

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name United States Housing Corporation (U.S.H.C.) Historic District

other names/site number _____

Name of Multiple Property Listing _____

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

2. Location

street & number Unit 1: Roughly bounded by 16th Avenue on the north, 31st Street on the west, 18th Avenue on the south, and 33rd Street on the east. not for publication

Unit 2: Roughly bounded by 14th Avenue on the north, 39th Street on the west, 18th Avenue on the south, and 1st Street on the east.

city or town Rock Island vicinity

state Illinois county Rock Island zip code 61201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

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

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

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

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

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5. Classification

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

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

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

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

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

Contributing	Noncontributing	
206	187	buildings
		site
		structure
		object
206	187	Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/secondary structure

Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/multiple dwelling

DOMESTIC/secondary structure

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Queen Anne

LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Craftsman

OTHER/CONTEMPORARY

Materials

(Enter categories from instructions.)

foundation: Concrete

walls: Siding (Wood, Asbestos, Synthetic); Brick

roof: Asphalt Shingles

other:

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Narrative Description

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

Summary Paragraph

The United States Housing Corporation (U.S.H.C.) Historic District (also known as the housing collection) is located within the City of Rock Island, Rock Island County, Illinois. The district is composed of two discontinuous units. As all properties are related to the same Areas of Significance, were built at the same time for the same purpose, use the same set of building plans and specifications, and are the only properties that fall under the proposed Multiple Property Submission (MPS) they are eligible as a discontinuous district per the regulations of the National Register of Historic Places.

The western unit is composed of what is historically known as Tract A, roughly bounded by 16th Avenue on the north, 31st and 32nd Street on the west, 18th Avenue on the south, and 33rd Street on the east. Tract A encompasses 6.05 acres with thirty-two contributing buildings and seven non-contributing buildings, of which two were constructed as part of the housing collection but have suffered a loss of integrity, and the remaining five buildings were constructed as standard residential development within the area and not by the U.S.H.C. There are four contributing secondary resources (e.g., garages) and twenty-two non-contributing secondary resources. Additionally, there is one vacant site, identified as non-contributing, that is excluded from the building count per the National Register of Historic Places requirements.

The second or eastern unit of the district is composed of the areas historically known as Tract B, C, and D of the housing collection. This unit is roughly bounded by 14th Avenue on the north, 39th Street on the west, 18th Avenue on the south, and 1st Street on the east, exclusive of the interstitial areas included in the boundary but not developed as part of the housing collection. Tracts B, C, and D encompass 31.35 acres with 151 contributing buildings and twenty-nine non-contributing buildings, of which twelve were constructed as part of the housing collection but have suffered a loss of integrity, and the remaining seventeen buildings were constructed as standard residential development within the area, and not by the U.S.H.C. There are nineteen contributing secondary resources (e.g., garages) and 129 non-contributing secondary resources.

The district is predominantly composed of single-family residences and several double houses designed as part of the housing collection and constructed between 1918 and 1919, which reflects its period of significance. The contributing resources in the district illustrate the individual building typologies and architectural styles utilized in the design of the housing collection and are described further below.

Narrative Description

Located in northwestern Illinois at the confluence of the Mississippi and Rock Rivers, the City of Rock Island composes the southwestern quadrant of the Quad Cities. It is bounded on the north by the Iowa terminus of the Centennial Bridge at W. 2nd Street, Davenport, Iowa, on the west and south by the Rock River, and on the east by the City of Moline, Illinois. Tract A (also known as the western unit) of the United States Housing Corporation (U.S.H.C.) Historic District (also known as the housing collection) is approximately 6.05 acres, roughly bounded by 16th Avenue on the north, 31st and 32nd Street on the west, 18th Avenue on the south, and 33rd Street on the east. Tract B, C, AND D (also known as the eastern unit) of the United States Housing Corporation (U.S.H.C.) Historic District encompasses approximately 31.35 acres, composed of 16.7 acres in Tract B, 8.25 acres in Tract C, and 6.40 acres in Tract D. Together the two units create a district of approximately 37.4 acres in size with 183 contributing principal buildings, twenty-three contributing secondary resources (e.g., garages), thirty-six non-contributing buildings, 151 non-contributing secondary resources, and

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one-vacant site due to demolition of contributing resource 1705-1707 32nd Street during the preparation of this nomination.

The district's composition is predominantly single-family residential, with seventeen double houses and one commercial building not constructed as part of the housing collection. The surrounding areas are predominantly residential, with limited interspersed commercial uses to serve the neighborhood.

Situated on a peninsula at the convergence of the Rock and Mississippi Rivers, Rock Island experiences degrees of varying landscape, including floodplains, wetlands, bluffs, and contiguous woodlands. The district is situated in the higher, even ground south of the bluffs in what was woodland before the existing urban development. The topography of the district is thus relatively flat.

The land developed as Tract A was undeveloped at the time of purchase by the U.S.H.C. in 1918, but the surrounding areas were already developed and had been platted with roads and pedestrian walks, and the land was subdivided into lots. Thus, the planning of the district took into account the surrounding built environment and integrated the development into the existing street pattern to meet the surrounding alignment of roads. There is only one alley running north-south through the block bounded by 16th Avenue on the north, 31st Street on the west, 18th Avenue on the south, and 32nd Street on the east. Street widths are a standard twenty-four feet throughout the district and accommodate on-street parking on either side of the roadway. The orientation and layout of the streets have remained unchanged since the earliest development in the district. The majority of streets in the district are asphalt, though 33rd Street does retain its historic brick street pavers. All residences were oriented to face the street on which they were sited, with single-family residences facing the north-south streets and multi-family residences (e.g., double houses) fronting the east-west streets or at the ends of north-south blocks.

The land, which was developed as Tracts B, C, and D, was also predominately undeveloped at the time of purchase by the U.S.H.C in 1918 but had been platted into blocks with roads to match the standard grid alignment of the surrounding developed areas. These tracts were built off of the existing plat to further subdivide the blocks into individual lots and added residential alleys. In Tracts B and C, alleys follow a north-south alignment for the full length of each block. Only in Tract B is the alley between blocks bounded by 39th Street on the west and 41st Street on the east, slightly shorter to accommodate an east-west alley that runs from 39th Street to 41st Street to serve the residences that front 18th Avenue. In Tract D, there is one alley that spans the full width of the tract and runs from 44th Street on the west to a half block east of 46th Street on the east. This alley serves both the residences of 17th Avenue and 18th Avenue.

As the district was platted into the existing street grid, street widths are a standard twenty-four feet throughout the district and accommodate on-street parking on either side of the roadway. The orientation and layout of the streets have remained unchanged since the earliest development in the district. The majority of streets in the district are asphalt, though historically, they were paved with brick. All residences were oriented to face the street on which they were sited, with single-family residences facing the north-south streets and multi-family residences (e.g., double houses) fronting the east-west streets or at the ends of north-south blocks. The only exception to this orientation is Tract D, where there are no north-south streets, so all residences face the east-west streets of 17th and 18th Avenue.

Additionally, a significant historic site feature employed in both units of the district is a serpentine pattern of setbacks. The middle house in each block was advanced the farthest, and from there setbacks alternate at depths between thirty feet and forty-five feet. The technique was used as design relief to break up the sightlines along the long blocks. The properties associated with the Rock Island District of the United States Housing Corporation were constructed as typical single-family homes, with several double houses, integrated into the existing neighborhood and streetscape and designed in popular architectural styles of the time. The 1918 war workers' houses and cottages are unique for their time period because they were built simultaneously by the same builder with the same degree of quality and building

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skill. Despite their mass construction, they were planned and built as individual family homes, and their overall layout and individual site plans were carefully laid out by a professional town planner and a municipal engineer. The plans utilized a simplified Colonial Revival architectural style or the Dutch Colonial Revival subtype style. This style is reflected in the use of pedimented (or broken pediments) gables, open porches with multiple round or squared columns, a predominance of wood clapboard exteriors, the use of double-hung windows (six-over-six) at the first and second floor/attic, either as singles or paired, and multi-light awning/hopper windows at the basement, Gambrel roof forms (Dutch Colonial), dormers and attic vents.

The following is an in-depth description of each typology designed as part of the collection. All historic typologies are still represented today. The typologies are identified by the same alpha-numeric organizational scheme created by Cervin & Horn. The letter heading of each code (C, H, or D) refers to cottages, houses (two or more stories), or duplexes/double houses. The first number refers to the plan, particular room assemblage, or interior layout. The second number refers to the varying roof forms. If a house was constructed with a reversed/mirrored plan, an "R" was added to the code. If the exterior of a house was clad in stucco, a "S" was added to the code.

Additionally, it should be noted that approximately three residences pre-date the district and were acquired as part of the site acquisition. The residences were subsequently remodeled into one of the following typologies. Only one property has been confirmed as a remodeled residence, and it is located at 4421 18th Avenue.

Cottages

The "Cottage" typology is the only one-story house found in the district and consists of three subtypes, with multiple variations on each subtype.

While each subtype has a different floor plan, the "Cottage" typology does feature similar architectural details including: clapboard siding; cross-gable roofs with a raking cornice with Greek Revival cornice returns, or a front gable roof with a front gable roof over the porch which mimics a Classical pediment; semi-circle attic vent, centered at the peak of the gable; multi-light double-hung and awning/hopper windows; a bay window at bathroom; attic windows set within a rounded arch opening, typical of the Colonial Revival style; and singles, pairs or triplets of square or round Doric porch columns with a trellis set between each column and square balustrades, unless otherwise noted below.

C1.1- Four Room Cottage with Gable Roof (5 Properties or 2.5percent of the District) (Figure 8)

The Four Room Cottage features a rectangular plan with a recessed corner porch. The plan includes two bedrooms, a kitchen, and a living room. The plan measures twenty-four feet wide by thirty-two feet in length on the porch side, and 27.5 feet in length on the opposite side. The main floor contains 706 square feet. The public areas of the house (e.g., kitchen and living room) are located on the same side of the plan as the porch, with the private areas (e.g., bedrooms and bathrooms) located in a row on the opposite side of the interior plan. The chimney is located on the exterior wall of the kitchen, serving both the kitchen and basement.

C1.2—Four Room Cottage with Hipped Roof (5 Properties or 2.5percent of the District) (Figure 9)

This typology is identical to C1.1 in plan, size, and arrangement. Minimal differences between typology C1.1 and C1.2 include: the exterior walls are clad in clapboards below the sill and stuccoed above on C1.2 instead of clad in all clapboards like C1.1 and the attic roof vent consists of two triangular openings set at either end of the roof ridge in lieu of the single semi-circle vent.

C1.3—Four Room Cottage with Cross-Gabled Roof (6 Properties or 3 percent of the District) (Figure 10)

This subtype of the four-room cottage typology features a cross-gabled roof, creating a space for a small attic. The interior plan and form are otherwise identical to C1.1 and C1.2. The C1.3 plan is slightly larger, with only an additional

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eight square feet on the main floor (714 square feet). The plans indicate that the porches of this type have paired round columns in lieu of the square columns of C1.1 and C1.2.

C2.1—Five Room Cottage with Cross-Gabled Roof (12 Properties or 6 percent of the District) (Figure 11)

The five-room cottage typology closely resembles C1.3, as it features a cross-gabled roof. Unlike the four-room cottage typologies, this type lacks the front attic vent. Venting is achieved through the end windows of the attic. The main differences between the C1 and C2 floor plans include the addition of a fifth room, and the porch is centered on the front façade instead of located on one side of the façade. It measures twenty-two feet in width and thirty-five feet in length. The interior area is 770 square feet. The addition of a fifth room produced a rectangular plan with a centered front porch that is not recessed into the plan. The living room, dining, and kitchen are aligned on one side of the interior plan, and the two bedrooms, with a central bathroom, are located on the opposite side of the plan. A short central hall separates either side of the plan. The rear entrance is at grade, with steps leading up to the kitchen or into the basement. The laundry room in the basement is beneath the kitchen, and the fuel room is beneath the living room. The chimney is located on the exterior wall of the bathroom.

C2.2—Five Room Cottage with Front-Gable Roof (16 Properties or 8 percent of the District) (Figure 12)

This five-room cottage plan is identical to C2.1 but features a front gable roof instead of a cross-gabled roof, and the front porch is located on one side of the front façade instead of at the center. This typology closely resembles C1.2 (note the numbering similarity) in form, but the four-room plan of C1.2 results in a partly recessed porch. On the five-room plans, the porch projects from the main footprint of the house.

Architectural differences in the C2.2 variation include that most of these houses were built with semi-enclosed front porches instead of completely open porches and with simplified porch details, including a pair of round columns only at the front corners of the porch and side balustrades. The porch does not feature rear columns or the typical trellises between the pairs of columns.

C3.1—Five Room Cottage with a Front Gable Roof (15 Properties or 7.5 percent of the District) (Figure 13)

Cervin & Horn designed three variations of the C3 typology, which features identical recessed corner porches. Each variation differs based on the main and porch roof forms. Each plan contains five rooms, like the C2 typology, but the C3 plan groups the living room, dining room, and kitchen at the front of the house and two bedrooms at the rear of the house. The bathroom separates a bedroom and the living room, and a hallway at the center of the plan runs the width of the plan to separate the public and private spaces. All of the C3 plans measure twenty-four feet in width and thirty-two feet and eight inches in length on the non-porch side, or thirty-eight feet in length on the porch side. The main floor is 718 square feet. A side entrance is located at the exterior wall of the kitchen. The basement fuel room is set behind the porch, and the laundry room is in the front of the plan beneath the dining room.

