Resource No. 50.)**

Another large west side enterprise established in the early twentieth-century was the Funk Brothers Seed Company, which sought to produce higher yield corn varieties and a way to prevent diseases from attacking corn crops. Around 1915, Funk Bros. developed a hybrid corn, Funk's Tribred. In the late 1930s the company also developed another hybrid variety, the Funk's G-Series Hybrid. The McClean County Coal Mine—which accounted for 69 percent of all coal hauled out of McClean County in 1904, decreased its output and employees dramatically by the 1920s and halted production by decade's end. The shafts were sealed and the buildings dismantled over time.[24]

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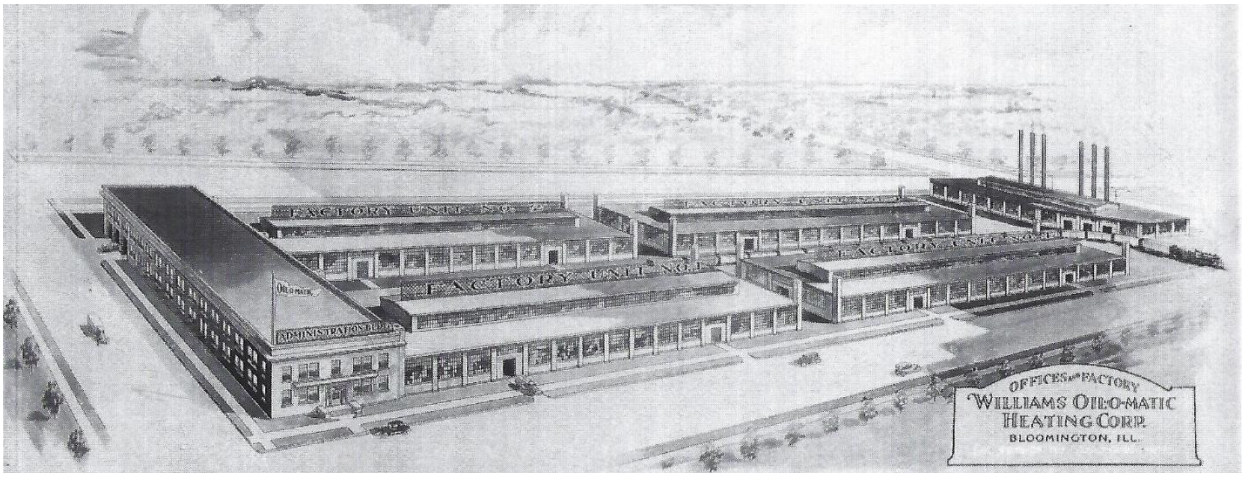
23 Hasbrouck: 241.

24 Joseph Corcoran, "McClean County Coal Company," historical sketch written in Fall 2005 and accessed from the McClean County History Museum's website: http://mchistory.org/old/find/mcleancountycoalcompany.html

Lumber yards continued to flank the Illinois Central line near Grove Street, which remained the site of the railroad's passenger and freight stations. At the northwest corner of Grove and McClun streets was the Portable Elevator Company which made grain elevators and did a nationwide business. The American Foundry Company was located in the former Soper Foundry nearby. Northward along the Illinois Central at its intersection with Empire Street was the Hayes-Hamilton Stove Company (formerly the Co-operative Stove Company) and the Davis Ewing Concrete Yard. The Dodge-Dickinson Company, makers of sofas, davenports, and mattresses, occupied the former F. Eckhart Piano Factory at 715 E. Empire and built a large addition around 1910. **(See Resources 16 and 17.)**

Two large employers moved to the southeast side of the city near the Illinois Central tracks during the 1910s/1920s: the Williams Oil-O-Matic Heating Company and the Meadows Manufacturing Company. The two sprawling facilities were located across Hannah Street from each other, at its intersection with Bell Street. The Williams Company, later the Eureka Williams Company, manufactured the Oil-O-Matic (an oil-based heater for homes) and vacuum cleaners, respectively. The Meadows complex produced wringer washing machines that were distributed nationwide during the early twentieth-century. In 1938, the Coca Cola Company relocated its bottling plant from 301 Douglas Street to the Hannah/Bell intersection. The new plant, designed in the Art Moderne style, could turn out 110 bottles of the beverage a minute. Large display windows on Hannah Street allowed public viewing of the plant operation. **(See Resource Nos. 1-3.)**



Promotional drawing of the Williams Oil-O-Matic Heating Company complex at the Hannah/Bell intersection, ca. 1920s. Courtesy McLean County Museum of History.

The warehouse district received a massive new edifice when the John Deere Plow Company built a four-story, 100,000-square-foot distribution center at 409 S. Center Street, which stretched westward to Madison Street. **(See Resource No. 9.)** One local booster in 1916 described the factors that placed Bloomington "in the front ranks as a manufacturing city":

> It has upwards of one hundred industries, with an annual pay roll of $4,000,000, among which are included car shops, coal mine, candy factory, brass foundry, canning works, brewery, stove works, brick works, creamery, flour mills, tile works, heavy forgings,

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> wood working, furnace works, automatic vacuum cleaners, awnings, carpets, stove fixtures, carriages, ice, blank books, mattresses, coffee and extracts, wagons, patent medicines, plating works, corrugated culverts, machinery, tanks, overalls, shifts, brooms, wood novelties, quilts, soap, stationery, stock food, dips, portable elevators, iron columns, trunks, sash doors and blinds, harness, monuments, furs, sporting goods, candy boxes, furniture, building tile, farm and garden seeds, packing houses, etc., etc.
>
> Its factories ship to Russia, Germany, England, France, Manchuria, Japan, Alaska, and practically all of the South American countries. In fact, Bloomington is known to practically every civilized nation on the globe.
>
> Located as it is, in the heart of one of the most prosperous localities in the world, with railroad and interurban facilities second to none, it is but natural that Bloomington should take front rank as a jobbing center. Like its manufacturing industries, its jobbing lines are of a varied class and cover a large field.
>
> Among the various lines represented are groceries (4), produce (4), fruit (2), millinery (2), agricultural implements (2), cigars (30), flour (2), hardware, machinery, harness, dry goods, heavy hardware, machinist's supplies, threshing machines, vehicles, wagons, coal, coffee, extracts, and dental supplies.
>
> Bloomington distributes more automobiles than any city in Illinois except Chicago. In addition to this, is has the largest nursery interests of any town in the west, having over 1,000 acres given over to this industry.[25]

D. Post-1950 Industrial Development and Land Use

The period that followed World War II was characterized by the ongoing dispersal of industry to the northeast and southwest peripheries of Bloomington. Such areas were characterized by undeveloped tracts that allowed for the construction of sprawling one-story plants that accommodated modern assembly-line methods. New commercial areas on the outskirts were found either along U.S. Highway 66 or along Empire Avenue between Towanda and Highway 66. The city envisioned considerable industrial growth in these areas, which could accommodate large new facilities, rather than in the built-up industrial districts near the railroads that offered insufficient space for expansion.

As part of the city's postwar comprehensive planning efforts, the St. Louis firm of Harland Bartholomew and Associates was hired to produce various reports during the 1950s and 1960s. A preliminary report from 1954 indicated that the city still retained major industries at that point and that manufacturing comprised 17 percent of total employment. Many of the goods produced differed from those of previous decades:

> Major industries include oil burners, vacuum cleaners, disposal units, television sets, radios, washing machines, electric stoves, munitions of war, livestock feeds, hybrid seeds, soybeans, soybean oil and meal, railroad cars, candy, cotton pump, asbestos

[25] Bloomington Association of Commerce. *Illustrated Bloomington* (Bloomington: Illustrated Publishing Co., 1916).

> products, salad dressings, soft drink dispensers, farm grain elevators, machined parts, aluminum castings, packing boxes, daily products, mechanical pencils and novelties, men's and boy's clothing, canned tomatoes and tomato juice, textbooks.
>
> While individual industries have come and gone, the industrial development, as a whole, has progressively increased. Many of the local industries have a long history. Of the 35 existing industries 13 are listed in the 1922 city directory and are more than three decades old.[26]

At the time that this report was produced, General Electric was building a new plant on the northeast side of the city, an area that was experiencing rapid growth. The Bartholomew firm noted that, "The location of the new General Electric plant in Bloomington is an example of the continuing trend in decentralization of the nation's industry. The GE plant alone is expected to increase industrial employment in the city by about 25 percent."[27]

Such efficient new plants were preferable to the old style multi-story story loft buildings that were increasingly abandoned in the city center. For example, the Paul F. Beich Candy Company left its historic factory for a new low-rise facility built on the city's southwest side. Industrial dispersal was also spurred by the proliferation of the motor truck, which unlike railroads, had no stationary routes and could deliver merchandise from door-to-door without reloading and re-handling the shipment. Planner Harland Bartholomew highlighted the problems with the city's older industrial districts:

> These industrial areas are surrounded by intensive residential and commercial occupancy; there is very little room for industrial expansion within the developed portions of the community and major industrial expansion will have to be located in outlying areas. There are also many instances of small, scattered industrial development within the residential areas.[28]

A significant percentage of Bloomington's employment was in "finance-insurance-real estate" by the 1950s, rather than in manufacturing, reflecting its transformation to a service-based economy. Bloomington had become an important insurance center and featured the national headquarters or home offices of eight insurance at that time. One of these, The State Farm Automobile Insurance Company, was the largest automobile insurance company in the world.

Bloomington's principal industries in the mid-1960s were:

- Eureka Williams Division (vacuum cleaners, oil burners, dyna motors, generators)
- General Electric Company (magnetic starts, push buttons, electric controls)
- Admiral Sales Corporation (service replacement parts)
- American Foundry & Furnace Company (Junaire furnaces/air conditioning equipment)

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26 Harland Bartholomew and Associates, *Preliminary Report Upon Growth of the Community: Bloomington, Illinois* (July 1954) 7, 13.

27 Ibid, 8.

28 Harland Bartholomew and Associates. *1955 Comprehensive Plan: Bloomington, Illinois*. 1955.

- Funk Bros. Seed Co. (processors of agricultural commodities)
- Paul F. Beich Co. (Candies – Whiz, Pecan-Pete, Golden Crumbles, Katy-dids)
- Ralston Purina Co. (soy bean oil and meal, Purina chow)
- Unarco Industries Inc. (industrial packings, insulation products, steel sinks)[29]

Today, manufacturing no longer plays a major role in Bloomington's economy. The General Electric Plant closed in 2010 and other major industrial employers have closed or relocated. The grain silos of the Funk Brothers Seed Company are now home to Upper Limits, the popular climbing gym. Bloomington's most recent comprehensive plan, adopted in 2015, shows that the majority of area residents are employed in the professional and business services sectors that include finance, business and professional service, education, health, government, and leisure and hospitality.[30]

Since the 1990s, three of the four railroad lines laid through Bloomington have been incorporated into a larger recreational trail system. The tracks of the fourth—the former Chicago and Alton line—are now shared by Union Pacific and Amtrak. All of the passenger stations that once served these lines have been razed and only two railroad freight stations remain. One of those is a massive limestone edifice that may be the only extant nineteenth-century building from the Chicago and Alton shops, which were razed decades ago. The abandoned west side factory of the Paul Beich Candy Company was destroyed in a 2005 fire, shortly before a planned demolition. Many other factory buildings clustered near the railroad tracks throughout the city have been razed, as have a number of buildings in the warehouse district, although some noteworthy examples are extant. As many of Bloomington's historic industrial buildings no longer exist, the factories/warehouses that remain stand as important and tangible links to the city's past as an important Midwestern center of industry.

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29 New York Central System marketing brochure for Bloomington, 1965.

30 McLean County Regional Planning Commission, *City of Bloomington Comprehensive Plan 2035* (Adopted August 24, 2015).

The once sprawling complex of the Chicago & Alton shops has long since been demolished and much of its land stands vacant. However, footprints of its former roundhouse and massive locomotive shop to its immediate northeast are still visible today in a "Google Earth" view.