The C3.1 subtype features a main front gable roof with a single dormer set above the kitchen on the side façade and a triangular attic vent at the front façade. The chimney is centered on the roof ridge toward the rear of the plan. On all C3 typologies, the porch roof is distinguished from the main footprint or roof form of the house. For the C3.1 subtype, the porch slightly projects from the front and side façade, and a small, hipped roof is visible. Trellises were not an original feature of this subtype, though some homeowners have added trellises as a later alteration (e.g., 4527 18th Avenue). The C3.1 subtype was also unique as it was designed for a future second story addition, and the interior stair is located between the kitchen and bedroom to serve as access to the attic or a later second story.

C3.2—Five Room Cottage with a Cross-Gabled Roof (14 Properties or 7 percent of the District) (Figure 14)

The C3.2 subtype is identical to C3.1, except it features a cross-gabled roof and a gabled roof vent near the ridge of the side-gabled section of the roof. As with the C3.1 subtype, porches were fully open, but the porches on C3.2 only had a

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pair of rounded columns at each front corner of the porch. The porch roof on the C3.2 subtype is an extension of the side-gabled roof section. The C3.2 and C3.3 subtypes do not have a dormer window.

C3.3—Five Room Cottage with a Side-Gabled and Hipped Roof (15 Properties or 7.5 percent of the District) (Figure 15)

This subtype has an identical plan and dimensions as C3.1 and C3.2 but utilizes a side-gabled roof over the front public spaces and a hipped roof over the rear private spaces of the interior plan. The C3.3 subtype has a slightly higher shed roof over the porch, small side vents are substituted for the attic windows, there is no front vent, and the porch is semi-enclosed. Squared half-length porch columns are arranged in triple sets at each corner of the porch, and a trellis connects each column. Unlike C3.1 and C3.2, which provided stairs to the second floor, no such provision was made here.

Houses

The “House” typology was the first plan designed by Cervin & Horn with a full second floor layout. Several of the cottage plans have livable space on the second floor and stairways between the ground and second floors, but this was the first plan type that the architects labeled “H” or “House.” This typology employs three subtypes, H1, H2, and H3, described in detail below.

The nearly square H1 and H2 subtype plan measures twenty-one feet and six inches wide by twenty-five feet deep, excluding the porch. The footprint is small, and there are just 464 square feet on each level. On the main floor for the H1 and H2 subtypes, the porch entrance leads into the living room, which is connected to the dining room, located in the rear corner. The kitchen is opposite the dining room along the rear and side of the plan, and the stairs are between the porch and the kitchen. On the upper level, a bedroom is located at the front and rear of the plan, separated by a wall of closets. The bath is in the rear corner of the plan, above the kitchen. These subtypes also feature a second entry at grade at the side facade just behind the porch. There is a window set at the stair landing above the side entrance. No other plan type has this feature.

A variety between the H1 and H2 subtypes is that unlike the semi-enclosed porch featured on the H1 subtype, the H2 subtype has a fully-open porch. For both subtype porches, a set of three porch columns are located at each corner and the balustrade consists of geometric panels with rectangles overlaid on crossed supports. Trellises are located between each column. An additional difference is for the H1 subtype, the chimney is just below the roof ridge at the rear of the plan, whereas in H2 the chimney passes through the shed roof dormer.

The final “House” subtype is the H3 plan, which is a two-story, six-room plan consisting of three variations. All of the H3 plans measure twenty feet in width and twenty-six feet in depth. Each floor contains 520 square feet of living space. The side and front porches are both long and narrow at twelve feet wide and six feet deep. Porches were semi-enclosed with a single column at the interior corners or triplet columns at the exterior corners and built-in balustrades. The H3.1 and H3.3 plans have side porches, and H3.2 has a front porch. On the first floor, the living room is set opposite the porch, and the dining room opens into the living room. The kitchen is in the opposite rear corner to the dining room and the entryway and stairway fill the other front corner, adjacent to the porch. The second floor is composed of three bedrooms and one bathroom, located above the kitchen. The chimney, which serves the bath and kitchen, is located on the side façade behind the porch. The window pattern on three of the façades is symmetrical, with two windows on each floor in vertical alignment. On the fourth façade or porch side, a window at the stair landing on the interior is set between the two floors, immediately behind the porch.

Similarities in the plans of all three “House” subtypes include that the fuel room in the basement is always set opposite the porch at the front of the plan with the laundry room in the opposite rear corner, except in H3, which does not have a laundry room. Beyond differences in the plans, roof forms and features vary between each “House” typology subtype.

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H1.1—Five Room House with a Front Gable Roof (11 Properties or 5.5 percent of the District) (Figure 16)

The H1.1 plan employs a front gable roof with a semi-circle attic vent set above a pair of windows on the second floor. The porch is fully recessed into a front corner and is semi-enclosed by a knee wall, either stuccoed or clad in wood clapboards.

H1.2—Five Room House with a Gambrel Roof (14 Properties or 7 percent of the District) (Figure 17)

The use of a Gambrel roof defines the H1.2 subtype. Additional differences include a fully open porch with paired rounded columns, and a shed roof dormer located on the same side of the plan as the porch. This dormer contains the stairway and closets.

H2.1—Five Room House (17 Properties or 8.5 percent of the District) (Figure 18)

This subtype is identical to H1.2 in terms of dimensions and room arrangement. The key differences are the addition of a side porch with a hipped roof, which projects from the main footprint of the house, and shed dormers on both sides of the roof. The dormers on the side opposite the entryway are elongated and enclose a closet and bedroom space. A shed roof dormer is always on the same side as the porch entrance.

H2.2—Five Room House (11 Properties or 5.5 percent of the District) (Figure 19)

The H2.2 subtype differs by using a centered side entrance, entry hall, and paired dormers flanking the entrance. The main entrance features a Classical pedimented surround, unique to this subtype. The main roof is a Gambrel roof and features a shed roof dormer centered on the opposite roof plane. The dormer contains the second floor closets.

H3.1—Six Room House (8 Properties or 4 percent of the District) (Figure 20)

The H.3 typology allows for variations in the roof form and utilizes either a front-facing gable, Jerkinhead (clipped gable), or hipped roof.

H3.2—Six Room House with a Front Porch (20 Properties or 10 percent of the District) (Figure 21)

The H3.2 subtype differs from the H3.1 subtype in that it uses a hipped roof with gabled attic vents, one vent on either end of the short roof ridge.

H3.3—Six Room House with a Side Porch (12 Properties or 6 percent of the District) (Figure 22)

The H3.3 subtype has the same four roof variations as subtype H3.1. The original exterior of these houses was either stucco or wood clapboards. This subtype originally had a mix of fully open and semi-enclosed porches with a stuccoed knee wall.

Double Houses

The “Double House” typology in the district is a two-story house with a rectangular plan and a party wall at the center to split the house into two separate single-family units. Beyond sharing the common typology, the subtypes found in the district only share two additional similarities. On the exterior, both subtypes feature an open porch, and on the interior, the living room is always located along the exterior wall.

D1—Four Room Double House (4 Properties or 2 percent of the District) (Figure 23)

The D1 subtype features a shallow and elongated, measuring fifty feet and six inches wide by sixteen feet and six inches deep with a side-gabled roof and shed roofs over the porches, which are slightly raised from the main roof plane. The interior layout consists of four rooms, a combined kitchen-dining room, and a living room on the first floor, with two bedrooms and a bathroom on the second floor. The first floor area is 858 square feet. Due to the limited depth, this subtype uses a centered straight-run staircase in lieu of the corner-turned staircase found in the D2 subtype.

The living room is located along the exterior side elevations. The bathrooms are grouped along the rear elevation at the center of the plan, with one bedroom set above the living room and the other above the kitchen/dining room along the

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shared interior wall. Unlike the previous typologies, the main entrance is separate from the porch and has its own shed roof. The porches are long and narrow and project from the main footprint. Porches were also originally fully-open and featured a heavy, curved corner bracket where the porch joined to the main wall. This bracket detail is unique to this subtype. Additional architectural features distinct to this subtype include separate chimneys centered towards the rear of each dwelling and gabled wall dormers.

D2—Five Room Double House (13 Properties or 6.5percent of the District) (Figure 24)

The five-room type of double house is broader and shorter in plan with a Gambrel roof. The ground level contains slightly more living space, 881 square feet. The plan contains a living room along the exterior side and a dining room and kitchen on the interior side. A turned staircase is located at the rear corner of the plan, adjacent to the living room. The second floor is composed of two bedrooms and a bathroom. Porches were originally fully open with square porch columns. Two properties have semi-enclosed porches, which might be an original variation of this subtype.

The district remains intact and appears much as it would have looked when fully developed at the end of the period of significance. Most of the properties are intact and have sustained little, if any, exterior modifications. Most alterations that did occur that are visible from the public right of way are replacement of windows within the original openings, infill of the attic vents, addition or replacement of shutters, replacement in-kind of porch columns/balustrades and/or rear additions (if the addition is not visible from the public right-of-way), and re-siding of the exterior. Many of these alterations are reversible or are repairs/improvements that are keeping in kind with the original design and have not diminished the integrity of the district as a whole.

The following is an inventory for each of the existing contributing and non-contributing resources, including address, U.S.H.C. property type, which corresponds with the building types outlined in the sub section *Architecture of The United States Housing Corporation Historic District* in Section 8 of this nomination, U.S.H.C. job number, any secondary structures (e.g., garages), date of construction, and current photograph which corresponds to the photograph log of this nomination. The listed addresses correspond to the addresses listed with Rock Island County.

A “Building Key” is located in the “Additional Documentation” section of this nomination.

*Abbreviations Note: C: Contributing; NA: Not Applicable; NC: Non-Contributing; NO: Number.

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MAP ID	NO.	STREET	SUFFIX	USHC PROPERTY TYPE	USHC JOB NO.	C/NC	SECONDARY STRUCTURE	PHOTO NO.
TRACT A								
1	3200	16	AVENUE	H2.2[R]	26	C	NC	0012; 0013
2	3204	16	AVENUE	C1.2	27	C	---	0013
3	3208	16	AVENUE	C3.3	28	C	---	0013
4	3212	16	AVENUE	H1.2[R]	29	C	NC	0013
5	3216	16	AVENUE	H3.2[R]	30	C	NC	0014
6	3220	16	AVENUE	H1.1[R]	31	C	NC	0014
7	3224	16	AVENUE	C3.2	32	C	---	0014; 0015
8	3228	16	AVENUE	C1.3[R]	33	C	---	0015
9	3232	16	AVENUE	H3.3	34	C	---	0015
10	3201	17	AVENUE	H3.3	24	C	NC	0011
11	3204	17	AVENUE	H2.1[R]	8	C	NC	0004
12	3205	17	AVENUE	C1.3	23	C	NC	0011
13	3208	17	AVENUE	C3.3[R]	9	C	---	0004
14	3209	17	AVENUE	C1.3	22	C	C	0010
15	3212	17	AVENUE	C2.1[R]	10	C	NC	0004; 0005
16	3213	17	AVENUE	H3.2[R]	21	C	---	0010
17	3216	17	AVENUE	H3.3	11	C	NC	0004; 0005
18	3217	17	AVENUE	C3.1[R]	20	C	---	0010
19	3220	17	AVENUE	C3.2	12	C	---	0005; 0006
20	3221	17	AVENUE	C2.2[R]	19	C	---	0009
21	3224	17	AVENUE	C2.2[R]	13	C	NC	0005; 0006
22	3225	17	AVENUE	H3.2	18	C	---	0008; 0009
23	3228	17	AVENUE	H3.2[R]	14	NC	NC	0006; 0007

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24	3229	17	AVENUE	C3.3[R]	17	C	NC	0008; 0009
25	3233	17	AVENUE	H2.2	16	C	---	0008
26	3103	18	AVENUE	N/A	N/A	NC	---	N/A
27	3123-25	18	AVENUE	D2	3	C	NC	N/A
28	1703	31	STREET	H3.3	1	C	NC	0001; 0002
29	1707	31	STREET	N/A	N/A	NC	NC	0001; 0002
30	1711	31	STREET	N/A	N/A	NC	NC	0001; 0002
31	1717	31	STREET	N/A	N/A	NC	NC	0001
32	1719	31	STREET	C3.3[R]	2	NC	NC	0001
33	1611-13	32	STREET	D2	25	C	C	0012
34	1702	32	STREET	H3.1R	6	C	NC	0003
35	1705-07	32	STREET	Vacant Lot (Formerly D1)	7	NC	---	N/A
36	1706	32	STREET	C3.2	5	C	NC	0003
37	1710	32	STREET	H2.2	4	C	NC	0003
38	1712	32	STREET	N/A	N/A	NC	---	0003
39	1610-12	33	STREET	D2	35	C	C; C	0015
40	1704-06	33	STREET	D1	15	C	NC	0007
TRACT B								
41	3904-06	15	AVENUE	D2	36	C	---	0016
42	3922-24	15	AVENUE	D2	72	C	NC	0028
43	4005-07	15	AVENUE	D2	80	C	NC	0029
44	4104-06	15	AVENUE	D2	123	C	---	0047
45	3905	18	AVENUE	H2.1	52	C	NC	0020
46	3909	18	AVENUE	C3.2[R]	53	C	---	0020
47	3913	18	AVENUE	H3.3	54	C	NC	0020
48	3917	18	AVENUE	C2.1R	55	C	NC	N/A
49	3921	18	AVENUE	H2.2[R]	56	C	NC	N/A
50	4005	18	AVENUE	C2.1	97	C	---	0021; 0038
51	4009	18	AVENUE	H2.2	98	C	NC	0021; 0038
52	4013	18	AVENUE	H1.2	99	C	C	0021; 0022
53	4017	18	AVENUE	C3.2R	100	C	NC	0022; 0038
54	4105-07	18	AVENUE	D1	140	C	---	0054
55	1505	39	STREET	C3.2[R]	37	NC	NC	00016
56	1509	39	STREET	C2.2[R]	38	C	NC	0017

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57	1513	39	STREET	H3.3	39	C	NC	0017
58	1517	39	STREET	H2.2[R]	40	C	NC	0017; 0018
59	1521	39	STREET	H3.2	41	C	NC	0018
60	1525	39	STREET	C3.1[R]	42	C	NC	0018
61	1529	39	STREET	C2.2[R]	43	C	---	N/A
62	1533	39	STREET	C1.2[R]	44	C	NC	N/A
63	1537	39	STREET	C3.3[R]	45	C	---	0019
64	1541	39	STREET	H1.1	46	C	NC	0019
65	1545	39	STREET	N/A	N/A	NC	NC	0019
66	1549	39	STREET	H2.1[R]	48	C	NC	N/A
67	1553	39	STREET	C2.1[R]	49	C	NC	N/A
68	1557	39	STREET	C3.2[R]	50	C	NC	N/A
69	1567-69	39	STREET	D2	51	C	---	N/A
70	1417	40	STREET	C1.1 [R]	73	C	NC	N/A
71	1421	40	STREET	H1.2	74	C	NC	0031
72	1425	40	STREET	C2.2[R]	75	C	---	0030
73	1429	40	STREET	H2.1R	76	C	---	0030
74	1433	40	STREET	H1.2	77	C	NC	0030
75	1437	40	STREET	H3.2	78	C	---	0030
76	1441	40	STREET	C3.3	79	C	---	0030
77	1501	40	STREET	C3.3R	81	NC	NC	0032; 0033
78	1504	40	STREET	C3.2	71	C	NC	0027; 0028
79	1505	40	STREET	C2.2R	82	C	NC	0032; 0030
80	1508	40	STREET	C2.1	70	C	NC	0027
81	1509	40	STREET	C1.3R	83	C	NC	0032; 0030
82	1512	40	STREET	H3.1[R]	69	C	NC	0027
83	1513	40	STREET	H1.2	84	C	NC	0032; 0034
84	1516	40	STREET	H2.2	68	C	NC	N/A
85	1517	40	STREET	H3.2R	85	C	NC	0034; 0035
86	1520	40	STREET	H1.2	67	NC	NC	N/A
87	1521	40	STREET	H2.1R	86	C	---	0035
88	1524	40	STREET	C3.1	66	C	NC	0026
89	1525	40	STREET	C3.1R	87	C	NC	0035
90	1528	40	STREET	C2.2	65	C	NC	0025; 0026
91	1529	40	STREET	H3.2	88	C	NC	0036
92	1532	40	STREET	C1.2	64	C	NC	0025; 0026
93	1533	40	STREET	H2.2R	89	C	NC	0036

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94	1536	40	STREET	C3.1	63	C	NC	0025; 0026
95	1537	40	STREET	H1.1	90	C	NC	0036
96	1540	40	STREET	H1.1[R]	62	C	C	0025; 0026
97	1541	40	STREET	C3.2	91	C	NC	N/A
98	1544	40	STREET	H3.2[R]	61	C	NC	0023; 0024
99	1545	40	STREET	H3.3	92	C	NC	N/A
100	1548	40	STREET	H2.1	60	C	NC	0023; 0024
101	1549	40	STREET	C2.2	93	C	---	0037
102	1552	40	STREET	C2.1	59	C	NC	0023; 0024
103	1553	40	STREET	C3.1R	94	NC	C	0037
104	1556	40	STREET	C3.3	58	C	NC	0023; 0024
105	1557	40	STREET	H3.3	95	C	NC	0037
106	1566-68	40	STREET	D2	37	C	---	0038
107	1567-69	40	STREET	D2S	96	C	NC	N/A
108	1429	41	STREET	C1C.1R	117	C	NC	0045; 0046
109	1433	41	STREET	H1.2	118	C	NC	0045; 0046
110	1437	41	STREET	H2.1R	119	C	NC	0044; 0045
111	1441	41	STREET	H3.2	120	C	NC	0044; 0045
112	1445	41	STREET	C2.2R	121	C	NC	0044
113	1449	41	STREET	C3.3R	122	NC	---	0044
114	1500	41	STREET	C3.1R	116	NC	C	0043
115	1504	41	STREET	C1.3	115	C	NC	0043
116	1505	41	STREET	C2.1R	124	C	NC	0047
117	1508	41	STREET	H3.1RS	114	C	NC	0043
118	1509	41	STREET	H3.2	125	C	NC	0047; 0048
119	1512	41	STREET	C3.3	113	C	NC	0043
120	1513	41	STREET	H2.1R	126	C	NC	0049
121	1516	41	STREET	H2.1	112	C	---	0042
122	1517	41	STREET	H3.3	127	C	NC	0049
123	1520	41	STREET	H3.2R	111	C	NC	0042
124	1521	41	STREET	H1.2	128	NC	NC	0049
125	1524	41	STREET	H2.2R	110	C	NC	0041; 0042
126	1525	41	STREET	C3.1R	129	C	NC	0049
127	1528	41	STREET	C3.2R	109	C	NC	0041
128	1529	41	STREET	C2.2RS	130	C	C	N/A
129	1532	41	STREET	C2.2R	108	C	NC	0040; 0041
130	1533	41	STREET	H3.2	131	C	NC	0050

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131	1536	41	STREET	H1.1R	107	C	NC	0040; 0041
132	1537	41	STREET	C2.1R	132	C	NC	0050; 0051
133	1540	41	STREET	H2.1	106	C	NC	0039; 0040
134	1541	41	STREET	C3.1R	133	C	NC	0050; 0051
135	1544	41	STREET	C3.1	105	C	NC	0039; 0040
136	1545	41	STREET	H3.2RS	134	C	---	0051; 0052
137	1548	41	STREET	H3.1R	104	C	NC	0039
138	1549	41	STREET	H1.1	135	C	---	0051; 0052
139	1552	41	STREET	H1.2R	103	C	NC	0039
140	1553	41	STREET	H2.1	136	C	NC	0052; 0053
141	1556	41	STREET	C3.2	102	C	NC	0039
142	1557	41	STREET	C2.2R	137	C	NC	0052; 0053
143	1561	41	STREET	H3.3	138	C	C	0053
144	1565	41	STREET	C3.3R	139	C	C	0054
145	1566-68	41	STREET	D2	101	C	C	0038
TRACT C								
146	4216-18	15	AVENUE	D1	155	C	---	0062
147	4217-19	18	AVENUE	D2	141	C	---	0055
148	1501	43	STREET	C3.2	156	C	---	0063
149	1504	43	STREET	C3.1R	154	C	NC	0060; 0061
150	1505	43	STREET	H3.2	157	C	NC	0063
151	1508	43	STREET	H2.2R	153	C	NC	0060; 0061
152	1509	43	STREET	H1.1	158	C	C	0063
153	1512	43	STREET	H3.1R	152	NC	NC	0060; 0061
154	1513	43	STREET	C3.3R	159	C	NC	0063
155	1516	43	STREET	C2.2	151	C	NC	0060; 0061
156	1520	43	STREET	N/A	N/A	NC	NC	0059
157	1526	43	STREET	N/A	N/A	NC	NC	0059
158	1534	43	STREET	N/A	N/A	NC	NC	0059
159	1538	43	STREET	C2.1	150	C	NC	0059
160	1542	43	STREET	H3.2R	149	C	---	N/A
161	1546	43	STREET	C1.2	148	NC	NC	0058
162	1550	43	STREET	H1.1R	147	C	NC	0058
163	1554	43	STREET	H2.1R	146	C	NC	0056; 0057
164	1558	43	STREET	C3.1	145	C	NC	0056
165	1562	43	STREET	H1.2R	144	C	NC	0056
166	1566	43	STREET	H3.2RS	143	NC	C	0056

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167	1570	43	STREET	H2.2	142	C	C	0055; 0056
168	1424	44	STREET	C2.1	172	C	NC	0065
169	1430-32	44	STREET	D2	171	C	---	0064; 0065
170	1436	44	STREET	C1.3	170	C	NC	0064; 0065
171	1438	44	STREET	N/A	N/A	NC	NC	0065; 0066
172	1440	44	STREET	N/A	N/A	NC	NC	0064; 0066
173	1452	44	STREET	N/A	N/A	NC	NC	0064; 0066
174	1502	44	STREET	N/A	N/A	NC	C	0067; 0068
175	1504	44	STREET	C3.1	169	C	---	0067; 0068
176	1508	44	STREET	H3.2R	168	C	C	0067; 0068
177	1512	44	STREET	C3.3	167	C	NC	0068; 0069
178	1516	44	STREET	H2.1	166	C	NC	0069
179	1520	44	STREET	C3.2	165	C	NC	0069; 0070
180	1524	44	STREET	[C1.3]	164	C	NC	0070
181	1528	44	STREET	H3.1R	163	C	NC	0070; 0071
182	1532	44	STREET	H1.2R	162	C	---	0071
183	1536/ 1538	44	STREET	C2.2	161	C	---	0071
184	1540	44	STREET	H3.1[R]	160	C	NC	0072
185	1548	44	STREET	N/A	N/A	NC	NC	0072
186	1550	44	STREET	N/A	N/A	NC	NC	0072
TRACT D								
187	4402	17	AVENUE	N/A	N/A	NC	NC	0073
188	4404	17	AVENUE	N/A	N/A	NC	C	0073
189	4408	17	AVENUE	N/A	N/A	NC	NC	0074
190	4414	17	AVENUE	N/A	N/A	NC	NC	0074; 0075
191	4420	17	AVENUE	H3.1R	173	C	NC	0075
192	4424	17	AVENUE	N/A	N/A	NC	NC	0075
193	4430	17	AVENUE	N/A	N/A	NC	NC	0076
194	4436	17	AVENUE	C1.1	174	C	C	0076
195	4440	17	AVENUE	H1.1R	175	C	NC	0076
196	4444	17	AVENUE	C2.2	176	NC	NC	N/A
197	4448	17	AVENUE	H1.2R	177	C	---	0077
198	4452	17	AVENUE	H2.1	178	C	NC	0077
199	4456	17	AVENUE	C1.2	179	C	NC	0077; 0078
200	4460	17	AVENUE	H1.1R	180	C	NC	0078
201	4464	17	AVENUE	C2.2	181	C	NC	0078
202	4468	17	AVENUE	C1.1	182	C	NC	0078

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203	4401	18	AVENUE	C3.3	200	C	---	0079
204	4405	18	AVENUE	H3.2S	199	C	C	0079
205	4409	18	AVENUE	H2.1R	198	C	NC	0080
206	4413	18	AVENUE	C3.1R	197	C	NC	0080
207	4417	18	AVENUE	H3.3	196	C	---	0079; 0080
208	4421	18	AVENUE	ONE OF THE THREE REMODELED HOMES	195	C	C	0080; 0081
209	4425	18	AVENUE	C3.2R	194	C	----	0081
210	4429	18	AVENUE	H2.1[R]	193	C	NC	0081
211	4503	18	AVENUE	C2.1R	192	C	NC	0081
212	4507	18	AVENUE	H1.2	191	C	C	0081
213	4511	18	AVENUE	H3.2R	190	C	NC	0082
214	4515	18	AVENUE	N/A	N/A	NC	---	0082
215	4519	18	AVENUE	H2.1R	189	C	NC	0082; 0083
216	4523	18	AVENUE	H1.2	188	C	NC	0083
217	4527	18	AVENUE	C3.1	187	C	NC	0082; 0083
218	4531	18	AVENUE	C2.1R	186	NC	NC	0083
219	4535	18	AVENUE	H3.3S	185	C	C	0084
220	4539	18	AVENUE	H1.1	184	C	NC	0084
221	4543	18	AVENUE	C3.3R	183	C	---	N/A

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Politics/government

Social History

Military History

Architecture

Period of Significance

1918-1919

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation (if applicable)

Architect/Builder

Cervin and Horn

Henry W. Horst

George Kessler

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

The United States Housing Corporation (U.S.H.C.) Historic District endures as a nationally significant residential district and is eligible for listing on the National Register of Historic Places under Criterion A for Community Planning and Development, Politics/Government, Social History, and Military History at the statewide level. The district depicts one of the first instances where the federal government became directly involved in building non-military permanent housing for civilians. While most U.S.H.C. projects were canceled or sharply cut back, these houses represent a large project that was fully completed.

Following Armistice Day on November 11, 1918, only thirty-seven of sixty housing projects across the nation went forward. The Rock Island project counted as three of the thirty-seven projects as it spanned two states and four cities. The Rock Island District was the westernmost completed project, with the exception of projects in Vallejo, California, and Bremerton, Washington. It was also the largest of four Midwest projects (the others were in Alliance and Niles, Ohio, and Hammond, Indiana), and its house designs, particularly those on the Illinois side of the Mississippi River, directly reflected regional residential typologies and popular architectural styles of the time (e.g., Craftsman, Colonial Revival, and Dutch Colonial Revival). Integral to this regional influence was a commitment to individual house construction and individual home ownership. While multi-unit designs, including hotels and dormitories, dominated other project designs, the Rock Island District valued the single-family detached house and a commitment to homeownership as the best means of securing good citizenship. Locally, the housing collection, in conjunction with the war industries of the Tri-Cities, illustrates the region as a historically significant industrial center and, specifically, a wartime production center. Collectively, the Arsenal and houses offer an interpretation of the lives of war workers of the era.

In addition to its eligibility under Criterion A, the district is also eligible under Criterion C for Architecture at the statewide level. The housing collection is significant as it represents a large proportion of Rock Island's residential architecture constructed during the World War I era. Designed by the local firm of Cervin & Horn, the collection represents an unprecedented example of the involvement of architects in the design of low-cost, working-class housing in regionally varied designs that are still well-suited to homeowners over a century later. The massive scale of the government housing building effort was unprecedented. Builders accustomed to raising several dozen houses annually were faced with the challenge of completing hundreds of houses within half a year's time. The federal mandate was to maximize economies of scale in the use of both materials and labor. As the local builder for the collection, Henry Horst's construction work is architecturally significant as it illustrates the best aspects of large-scale house construction. The housing collection set the standards for American low-cost housing and a new precedent for techniques in large-scale house building and efforts directly aided by the federal government. The U.S.H.C. building effort also strongly influenced modern house design with a focus on sanitary, safe, and livable spaces. The Housing Bureau manual set standards for "basements, closets, furniture space, lighting, cooking, materials, fences, gardens, open spaces, porches, rear entrances, stairs, roof, air space, ventilation, plumbing, number of rooms, arrangement and windows." As part of the housing collection, it was the first time the federal government was the national vehicle for synthesizing design ideas into a range of varied designs and then constructing houses from those designs.