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SECTION 4: LANDMARK CRITERIA

A National Register Criteria

To be eligible for listing on the National Register of Historic Places, properties must be significant in American history at the local, state, or national level. The National Register of Historic Places includes districts, sites, buildings, and objects that meet one or more of the following criteria:

Criterion A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: Properties that are associated with the lives of persons significant in our past.

Criterion C: Properties that embody the distinctive characteristics of a type, period or method of construction or that represent the work of a master, or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Properties that have yielded, or may be likely to yield information important in history or prehistory.

B. City of Bloomington Landmark Criteria

To be eligible for listing as a City of Bloomington landmark, properties must be eligible under at least one of the following criteria:

1. Its character, interest, or value as part of the development, heritage, or cultural characteristics of the City, County of McLean, State of Illinois or the United States of America (the Nation);

2. Its location as a site of a significant local, county, state, or national event;

3. Its identification with a person or persons who significantly contributed to the development of the City, County of McLean, State of Illinois, or the Nation;

4. Its embodiment of distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials;

5. Its identification as the work of a master builder, designer, architect, or landscape architect whose individual work has influenced the development of the City, County of McLean, State of Illinois or the Nation;

6. Its embodiment of elements of design, detailing, materials, or craftsmanship that render it architecturally significant;

7. Its embodiment of design elements that make it structurally or architecturally innovative;

8. Its unique location or singular physical characteristics that make it an established or familiar visual feature;

9. Its character as a particularly fine or unique example of a utilitarian structure, including, but not limited to farmhouses, gas stations, or other commercial structures, with a high level of integrity or architectural significance; and/or

10. Its suitability for preservation or restoration.

SECTION 5: RECOMMENDATIONS

A. Multiple Property Submission

Bloomington's extant industrial buildings are strung out along three main corridors:

1) The former Illinois Central line on the east side (now Constitution Trail), between Empire and Croxton Streets,
2) The former Chicago & Alton line (now Union Pacific/Amtrak) on the west side, between Washington and Empire Streets, and
3) The east-west tracks that run through the warehouse district south of downtown (now Constitution Trail).

There are few locations in the city where industrial buildings are clustered in a contiguous group. Their scattered locations suggest that a National Register Multiple Property Submission may be the most appropriate way to landmark the city's industrial resources. The National Register of Historic Places Multiple Property Documentation Form nominates groups of related significant properties. On it, the themes, trends, and patterns of history shared by the properties are organized into **historic contexts** and the **property types** that represent those historic contexts are defined.

The Multiple Property Documentation Form is a cover document and not a nomination in its own right, but serves as a basis for evaluating the National Register eligibility of related properties. It may be used to nominate and register thematically-related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. The nomination of each building, site, district, structure, or object within a thematic group is made on the National Register Registration Form. The name of the thematic group, denoting the historical framework of nominated properties, is the **multiple property listing**. When nominated and listed in the National Register of Historic Places, the Multiple Property Documentation Form, together with individual Registration Forms, constitute a **multiple property submission.**

The buildings evaluated for this survey included a number of automotive garage buildings that do not directly relate to Bloomington's industrial history. Additionally, it was observed that many neighborhood streetscapes feature various types of historic automotive-related concerns, such as filling stations, auto showrooms and garages, such as the Clay Dooley Building shown below. As Bloomington's present-day geography was influenced by both the railroad and the automobile, it is suggested that the multiple property submission focus on two associated historic contexts:

- The Railroad and Industrial Era in Bloomington, 1853-1940
- The Early Automotive Era in Bloomington, 1910-1950

Associated property types could include: railroad freight buildings; factory buildings; warehouse buildings; garages; filling stations; service stations; auto showrooms and dealerships; historic parking garages; and commercial shop buildings.

Images of Clay Dooley automotive shop at 307 E. Grove Street

B. Potential Landmark Districts

Three small clusters of commercial-industrial buildings, described below, were identified as potential landmark districts under National Register Criterion A for Commerce/Industry or under City of Bloomington Criteria 1 (industrial heritage).

Warehouse District

This group of buildings is virtually all that remain of the once-bustling warehouse district on the south edge of downtown that was established following the arrival of two parallel east-west rail lines, which by the early 1870s were carrying freight and passengers into the area. The businesses that characterized the warehouse district, especially the distribution of farm equipment, were almost entirely dependent on rail transportation, and at one time more than a half-dozen short spurs reached into the district's alleyways, loading docks and sidings.

- Johnson Transfer & Fuel Company Storage Building at 401 S. Center (Resource No. 8)
- John Deere Plow Company Warehouse Building at 409 S. Center (Resource No. 9)
- 312 S. Madison Warehouse Building (Resource No. 32)
- 400 S. Madison Street Warehouse Building
- New York Central Railroad Freight Depot Building at 109 W. Mill St.
- Former Powerhouse at 402 S. Roosevelt (Resource No. 63)

Bell-Hannah District

This three-building cluster feature two major early twentieth-century industrial complexes that produced wringer washing machines (Meadows) and heating apparatus/vacuum cleaners (Eureka Williams) while and a soda pop bottling plant.

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- Meadows Manufacturing Plant at 1101 Bell Street (Resource No. 1)
- Former Coca Cool Bottling Plant at 1106 Bell Street (Resource No. 2)
- Eureka Williams Company Building at 1201 Bell Street (Resource No. 3)

1000 Block of West Washington Street

A one-block commercial strip historically existed on the south side of the 1000 block of W. Washington Street, which is adjacent to the Chicago & Alton line and serviced both patrons of its passenger station and the workers of nearby industries. Across the street were buildings associated with the Armour Packing Company. Four of these commercial buildings are extant, as is an Armour Company building and an automotive building, all of which would be considered "contributing" to the district. The 1003-05 W. Washington Street Building would be considered "non-contributing" due to drastic alterations.

- 1001 W. Washington
- 1008-10 W. Washington
- 1013 W. Washington
- 1014 W. Washington
- 1018 W. Washington
- 1020 W. Washington

Although a few additional commercial shop buildings exist on the three blocks to the east, they have either been heavily altered or are not contiguous to this block and thus would not be contributing resources within this district.

C. Potential National Register and City of Bloomington Individual Landmarks

The thirteen buildings listed below are potentially eligible for individual landmark listing on the National Register under Criterion A for Industry (factory buildings) or for Transportation (freight station buildings. They are also potentially eligible for City of Bloomington landmark listing under Criteria 1(industrial heritage) and 9 (established visual feature). Together, they are representative of the types of concerns prevalent in Bloomington during its heyday as an urban manufacturing center. Historical information for each building is included on its survey form.

- Meadows Manufacturing Plant at 1101 Bell Street (Resource No. 1)
- Former Coca Cool Bottling Plant at 1106 Bell Street (Resource No. 2)
- Eureka Williams Company Building at 1201 Bell Street (Resource No. 3)
- Johnson Transfer & Fuel Company Warehouse at 401 S. Center (Resource No. 8)
- John Deere Plow Company Warehouse at 409 S. Center (Resource No. 9)
- Chicago and Alton Freight Depot at 801 W. Chestnut St. (Resource No. 11)
- F. Eckhardt Piano Company Building at 715 E. Empire St. (Resource No. 16)
- The 1101 W. Market Street Building (Resource No. 38)
- New York Central Freight Depot at 109 W. Mill Street (Resource No. 43)
- Mcgirl Foundry and Furnace Company at 401-413 E. Oakland (Resource No. 50)
- Powerhouse Building at 402 S. Roosevelt Street (Resource No. 63)

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- Armour & Company Meatpacking Wholesale Warehouse at 1013 W. Washington Street (Resource No. 71)
- Funk Brothers Seed Company offices at 1300 W. Washington Street (Resource 80)

SECTION 6: TABULATION OF RESULTS

Note: The C/NC column refers to whether the building would be a "contributing" or "non-contributing" resource in a potential National Register of Historic Places multiple property listing.

Resource No.	Address	Date/ Period	Individual Landmark potential	C/NC	Early Name/Use	Current Name/Use
1	1101 Bell	1920	Yes: NR and local	C	Meadows Mfg.Co. Bldg/wringer washing machine production	Vacant
2	1106 Bell	1938	Yes: NR and local	C	Coca Cola Bottling Co.	The Yoga Studio/Julie Meulemans Gallery
3	1201 Bell	1920-1939	Yes: NR and local	C	Williams Oil-O-Matic Company	Vacant
4	804 Bunn	1920-1939	No	C	unknown	Johnstone Supply
5	1212 Bunn	Post-1950	No	NC	Unknown	vacant
6	305 S. Center	1940-1960	No	C	Unknown	Bumper to Bumper office
7	312 S. Center	1900-1919	No	NC	Central Illinois Tractor Company	Vacant
8	401 S. Center	1891	Yes: NR and local	C	Johnson Transfer & Fuel Co. (storage)	Alley Kats Antiques
9	409 S. Center	1912	Yes: NR and local	C	John Deere Plow Co. Warehouse; distribution center	vacant
10	502 S. Center	1900-1919	No	C	Unknown	unknown
11	503 S. Center	1940-1960	No	NC	Unknown	Rick's Garage
12	801 W. Chestnut	1888	Yes	C	Chicago & Alton Freight Depot	Darnall Printing
13	814 W. Chestnut	1940-1960	No	NC	Unknown	Freedom Oil auto service
14	903 Croxton	1940-1960	No	C	Unknown	Bloomington public schools facilities maintenance
15	1107 Croxton	1920-1939	No	C	Unknown	Unknown
16	715 E. Empire	ca. 1900	Yes	C	F. Eckhardt Piano Manufacturer	Mayol Plumbing, Heating & Air Conditioning Co.
17	716 E. Empire	1900-1920	No	C	Co-operative Stove Company Foundry	Various services
18	711 S. Evans	1920-1939	No	C	unknown	vacant
19	712 W. Front	ca. 1895	No	C	Store-sausage factory	residential

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20	802 W. Front	ca. 1895	No	NC	Store building	Tavern: Nooners Bar
21	921 W. Front	1940-1960		NC	Concrete products	Automotive repairs/vacant?
22	700 S. Gridley	1910-1930	No	C	Midwest Fuel & Supply Co.	Pipeworks plumbing & heating contractor
23	812 E. Grove	ca. 1900	No	NC	dwelling	Grove Street Bakery
24	817 E. Grove	c. 1900	No	C	Store building	Morris Granite Co.
25	820 E. Grove	1910-1929	No	NC	Unknown	residential
26	916 E. Grove	1940-1960	No	C	A.B. Hatcherty	A.B. Hatchery & Garden Center
27	917 E. Grove	1940-1960	No	C	Unknown commercial	office for Vcna Prairie Concrete Contractors
28	923 E. Grove	1920-1939	No	NC	Unknown	vacant
29	929 E. Grove	1920-1939	No	NC	Unknown	vacant
30	1010 Linden	ca. 1900	No	NC	dwelling	Candy making supplies
31	707 N. Lumber	1940-1960	No	NC	Unknown commercial	Lartz Heating and Air Conditioning office
32	312 S. Madison/	ca. 1896	No	C	Warehouse	vacant
33	313 S. Madison	1920-1939	No	C	Repair shops for interurban cars	Energistics Home Weather Protection Products
34	400 S. Madison	ca. 1896	No	C	Warehouse	Old Warehouse Antiques
35	321 S. Main	1926/ 1928	No	C	Unknown commercial	AAMCO Transmission & Auto Repair
36	917-919 W. Market	1900-1919	No	NC	Store and dwelling	Barber shop and dwelling
37	1100 W. Market	1940-1960	No	C	Offices	Offices
38	1101 W. Market	1884	Yes: NR and local	C	Tavern-residential	vacant
39	307 S. McClun	1920-1939	No	C	Unknown	vacant
40	311 S. McClun	1920-1939	No	C	Unknown	Praxair Welding Gas & Supply Store
41	410 S. McClun	1910-1929	No	NC	residential	residential
42	503 S. McClun	1920-1939	No	C	Unknown	Action Roofing company
43	109 W. Mill	ca. 1900	Yes: NR and local	C	CCC & St. Louis (NY Central) Railroad freight depot	Judson Electric company
44	302 W. Mill	1910 1929	No	NC	Bloomington Monument Company?	vacant
45	208 N. Morris	1940-1960	No	NC	Unknown	J&D Auto body service
46	300 N. Morris	1940-1960	No	NC	Unknown	office