The period of significance for the district is from 1918-1919, reflecting the date of construction of the housing collection and the individual contributing resources within the district. The district continues to function as it has historically, as a residential neighborhood and has sufficient integrity for listing in the National Register of Historic Places.

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

Between 1918 and 1919, over six hundred houses were built in the Tri-Cities¹ by the United States Housing Corporation (U.S.H.C.) to provide emergency housing for war production workers. The U.S.H.C. was established as one of the first federal programs for the construction of war-time workers' housing across the nation.

Community requests for housing assistance and federal community investigations identified those war production centers, like the Tri-Cities, where housing shortages impeded industrial war production. The Tri-Cities were especially hard-pressed for housing given the rapid expansion of the Rock Island Arsenal beginning in 1913. The U.S.H.C. was formally established and authorized to begin operations on June 28, 1918. The program used federal funds to acquire real estate and construct housing and federal loans to cities, transit, and utility companies to fund public services related to house building.

Site selection began in late June of 1918. In the Tri-Cities, three Davenport sites, four Rock Island sites, one Moline site, and two East Moline sites were selected and purchased. During the selection and procurement process, a "Town Planner" was hired to prepare site plans for each housing tract. The new housing was largely integrated into the existing neighborhoods, using available lots with access to city services. Lots were re-platted into narrow thirty-nine-foot wide building lots, in contrast to the existing fifty-foot lots.

The Tri-Cities project was unique in that it encompassed two states and four cities. The project was divided along state lines for the development of house plans, and two architectural teams were selected. The Davenport firm of Temple & Burrows prepared designs for 400 houses in Iowa, and the Rock Island architectural firm of Cervin & Horn was selected to design 421 houses in Illinois. The plans and specifications were completed by late September 1918, and construction contracts were bid and let. Henry Horst & Company of Rock Island secured the contract to build the Illinois houses, and Central Engineering Company of Davenport partnered with the Gordon-Van Tine Company to construct the Iowa houses.

The United States Housing Corporation signed cooperative contracts with each city, and the respective transit and utility companies cooperated to prepare the building sites for house construction. Ground was broken at the end of September 1918.

Armistice Day, November 11, 1918, arrived unexpectedly, and the house building was barely underway. The U.S.H.C. had failed to deliver housing in time to support wartime production, although an early end to the war was not anticipated. Work at two of the Davenport building tracts was suspended, and just 173 houses were completed at the Blackhawk Addition in Davenport. The Rock Island District project was the third largest completed U.S.H.C. project in the nation, despite the fact that only 638 of the planned 900 houses were completed.

In Rock Island, construction was far enough along that the project suffered no cutbacks, a credit to Horst's organization and economy of operations. Across the nation, the majority of the corporation's projects were canceled or scaled back, and only a handful, including the Rock Island District project, saw the original design intentions and scale come to fruition.

At the same time, over 400 tenants in the Illinois tracts were converted into homeowners, a considerable gain for those communities.

¹At the time of development, the Quad Cities were known as the Tri-Cities and only included Rock Island (Illinois), Moline (Illinois), and Davenport (Iowa). As East Moline (Illinois) flourished during the 1930s the name Quad Cities came into use. As Bettendorf (Iowa) saw a significant amount of growth in the mid-twentieth century, and subsequently surpassed East Moline in size, the term "Quint Cities" was coined, but was never used. Today, the Quad Cities encompasses Rock Island, Moline, East Moline, Davenport, and Bettendorf.

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CRITERION A – MILITARY HISTORY

The district retains local and statewide significance under Criteria A and C as part of the only completed project of the United States Housing Corporation in Illinois. The following sections illustrate each Area of Significance (AOS) as it relates to the historical and architectural context of the district. Beginning with the district's significance under Military History, it depicts one of the first instances where the federal government became directly involved in building permanent housing for non-military personnel supporting the war effort in key industrial centers across the country. While Rock Island had served as a military outpost and manufacturing center for a century, its wartime production was challenged by the Tri-Cities' housing shortage of 1917-1918. The construction of the Rock Island housing collection was pivotal to the war effort to keep the Rock Island Arsenal working at full capacity by providing housing for the thousands of workers manufacturing large quantities of artillery and equipment for the country's troops during World War I.

War Time Workers' Housing in Rock Island and the Tri-Cities

The Tri-Cities' prosperity predated America's entrance into World War I on April 6, 1917. The United States captured the European agricultural market and supplied the other raw materials that fueled the distant war. Railroad car shortages hampered the Midwest, as warehouse facilities along the East Coast were quickly overwhelmed, and the cars were commandeered as temporary storage units. America's industries boomed in urban centers like Rock Island.

As an industrial center, Rock Island served as a key city for its role in manufacturing supplies and munitions for the U.S. military. Since 1816, the Rock Island in the Mississippi River was the location of Fort Armstrong (1816-1836) and remained an ordnance depot until 1845. An Act of Congress in 1862 created the Rock Island Arsenal, and the island was used as a prisoner-of-war camp for Confederate soldiers (1863-1865). After the Civil War, the Arsenal expanded first as an ordnance depot and then as a manufacturing facility. During the Spanish-American War, the Arsenal produced small arms, cavalry equipment, personal equipment for soldiers, and artillery carriages. By World War I, the Arsenal produced large quantities of field artillery carriages, repair chests, rifles, loaded shells, and personal equipment.

Well before America entered the war, preparatory steps were taken to ready the country's military strength. Between 1911 and 1913, the government devoted nine million dollars to the Rock Island Arsenal facilities. By 1914, an additional 1,975 new jobs were added to the Arsenal's payroll, with an all-time record employment of 14,778. War production contracts at the Arsenal totaled sixty-six million dollars, with an additional eighty-nine million dollars toward improvements at the Arsenal between 1914 and 1918.

World War I brought prosperity, population growth, and industrial expansion to the Tri-Cities, but the war abroad quickly shut down new civilian construction at home. *The Argus* noted at the end of 1918 that "government restrictions put a stop to everything...construction aside from houses...almost nil." In most urban centers even the construction of new housing was reduced or halted. The only exception was the construction of hundreds of new houses by the United States Housing Corporation (U.S.H.C.). This was also the first time the federal government became involved with civilian house design and construction.

The 1917-1918 Housing Shortage in the Tri-Cities

By 1918, federal restrictions on construction virtually eliminated all new civilian residential construction in cities. Only war production centers, such as the Tri-Cities, saw new construction in an effort to remediate housing shortages for war workers, which was hindering industrial war production.

Secretary Fred. W. Bender of the Rock Island Chamber of Commerce advised the National Council of Defense in late August 1917 that no "collective action" had yet been taken to address a growing housing shortage in the area. The growing arsenal workforce alone was exhausting available housing, though no area industries had yet secured any war-related contracts.

There were challenges to the claims of housing shortages and the inability to build. Davenport house builders [H. B.] Betty & [Frank F.] Betty wrote to the Bureau of Housing and Transportation, calling for federal assistance in lowering

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interest rates for house builders and for the provision of rental rather than houses for sale. The firm had built an average of 200 new houses annually at sales prices below \$5,000. A new development, Highlands, was started by the firm in 1917 with Arsenal "high class mechanics" as its target market. Seventeen of the planned fifty-six houses had been built and sold, and fourteen others were underway.

Betty & Betty challenged the Bureau that the new federal houses would "defeat the very purpose for which the Government is striving." Private building would be allowed to atrophy "if building concerns in this City are not granted the same privileges as to the use of money, interest rates and re-valuation of excess costs within a period after the war." Any gains would have to deduct the 200 houses that would otherwise have been built by all builders in the city. Moline builder A. Oppenheimer echoed the Bettys' plea when he wrote the following to Mr. Otto Eidlitz, the future head of the United States Housing Corporation:

"Hundreds of men that should be working at the R. I. Arsenal will not stay on account of lack of houses or rooms. In a small way I have tried to do my share in building houses, but although I have the land to build houses on, I am unable to raise the money to do it with as the banks refuse to loan money on real estate. Is the Government in a position to loan money for this purpose? If not, you can have my land during the war and use it to suit yourself—anything to help over this difficulty (Oppenheimer to Eidlitz, March 25, 1918, RG3, District 246 Project Report)."

Some factories were able and willing to house their workers. The new Root & Van Dervoort plant in East Moline was the "main source" of deck guns for Merchantmen supply vessels. The firm had expended \$180,000 for worker housing and had largely finished the houses as of early February 1918, which consisted of fifty-five houses, a four-story brick building containing forty-eight rooms for ninety-six unmarried workmen, and funding to the local YMCA to furnish residences for approximately twenty men and additional residential space in their new building. It is unknown if this housing remains extant.

Van Dervoort called for additional housing for 500-600 workmen. Citing the House-passed Housing for War Needs Act to build industrial housing based on an eighty percent federal, twenty percent local partnership, he pledged \$200,000 from his company and secured up to 300 lots in the immediate vicinity of the East Moline plant.

Also working with the Arsenal commandant (Commander Jones), Van Dervoort established a work train to run the eight miles between West Davenport and East Moline. It was believed that many men and women who were not working in war production facilities would come to work for Van Dervoort if convenient transportation was provided. The train began operations on May 27, and factory production "materially increased as a result."

Other industrial companies, like The John Deere Company in East Moline, were building houses for their workers. Designed by company Engineer C. A. Eckerman and constructed by the Gordon Van Tine Company, John Deere workers could purchase a house at cost plus \$50. The plans included five bungalow varieties (four-and five-room plans) and four two-story houses (five-and six-room plans), some of which are still extant.

Assistance to private builders wasn't forthcoming. When the U.S.H.C. curtailed the projected number of houses to be built, local architects Cervin & Horn called for government support for private house construction. The situation worsened when the National Council of Defense placed a \$2,500 cost limit on any new privately built housing.

By early April 1918, the Arsenal employed 7,500 workers, and 15,000 additional workers performed war industries work in area plants. Emergency cantonments on the island housed some of the workers, but turnover was high, largely due to the lack of housing. Each week, 150 to 200 new workers reported at the Arsenal, while seventy-five to one hundred quit. By this time "a serious housing shortage" was reported in the Tri-Cities area.

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CRITERION A – POLITICS & GOVERNMENT

The district is significant under Criterion A for Politics & Government. The district is representative of one of the first instances in which the federal government became directly involved in building non-military permanent housing for civilians. As the housing crisis only continued to worsen after the United States entered World War I, the federal government had to take progressive action to address the crisis and support the country's wartime manufacturing centers, which were hindered by the inability of defense workers to find living quarters. While typically, the government's action would have been limited to financial support; the World War I housing program was developed, as the private construction sector had already come to a halt to support the war effort, which simultaneously limited the government's ability to catalyze private development through financial support alone.

A Local Housing Corporation

As the housing crisis worsened, there was no existing federal housing solution to the problem. The only conceivable federal role was a financial one in the form of individual loans through local financial institutions or loans to local housing corporations. In the latter instance, area employers would underwrite the sale of stock to cover a quarter of the project cost, and the remainder was funded with first mortgages from local lenders. The housing association model was successful and in large-scale use by the Emergency Fleet Corporationⁱⁱ, and it was logically followed by its counterpart federal agency. Local corporation planning dominated all house construction planning up until the formation of the United States Housing Corporation (U.S.H.C.). In the meantime, the Bureau of Industrial Housing and Transportation, a department of the Department of Labor, provided support and guidance to local committees that sought to rapidly construct new housing.

Efforts to establish these corporations failed across the country, frequently due to a lack of legal authority on the part of cities in many states. Even the U.S.H.C. was legally categorized as a "foreign corporation" by Iowa and Illinois. The lack of available local capital was a principal obstacle in the Tri-Cities, and locals sought a federal loan to cover three-fourths of the project cost. The federal government wanted at least a four percent return on its investment, and it wanted to be paid out first as houses were bought, while locals wanted their interests paid back first.

Rudimentary housing companies were established in late May 1918 in each of the Tri-Cities. Secretary Bender of Rock Island's Chamber of Commerce led its housing company, Glaussen of Deere & Company headed Moline's, Root & Van Dervoort led East Moline's, J. W. Bettendorf headed Bettendorf's, and Joseph R. Lane led Davenport's company. All of these entities were ordered to cease operations on June 19. The Secretary of Labor had determined June 13 to require no local financing or material aid. The government would build, own, and operate the project for the duration of the war. Houses would not be sold, and house occupants would receive a credit for rent paid if they purchased the house once it was available for sale.

In July 1918, each community established a Council of Defense Committee. The committees were responsible for the Homes Registration Service, a housing canvassing that identified available rooms, and the Rent Profiteering Committee, which investigated landlord rent rate abuses. These house surveys provided some immediate, though temporary, housing.

The United States Housing Corporation's National Counterparts

There was no precedent for direct domestic federal involvement in housing apart from the construction of military bases. The World War I housing program was developed only after it was determined that war production was being greatly hindered by the inability of defense workers to find living quarters. There was no Congressional consensus in favor of Federal home building, and authorization was, at best, an incremental process. Housing needs for the Merchant Marine and naval industrial interests met with Congressional approval first. In February 1918, the War Shipping Board and its "Emergency Fleet Corporation" received an initial fifty million dollars Congressional appropriation to build

ⁱⁱ On April 16, 1917 The Emergency Fleet Corporation (EFC) was established by the United States Shipping Board (also known as the War Shipping Board) to acquire, maintain, and operate merchant ships to meet national defense, foreign and domestic commerce during World War I.

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housing communities in a number of key coastal cities. It wasn't until May 16 that the Housing Act, earmarked to provide war worker housing, was finally passed by Congress. This act authorized the Labor Department to organize the Bureau of Industrial Housing and Transportation and its subordinate, the United States Housing Corporation (U.S.H.C.). This was accomplished by June 1918. Time was lost as the government attempted to form local building corporations, which took responsibility for the housing projects. Federal funds were repaid once the houses were sold off after the war. It was finally determined to fund and construct the projects using federal funds, and the U.S.H.C., a public corporation, was established and tasked with this undertaking. Project locations were identified through consultation with the Army and Navy branches, and these were based on the distribution of defense production contracts.

Three federal housing programs were authorized by Congress in 1918. These were the aforementioned Fleet Corporation, the United States Housing Corporation, and a program that built temporary housing in isolated war ammunition production areas. These various federal wartime housing initiatives envisioned the design and construction of model villages, which incorporated the latest thinking in house design and city planning. The Shipping Board's 25 separate housing construction efforts benefited from the kickstart offered by the corporation's earlier Congressional approval. The Emergency Fleet Corporation was better able to complete or nearly complete its often larger-scale and more comprehensively planned projectsⁱⁱⁱ. Its village designs more closely approximated the self-sufficient communities envisioned by the "garden city" model^{iv}. They commonly included communal and commercial buildings arranged around a common square, though many non-residential buildings were never completed.

From the start, it was assumed that the government properties would be rented rather than sold because it was assumed that transient workers would be reluctant to commit to purchasing a house. With the early conclusion of the war, the government priorities switched to salvaging as much of the government expenditure "so far as that could be consistent with the welfare of the tenants." The houses could not be sold or leased with any fair return because the projects lacked lawns, sidewalks, and, in some cases, access roads. The government finally determined to take no action toward either of these ends until each project was complete and a board of appraisal could set fair market rates in a stable peacetime setting.

In July 1919, Congress instructed the agency to sell off its properties. By November, the Rock Island district projects were finally appraised at \$567,280 with an annual rental value of \$66,504. The properties were sold for ten percent down and a monthly payment that equaled one percent of the remaining cost. The owner received the title to the property upon payment of the down payment.

The U.S.H.C. program originally envisioned 83 projects nationally, but the actual project count was initially cut in half and then slowly grew to some sixty building efforts. In the beginning, the U.S.H.C. attempted to use local house-building corporations, working in partnership with municipal governments, to build the houses. This did not work, and much time was lost before the U.S.H.C. assumed the leading role. The *Democrat-Leader* reported that the primary reason for this reduction was the reluctance of many cities to accept the contractual terms of the federal entity. By this time, the U.S.H.C. had determined that the project houses would have to remain federal property and that local property taxes would be paid. This was another major concern.

In Volume II of the Report of the United States Housing Corporation, Housing, Site-Planning, Utilities, the report documents forty-seven project locations, of which approximately seventeen were composed of multiple tracts.

ⁱⁱⁱ Housing projects completed by the Emergency Fleet Corporation include: Yorkship Village, Camden, NJ (1918); Elmwood Park, Philadelphia, PA (unknown date of construction); Noreg Village, Gloucester, NJ (1919); Buckman Village, Chester, Pennsylvania; Sun Hill, Chester, Pennsylvania; Dundalk, Maryland; Atlantic Heights, Portsmouth, New Hampshire; Semi-detached houses in Lorain, Ohio; dormitory block in Bath, Maine; Fletcher Park, Jacksonville, Florida; detached houses in Wyandotte, Michigan; Riverview Terrace, Manitowoc, Wisconsin; Newburgh, New York; and Suisun Bay, Clyde, California.

^{iv} Founded by Sir Ebenezer Howard in 1898, the "garden city" movement is a method of urban planning which established planned, self-contained communities surrounded by "greenbelts", containing proportionate areas of residences, industry and agriculture.

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Following the armistice on November 11, 1918, projects at sixteen^v of the forty-seven locations continued as planned. An additional nine^{vi} locations were downsized, and the remaining twenty-two were discontinued. A mild winter allowed the remaining projects to be pushed forward, and the peak of construction activity was reached on December 21, 1918. All construction work was completed by June 30, 1919. Street and sidewalk paving were completed by September 1, and landscaping by December 1, 1919.

The Rock Island district projects produced 638 completed houses. This was an impressive accomplishment, although well below the initial promise of some 900 houses. These counts exceeded or were comparable to the totals for the next two largest completed U.S.H.C. projects, these being the Philadelphia Navy Yard (634 houses and sixteen stores) and Cradock at Norfolk (655 houses, an apartment building, and twelve stores). Davenport, which was originally to have had over half of the planned 900 houses, only received 217. The U.S.H.C constructed 421 houses in Illinois: 110 houses in Moline, 111 houses in East Moline, and 200 houses in Rock Island.

Even the “finished” U.S.H.C projects were conceptually incomplete, and few, if any, could represent the original design intentions. The Tri-Cities project, named the Rock Island District and numbered District #246, was originally a relatively minor project. It was impressive in its numbers because it combined ten different project sites scattered throughout the Tri-Cities metro area. Collectively, 638 houses were completed, the third-highest number of all the projects completed by the U.S.H.C.

Nationally, the U.S.H.C. quickly acted to cut its losses, and over 5,000 stop work orders were issued by the corporation beginning November 14, 1918. Contract cancellations finally totaled twenty-nine million dollars. By June 30, 1919, twenty-three million dollars in contracted work had been completed, and another eleven million dollars was still proceeding. The biggest cancellation nationally was in Bethlehem, Pennsylvania, where a six-million-dollar contract was abruptly halted with a loss of 1.6 million dollars already expended. The prefabricated housing industry, including Davenport’s Gordon-Van Tine Company, suffered greatly when all but one of the prefabricated house projects was canceled, and contract orders for 2,600 houses were terminated. The winners were the larger industrial communities where projects well underway were finished under the assumption that the industrial housing need would not disappear with the end of the war.

Of sixty awarded contracts (twenty-three more were ready for letting as of November 11, 1918, but were immediately canceled), thirty-seven projects were completed to some extent. The original goal of housing 24,970 families or houses was reduced to 6,148 families or houses. Single-person quarters for 23,997 persons were reduced to 8,307, a seventy-five percent reduction.

Rock Island and the United States Housing Corporation

The United States Housing Corporation (U.S.H.C.) had its origins in the Council of Defense, a war mobilization coordinating agency established on May 28, 1917. The Housing Section became the Housing Committee in October 1917. The Bureau of Industrial Housing and Transportation, Department of Labor, was established on February 12, 1918, in anticipation of the passage of the Housing for War Needs Act (finally enacted May 16, 1918).

The idea of federal war-related house building started with the U.S. Fleet Corporation, a preexisting quasi-federal entity that handled merchant marine and naval war concerns. Congress granted it house-building authority in January 1918, and it proceeded to work with local housing corporations (loaning up to ninety percent of the building costs) to build coastal “Fleet Towns” for war workers. Two appropriations netted the project \$95,000.

^v Project locations completed as planned: Aberdeen, MD; Bath, ME; Bridgeport, CT; Charleston, W. VA; Chester, PA; Hammond, IN; Indian Head, MD; Dahlgren, VA; Mare Island Naval Shipyard, Vallejo, CA; Newark, NJ; New Brunswick, NJ; New London, CT; Newport, RI; Niles, OH; and Quincy, MA.

^{vi} Project locations downsized: Alliance, OH; Erie, PA; Niagara Falls, NY; Norfolk District, VA; Philadelphia District, PA; Puget Sound Naval Yard, WA; Rock Island District, IL; Washington, D.C.; and Waterbury, CT.

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Congress was uninterested in federal involvement in civilian house building, and the Fleet Corporation barely prevailed until convincing Congress that critical naval yards were operating at fifty percent capacity due to housing shortages for workers.

The Housing for War Needs bill was introduced on December 4, 1917, but passage was delayed until May 16. Funding (\$60,000,000) was authorized on June 4, but it wasn't until July 25 that the money was made available (and \$10,000,000 of that sum was to be expended in the District of Columbia; Congress added \$40,000,000 on July 8). A June 18 Executive Order delegated authority to Secretary of Labor William B. Wilson, and the U.S.H.C. was officially established that same day. In the meantime, President Wilson provided \$60,000 from the National Defense Fund to start organizing the house-building program.

A number of Midwest war production communities (Alton, Moline, and Rock Island in Illinois; Davenport, Iowa; and East Chicago, Hammond, Indiana Harbor, Gary, in Indiana) were experiencing severe housing shortages as of mid-1918, the height of World War I industrial mobilization. Davenport and Rock Island were included in the 82 planned housing projects of the U.S.H.C. The principal war industries employers in the metro area were the Rock Island Arsenal (Rock Island), John Deere Manufacturing Company (East Moline), Root & Van Dervoort Company (East Moline), and the Bettendorf Car Works (Bettendorf). No houses were allocated to Bettendorf, as the new Davenport houses would meet the community's needs.

Housing, aside from that in East Moline, was committed to housing Arsenal employees. No sites were available within walking distance of the island-based production facility, so access governed site selection. All Illinois sites, save for the Deere Tract, occupied bluff-top sites "away from smoke and dirt, but not so far removed that they lose the benefits of town utilities." Existing stores and schools sufficiently served all but one tract, and these were not provided as part of the project.

In Illinois, the only other planned housing project was located in Alton. The Alton collection included three developments, though only the Milton Hill site saw any progress before the entire project was ultimately discontinued. The Milton Hill site spanned 36.67 acres and was planned to include seventeen detached houses, eighty-two semi-detached houses, eighty-six row houses, fifteen apartment units, and twenty-one dormitories for 485 single workers. Like the Rock Island project, buildings were designed in the popular Dutch Colonial Revival and craftsman architectural styles. Plans for the project also included a fire-engine house, a waiting room and public comfort station, mixed-use commercial buildings with first floor stores and upper floor apartments, and a recreation building or community house with reading rooms, meeting rooms, and a large auditorium. It's unknown how much of the Milton Hill site was developed, but based on a review of the area from Google Earth, the existing street layout does not match the historic site plan, and the residences are predominately of the Ranch style constructed during the mid-twentieth century.

Post-World War I Government Housing in Rock Island

In Rock Island, the Arsenal had continued its work during the interwar period (1918-1939) but at a slower pace, with only about 1,800 workers employed in the mid-1930s. As the United States' entrance into World War II neared, the Arsenal needed to increase its wartime manufacturing, warehousing, and shipping capacity but was again stymied by housing and labor shortages in the Quad Cities. By July 1940, employment had risen to nearly 6,000 persons and peaked at 18,675 workers on July 7, 1943.

Government-funded housing had continued under New Deal (1933-1939) programming, and Rock Island was again a priority site for new worker housing. As one of the country's largest arsenals and manufacturers of munitions and military equipment, capacity building and efficiency were essential to the successful operation of the Arsenal.

As part of the New Deal, President Roosevelt established the United States Housing Authority (USHA) as a federal agency within the United States Department of the Interior by the Housing Act of 1937. The USHA administered loans to states

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or communities for low-cost construction of housing units for low-income families and the homeless. The USHA eventually provided about 650,000 housing units during its time (1937-1947).

President Roosevelt later created the Federal Works Agency (FWA), which absorbed the USHA and a number of other federal entities. As an independent agency of the federal government, the FWA (1939-1949) oversaw a number of public construction, building maintenance, and public works functions and legislation. Under the auspices of the FWA, the USHA began a new, urgent project in Rock Island, Arsenal Courts. For Arsenal Courts, the federal government's local partner was the Rock Island Housing Authority. The project was announced in August 1940, alongside only two other national projects, 600 dwelling units in Columbus, Georgia, to support expansion at Fort Benning and one hundred dwelling units in East Moline, Illinois, both to support the Rock Island Arsenal, in addition to the 305 dwellings in Arsenal Courts, both to support the Rock Island Arsenal.

As with the 1918 Government Housing Collection, the federal government was responsible for providing funding for land acquisition and construction to build the Arsenal Courts housing. Housing would be available for low-income families, where at least one family member worked at the Arsenal, with rent payments based on income.

Following the announcement, the USHA received a \$1,260,000 loan from the federal government, repayable from rental income, the same month. By late 1940, of the 490 USHA projects for which loan contracts had been signed, only twenty-one were for defense workers (four percent), while the remainder were for low-income families.

USHA selected a nineteen-acre site on Rock Island's west side, just two miles from the Arsenal. The \$40,000 transaction in August 1940 involved 15 property owners, and most of the eight houses on the land were to be moved to other locations. Most of the acreage was unimproved. USHA again enlisted the architectural services of Olof Z. Cervin, now with the firm Cervin & Stuhr. The general contractor was the Lovering Construction Company of St. Paul, Minnesota. Construction on the complex started in October 1940 and opened in phases beginning on May 10, 1941, through August 23, 1941.

The units were available only to Rock Island Arsenal employees who were certified by Arsenal officials as "essential defense employees." By the end of July 1941, 230 of the 305 dwelling units were either occupied or leased, and 271 applications were on file for the remaining 75 units. Even as late as November 1944, a waiting list of fifty-two families existed. At full occupancy, about 1,300 people lived in Arsenal Courts.

The apartments were available at below-market rates as a financial incentive to attract defense workers. When the complex opened, average rents were thirty dollars monthly, including all utilities, based on a family's income.