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47	407 N. Morris	1920-1939	No	C	Garage	Morris Avenue Garage
48	903 Morrissey	1940-1960	No	NC	Unknown	Vacant/storage
49	303 E. Oakland	1920-1939	No	NC	Unknown	O'Connor Company Wholesale Distribution Plumbing HVAC?
50	401-413 E. Oakland	1900-1919	Yes: NR and local	C	MaGirl Foundry and furnace works	Vacant?
51	907 E. Oakland	1920-1939	No	C	Unknown	Unknown
52	915 E. Oakland	1940-1960	No	C	Unknown	G3 Machining Co.
53	917 E. Oakland	1920-1939	No	C	Unknown	vacant
54	1102 E. Oakland	1920-1939	No	NC	Unknown	vacant
55	1103 E. Oakland	1920-1939	No	NC	Residential?	Bamjac Computer sales
56	508 W. Olive	1900-1919	No	C	Unknown	Vacant
57	615 W. Olive	1920-1939	No	NC	Unknown	residential
58	617 W. Olive	1920-1939	No	NC	Unknown	residential
59	619 W. Olive	1920-1939	No	NC	unknown	residential
60	621 W. Olive	1920-1939	No	NC	unknown	Sign business
61	200 S. Robinson	Post-1960?	No	NC	Unknown	Canteen vending services office
62	310 S. Roosevelt	1920-1930	No	C	Unknown	vacant
63	402 S. Roosevelt	ca. 1910	Yes: NR and local	C	Powerhouse	Custom Touch Woodworking
64	720-724 W. Washington	ca. 1900	No	C	Commercial-residential	Restaurant/residential
65	801 W. Washington	ca. 1900	No	C	Store building	Store/residential
66	911 W. Washington	1940-1960	No	C	Automotive	R&R Certified Automotive
67	914 W. Washington	ca. 1900	No	NC	Store building	residential
68	1001 W. Washington	1930-1950	No	C	Auto repair	Vacant
69	1003-05 W. Washington	ca. 1896	No	NC	Wesleyan Chapel	Offices and artists spaces
70	1008-10 W. Washington	ca. 1900	No	C	Store building	Retail clothing store

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71	1013 W. Washington	ca. 1890	Yes: NR & Local	C	Armour & Company meatpacking warehouse	vacant
72	1014 W. Washington	ca. 1900	No	C	Store building	Vacant
73	1018 W. Washington	1928	No	C	Store building	Vacant storefront/residential second floor
74	1020 W. Washington	ca. 1900	No	C	Store building	Vacant storefront/residential second floor
75	1300 W. Washington	1930-1950	Yes: NR and local	C	Funk Company offices	Vacant
76	1304 W. Washington	1930-1950	No	C	Grain elevator	Vacant

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SECTION 7: MAPS

SECTION 8: BIBLIOGRAPHY

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SECTION 9: SURVEY DATA FORMS

RESOURCE NO. 1: 1101 Bell (at Hannah St.)

HISTORIC RAILROAD LINE:
Illinois Central

BUILDING USE/NAME
Original: Meadows Manufacturing Company
Current: vacant

P.I.N.: 2110105007

DATE OF CONSTRUCTION: 1920

SIGNIFICANCE RATING
Landmark district potential: Contributing Individual landmark potential: Yes (NR and local)

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Cladding: brick

Fenestration: double-hung aluminum

Entrances: Administration building has glass double-doors; entrances to factory buildings have been infilled

Roof type: flat (administrative building) and flat/monitor (factory buildings)

Significant features/decorative detailing: brick pilasters, concrete sills and beltcourses; front entrance of administration building has concrete surround and features the company's logo.

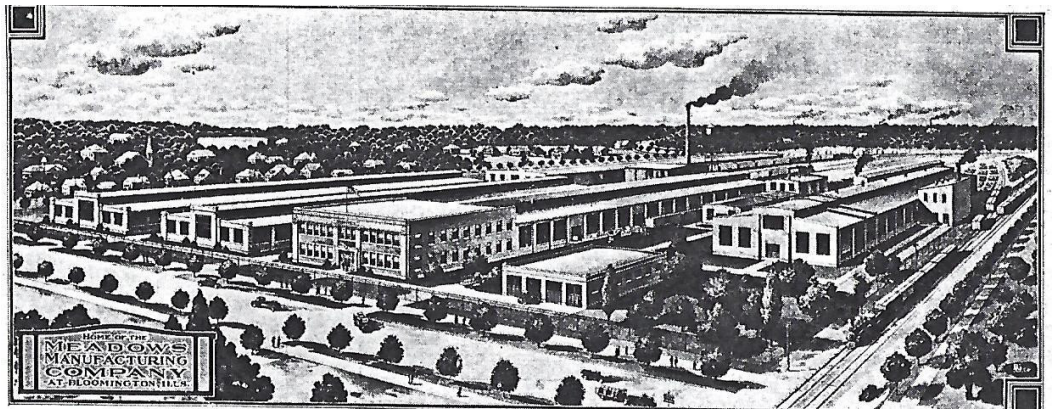
Alterations: Most window and door openings have been infilled with brick; original front entrance doors in administration building replaced with glass doors; aluminum windows are non-original.

HISTORICAL INFORMATION/NOTES: This visually harmonious complex includes an administration building, two factory buildings with monitor tops, and a building with a stepped parapet. Meadows produced wringer washing machines here that were distributed nationwide. During WWII, the plant operated 24/7 with a workforce of 500, producing major parts of a magazine for a rapid fire anti-aircraft gun. The plant returned to washing machine production in 1945, when it employed 175 persons with plans to double its workforce. In 1954, Meadows, then part of Thor Corp., began making electric stoves as well. The following year, Thor sold the Meadows plant to Bloomington-based vacuum maker Eureka Williams, located across Hannah Street.

1101 Bell Street: former Meadows Manufacturing Company complex
Additional images

1101 Bell Street: former Meadows Manufacturing Complex
Additional images

1953 Sanborn Fire Insurance Map showing former Meadows Complex, then owned by Eureka



Drawing from 1920 Meadows Mfg. Company brochure showing complex upon completion

Meadows
TRADE MARK REGISTERED

Meadows Power Washer

The Meadows Power Washers have the well known dolly type washing principle, and are made in three different styles to suit different size families.

The No. 1 Safety Stave Leg Washer is built to use where floor space is limited and where it is desired to move the machine about. The No. 4 Safety Platform Washer has room for three galvanized ular wash tubs. The No. 3 Meadows Double Tub Washer gives twice the capacity of the single tub machine.

Any Meadows Power Washer can be equipped with electric motor for any current, or with belt pulley to use with engine power. All models are equipped with swinging reversible wringers.

RESOURCE NO. 2: 1106 Bell (at Hannah St.)

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: Coca Cola Bottling Plant
Current: The Yoga Studio/Julie Meulemans Gallery

P.I.N.: 2110105007

DATE OF CONSTRUCTION: 1938

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes (NR & local)

ZONING DESIGNATION: B-1, Highway Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick with concrete trim

Fenestration: double-hung

Entrances: Front entrance has a pair glass doors framed with stainless steel that appears to be original.

Roof type: flat

Significant features/decorative detailing: Curved centrally located two-story entrance bay faced with concrete and featuring incised words "Coca Cola Bottling Company" at the top; vertical fluting on first floor; original entrance doors framed with stainless steel.

Alterations: Windowless, one-story wing on west side of original building was built post-1953; most original windows replaced with aluminum; Hannah Street display windows infilled with brick; secondary entrance on Bell was formerly an overhead garage door opening.

HISTORICAL INFORMATION/NOTES: This Art Moderne style building was designed by architects Edgar E. Lundeen & Dean Hilfinger who maintained offices at 602 Corn Belt Bank Building. It originally had large display windows on Hannah Street that allowed public viewing of the plant operation. The company moved to this location from its former site at 301 Douglas Street. Upon completion, the plant had a top capacity speed of turning out 110 bottles of the beverage a minute. Coca Cola left the building at some point prior to 1970 when it was occupied by Melvin Lartz Company Heating Contractor.

1106 Bell Street: former Coca Cola Bottling Plant
Additional images

RESOURCE NO. 3: 1201 Bell Street (at Hannah Street)

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: Williams Oil-O-Matic Heating Corp.
Current: Vacant

P.I.N.: 2110106001

DATE/PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes (NR and local)

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick walls; elevations arranged in grid pattern

Fenestration: mostly double-hung

Entrances: main entrance faces Bell Street; non-original glass door

Roof type: flat

Significant features/decorative detailing: concrete sills and lintels; vertical brick piers; limestone detailing at parapet level; cantilevered concrete canopy over front entrance; concrete signplates in the bays above the entrance are incised with the words: "Eureka Williams Company."

Alterations: Windows appear to be aluminum; original front door removed

HISTORICAL INFORMATION/NOTES: This was the administration building for the Williams Oil-O-Matic Heating Company, later the Eureka Williams Company, which manufactured the Oil-O-Matic (an oil-based heater for homes) and vacuum cleaners, respectively. The Williams Company was established by Charles U. Williams who came to Bloomington in the late 19th-century and later opened a successful auto dealership at 207 E. Washington Street. Due to the coal shortage caused by World War I, C.U. Williams and his son Walter developed the Oil-O-Matic by reusing oil from cars serviced at the dealership. In 1945 the company merged with the Eureka Company, a Detroit-based maker of vacuum cleaners since 1909, and was renamed Eureka-Williams Corporation. The company began production of vacuum cleaners and in 1955 bought the Meadows Mfg. plant located across Hannah Street, which then produced Thor washing machines.

1201 Bell Street: Williams Oil-O-Matic Heating Corporation Building
Additional images

1953 Sanborn Fire Insurance Map showing plant footprint.

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1201 Bell Street: Williams Oil-O-Matic Heating Corporation Building Additional images

Williams Corporation Administration Building, 1935. A sign at the corner of the building says "Oil-O-Matic" and these words are also incised into the concrete at the corner parapets. (Courtesy of the McClean County History Museum)

Workers manufacturing the "Oil-O-Matic" in the Williams Factory Building.
(Courtesy of the McClean County History Museum)

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RESOURCE NO. 4: 804 Bunn Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: Johnstone Supply

P.I.N.: 2110101034

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick with overhead aluminum garage doors

Fenestration: fixed pane

Entrances: metal entrance doors and overhead garage doors

Roof type: flat

Significant features/decorative detailing: concrete sills

Alterations: Some metal doors may be non-original. The section with garage doors may be a later addition.

HISTORICAL INFORMATION/NOTES: Earlier business at this address: McAtee Newell Coffee Company (1932); Bloomington Electric Supply (1951) and U.S. Electric Company (1970). The current occupant, Johnstone Supply, is a specialty chain providing a large selection of HVAC & refrigeration parts, supplies & equipment.

RESOURCE NO. 5: 1212 Bunn Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2110151003

PERIOD OF CONSTRUCTION: post-1950

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: covered with corrugated metal siding that is vertically laid

Fenestration: double-hung

Entrances: metal entrance door and two metal overhead garage doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: doors

HISTORICAL INFORMATION/NOTES: This address was not included in the City of Bloomington reverse phone directories for 1911 or 1932. This site may have been occupied by a residence as G. Earle Hartenbower is listed at this address in the 1951 directory. The site was occupied by JL & Son Kingston Sheet Metal and Roofing in 1970.

RESOURCE NO. 6: 305 S. Center Street

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: Bumper to Bumper office

P.I.N.: 2104377004

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick walls with aluminum cladding at north end

Fenestration: varied; some one-over-one wood sash

Entrances: wood double-doors with glass panes

Roof type: flat with overhanging eaves

Significant features/decorative detailing: N/A

Alterations: installation of aluminum cladding on north half of building; window replacements

HISTORICAL INFORMATION/NOTES: This address was occupied by a residence in 1911 and was listed as vacant in the 1932 City of Bloomington reverse phone directory. It was occupied by Bower Automotive Company from at least 1951 through 1970.