Following the end of World War II, employment levels at the Arsenal saw a rapid decrease. By January 1946, Rock Island Arsenal employment declined to 4,458, and by July 1947 it was 2,469. With lowered housing demand in the area, federal officials ordered the Rock Island Housing Authority (RIHA) to convert Arsenal Courts from Arsenal worker housing to general low-income housing. The RIHA then began eviction proceedings for tenants earning above the annual maximum income limits. Several tenants sued, and a local judge granted a temporary injunction in October 1949, which was lifted in May 1950. Evictions began shortly thereafter, and the federal government's role in constructing housing for the Rock Island's defense workers ended.

CRITERION A – COMMUNITY PLANNING & DEVELOPMENT

The district is also locally significant under Criterion A for Community Planning & Development, which has an example of well-designed subdivisions seamlessly integrated into the existing streetscape of the City of Rock Island. While the land that would be developed into the four tracts of the housing collection was predominantly undeveloped at the time of purchase by the U.S.H.C. in 1918, the surrounding areas were already developed and had been platted with roads and pedestrian walks, and the land subdivided into lots. Thus, the planning of the district took into account the surrounding

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built environment and integrated the development into the existing street pattern to meet the surrounding alignment of roads and residential lots. All residences were also planned to face toward the street on which they were sited, which maintained a consistent orientation with the surrounding residential development. New techniques, like the serpentine pattern of setbacks, were employed to break up the sightlines along the long blocks, which would naturally exist in a standard residential neighborhood where individual houses would vary based on owner preference. Despite the mass construction techniques utilized in the construction of the district, as discussed in the following section, the overall layout and individual site plans were carefully laid out by the town planner, making it a significant local example of community planning and development in the City of Rock Island.

Site Selection and Acquisition

The earliest recommendation for the number of houses needed in the Tri-Cities (now known as the Quad Cities) was 1,000 houses, made on April 4, 1918. The initial estimated federal appropriation of \$3,000,000 was allocated at the end of May 1918 to five communities, including Bettendorf, Iowa. This allocation was still based upon the local building corporation, with the cities providing funding for one-third of the project cost (or \$4,000,000 total). In Iowa, Davenport was to receive forty percent and Bettendorf seven-and-a-half percent. On the Illinois side, Rock Island was awarded 25 percent, Moline twelve-and-a-half percent, and East Moline fifteen percent. In the final allocation, with complete federal funding with four participating communities, Davenport was awarded forty-seven percent of the new housing (374 units on three parcels), while Illinois received fifty-three percent (421 units on seven parcels). Rock Island received a fourth of the houses (200 units, four parcels), while Moline and East Moline received nearly equal numbers, thirteen percent of the total.

The numbers shifted as building tracts were acquired or abandoned. The 1,000-house goal was dropped at the July 22 planning conference in Washington. The architects were in attendance, and their cost estimates led to a recommendation to stop purchasing building sites two days later. Though not the final house numbers, by August 22, the Illinois house total was 417, divided into 202 to Rock Island, 120 to East Moline, and ninety-five to Moline. The Davenport houses were 400, allocated 189 to McManus, 120 to King, and 91 to Park Lane Tracts.

Serious site selection was underway by early June 1918. A site selection committee (I. E. Macomber, A. C. Comey, H. A. Frost, W. H. Kimball, Edward S. Judd, and S. H. Hare) examined a large number of potential sites.

As early as June 19, 1918, it was reported that "there is a disposition of citizens to ask exorbitant [sic] prices for land." W. E. Shannon of the Real Estate Division of the U.S.H.C. seconded this when he wrote on June 26, advising, "Under conditions now prevailing in these communities, it will be very difficult to actually purchase the lands...at anything like just prices." He urged that a professional real estate agent be brought in to formally call for bids, "to fortify the Bureau against future criticisms." The offered properties were partially or fully undeveloped, and many were unsuccessful real estate developments, already platted but long stagnant on the local market.

By July 9, 1918, the favored sites and parcel maps were forwarded to Washington. The offered properties were partially or fully undeveloped, and many were unsuccessful real estate developments, already platted but long stagnant on the local market. The Rock Island design team members Edward S. Judd and George E. Kessler visited the Rock Island area in early July 1918. Judd was charged with site purchases, and Kessler was charged with site planning. It was anticipated that site selection and purchase would proceed quickly, but the process required seven weeks. Judd completed his work quickly, and a July 22 Washington conference determined to purchase seven parcels in Davenport and East Moline.

By August 8, Judd could report, "I begin to see the end of the Real Estate Purchasing here." He needed to acquire about one hundred more lots and planned to have them within the next few days. Judd predicted that the completed projects would increase the value of the lots by fifty percent, mostly purchased at moderate prices.

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The Moline Reich Tract was not to be acquired due to the high cost of providing sewer service, so attention switched to the Dublin or Sugar Hollow Heights Tract. By August 24, 200 Illinois building lots had been acquired (seventeen purchase contracts valued at \$89,488). In Rock Island, the average per lot cost was \$450. Eight Davenport contracts totaled \$137,458 in cost at a per lot average cost of \$325. The per lot price was lower than that of Rock Island and Moline because the Davenport lots had fewer improvements. Just six houses were included in the Rock Island purchases, three to be demolished and three to be remodeled.

The Moline building tracts were the most difficult to resolve, and there was serious consideration to purchasing Frahm & Denger's Garden Addition with 120 lots, which were south of 19th Avenue and just below the Rock Island housing tracts. Moline's housing allocation would have been added to Rock Island. The Dublin tract in Moline was strongly opposed by Col. Hillman, Arsenal commandant, because of its distance and the inadequacy of the 27th streetcar line. The alternative Rock Island site was closer to the Arsenal yet further away from any transportation service. There was also the sense that the Dublin site was "almost too good for Industrial Housing," given its proximity to Moline's best mansions. The U.S.H.C. officials finally determined that the Moline tract was no further from the Arsenal than was the McManus/ Blackhawk parcel in Davenport and recommended its purchase.

All district tract purchase contracts were signed and finalized by August 26, and Edward Judd returned to Washington, D.C., with the real estate documents. Site acquisition in the Rock Island metro area totaled \$338,698. The Davenport and Moline Real Estate Boards had provided vital assistance by appraising the tracts. If construction costs could be controlled, the four million dollars project could result in 800-900 houses. Savings translated directly into additional houses. The twin goals of maximum houses and maximum speed served as motivation.

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The houses and landscaping of each tract were described as follows in the final inspection report, dated July 23, 1919:

"This general appearance of this tract [A] is very good and does not give the impression of being an absolutely new settlement, owing to the fact that the lawns have seeded very well and the grass has just been trimmed, and also owing to the large number of old trees already on the tract. The terraces in this tract are all sodded and are in very good shape. The tenants appear to take a great interest in their homes and the flowers they have planted greatly enhance the general appearance...There are no street pavements in the tract proper. The City is at the present time paving 33rd Street with brick, which is the East boundary line of this tract and which will provide a paved street for general delivery, fire protection, etc....[the houses] appear to be in first class condition...with the exception of a number of them that need re-painting..."

This tract[B] in general appearance does not show up as well as Tract A, owing to the fact that the terraces are not sodded and are more or less washed out, that the lawns are very poor, with many weeds, and have not recently been cut; further, this tract has not the advantage of the old trees that Tract "A" has. The tenants, however, are doing their part in planting flowers and in general care of the grounds...The public utilities are all installed and have passed inspection.

There are no paved streets in this tract and the nearest paved street is about one block away. The houses are all in excellent condition...

This tract [C-D] is in better condition than "B", as the terraces are sodded and in excellent condition and the lawns look well. The general utilities have been installed, inspected and accepted. However, there is no paving on this tract, although 44th Street is paved and skirts the East side of the project. The houses

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on this tract are more or less scattered and there are a number of old houses within the radius of the project. On 17th Avenue both the general drainage and the house drainage are bad, owing to the fact that these houses are located on the extreme outskirts of Rock Island where the main sewer is at its highest point and the cellar floors are below the sewer level. The result is that the cellar drains have to be set about 18 inches to 2 ft. above the cellar floors...The houses in general are in first class condition..."

Rock Island Tracts

In Rock Island, of the six sites initially offered, only two of these sites were finally selected, the Velie's Tract/ "41st Tract" and the Schaefer-Bruchmann Block.

1. Tract A

Roughly bounded by 31st Street on the west, 16th Avenue on the north, 33rd Street on the east, and 18th Avenue on the south, little is known about the site acquisition related to Tract A. It is not mentioned in the U.S.H.C. records until E. S. Judd submitted purchase contracts with John Schaefer, Charles A. Bruchmann (both signed August 6, 1918), and Frederick C. Williams (signed August 4, 1918). The details of planning and construction are also not found in U.S.H.C. records. In 1919, the U.S.H.C. platted this tract as The Terraces Addition to Rock Island.

2. Tracts B, C, and D

Roughly bounded by 14th Avenue on the north, 39th Street on the west, 18th Avenue on the south, and 1st Street on the east, these tracts consisted of 205 unsold lots from Velie's First Addition (54 lots), the James Kerr Addition (12 lots), W. R. Moore's First Addition (28 lots), the College Heights Addition, and the Hedgeside Addition (105 lots). This was high, level ground in an excellent neighborhood, and the committee "observed many war gardens in splendid condition which testifies to the character of the people living there." The tract received a first-choice recommendation from the June 1918 site selection committee, which estimated space for one hundred houses. It would be jointly developed with the Reich Tract in Moline, nearly immediately east. In 1919, Tracts B and D were platted as the Colonial Heights Addition to Rock Island and the Boulevard Addition to Rock Island, respectively. Tract C had been previously platted as the 2nd Addition to Edgewood Park, first platted in 1891. The U.S.H.C. only modified the portion of this addition, which fronts 44th Street, between 15th and 18th Avenues, to meet the standard lot widths of the housing collection.

The Town Planner

Once the selection and acquisition of the sites were finalized, the project moved into the site planning and design phase under the leadership of a designated town planner. The town planner was "responsible for the whole layout of the project upon its site including: the planning of roads; walks; subdivision into lots; the placing of the buildings; the design for recreation places."

George Kessler, a landscape architect from St. Louis, was selected as the town planner and had twin contracts with each half of the project. His portfolio included designs for: Roland Park, Baltimore; Euclid Heights, Cleveland; design work in Peoria; and service as the Town Planner for Camp Travis, a San Antonio federal military base.

The actual project design was driven more by economy and function than by innovation. This is clearly evident in the several Rock Island parcels that the Town Planner re-platted. Boulevard Addition, the easternmost parcel, located between 18th and 17th Avenues and east of 44th Street, was re-platted into thirty-two thirty-eight-to thirty-nine-foot wide lots. These were very narrow building lots with the goal of squeezing as many houses as possible onto the block. The same narrow lots were created in the westernmost Rock Island parcel, between 16th and 17th Avenues and 32nd and 33rd Streets. The Town Planner filed an original plat for that parcel and creatively centered double houses at each end of the block. The largest Rock Island re-plat was the Colonial Heights Addition, 127 lots (39th through 41st Streets and 17th to

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18th Avenues). Most lots were forty feet wide, although a few measured thirty-eight feet in width. Corner lots were slightly broader (forty-three feet wide) to accommodate the double houses.

Understanding the role of the Town Planner is difficult, given that there are few references to the planning process in the project records. The following reference was provided in the U.S.H.C. final report:

“This work, no less than that of the architect, was controlled by practical considerations, such as the cost of moving cubic yards of earth, the percentage of rentable area to be got out of a given site, the convenience of access generally and individually, the share of the total cost to be borne by each housing unit, and its relation to the paying power of the lessee or buyer.”

CRITERION C - ARCHITECTURE

As the only example of housing completed by the United States Housing Corporation during World War I, the district is also eligible under Criterion C for Architecture at the statewide level, as the physical representation of the aforementioned history associated with the development. Designed by the local firm of Cervin & Horn, the collection represents an unprecedented example of the involvement of architects in the design of low-cost, working-class housing in regionally varied designs that are still well-suited to homeowners over a century later. The unparalleled scale of the building effort followed the unprecedented design concepts. As the local builder for the collection, Henry Horst’s construction work is architecturally significant as it illustrates the best aspects of large-scale house construction. The housing collection set the standards for American low-cost housing and a new precedent for techniques in large-scale house building and efforts directly aided by the federal government. The district is also representative of the first time the federal government was the national vehicle for synthesizing design ideas into a range of varied designs and then constructing houses from those designs.

Designing The “United States Houses”

The U.S.H.C. determined early on not simply to construct local temporary barracks or camps but instead focused on building permanent, attractive model communities that were comfortable and convenient for their residents. These villages would be examples of what Americans should strive for in their private building and community planning efforts. The federal government was to play a leading role in advancing house and town design and planning. Challenging the “excessive individualism” of builders and developers, the federal government provided design direction. The chief European design influence was the English “garden,” or model city concept.

The Tri-Cities housing committee, as early as February-April 1918, voiced preferences for the new war workers’ housing, and the final houses reflected these desires. Permanent housing was favored over temporary ones, promising long-term benefits to the community and an investment return to the government. The nation had two recent disaster test cases, Galveston, Texas, and San Francisco, California. In both instances, temporary housing had become permanent, and the districts had degenerated into “shack towns” filled with “vice and contagion.” There was no such thing as temporary housing in the northern climate where heating systems and weatherproofing eliminated any cost savings. Temporary buildings also had a lower salvage value than permanent ones. Separate houses on separate lots were favored over any multiple-unit complexes. Existing lots with services were preferred over an all-new development in the interest of saving construction time. Frame construction was most favored because of its low cost, and it was noted that stucco on frame or metal lath tended to fail due to frost damage.

Basic plans for nine types of buildings were prepared: single-family houses (called bungalows with three to six rooms); two-family houses; single-family houses with room for lodgers; lodging houses for men and the same for women; hotels for men and for women; tenement houses and boarding houses. The first two types applied to the Rock Island project and came in two subtypes: detached and semi-detached.