RESOURCE NO. 7: 312 S. Center Street

HISTORIC RAILROAD LINES: New York Central & Nickel Plate

BUILDING USE/NAME
Original: Central Illinois Tractor Company
Current: Vacant

P.I.N.: 2104381001

PERIOD OF CONSTRUCTION: 1900-1919

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business
ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: concrete block (front addition) and brick (side walls)

Fenestration: multi-light steel sash

Entrances: aluminum door on north elevation

Roof type: flat (main building) and shed (front addition)

Significant features/decorative detailing: N/A

Alterations: Non-original, windowless, concrete block addition built onto the front of the building

HISTORICAL INFORMATION/NOTES: This address was occupied by a residence in 1911. It was later occupied by the Central Illinois Tractor Company (1932); a hatchery (1951); and by a glass specialty concern (1970).

RESOURCE NO. 8: 401 S. Center Street

HISTORIC RAILROAD LINES: New York Central & Nickel Plate

BUILDING USE/NAME
Original: Johnson Transfer & Fuel Company (storage)
Current: Alley Kats Antiques

P.I.N.: 2104380002

DATE/PERIOD OF CONSTRUCTION: 1891

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 7

Walls: brick

Fenestration: Nearly all window openings are infilled with boards; it is unknown if original windows are extant behind these coverings.

Entrances: Front entrance has wood doors with glass panes

Roof type: flat

Significant features/decorative detailing: Front elevation has round-arched outlines of original door and window openings on first floor which have been infilled with brick and new doors installed in entrance; concrete sills; the words "Johnson Transfer and Fuel Company" are painted onto the north side walls near the roofline. This building shares party walls with three-story brick building to the west which dates to the same era.

Alterations: window openings infilled; original front entrance doors replaced.

HISTORICAL INFORMATION/NOTES: This seven-story building was built by the Johnson Transfer & Fuel Company which occupied the edifice until at least 1970. It is a visual landmark and one of only three extant historic warehouse buildings in the warehouse district. *The Daily Leader*, dated June 11, 1891, stated: "The warehouse of the Johnson Company is up to the second story and is rapidly nearing completion. It may be counted as one of the improvements that are booming the southern part of the city."

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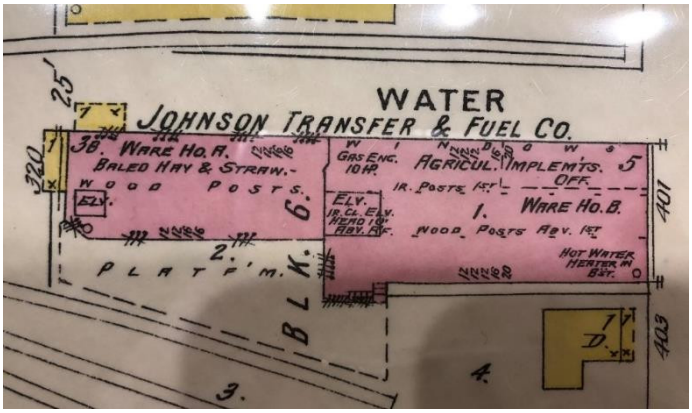
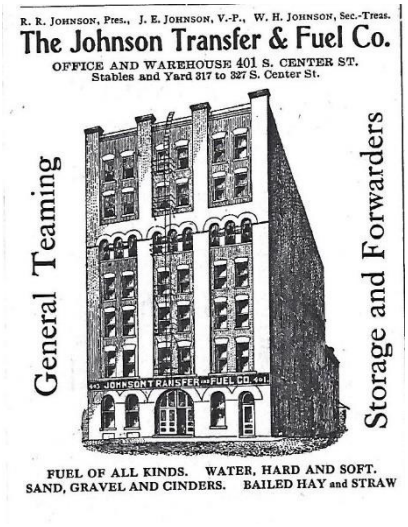
401 S. Center Street: former Johnson Transfer & Fuel Company
Additional images



1896 Sanborn Fire Insurance Map



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RESOURCE NO. 9: 409 S. Center Street

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: John Deere Plow Company distribution center
Current: vacant

P.I.N.: 2104384001

DATE OF CONSTRUCTION: 1912

SIGNIFICANCE RATING
Landmark district potential: Contributing Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 4

Walls: brick

Fenestration: Most window openings have been infilled with boards.

Entrances: Metal front door on Center Street elevation; larger openings for loading on side and rear elevations.

Roof type: flat

Significant features/decorative detailing: brick piers and corbelling; stone sign plate above Center Street front entrance that reads "John Deere Plow Co." flanked by stone diamond-shaped medallions with the years 1847 and 1912.

Alterations: Original front entrance and flanking window bays have been infilled with aluminum siding and original front door replaced; most window openings have been infilled with synthetic boards although original wood-sash windows may exist beneath.

HISTORICAL INFORMATION/NOTES: This building was erected by contractor C.C. Bowman as a warehouse for the John Deere Plow company, whose factory was located at Rock Island. It was designed by a Mr. Eckerman, the architect of the Deere Company, and used as the company's regional distribution and shipping center. Other concerns that occupied the building included the Bloomington Buggy Company, Warehouse Harbor Brothers (1912); the Illinois Seed Company Testing lab and Turley Farm Equipment Company (1932). The Deere Company remained here until the 1960s.

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409 S. Center Street: former agricultural implements manufacturing building
Additional images

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RESOURCE NO. 10: 502 S. Center Street (at Mill Street)

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: unknown; residential?

P.I.N.: 2104388001

PERIOD OF CONSTRUCTION: 1900-1919

SIGNIFICANCE RATING
Landmark District potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: double-hung and glass block

Entrances: metal door on Center Street elevation

Roof type: mansard covered with asphalt shingles

Significant features/decorative detailing: shed and gambrel dormers; metal canopy over entrance

Alterations: The mansard roof and dormers may be non-original. A one-story, flat-roofed, concrete block wing on the south side of this building is a later addition.

HISTORICAL INFORMATION/NOTES: The footprint of this building is shown on the 1907 Sanborn Map but there is no indication of its use at that time. It was occupied by the Acme Sheet Metal & Roofing Company in 1970.

RESOURCE NO. 11: 503 S. Center Street (at Mill Street)

HISTORIC RAILROAD LINES: NY Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: Rick's Garage

P.I.N.: 2104387007

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: aluminum siding (front section) and concrete block (rear section)

Fenestration: casement and double-hung

Entrances: metal door and overhead garage doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: This building was built in two sections; the rear, concrete block section is original and the front aluminum-clad section was probably added later.

HISTORICAL INFORMATION/NOTES: This address is not listed in the City of Bloomington phone directory for 1932. This address was occupied by Edward Larson Sheet Metal Works in 1951 and by Future Products Machinists in 1970.

RESOURCE NO. 12: 801 W. Chestnut Street

HISTORIC RAILROAD LINE: Chicago and Alton

BUILDING USE/NAME
Original: Chicago & Alton Railroad freight depot
Current: Darnall Printing

P.I.N.: 2105231004

DATE/PERIOD OF CONSTRUCTION: 1888

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing
ARCHITECTURAL DESCRIPTION

Number of Stories: 2 (front portion) and 1 (rear portion)

Walls: yellow limestone

Fenestration: Two-over-two wood sash; most openings have been infilled with synthetic boards.

Entrances: Front entrance has non-original glass door

Roof type: gable

Significant features/decorative detailing: Joliet limestone walls; front gabled parapet; corbelling; round-arched openings on side elevation; sign plate on front elevation that reads: "Chicago and Alton Freight Depot."

Alterations: Front door replacement; windows infilled and/or replaced.

HISTORICAL INFORMATION/NOTES: This former freight building was built to serve the Chicago & Alton Rail Yards, which served as Bloomington's largest employer for at least 70 years, with a workforce of nearly 3,000 skilled and semi-skilled men at its height. Most, if not all, of the historic buildings that once comprised this sprawling complex have been razed. This freight building is important to Bloomington's industrial and transportation history and is a rare industrial building in the city built with yellow Joliet limestone. In 1926 this massive edifice was moved southward more than 200 feet to its present location.

801 W. Chestnut Street: former Chicago & Alton Railroad Freight Depot
Additional images

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This 1931 aerial, looking north-northeast, shows the sprawling Chicago & Alton Railroad Shops on Bloomington's west side. The 44-stall roundhouse and massive locomotive backshop to its immediate northeast, were among the buildings erected in the 1911-1914 expansion project. (Photo courtesy McLean County Museum of History).

Visible in this photograph is the intricate system of rollers and rails needed to move the massive Chicago & Alton Railroad freight house to its new location in the summer of 1926. (Photo courtesy McLean County Museum of History).

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RESOURCE NO. 13: 814 W. Chestnut Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown
Current: Freedom Oil auto service

P.I.N.: 2105235016

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing
ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: covered with aluminum siding vertically laid

Fenestration: sliding

Entrances: glass front entrance doors; front elevation has two secondary doors, one glass and one metal

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: aluminum siding may be later addition

HISTORICAL INFORMATION/NOTES: The 1932 City of Bloomington phone directory lists Lebovits Auto Wreckers as located at 816 Chestnut Street. It is unclear as to whether that business was located in this building. Reliable Auto Shop was located at this address from at least 1951 to 1970.

RESOURCE NO. 14: 903 Croxton Street (at Bunn St.)

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: Bloomington Public Schools Facilities Maintenance

P.I.N.: 2110151001

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: covered with aluminum siding vertically laid

Fenestration: fixed pane

Entrances: metal front entrance door and overhead doors

Roof type: shallow barrel vault

Significant features/decorative detailing: N/A

Alterations: doors are likely non-original

HISTORICAL INFORMATION/NOTES: This address was not listed in the 1951 Bloomington phone directory. It was occupied by the Central Beverage Company beer distributors in 1970.

RESOURCE NO. 15: 1107 Croxton Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: unknown/vacant

P.I.N.: 2110152008

DATE/PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: one-over-one

Entrances: glass front door

Roof type: shallow barrel vault

Significant features/decorative detailing:

Alterations: outline of original front elevation garage bay has been infilled with brick and glass front door installed.

HISTORICAL INFORMATION/NOTES: Cities Service Oil Company Distribution office was located at 1109 Croxton in 1951. Gates Radio Company recording equipment was located at this address in 1970.

RESOURCE NO. 16: 715 E. Empire

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: F. Eckhardt Piano Manufacturer; Dodge Dickinson Company furniture manufacturer

Current: Mayol Plumbing, Heating & Air Conditioning Co.

P.I.N.: 2103101001

DATE/PERIOD OF CONSTRUCTION: ca. 1900 (east portion), ca. 1910 (west portion)

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: one and two stories

Walls: brick

Fenestration: six-over-six wood-sash windows

Entrances: front entrance has wood double doors

Roof type: flat

Significant features/decorative detailing:

Alterations: The east portion of this building is original and existed in 1907; the west portion on the corner was built by 1912.

HISTORICAL INFORMATION/NOTES: The two-story east portion of this building is shown on the 1907 Sanborn Map as F. Eckhardt's Piano Works. The two-story west portion was erected by the Dodge Dickson Factory by 1912, as a drawing of the edifice was included in a booklet published by the Commercial Club in that year. (See below.) Dodge Dickinson was a wholesale manufacturer of mattresses, bed springs and pillows as well as original designs of couches and davenports. The company was formerly located on the north side of the 800 block of Grove. This is a rare intact example of an early 20th century manufacturing building in Bloomington. It served as a warehouse for State Farm Insurance Company in 1951.