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The house plans offered numerous design innovations. L. Veiller, writing for the *Architectural Record* in 1918, observed that the standards “represent in some respects important departures and advances over practice in the past, [but] none of them can be said to be either extreme or idealistic.” No plan was more than two rooms in depth and every room had at least one window. The bedrooms had closets, a room for a bed, and two other pieces of furniture (the bed locations were drawn into the plans to ensure that the bed was not up against a window). Rooms were to contain at least eighty square feet of space, and no room was to be narrower than seven feet. Each plan was to include a master bedroom with dimensions of at least ten feet by twelve feet. Each kitchen had gas for cooking, and the house was fully electrified. Halls and stairs were broad enough to move larger pieces of furniture readily. While basements were provided (with six and a half feet of headroom), there were no living quarters in them. Outside, board fences were prohibited, and houses were separated by sixteen to twenty feet. Each backyard was at least twenty feet deep, with fifty feet separating the opposing rows of buildings. Public allotments were to be provided for gardens.

The five-room single-family house was allocated to the larger families, and its plan included a parlor, a large kitchen (some with a dining room and a kitchenette), three bedrooms, and a bathroom. The four-room plans were intended for the smaller families. These plans included a parlor, kitchen, two bedrooms, and a bathroom. The six-room plan, intended for unusually large families, included a parlor, dining room, kitchen, three bedrooms, and bathroom. Each progressively larger house was rented and finally sold at a higher price.

Each project was designed by a design committee, including a local architect, a town planner, and an engineer. Each had their own assignments, but all coordinated their planning. The U.S.H.C. projects were able to learn from the mistakes of some of the early Fleet Corporation housing efforts. The Newport News, Virginia, project was particularly condemned for its use of linear street patterns and long blocks. The only design relief was the bowing of house frontages along these long block lines. The Rock Island District projects employed this same staged setback, and this effect is most apparent in the Moline tracts.

The Illinois houses were intended to use a rounded setback pattern. The middle house in each block was advanced the farthest, and the houses to either side were staged back towards each corner, with the middle houses of each block face projecting beyond those on either side. Construction photos show that, except for the houses along 18th Avenue, a serpentine setback pattern was used. Double houses were to be angled at the corners of each block, and courts were to be formed by setting back a pair of double houses on three-lot parcels in the middle of each block. The angled corner double house pattern was only partly used in Moline. Finally, each block was to have a planned color scheme, with lighter shades at the end of each block and darker ones towards the center. Project economy and the lack of time allowed for few of these visual effects. The court concept has not been found, and the color scheme, if used, is long gone. The construction photos do not document the use of the color pattern, although they do indicate that the Davenport houses had alternating light and dark-colored shingle roofs.

Despite federal claims to the contrary, the Illinois houses comprised eight different basic forms with seventeen variations. The Davenport houses numbered eight with up to twenty-three different street front variations. Half of the Illinois houses were one story, the rest one and a half or two stories. The architects employed a “Colonial or Eastern” style. The popular Western Bungalow roof type was purposely avoided because of the need to economize materials. All of the Rock Island houses have closely trimmed eaves lines. Most of the plans allowed for four rooms and a bath. The largest contained five or six rooms. At least one house type allowed for postwar expansion with plans for a second floor addition. The double houses had a brick party wall that extended to the roof. Each house was to have a furnace, full bathroom, hot water supply, electric lights, gas ranges, a medicine case, kitchen cabinets, and a cement basement floor with a floor drain. The Rock Island houses had a total of 2,000 rooms with accommodations for 390 families and 1,000 arsenal workers.

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Rock Island Project Designs, Midwestern Influence, and Contrasts Between Iowa and Illinois Architects

There was a clear regional differentiation between the standard U.S.H.C. house and cottage plans and those adapted for use in the Tri-Cities. The Washington prototype designs are typical of older, highly urbanized Eastern cities. The standard designs included multiple-unit residences, storefronts, and town-center public buildings. Clad uniformly in brick veneer or stucco with frame trim, the designs were uniformly massive in appearance. They employed a strong Colonial Revival stylistic influence with broad two- or three-story façades and a preference for two-story plans with central hall entrances. Fenestration was six-over-six arranged in a double-hung sash. Commonly, row house arrangements eliminated side yards. No plans were found for detached houses. The Iowa design team plans more closely approximated the national plans.

The Illinois designs featured more cuboid massing and favored larger houses. The porches tended to be covered by separate roof planes and utilized centered gabled attic vents. The plans were classified as cottages, houses, or double houses, but not bungalows. The architects used the term "living room" in their designs. The Davenport houses are smaller, favor a greater use of recessed dormers, and porches are continuations of the main roof plane. The Davenport houses use stucco exteriors more frequently. The Iowa architects used the term "bungalow" in lieu of cottage yet preferred the use of the term "parlor" for what was generally termed the "living room".

U.S.H.C. developed prototype plans, but in the Rock Island District, the local architect teams revised both interior and exterior plans very freely. The preliminary project plans were then subjected to federal review. The Washington planners thought this fairly heavy-handed approach necessary because "American designers had had but limited experience of industrial housing design." This uniformity of design and restriction on detailing was driven by a desire to achieve an economy of construction and efficient, large-scale production.

Despite the large numbers of house types said to have been used in some projects, the U.S.H.C. claimed that no more than four or five standardized plans were ever allowed. Over half of the architect-generated local plans were discarded because too many house types were proposed or plans were too complex regarding the number of windows and doors. Visual variety was thus achieved by changing porch locations, roof types, and exterior cladding, and it was this variation that increased the total number of basic types.

The economy of mass production was the driving force behind this close control of architectural creativity. The same pressures eliminated metal gutters and downspouts, window blinds, and extra lighting for the houses. National housing experts criticized the false economy and short-sightedness that lay behind these reductions in quality. Asphalt shingles were favored over traditional roofing materials, and wooden heat register covers were substituted for metal ones. The Rock Island District houses initially were to have no porch lights but were to receive interior light through porch windows. Many of these deletions came after the design process was finished, being ordered by the War Industries Board, but many were also dropped after the war's end as the houses were finished.

Interior Features and Fixtures

Every house had a thirty-gallon hot water tank, a gas range, a claw foot bathtub, a linen closet, and a closet for each bedroom. Cellar ceilings were seven feet high, and other floors were eight feet high. The floors were of maple, while the trim work was yellow pine. All rooms except for the kitchen and bath were papered. The floors were finished with two coats of varnish, and the house exterior with two coats of lead paint. The single kitchen cabinet spanned floor to ceiling and measured four feet wide. The lower cabinet contained four drawers with five shelves and double doors above an open recessed counter.

Illinois furnaces were installed by Rock Island Register & Company and featured a twenty-two-inch fire pot and a single cold air return pipe. A variety of furnace types were probably found in the Illinois houses. The heating subcontractor was

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advised in mid-December 1918 that the broad-scale cancellation of U.S.H.C. projects left the corporation “committed to manufacturers for more furnaces than we need.” The possibility of obtaining some of these “at Government prices” was offered.

Landscaping

All Illinois houses were completely graded, landscaped, and provided with sidewalks. The sidewalks linked front sidewalks and rear alleyways. The alleyways were also paved with a concave profile and central drainage. As of 2000, a large amount of original concrete sidewalks, stairs, and alleyways remain intact.^{vii} This concrete is readily identified by the dark mixed river gravel aggregate. The same hard concrete was used in the basement foundations, but the formwork for the basement walls was agitated to produce a smooth exterior finish.

H. J. Weber and Sons Nursery at Nursery, Missouri, provided the planting materials during the last weeks of 1918. Street trees ranged from two to two and a half inches in thickness. The order included sixty American Elms, 250 Sugar Maples, and 315 Norway Maples.

Lot trees came in twenty-seven varieties. The predominant types were Silver Poplar, Black Poplar, Eastern Cottonwood, White Elm, American Linden, and Hawthorn. There were fifty shrub varieties. The most popular included Weigela “Eva Rathke,” Weigela “Rosea,” and Spiraea van Houtte (also known as Bridalwreath, Hydrangea, and Japanese Barberry. Ten varieties of vines were planted including Sweet Autumn Clematis and Boston Ivy. Finally, six varieties of roses were ordered in equal numbers including Dorothy Perkins, Crimson Rambler, Wichurianna, Baltimore Belle, Queen of Prairie, and Yellow Rambler.

Illinois Designs of The Rock Island District by Cervin & Horn

Olof Z. Cervin^{viii} and Benjamin A. Horn^{ix} designed the Illinois houses. The project architects appear to have been simply selected without any competitive process. The firm of Cervin & Horn was established in 1917 and could not provide any prior project experience together. Their unattributed recommendation simply states “Mr. Cervin has been practicing as an architect in Rock Island for twenty years and Mr. Horn has been practicing there for eight years. They give as reference Mr. N. Max Dunning, well-known architect of Chicago”.

The architects were asked to prepare a written summary of their project involvement as part of a history of the U.S.H.C. Their response is the best account of the role of architects in the project:

“...On June 19, 1918, the firm of Cervin and Horn, located in Rock Island, Ill., was appointed architects and immediately set to work preparing preliminary drawings, both plans and elevations, of houses containing four, five and six rooms.

^{vii} During the 2019 survey update of the Rock Island District housing collection, the original landscape features, if extant, were not visible due to a recent snow storm.

^{viii} Olof Cervin was born in Paxton, Illinois on October 18, 1868 to parents Anders Richard Cervin, an Augustana Synod pastor and editor, and Emma Charlotta Thulin. He resided in Rock Island by the age 6. Cervin received his B.A. from Augustana College in 1887 and his MARCH from Columbia University in 1894. He was Chairman of the Rock Island City Planning Commission and served on the Zoning Commission. As an architect for the former Augustana Lutheran Synod he was responsible for the design of many churches and buildings including the Theological Seminary and Dormitory at Augustana College in Rock Island. He was also responsible for the design of several banks, schools, business buildings, hotels, factories, theatres, hospitals, sanatoriums, and private homes in Rock Island, Moline, and surrounding communities. Cervin was a member of the Illinois Society of Architects and the American Institute of Architects (AIA Fellow in 1930). He also published numerous articles regarding Scandinavian architecture and was a leading theoretician and practitioner of the Nordic National Romanticism style. Cervin died on December 1, 1949 at Champaign, Illinois.

^{ix} Substantial biographical information has not been found for Benjamin Horn.

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The architects had already investigated the local conditions and needs, as well as the preferences of the people and endeavored to conform their plans to what they found and made a report on these findings.

It developed that there was a strong preference for the individual house on a separate lot and further that the one-story type of house had for several years been a favorite. Fifty questionnaires were sent out to real estate men, builders of small houses and others, asking for information regarding number of rooms, story heights [sic] and accommodations required for various kinds. From these answers, it appeared that more than half preferred the one-story house with five rooms, of medium size, compactly arranged with bath room, hot water winter and summer, furnace heat, electric light, gas range and rooms of medium size.

Many expressed preference for grade entrances at the side or the rear. The stationary tubs in the laundry were not in such great demand, as this locality has a strong preference for washing machines in the cellar, run either by water or by electricity.

After preliminary conferences with the Corporation in Washington, the architects were instructed to proceed with about forty per cent of bungalows and forty-five percent of one and a half and two-story houses, and fifteen per cent of semi-detached or double houses.

It was further decided to build the houses of wood, finished on the exterior with siding, allowing a small percentage to be finished with stucco. Few houses in this neighborhood have been built of brick and the decision to use wood was also in the interest of speed of construction.

The architects submitted to the Corporation various designs, about half of them in the Colonial style and half in the Western or California bungalow type with large overhanging eaves.

The traditional Colonial type was adopted in most cases, partly owing to the saving of material in roof construction and consequent reduction of cost, and also owing to its sentimental interests in the history of the United States.

It was decided that all of these houses should be permanent in construction, complete in all respects, so as to compete with other houses that have been built during the last few years. And further, that they should conform as much as possible to the conditions as they existed in the locality and tie in with present houses so as not to seem to be an extraneous or separate development...

Owing to the great heat in the Mississippi Valley, the attics are ventilated with louvers screened in front and with a shutter behind for closing in winter-time, operated by a cord from a scuttle in the hall..."

At some point, the decision was made to develop separate house designs for either side of the Mississippi River despite the additional complexity and delay this caused. There is no evidence that the two architectural firms coordinated their efforts in any way. In a singular instance, on August 31, 1918, a single messenger carried the final plans for both firms to Washington.

The architects date the initiation of their design work to June 19, 1918, but they had no contract until October 17. The standardized federal plans and guidelines had little influence on the architects' design work. They weren't provided copies of the plans until July 5 and had to request copies of the federal housing standards. Serious design work likely only began at this time, although the designers were asked on July 10 to submit their drawings and specifications for federal approval. The first progress report went to Washington in mid-July and reported the completion of five preliminary plans with fifteen others "on the boards." Sketches were done for ten more, and the firm reported that ten

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percent of their work was complete. A month later, on August 15, the progress report noted six working plans with three alternatives each that had been forwarded for federal review, for a total of eighteen different designs. Working plans were in the mail for two semi-detached houses. One sheet of exterior/interior details was also sent. Houses had been "spotted" (located by type on lots) in the Highlands Tract in East Moline. Bills of materials were being prepared, and building specifications were being mailed out that very day for review.

Final plans and specifications were approved in Washington on September 18, and the firm provided seven sets to potential contractor bidders. Reversed plans were being redrawn, and detailed plans showing setbacks and grades were being prepared. By mid-September, 80 percent of the drafting work was completed. By mid-October, the "spotting" and grade plans were being finished, color schemes for roofs were being prepared, and the reversed plans were completed.

The architects were contracted to "perform...full professional services which shall consist of the necessary conferences, the preparation of preliminary studies, working drawings, specifications, large scale, and full-size detail drawings; the drafting of forms of proposals and contracts when required; the issuance of certificates of payment; and the general administration of the business and supervision of the Construction Work" for approximately 420 properties. For these services, they were paid \$7,600.