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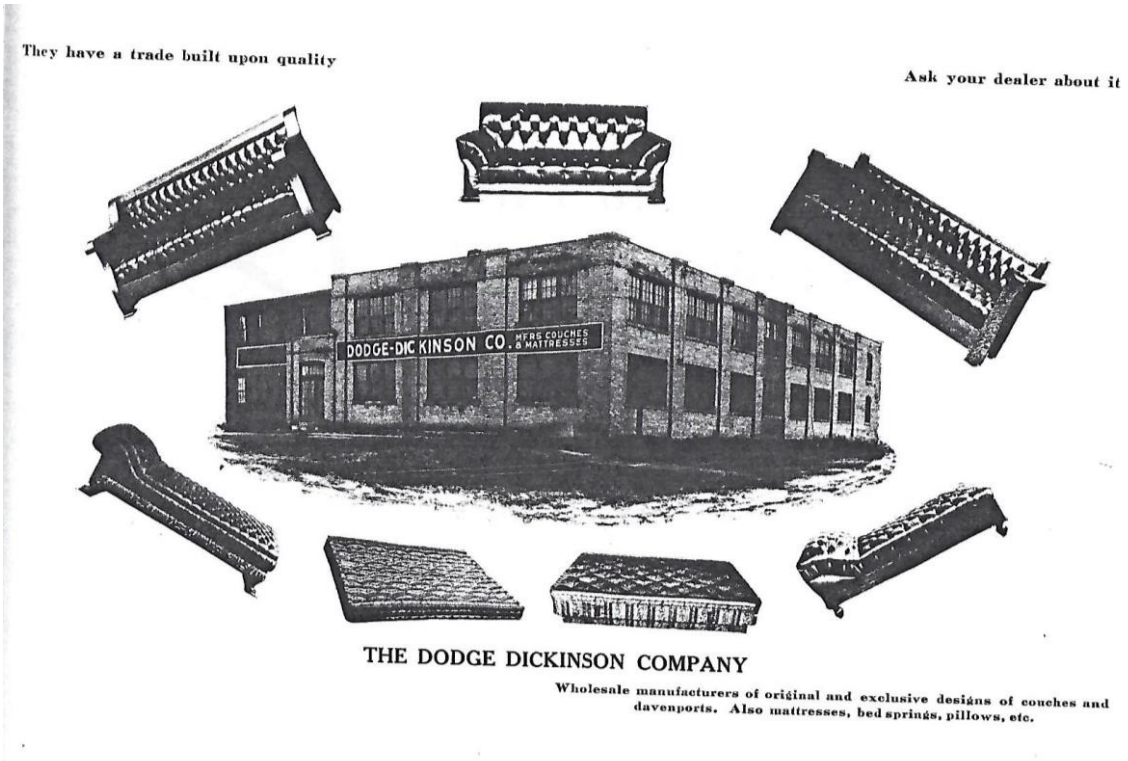
715 E. Empire Street: Former Dodge-Dickinson Manufacturing Plant
Additional images



Source: Commercial Club. *Souvenir of Bloomington, Illinois* (Bloomington: Interstate Engraving Co., ca. 1912).

RESOURCE NO. 17: 716 E. Empire Street

HISTORIC RAILROAD LINE: IL Central

BUILDING USE/NAME
Original: Co-operative Stove Company
Current: Now a multi-use building

P.I.N.: 1433482032

PERIOD OF CONSTRUCTION: 1910-1920

SIGNIFICANCE RATING
Landmark district potential: Contributing Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: double-hung and multi-pane steel sash

Entrances: glass door on front elevation

Roof type: gable (west section) and shallow barrel vault (east section)

Significant features/decorative detailing: This building features a barrel vaulted section (east), a gable-roofed section (west) and a rear shed-roofed wing.

Alterations: This building is shown as a two-story edifice on the 1907 Sanborn. The second floor was later removed and the building expanded to the east. Its west elevation walls exhibit outlines of original window and door openings that have been infilled with brick. The front ten or so feet of this building features different brick and fenestration than the rest of the building.

HISTORICAL INFORMATION/NOTES: This building originally existed as a long rectangular two-story edifice that paralleled the IC tracks, which ran through the present-day parking lot, as shown on the 1907 Sanborn Map. It was originally built for the Cooperative Stove Company and used as a foundry. Later industries on this site include the Davis-Ewing Concrete Company Yard (1911), Apfield-Grohne Concrete Products (1932), and Darnall & Archibald Concrete Company (1951).

716 E. Empire Street: additional images

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RESOURCE NO. 18: 711 S. Evans

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2109212017

DATE/PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick painted white with stepped parapet

Fenestration: multi-pane steel sash

Entrances: overhead metal garage door on side elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: overhead garage door appears to be non-original

HISTORICAL INFORMATION/NOTES: This corner parcel was occupied by the P.O. Moratz Planing Mill in 1907 according to the Sanborn Map for that year. However, a two-store planing mill occupied this site at that time. This address was not included in the City of Bloomington directories for 1911 or 1932.

RESOURCE NO. 19: 712 W. Front St. (at Low Street)

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: store-sausage factory
Current: residential

P.I.N.: 2104313001

DATE/PERIOD OF CONSTRUCTION: ca. 1895

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: R-2, Mixed Residential District

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: synthetic stone (first floor) and brick (second floor)

Fenestration: double-hung

Entrances: three metal doors on Front Street elevation

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: synthetic stone covering installed on first floor; one-story flat-roofed entrance wing is non-original; aluminum-clad parapet added.

HISTORICAL INFORMATION/NOTES: This building is identified as a store building on the 1896 Sanborn Map and had a one-story addition rear the rear of its east elevation that was labeled as a "sausage factory." In 1951 the building was occupied by Charleton's Appliance repair shop – washing machines.

RESOURCE NO. 20: 802 W. Front St.

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: store building
Current: Nooners bar

P.I.N.: 2104312003

DATE/PERIOD OF CONSTRUCTION: ca. 1895

SIGNIFICANCE RATING
Landmark district potential: non-contributing
Individual landmark potential: No

ZONING DESIGNATION: R-2, Mixed Residential

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: sheathed in aluminum cladding

Fenestration: fixed-pane and double-hung

Entrances: recessed front entrance with glass door

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: This building has been drastically altered with the installation of aluminum cladding which covers original window openings.

HISTORICAL INFORMATION/NOTES: This building is identified as a store on the 1896 Sanborn Map.

RESOURCE NO. 21: 921 W. Front (at Howard St.)

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: concrete products
Current: automotive repair/vacant

P.I.N.: 2105432001

DATE/PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Local landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: Covered with aluminum siding vertically laid

Fenestration: N/A

Entrances: metal front door and two metal overhead garage doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: doors may have been replaced

HISTORICAL INFORMATION/NOTES: This building is identified on the 1953 Sanborn Fire Insurance Map as "concrete products."

RESOURCE NO. 22: 700 S. Gridley

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: Midwest Fuel & Supply Company - coal
Current: Pipeworks plumbing and heating contractor

P.I.N.: 2109211002

DATE/PERIOD OF CONSTRUCTION: 1910-1930

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: one and two-story buildings

Walls: brick

Fenestration: varied; one-story building near street has multi-pane steel sash; window openings in two-story building are infilled.

Entrances: varied metal doors

Roof type: flat (one-story buildings) and gable (two-story building)

Significant features/decorative detailing:

Alterations: window and door alterations

HISTORICAL INFORMATION/NOTES: This site features several one-story flat-roofed buildings and a two-story gable-roofed building. This site of the two-story building was occupied by a one-story building in 1907 that was identified as Standard Oil Company. In 1970 this site was occupied by Midwest Fuel & Supply Company – coal.

700 S. Gridley: additional images

RESOURCE NO. 23: 812 E. Grove St.

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: dwelling
Current: Grove Street Bakery

P.I.N.: 2104437013

PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: wood siding vertically laid

Fenestration: casements

Entrances: metal door in recessed front entrance

Roof type: gable

Significant features/decorative detailing: false front hides front gabled roofline

Alterations: false front is likely non-original as are the front elevation's paired casement window and front door

HISTORICAL INFORMATION/NOTES: This building is shown on the 1907 Sanborn as a dwelling.

RESOURCE NO. 24: 817 E. Grove St.

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: store building
Current: Morris Granite Company

P.I.N.: 2104441010

PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: fixed-pane display windows/casements with transoms

Entrances: front elevation has a glass door and a wood paneled door

Roof type: flat

Significant features/decorative detailing: bay windows on front and side elevations; brick corbelling

Alterations: original windows replaced

HISTORICAL INFORMATION/NOTES: The south side of the 800 block of Grove Street is not shown on the 1896 Sanborn Map which indicates that this building may not have been erected at that time. However, it is shown as a "store" building on the 1907 Sanborn Map. The Queen Anne style edifice likely had commercial use on the first floor and residential use above.

RESOURCE NO. 25: 820 E. Grove St. (at Robinson)

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: residential

P.I.N.: 2104437017

PERIOD OF CONSTRUCTION: 1910-1929

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: sheathed in aluminum

Fenestration: double-hung and fixed pane

Entrances: metal door on front elevation

Roof type: gable

Significant features/decorative detailing: stepped parapet visible behind two-story gabled porch projection; side elevation has two-story window bay

Alterations: This building has been drastically altered with new aluminum siding, aluminum windows, and the construction of a two-story porch projection on the front elevation. These changes render it impossible to ascertain the original appearance of this building.

HISTORICAL INFORMATION/NOTES: In 1896, the 818 and 820 E. Grove Street parcels were part of the T.F. Harwood & Son lumber yard, which was located on the east side of Robinson Street, along the Illinois Central tracks. By 1907, both parcels were occupied by the R.J. Murphy Feed Mill. The Feed Mill itself was situated on the 818 parcel and a one-and-a-half-story wood working shop was located on this parcel. The current building was likely built in the 1910s or 1920s with commercial use on the first floor and residential use above.

RESOURCE NO. 26: 916 E. Grove Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: A.B. Hatchery
Current: A.B. Hatchery & Garden Center

P.I.N.: 2103305017

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: aluminum siding vertically laid

Fenestration: fixed-pane

Entrances: glass double-doors on front elevation

Roof type: flat

Significant features/decorative detailing: tall parapet/false front rises arise roofline; shed-roofed wood porch supported by wood posts.

Alterations: aluminum siding installed

HISTORICAL INFORMATION/NOTES: This building is not shown on the 1907 Sanborn Map which shows its site occupied by extensive piles of lumber at that time. The Illinois Central passenger station was located along the IC tracks just north of Grove Street along the tracks at that time. The Portable Elevator Manufacturing Company, which produced grain elevators, was located to the east of this parcel in the early 20th century. This building has been occupied since at least 1951 by A.B. Hatchery.

RESOURCE NO. 27: 917 E. Grove

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: office
Current: office for Vcna Prairie Concrete Contractors

P.I.N.: 2104441010

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: 1

Fenestration: vertical fixed-pane slit windows

Entrances: front entrance has glass door

Roof type: flat

Significant features/decorative detailing: triangular entrance bay

Alterations: front door?

HISTORICAL INFORMATION/NOTES: This building did not exist in 1907; the Sanborn Map for that year shows that its site was occupied by a lumber yard. The works "Modahl and Scott" are painted onto the entrance bay.

RESOURCE NO. 28: 923 E. Grove Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2103352032

PERIOD OF CONSTRUCTION: 1920-1939
(rear gabled portion)

SIGNIFICANCE RATING
National Register District potential: non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1 (front section) and 2 (rear section)

Walls: All walls are covered with aluminum siding

Fenestration: fixed-pane and double-hung

Entrances: glass double doors on front elevation

Roof type: flat (front section) and gable (rear section)

Significant features/decorative detailing: N/A

Alterations: This building has been altered beyond recognition. A large flat-roofed section was constructed in front of the original gable-roofed building at an unknown date and the entire edifice sheathed in aluminum siding.

HISTORICAL INFORMATION/NOTES: A one-story building occupied this site in 1907, according to the Sanborn Map for that year. The parcel surrounding it was occupied by a lumber and coal yard at that time.

RESOURCE NO. 29: 929 E. Grove

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2103352002

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: All walls covered with aluminum siding

Fenestration: double-hung

Entrances: two metal doors on front elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: This building has been drastically altered beyond recognition. All elevations covered with metal siding, vertically laid; fenestration has been altered; and doors are non-original.

HISTORICAL INFORMATION/NOTES: A narrow, one-story building is shown on the 1907 Sanborn at this location; it was part of the Minter Manufacturing Company.

RESOURCE NO. 30: 1010 Linden

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: dwelling
Current: candy making supplies

P.I.N.: 2103101003

PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
National Register District potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: gable roof

Walls: aluminum siding

Fenestration: double-hung aluminum windows

Entrances: glass front door

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: Non-original aluminum-sided gable-roofed front porch; entire house covered with aluminum siding.

HISTORICAL INFORMATION/NOTES: This building is shown on the 1907 Sanborn as a dwelling.

RESOURCE NO. 31: 707 N. Lumber

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown
Current: Lartz Heating and Air Conditioning office

P.I.N.: 2105233004

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: painted brick

Fenestration: single-pane hopper

Entrances: metal entrance doors and overhead garage doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: doors

HISTORICAL INFORMATION/NOTES: The block upon which this building is situated was occupied by modest houses in 1907, according to the Sanborn Map for that year, which were likely occupied by workers employed by the Chicago & Alton Shops across Chestnut Street.

RESOURCE NO. 32: 312 S. Madison Street (faces Kentucky alley)

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: warehouse
Current: vacant

P.I.N.: 2104379002

PERIOD OF CONSTRUCTION: ca. 1896

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick; advertisement for William Turpin contractor is painted on one of its side walls

Fenestration: one-over-one wood-sash

Entrances: front elevation has an overhead wood-paneled garage door

Roof type: flat

Significant features/decorative detailing: parapet on front elevation

Alterations: The garage door is non-original

HISTORICAL INFORMATION/NOTES: This building is shown on the 1896 Sanborn Map. It is identified on the 1907 Sanborn Map as a "baled hay and grain warehouse." It faces Kentucky Alley.

RESOURCE NO. 33: 313 S. Madison Street

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: repair shops for interurban cars
Current: Energistics Home Weather Protection Products

P.I.N.: 2104376011

PERIOD OF CONSTRUCTION: 1910-1929

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: cinder block

Fenestration: steel sash

Entrances: metal entrance doors and overhead garage doors

Roof type: shallow barrel vault

Significant features/decorative detailing: N/A

Alterations: outlines of various large openings can be seen in the walls which were later infilled.

HISTORICAL INFORMATION/NOTES: A one-story dwelling was located at this address in 1907, as shown on the Sanborn Map for that year. The 1911 city directory lists "I.T.S. repair shops" at the 313-317 S. Madison address. The 1932 phone directory lists "student coal company" at the 317 S. Madison address.

RESOURCE NO. 34: 400 S. Madison

HISTORIC RAILROAD LINES: New York Central & Nickel Plate

BUILDING USE/NAME
Original: warehouse for baled hay and straw
Current: Old Warehouse Antiques

P.I.N.: 2104380001

PERIOD OF CONSTRUCTION: ca. 1896

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 3

Walls: brick

Fenestration: window openings have been infilled with synthetic boards

Entrances: front entrance on Madison has metal door

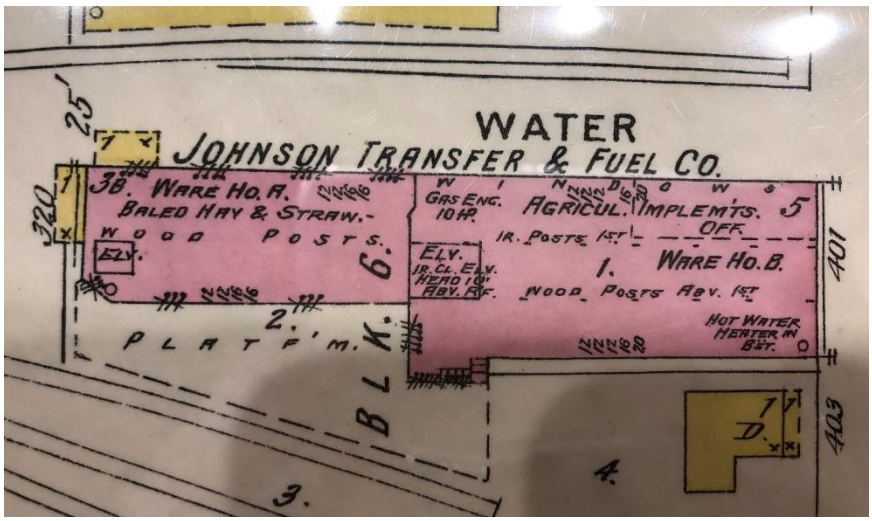
Roof type: flat

Significant features/decorative detailing: decorative corbeling at roofline

Alterations: All window openings have been infilled with boards and it is unknown whether original windows are extant behind; front door is non-original.

HISTORICAL INFORMATION/NOTES: This building was originally part of the Johnson Transfer and Fuel Company Storage as illustrated by the 1896 Sanborn Map on the next page. The 1907 Sanborn Map shows that it was used as a warehouse for agricultural implements at that time.

400 S. Madison Street warehouse building: additional images



Sanborn Fire Insurance Map, 1896

JEAN GUARINO PH.D., ARCHITECTURAL HISTORIAN | OAK PARK, ILLINOIS | 708.386.1142 | GUARINOJL@GMAIL.COM

RESOURCE NO. 35: 321 S. Main Street

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: AAMCO Transmission & Auto Repair

P.I.N.: 2104381003

DATE OF CONSTRUCTION: 1926 (north building) and 1928 (south building)

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Cladding: face brick on front elevation; common brick on side elevation

Fenestration: large fixed-pane display windows

Entrances: glass door on front elevation

Roof type: flat

Significant features/decorative detailing: stepped parapet; stone date plate on front elevation with the year 1926

Alterations: transoms above display windows have been infilled; doors are non-original; historic window openings on side elevation of north building have been filled.

HISTORICAL INFORMATION/NOTES: It appears that these two buildings share the same address and PIN number. The buff brick to the north was built 1926; the brown brick to the south was built 1928.

RESOURCE NO. 36: 917-919 Market Street (at Howard)

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown
Current: barber shop

P.I.N.: 2105283004

PERIOD OF CONSTRUCTION: 1900-1919

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: GAP-5, Gridley Allin Pricket

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: covered in aluminum siding

Fenestration: fixed-pane display windows and double-hung

Entrances: metal door on front elevation

Roof type: gable (corner section) and pyramidal (adjacent section)

Significant features/decorative detailing: corner store section has a false front

Alterations: These adjacent commercial-residential buildings have been drastically altered with the installation of aluminum siding and new fenestration. Window openings in the residential section have been covered by aluminum siding. The storefront section of the building may have originally featured full-façade porch as indicated by the concrete pad in front and the 1907 Sanborn Map.

HISTORICAL INFORMATION/NOTES: This address encompasses two buildings sharing party walls that existed as a store (corner building) and dwelling (adjacent building), as shown on the 1907 Sanborn Map. A large lumber yard was located across the street at the northwest corner of Howard and Market at that time.

RESOURCE NO. 37: 1100 W. Market Stt.

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown commercial
Current: office for McLean County Asphalt & Materials Co.

P.I.N.: 2105257022

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: double-hung and fixed pane arranged alone, in pairs, or in groups

Entrances: glass door on front entrance

Roof type: flat with overhanging eaves

Significant features/decorative detailing: N/A

Alterations: front door

HISTORICAL INFORMATION/NOTES: This site was part of a large vacant parcel shown on the 1907 Sanborn Map.

RESOURCE NO. 38: 1101 W. Market Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: commercial (tavern) residential
Current: vacant

P.I.N.: 2105254010

DATE OF CONSTRUCTION: 1884

SIGNIFICANCE RATING
Landmark district potential: Contributing Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: aluminum one-over-one

Entrances: off-center metal door on front elevation

Roof type: hip

Significant features/decorative detailing: original cast iron storefront columns; outlines of original tall second floor window openings are extant; decorative parapet gable; near the roofline of the front elevation this information is incised into the brick wall: "Erected by E.D. Carroll, September 6, 1884."

Alterations: storefront area can be discerned and cast iron columns are extant, although bays have been infilled with wood boards vertically laid; non-original metal front entrance door; second floor window openings have all been infilled with wood boards and some feature smaller aluminum double-hung windows.

HISTORICAL INFORMATION/NOTES: This building was erected in 1884 by Edward D. Carroll (b. 1825) an Irish immigrant. He was identified as a "farmer" and as a "grocer" in the U.S. Census for 1870 and 1880, respectively. In 1880, Carroll lived at 1002 N. Morris St. in Bloomington with his wife Mary (b. 1830), also an Irish immigrant, and their two sons, John J. (b. 1861) and Martin (b. 1857). Phone directories show that Edward's son John J. Carroll operated a saloon on the first floor and lived on the second floor from at least 1905 until 1932, the year of his death. His occupation was identified as "paving inspector" on his death certificate.

RESOURCE NO. 39: 307 S. McClun St.

CITY LOCATION: southeast side

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2103352013

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: concrete block

Fenestration: fixed-pane

Entrances: metal door and overhead paneled door on front elevation

Roof type: flat

Significant features/decorative detailing: parapet

Alterations: door and window changes

HISTORICAL INFORMATION/NOTES: The 1907 Sanborn shows a one-story dwelling on the site of 307 McClun, which currently consists of a concrete block building that appears to have been built in two sections.

RESOURCE NO. 40: 311 S. McClun Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown commercial
Current: Praxair Welding Gas & Supply Store

P.I.N.: 2103352015

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories:

Walls: concrete block

Fenestration:

Entrances:

Roof type:

Significant features/decorative detailing:

Alterations:

HISTORICAL INFORMATION/NOTES: The 1907 Sanborn Map does not show a building at the site of 311 McClun.

RESOURCE NO. 41: 410 S. McClun (at Jackson)

CITY LOCATION: southeast side

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: residential

P.I.N.: 2103355013

PERIOD OF CONSTRUCTION: 1910-1929

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: R-1C, Single Family Residential

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: one-over-one double-hung

Entrances: off-center metal door on front elevation with transom

Roof type: flat

Significant features/decorative detailing: brick corbelling and parapet

Alterations: front door is non-original

HISTORICAL INFORMATION/NOTES: The site of this building is shown as vacant in the 1907 Sanborn map. Lena Martin lived here in 1951.

RESOURCE NO. 42: 503 S. McClun Street

CITY LOCATION: southwest side

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: Action Roofing Company

P.I.N.: 2103352019

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: concrete block; aluminum siding in gable

Fenestration: double-hung

Entrances: metal door entrance and overhead metal garage door on front elevation

Roof type: gable with three metal ventilators

Significant features/decorative detailing:

Alterations: doors and windows are likely non-original

HISTORICAL INFORMATION/NOTES: This parcel is shown as vacant on the 1907 Sanborn Map.

RESOURCE NO. 43: 109 W. Mill Street (at Center)

HISTORIC RAILROAD LINES: New York Central and Nickel Plate

BUILDING USE/NAME
Original: Freight House and Office
Current: Judson Electrical Company

P.I.N.: 2104385001

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Contributing Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: one and two stories

Walls: brick

Fenestration: window openings have been infilled with synthetic boards

Entrances: large openings for freight have been infilled with brick, concrete, or overhead garage doors.

Roof type: low-pitched gable (one-story section) and pyramidal (two-story section)

Significant features/decorative detailing: round-arched openings and brick corbelling on two-story office section

Alterations: Large freight door openings have been infilled with varying materials; metal doors have been installed in some of them.

HISTORICAL INFORMATION/NOTES: The warehouse district owes its existence to the arrival of two east-west lines, known in their later years as the New York Central and Nickel Plate Railroads. This building is shown on the 1907 Sanborn Map as a freight house for the CCC & St. Louis Railroad, the predecessor to the New York Central, and the two-story portion was used as offices. It replaced an earlier freight house built for the same railroad shown on the 1896 Sanborn map in a slightly different location to the north, paralleling the train tracks. This is one of only two extant railroad freight house buildings in Bloomington, the other being the Chicago and Alton Freight House at 801 W. Chestnut.

109 Mill Street: former New York Central Railroad freight house and office
Additional images

RESOURCE NO. 44: 302 W. Mill Street

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: Bloomington Monument Company?
Current: vacant

P.I.N.: 2104386007

DATE/PERIOD OF CONSTRUCTION: 1910-1929

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: concrete block/brick/aluminum siding

Fenestration: N/A

Entrances: metal door and two overhead metal garage doors

Roof type: gable/shed

Significant features/decorative detailing: N/A

Alterations: This building has been drastically altered and it appears that the west elevation brick wall is the only original element. A concrete block shed addition has been built onto the east side of the building; the front elevation has been covered with synthetic siding; and it has a new roof.

HISTORICAL INFORMATION/NOTES: The 1907 Sanborn Map shows this site occupied by a one-story dwelling with side porches. In 1951 this building was occupied by the Bloomington Monument Company.

RESOURCE NO. 45: 208 N. Morris Street

HISTORIC RAILROAD LINE: Chicago & Alton
BUILDING USE/NAME
Original: unknown
Current: J&D Autobody

P.I.N.: 2105403004

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-2, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: walls are sheathed with aluminum siding applied vertically

Fenestration: N/A

Entrances: metal entrance doors and overhead garage doors

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: aluminum siding

HISTORICAL INFORMATION/NOTES: The 200 block of Morris was occupied by dwellings in 1907.

RESOURCE NO. 46: 300 N. Morris Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown
Current: offices

P.I.N.: 2105403003

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Cladding: brick (side elevations) and wood applied vertically (front elevation)

Fenestration: fixed-pane

Entrances: metal with glass pane

Roof type: gable

Significant features/decorative detailing: N/A

Alterations: non-original sheathing, windows and door

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 47: 407 N. Morris Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: garage?
Current: Morris Avenue Garage

P.I.N.: 2105285001

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: concrete block; aluminum siding covers gabled ends

Fenestration: multi-pane steel sash

Entrances: metal entrance door and metal overhead garage door on front elevation

Roof type: gable

Significant features/decorative detailing: N/A

Alterations:

HISTORICAL INFORMATION/NOTES: This parcel was occupied by a one-story dwelling in 1907.

RESOURCE NO. 48: 903 Morrissey Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant/storage

P.I.N.: 2110152015

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: wood boards vertically laid

Fenestration: N/A

Entrances: metal door and metal overhead door on front elevation

Roof type: shallow barrel vault

Significant features/decorative detailing: N/A

Alterations: probably door changes; siding

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 49: 303 E. Oakland Street (at Gridley)

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: O'Connor Company Wholesale Distribution Plumbing HVAC

P.I.N.: 2109201006

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: S-2, Public Lands and Institutions

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: covered with metal siding vertically laid

Fenestration: window openings have been infilled with wood boards

Entrances: no entrances visible on street elevations

Roof type: shed

Significant features/decorative detailing: N/A

Alterations: window openings infilled

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 50: 401-413 E. Oakland Street (at McLean)

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: MaGirl Foundry
Current: vacant?

P.I.N.: 2109210004

PERIOD OF CONSTRUCTION: 1910-1919

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: multi-pane steel sash

Entrances: centrally located wood door with glass panes

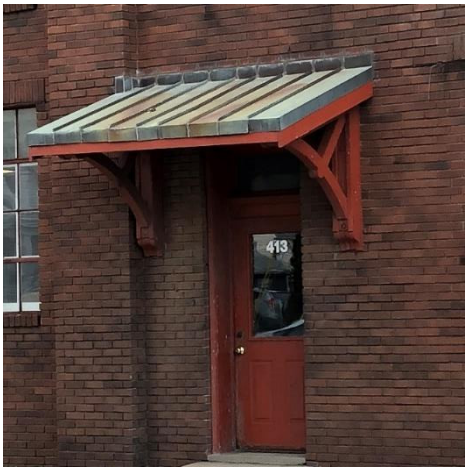
Roof type: gable

Significant features/decorative detailing: decorative brick piers; original front door and canopy; stepped parapet

Alterations:

HISTORICAL INFORMATION/NOTES: This building is representative of the heavy industries and foundries that helped transform Bloomington into a manufacturing center in the 19th century. This factory features two sections that are visually unified by a single façade with stepped parapet. It was built ca. 1900 by the MaGirl Foundry and Furnace Works, a manufacturer of furnaces and other similar product that was founded by Patrick H. MaGirl. This company's previous foundry was located on the present-day site of the John Deere Warehouse Building at 409 S. Center Street as evidenced by the 1896 Sanborn Map for that year. It was called the MaGirl and Diedrich Foundry at that time.

401-413 E. Oakland: former MaGirl Foundry - additional images



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RESOURCE NO. 51: 907 E. Oakland Street

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: unknown

P.I.N.: 2109228004

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: B-1, Highway Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: stucco with false wood half-timbering

Fenestration: one over one

Entrances: metal door on side elevation

Roof type: gable with asphalt shingles

Significant features/decorative detailing:

Alterations: window and door changes

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 52: 915 E. Oakland Street

HISTORIC RAILROAD LINE:
New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: G3 Machinery

P.I.N.: 2109228012

PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: Covered with aluminum siding vertically laid

Fenestration: no windows on street elevation

Entrances: no entrance on street elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations:

HISTORICAL INFORMATION/NOTES: This address is not included in the City of Bloomington's 1932 directory. This site was occupied by Mechanical Devices Company – pumps in 1951.

RESOURCE NO. 53: 917 E. Oakland Street

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2110101001

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: no

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 3 (front section) and 1 (rear section)

Walls: cinder block

Fenestration: double-hung

Entrances: wood door on street elevation

Roof type: hip with dormer (front) and monitor (rear)

Significant features/decorative detailing:

Alterations:

HISTORICAL INFORMATION/NOTES: This building was occupied by Tieman Hybrid Corn Testing Lab in 1951.

RESOURCE NO. 54: 1102 E. Oakland Street

HISTORIC RAILROAD LINE:
Illinois Central

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2103356011

PERIOD OF CONSTRUCTION:
1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-1, Highway Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: orange brick with front parapet

Fenestration: fixed pane

Entrances: centrally located wood door with single glass pane

Roof type: flat

Significant features/decorative detailing: parapet

Alterations: former display window openings have been infilled with wood boards and smaller fixed-pane windows

HISTORICAL INFORMATION/NOTES: This building was occupied by the Harry E. Albec Rug Company in 1951.

RESOURCE NO. 55: 1103 E. Oakland Street

HISTORIC RAILROAD LINE: Illinois Central

BUILDING USE/NAME
Original: unknown
Current: Bamjac Computer

P.I.N.: 2110103002

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-1, Highway Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: orange brick with front parapet

Fenestration: fixed pane

Entrances: centrally located wood door with single glass pane

Roof type: flat

Significant features/decorative detailing: parapet

Alterations: former display window openings have been infilled with wood boards and smaller fixed-pane windows

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 56: 508 W. Olive Street

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2104353004

PERIOD OF CONSTRUCTION: 1900-1919

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick painted white

Fenestration: window openings infilled with boards

Entrances: no entrance on street elevation

Roof type: flat

Significant features/decorative detailing: parapet

Alterations:

HISTORICAL INFORMATION/NOTES: This building was occupied by the Purity Baking Company in 1951.

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RESOURCE NO. 57: 615 W. Olive Street

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: machine shop
Current: residential

P.I.N.: 2104317012

DATE/PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick/concrete block/wood

Fenestration: varied but mostly double-hung

Entrances: metal doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: This building has been drastically altered with additions and new materials making it virtually impossible to ascertain its historic appearance.

HISTORICAL INFORMATION/NOTES: This site was vacant 1907. The Sandberg & Son machine shop was located in this building in 1932. In 1951 the business was called C.A. Sandberg & Son wholesale auto parts.

RESOURCE NO. 58: 617 W. Olive Street

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: residential

P.I.N.: 2104317012

DATE/PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: double-hung aluminum

Entrances: metal entrance door and overhead garage door

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: The front elevation of this building has been drastically altered. It appears that the once-large second floor bays have been infilled with brick and paired windows installed. It is unknown whether the garage door opening is original. The first floor door and paired windows are also non-original.

HISTORICAL INFORMATION/NOTES: This site was vacant 1907.

RESOURCE NO. 59: 619 W. Olive Street

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: residential

P.I.N.: 2104317011

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual landmark potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: concrete block (sides) and brick (front)

Fenestration: single pane and double-hung

Entrances: glass main entrance door and a metal secondary door to second floor apartment; overhead garage door

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: The one-story garage addition may be non-original; the main building has been altered with new windows and doors.

HISTORICAL INFORMATION/NOTES: This site was vacant 1907. This building was occupied by Terry Anderson (second floor) and Terry Anderson Signs (first floor) in 1951.

RESOURCE NO. 60: 621 W. Olive Street

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: Super Sign Service

P.I.N.: 2104317017

PERIOD OF CONSTRUCTION: 1920-1939

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick and wood (main building) and concrete block (side addition)

Fenestration: single pane display windows

Entrances: metal and glass doors

Roof type: flat

Significant features/decorative detailing:

Alterations: The side addition appears to be non-original; the front and side elevations of the main building have been drastically altered with new windows, door, and wood siding applied vertically on the upper half of the walls.

HISTORICAL INFORMATION/NOTES: This site was occupied by a dwelling in 1907.

RESOURCE NO. 61: 200 S. Robinson

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: unknown
Current: Canteen Vending Services office

P.I.N.: 2104479012

PERIOD OF CONSTRUCTION: post-1960?

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: metal siding applied vertically

Fenestration: single pane

Entrances: glass door

Roof type: flat

Significant features/decorative detailing: N/A

Alterations:

HISTORICAL INFORMATION/NOTES: This address is not listed in the 1951 Bloomington phone directory.

RESOURCE NO. 62: 310 S. Roosevelt

HISTORIC RAILROAD LINE: New York Central & Nickel Plate

BUILDING USE/NAME
Original: unknown
Current: vacant

P.I.N.: 2104376014

DATE/PERIOD OF CONSTRUCTION: 1920-1930

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: multi-pane steel sash on southernmost building

Entrances: metal entrance doors and overhead metal garage doors

Roof type: flat/shallow barrel vault

Significant features/decorative detailing: N/A

Alterations: Some window/door openings infilled with brick

HISTORICAL INFORMATION/NOTES
These three buildings share the same address and PIN number. The block upon which they are situated was occupied by dwellings in 1907.

RESOURCE NO. 63: 402 S. Roosevelt

HISTORIC RAILROAD LINE: New York Central and Nickel Plate

BUILDING USE/NAME
Original: Bloomington & Normal Powerhouse
Current: Custom Touch Woodworking

P.I.N.: 2104383005

PERIOD OF CONSTRUCTION: ca. 1910

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual landmark potential: Yes

ZONING DESIGNATION: M-1, Restricted Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: double-hung

Entrances: varied; metal entrance doors and overhead garage doors

Roof type: flat

Significant features/decorative detailing: stepped parapet; concrete smokestack

Alterations: smokestack has been truncated; some door and window changes

HISTORICAL INFORMATION/NOTES: This edifice was built as the Bloomington & Normal Powerhouse, later known as the Illinois Power & Light Corporation Powerhouse (1932). This company supplied lights for the city and power for the streetcars, and piped the steam produced underground to heat most downtown buildings. This building was the site of the Bloomington streetcar strike of 1917, spurred by the rail company's refusal to meet with union representatives over issues of long days and low pay. The strike brought Mary Harris Jones, the "mother" of the United States labor movement to the city where she delivered a fiery speech at Turner Hall and urged the crowd to "go out and get 'em." The crowd vandalized the powerhouse building and the unrest brought some 1,400 Illinois militia men to restore order. The railway company subsequently negotiated with the union.

402 S. Roosevelt Street: former Bloomington and Normal powerhouse
Additional images

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RESOURCE NO. 64: 720-724 W. Washington St.

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: restaurant/residential

P.I.N.: 2104308002

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: double-hung

Entrances: glass doors

Roof type: flat

Significant features/decorative detailing: two bay windows on front elevation

Alterations: Storefront, window and door changes

HISTORICAL INFORMATION/NOTES: This building likely housed varying types of store-commercial uses on its first floor and apartments above throughout its history. While a nice example of an historic commercial-residential building it doesn't appear to relate to the one-block business district on the 1000 block of W. Washington adjacent to the Chicago & Alton tracks that served nearby industries.

RESOURCE NO. 65: 801 W. Washington Street

HISTORIC RAILROAD LINE:
Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: store/residential

P.I.N.: 2105429035

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: single pane display windows and double-hung

Entrances: metal door on front elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: non-original storefront and canopy; altered brickwork on front elevation

HISTORICAL INFORMATION/NOTES: This building was occupied by Del-Vi Confectionary in 1951. While a nice example of an historic commercial-residential building it doesn't appear to relate to the one-block business district on the 1000 block of W. Washington adjacent to the Chicago & Alton tracks that served nearby industries.

RESOURCE NO. 66: 911 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: automotive
Current: R&R Certified Automotive

P.I.N.: 2105428012

DATE/PERIOD OF CONSTRUCTION: 1940-1960

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Walls: brick

Fenestration: N/A

Entrances: overhead metal garage doors on front elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: door changes?

HISTORICAL INFORMATION/NOTES:

RESOURCE NO. 67: 914 W. Washington St.

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original:
Current: residential?

P.I.N.: 2105430018

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
Landmark district potential: Non-contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick (side elevations) and aluminum siding (front elevation)

Fenestration: varied

Entrances: off-center metal doors

Roof type: flat

Significant features/decorative detailing:

Alterations: The front of this building has experienced drastic alterations which destroyed its historic appearance.

HISTORICAL INFORMATION/NOTES: This building was occupied by West Side Sheet Metal Works in 1951 and by Keystone Home Improvement Building Contractors in 1970.

RESOURCE NO. 68: 1001 W. Washington Street

HISTORIC RAILROAD LINE:

BUILDING USE/NAME
Original: former auto repair
Current: vacant

P.I.N.: 2105403012

DATE/PERIOD OF CONSTRUCTION: 1930-1950

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Cladding: brick

Fenestration: double-hung

Entrances: metal entrance door and metal overhead doors

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: doors appear to be non-original

HISTORICAL INFORMATION/NOTES: This building was occupied by McGrath's Standard Service from at least 1951 to 1970. It is part of a one-block commercial district that once served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company.

RESOURCE NO. 69: 1003-05 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: Wesleyan Chapel
Current: offices and artist spaces

P.I.N.: 2105403011

DATE/PERIOD OF CONSTRUCTION: ca. 1896

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 2 (front block) and 1 (rear block)

Cladding: brick (side and rear elevations); varied materials on front elevation

Fenestration: single-pane display window

Entrances: two glass doors on front elevation

Roof type: flat

Significant features/decorative detailing: N/A

Alterations: The front elevation has experienced drastic alterations that destroyed its original appearance.

HISTORICAL INFORMATION/NOTES: This building, which has a two-story front portion and a one-story rear portion, appears to be the same building shown with a similar footprint on the 1896 and 1907 Sanborns that is identified as "Wesleyan Chapel." It is part of a one-block commercial district that once served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company.

RESOURCE NO. 70: 1008-10 W. Washington St.

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: retail clothing store

P.I.N.: 2105408004

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Cladding: brick

Fenestration: single pane display windows on first floor; double-hung windows on second floor

Entrances: centrally located recessed front entrance with glass door to shop; secondary door to second floor apartment

Roof type: flat

Significant features/decorative detailing: bay window on front elevation

Alterations: altered storefront windows; non-original doors and windows; aluminum siding on bay window; removal of original brick corbelling at parapet level.

HISTORICAL INFORMATION/NOTES: This building is shown on the 1907 Sanborn Map. It is one of four extant late 19th/early 20th-century store buildings on the south side of the 800 block of W. Washington Street, once lined with such buildings. This one-block commercial district served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company. This building was occupied by Harry Collins Cleaners and a barber in 1950 and continued to serve as a barber shop in 1970.

RESOURCE NO. 71: 1013 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: Armour & Company meatpacking warehouse
Current: vacant

P.I.N.: 2105403015

DATE/PERIOD OF CONSTRUCTION: ca. 1890

SIGNIFICANCE RATING
Landmark district potential: Contributing
Individual Landmark Potential: Yes

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: double-hung; most window openings have been infilled

Entrances: original wood front door with glass pane

Roof type: flat

Significant features/decorative detailing: front door has modest Classical surround with brick pilasters and stone cornice; parapet with decorative brickwork.

Alterations: window openings have been infilled.

HISTORICAL INFORMATION/NOTES: This building was built by the Armour Company, meatpackers. The front portion was used as wholesale warehouse. It is shown on the 1896 Sanborn Map and was occupied by the Armour Company until at least 1932, according to the city directory for that year. It was later occupied by Walter Bothe Foods Inc. Manufacturers (1951) and Sono-Mag Corp. Electronic Equipment (1970). The Chicago & Alton passenger station and freight depot were located a half block to the west along the tracks. To the north of this site was the Hungarian Flour Mill.

RESOURCE NO. 72: 1014 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: vacant

P.I.N.: 2105408002

DATE/PERIOD OF CONSTRUCTION: ca. 1900

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Cladding: brick

Fenestration: single-pane display windows and double-hung

Entrances: office-center metal door

Roof type: flat

Significant features/decorative detailing: stone lintels

Alterations: brickwork at the parapet level has been altered; storefront has been drastically altered

HISTORICAL INFORMATION/NOTES: This building is shown on the 1907 Sanborn Map. It is one of four extant late 19th/early 20th-century store buildings on the south side of the 800 block of W. Washington Street, once lined with such buildings. This one-block commercial district served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company.

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RESOURCE NO. 73: 1018 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: vacant storefront/residential second floor

P.I.N.: 2105408012

DATE/PERIOD OF CONSTRUCTION: 1928

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 1

Cladding: brick

Fenestration: N/A

Entrances: N/A

Roof type: flat

Significant features/decorative detailing: circular stone medallion with year of construction; two diamond-shaped stone inserts

Alterations: The entire storefront is covered and it is unknown whether original storefront is extant; non-original awning.

HISTORICAL INFORMATION/NOTES: This building has a concrete medallion on the parapet with the year "1928.) It is one of four extant late 19th/early 20th-century store buildings on the south side of the 800 block of W. Washington Street, once lined with such buildings. This one-block commercial district served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company. This building served as Grandmother's Café Restaurant in 1951 and as Bud Kelley's TV Sales and Service in 1970.

RESOURCE NO. 74: 1020 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: store building
Current: vacant storefront/residential second floor

P.I.N.: 2105408011

DATE/PERIOD OF CONSTRUCTION:

SIGNIFICANCE RATING
National Register District potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Cladding: brick

Fenestration: double-hung

Entrances: metal doors

Roof type: flat

Significant features/decorative detailing: jack arch lintels

Alterations: altered storefront; non-original windows and doors

HISTORICAL INFORMATION/NOTES: This building is shown on the 1907 Sanborn Map. It is one of four extant late 19th/early 20th-century store buildings on the south side of the 800 block of W. Washington Street, once lined with such buildings. This one-block commercial district served patrons of the nearby Chicago & Alton passenger station and McClean County Coal Company. This building was occupied by The Jug Tavern in 1951 and by Kelch Liquors in 1970.

RESOURCE NO. 75: 1300 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton

BUILDING USE/NAME
Original: Funk Brothers Seed Company
Current: vacant

P.I.N.: 2105330007

DATE/PERIOD OF CONSTRUCTION: 1930-1950

SIGNIFICANCE RATING
Local landmark district potential: Contributing
Individual Landmark Potential: Yes

ZONING DESIGNATION: B-2, General Business

ARCHITECTURAL DESCRIPTION

Number of Stories: 2

Walls: brick

Fenestration: casement?

Entrances: metal front entrance door

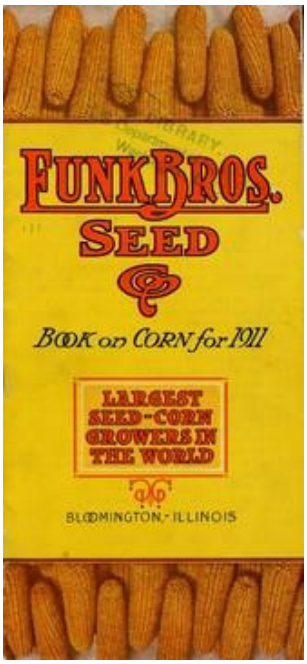
Roof type: flat

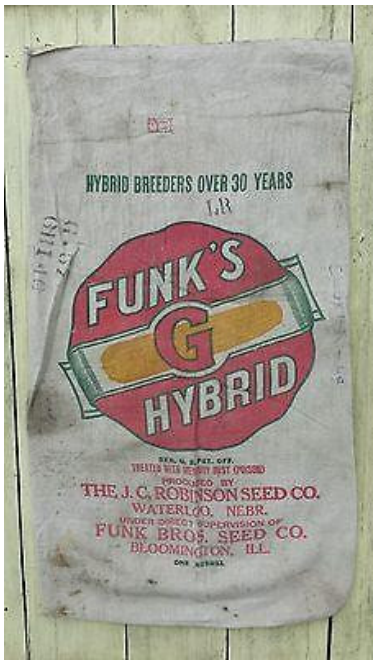
Significant features/decorative detailing: two-story window bay

HISTORICAL INFORMATION/NOTES: This building served as offices for the Funk Brothers Seed Company, which was an enterprise in Bloomington from the early to mid-20th century. The Funk family arrived in McLean County from Ohio in 1824. The family set up a homestead and farm about 10 miles southwest of Bloomington and named the area Funk's Grove. Over the years Isaac Funk acquired 22,000 acres of farmland and upon his death his sons and daughters inherited the land. Eugene Duncan (E.D.), a grandson of Isaac, formed the Funk Bros. Seed Company, Inc. in 1901 with about 12 other Funk family members. The Funk Bros. Seed Company, Inc. sought to produce higher yield corn varieties and a way to prevent diseases from attacking corn crops. Around 1915, Funk Bros. developed a hybrid corn, Funk's Tribred. In the late 1930s the company also developed another hybrid variety, the Funk's G-Series Hybrid. In 1967 Funk Bros. Seed Co. was purchased by CPC International, Inc. and in 1972 the company went public under the name Funk Seeds International, Inc. In 1974 the company was purchased by Ciba-Geigy. The company has since merged with several others: AstraZeneca and Sygenta which is still producing agricultural products.

1300 W. Washington Street and 1304 W. Washington Street: Funk Bros. Seed Company: Additional Images

At the time of this photograph, Funk Bros. Seed Co. operated the grain silos and complex of buildings seen in the lower half of this view. The plant in the upper right shows a Ralston-Purina Co. facility. Today, the Funk Bros. silos are home to Upper Limits, the popular climbing gym. Cargill, Inc. now operates the Ralston-Purina site.





RESOURCE NO. 76: 1304 W. Washington Street

HISTORIC RAILROAD LINE: Chicago & Alton and New York Central

BUILDING USE/NAME
Original: Funk Brothers Seed Company
Current: vacant

P.I.N.: 2105330009

DATE/PERIOD OF CONSTRUCTION: 1930-1950

SIGNIFICANCE RATING
Local landmark district potential: Contributing
Individual Landmark Potential: No

ZONING DESIGNATION: M-2, Heavy Manufacturing

ARCHITECTURAL DESCRIPTION

Number of Stories: 3

Walls: metal siding applied vertically

Fenestration: N/A

Entrances: metal door

Roof type: gable and shed

Alterations: The metal sheathing appears to be non-original.

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