The architects repeatedly advocated for local private home builders. They rushed to finish their design work even as delays slowed site selection and acquisition. They negotiated design changes in the face of conflicting local building codes, changing War Industries Board rulings, and an inability to obtain needed items. Frequently, they advocated a better final product. Up until Armistice Day, design decisions systematically eliminated amenities. The August 20, 1918 conference disposed of gutters and downspouts and metal coal chutes, for example. In late August, the architects sought to relocate a chimney in one plan away from a wall (they were overruled). At the same time, they proposed to save twenty dollars per house by heating two rooms with a single heat pipe, a "customary [local] practice" (approved). In early October, they sought to replace floor heat fixtures, said to be locally unpopular, with combination wall/floor vents, noting that the same were in use in Davenport (approved). On November 8, "to make houses more livable, rentable and saleable" they urged the inclusion of a porch light, interior porch light switch, gutters and downspouts, a bathroom medicine cabinet, "well selected wallpaper," and cast (rather than wrought) iron interior drains (approved except for the iron interior drain change and addition of a medicine cabinet). Ice waste dams to drain porch refrigerators were recommended, designed, and then disapproved (December 31, 1918) because this feature was only found in more expensive houses. As suppliers changed, so did the design. Split door jambs were recommended, "owing to the mills being practically on the job." Roof coverings changed several times. Wood shingles were first replaced with strip shingles, then the architects were asked to price slate roofs and zinc flashings, only to have strip shingles reinstated. Other planned items had to be redesigned as circumstances changed. The original light fixtures were replaced by a standardized fixture mandated by the War Industries Board (October 2, 1918).

The architects served as quality control inspectors. They complained about the quality of electrical wiring being installed but admitted that the work had passed inspection. Cervin & Horn first reported the closing of the nearby firehouse and warned that the City of Rock Island was failing to meet its obligations. The architects also responded to negative local newspaper articles, particularly during the height of the plumbing squabble in late December 1918. They requested authority to provide information to the papers. They acted again to counter rumors which challenged the quality of construction in the project. They were also called upon by the U.S.H.C. to provide promotional information for the house-building program. They were asked on November 8, 1918, to forward "street scenes showing attractive groupings emphasizing efforts to break up the monotony of design" and "typical plans and plot plans."

The architects also appear to have advocated for the consideration of black war workers as intended tenants for the new houses. The intention of the program was just the opposite. On April 29, B. L. Fenner informed Cervin & Horn, apparently in response to the question raised by them, that "our problem is to provide housing for higher [pay] grades

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[of] white workers; colored employees show small turnover." Later, on June 26, the architects again raised the matter, reporting the "negro population in Rock Island is quite large and has grown recently".

Based on the 1920 and 1930 census records, Cervin & Horn's request to the U.S.H.C. to desegregate the Rock Island District housing was rejected, as one hundred percent of the owners/tenants were Caucasian, either first-generation Illinoisans of European descent or European immigrants from Belgium, Germany, Sweden, Denmark, England, and Ireland.

Supervisors and Contractors for The Rock Island District

The architects had two works supervisors, L. Jay Gamble and Frank Lederer. Gamble, of Glendive, Montana, was the recommended choice of the architects themselves. Few residential building firms, and no local ones, had experience building so many houses simultaneously. Local builders favored contracting the house building in units of ten. This approach was fairer to smaller building firms but also allowed for cost savings as the larger firms could bid on multiple groups. Davenport architects Clausen & Kruse furnished a list of contractors for the bidding process as early as June 10. Ten firms were invited to submit bids, including The English Brothers of Champaign, Henry W. Horst Company of Rock Island, and Central Engineering Company of Davenport. Four companies declined to bid. The selected contractors were paid at cost plus a fixed fee, plant rental, and frequently a penalty/bonus clause.

Henry W. Horst Company, Illinois General Contractor

Early on, Henry Horst determined not to bid on the entire district construction project. Instead, he bid only on building the Illinois houses. His contract, finalized on September 26, 1918, required the building of 421 houses: 200 in Rock Island, 110 in Moline, and 111 in East Moline. Horst was also responsible for the utility work within each building tracts. The total Illinois house construction cost was \$1,423,973, truly an impressive amount even for Horst's firm.

For his work, Horst would receive \$14,650 for the rental of his company's plant equipment and \$40,000 for his work (his fee was upped to \$45,000 at the end of June 1919). Horst was highly motivated to stay below the final estimated building cost because he faced a penalty of up to one-half of the contractor's fee if the cost was exceeded due to "mismanagement or negligence" by the contractor.

Horst was given 108 working days (February 26, 1919) to finish. Numerous cost items, including additional utility work, excavation work, decorating, gas ranges, window screens, screen doors, and wire, were exempted from the contract cost. Horst used the Milwaukee Passenger Depot in Moline, centrally located to the sites, for his headquarters.

Actual construction of the houses began simultaneously on both sides of the Mississippi River. All of the building lots in East Moline were staked by September 24, as were ninety percent of those in Moline and eighty percent in Rock Island. The staking enabled Horst to be ready to excavate on one hundred lots.

Excavation work started on October 5, 1918, a month before the war would end. Three days after Armistice Day and a month and a half after starting work, Horst reported 58 houses ready for the roughing in of plumbing. Unfortunately, no plumbing materials were on hand, and the contractor was authorized to locally purchase these for one-fourth of his houses, excluding light fixtures and cooking ranges. Framing up this number of houses so quickly was a remarkable accomplishment for the times, but these represented just one-eighth of the total number to be built. A shortage of Southern Pine lumber hampered building at the end of November. Higher pay levels were eating away at the company's profit margin. By the end of November, Horst was advised that his labor costs were 56 percent over the "official estimate."

Some building materials were scarce, while others were plentiful. Horst planned to keep two surplus carloads of maple flooring loaded for an eventual settling up with shippers, but he was ordered to unload the 50,000 feet of lumber at once, carefully stacking and protecting it. Locks for the houses were due for delivery before mid-December but were still

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undelivered two weeks later. Horst needed them to secure the finished houses. Still unsent as of January 8, the manufacturer was urged to ship and not wait for house numbers to be ready. Horst complained in mid-December that Rock Island Sash & Door Works wanted to deliver their millwork when 100 percent of each item was ready. Horst preferred a 25 percent delivery of each item so some houses could be completed as materials were available. The U.S.H.C. intervened to see if the millwork could not be "furnished in harmony with the construction." The contractor clearly had little control over which materials were received and when they arrived. Rough lumber had to be planed and re-cut. Surplus materials rerouted from other canceled U.S.H.C. projects were shipped to Rock Island.

Changes were then made to the specifications without notice. Horst was instructed to accept delivery of slate-covered shingles for Rock Island Tracts A and B in late November. A change from yellow pine to maple flooring required an 8D casing nail. No provision was made for the change, and Horst had to buy the nails locally.

Labor was in very short supply, and 250 additional common laborers were sought with little success as early as mid-October. Carpenters and common laborers were the hardest to obtain. Housing for the workers was unavailable, so two barracks were built at 18th Avenue and 38th Street. These were to be made "as pleasant as possible" and were ready by October 18, with two more barracks added later. By November 25, the company was well supplied with all trades except for carpenters, and 500 were needed. By December 12, Horst reported 500 carpenters at work on Tracts A and B alone.

By December 14, Horst reported all excavation and foundation work finished and "superstructure well under way." Over 150 houses had been shingled, and others were being finished at the daily rate of ten to fifteen units. He had "a fair supply of mechanics" and promised the houses would be ready by early spring.

Surprisingly, rough grading followed house building. By December 21, the rough grading was finished, save for the alleyway and back lots of Tract D in Rock Island. Frozen ground halted the grading on December 27.

By the first week of January 1919, Horst's labor expenditures were forty-one percent over estimates, a fifteen percent decrease from five weeks prior. Rock Island Works Superintendent L. Jay Gamble reported 50 houses ready for shingling by January 10. By mid-January, the company's labor expenditures had been lowered but had remained one-third above budget. The project's overhead of \$94,000, was three-fourths expended. Horst was asked to submit plans for the reduction of costs.

It is the legacy of Henry W. Horst that no houses were canceled on the Illinois side of the district. Horst's efforts were lauded by W. C. Lewis, Assistant Chief of the Construction Division of the U.S.H.C. Lewis was a New York architect before his government service. He stopped off in Rock Island to inspect the projects and reported that his superiors were "unreserved in the expression of their satisfaction" with the contractor's work. Of 75 projects underway nationally, just 24 were well advanced by Armistice Day. Just four projects were allowed to proceed, including the houses in the Tri-Cities and that approval was in Lewis' words, "due to the rapid progress and to the economical development of the project."

Horst subcontracted much of the work to other firms, although he intended to use his own workforce to assist the local utilities in laying mains for water and sewer. Horst purchased much of his materials locally as deliveries stalled. Originally, the millwork for the houses was not to be purchased locally, but the War Industries Board approved it at the end of September 1918. The following firms had sub-contracts with him or provided construction materials:

- D. E. Keeler Company, sewer construction, pipe, brick, manholes
- L. J. Mueller Furnace Company
- U.S.C.I. Pipe & Foundry Company
- Ludlow Valve Company (supplied water company with hydrants, valves)
- Rock Island Sash & Door Works

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- Sargent Company (locks, hardware, house numbers)
- Federal Roofing
- Moline Plumbing & Heating Company
- Paridon Wall Paper Company (both Iowa and Illinois, subcontractor)
- Clow & Sons (pipe)
- Frazier Davies Construction Company (subcontractor)
- Electric Construction and Machinery Company (subcontractor) Angelina County Lumber Company, Moline
- Rock Island Register Company, furnaces and installation

The Supervising Engineer

The project engineer was “charged with the design of all that part of a project designated as utilities, roads, sidewalks, sewers, sewage disposal, lighting and water supply”.

W. S. Shields of Chicago was selected as the project engineer. He had practiced engineering in Chicago since 1883, independently beginning in 1893. He partnered in 1883-88 with John W. Alvord, later Chief Engineer of the U.S.H.C. He had already supervised war-related construction, most notably a water supply and distribution system at Jeffersonville, Indiana. His appointment was made on August 13, 1918.

Construction Challenges and Delays

A major cause of construction delay was the struggle that ensued between the several cities and the U.S.H.C. over construction standards and municipal obligations. The federals wanted to be freed from local building guidelines to help manage the seventy housing projects scattered across the nation. In addition to building standards, each city’s utilities, transit companies, and public works departments were called upon to provide streets, sewers, water, and transportation. Individual and varied contracts were negotiated with each city. The contractual agreements began to unravel as the War Industries Board began to prohibit the use of scarce resources and as the new housing was delayed in its delivery.

The conflict developed in October 1918, and the only saving grace was that the underground work was already stalled by the non-delivery of pipes and materials. With the war’s end, the U.S.H.C. announced they would conform with local building ordinances.

Additionally, the Rock Island District project saw a series of wage disputes and strikes throughout the course of construction. The Rock Island Arsenal played a central role in the labor issues that plagued the project. As the major metropolitan employer, the Arsenal set the standard for salaries. For example, when the Arsenal contractors paid teams eight dollars a day, the contractors were unable to compete. By October 7, 1918, the Arsenal commandant and the U.S.H.C. established an understanding that discharged Arsenal workers would not be allowed to work on the house building in an effort to keep all workers at their jobs. Several teams employed at both points were discharged by the U.S.H.C.

Wages were high everywhere, and workers changed jobs to their own benefit as circumstances changed. The first dispute over wages erupted within days of construction work starting on the project. The unions threatened a strike on October 7 as brick masons and carpenters called for pay increases.

Carpenters agreed to a nine-hour workday, working Saturday afternoons only and Sundays in an emergency, but there was no agreement on overtime pay rates. Bricklayers were on strike as of October 22 when a mediator was brought in. The mediator ordered the men back to work at their present rates and conditions. After Armistice Day, the workday was reduced to eight hours, and common laborers were “quitting in bunches.” The vast majority of workers had been shipped in with a promise of four dollars and twelve cents a day based on a ten-hour workday. They were now reduced to three dollars a day and were leaving to be employed at more lucrative local industries.

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By November 16, construction materials were accumulating on train cars, twenty in Davenport and forty-five in Rock Island. Half of the laborers were gone, and there was no force to unload and store the materials. Higher hourly pay was approved for several trades, but the new rates were still too low. Electricians were offered seventy cents but wanted seventy-five cents. The officials did the calculations, wondering if they could weather a 30-day electrician's strike "without material damage." The electricians finally got their seventy-five cents, but common laborers were satisfied with a nine-hour day and a forty-five-cent hourly rate. "No further trouble" was expected as of November 20. A week later, the painters asked for their increase. Their council suggested the margin could come from reduced overhead since the "clerical force is almost as large as the labor force." The painters struck on December 5 but were back on all sites as of the 10th.

Union disputes on issues in addition to pay were numerous. The first came on October 21 when the carpenters and laborers refused to use time cards and time clocks, citing a 1916 agreement that protected carpenters from being placed "under the time clock system." Oddly enough, the solution was a brass clock system with workers checking in and out with a timekeeper.

The second problem followed on October 28, when the local Painters District Council objected to the use of Master Painters as job overseers. One contractor, apparently Horst, continued to employ "an enemy alien foreman," and this was interfering "with getting patriotic workmen to stay."

Next, the carpenters made "trouble" on December 11 "on account of lathing." Lathers and carpenters were at odds over which trade could install the Flaxinum keyboard used as a base for exterior stucco. Union officials convened in the Tri-Cities the next day "concerning a possible strike by carpenters." There wasn't a strike, but Henry Horst reported on December 20 that his carpenters were leaving "in bunches" to seek work at Camp Grant, a military cantonment.

The final strike took place in the McManus Tract in Davenport in late May 1919. Central Engineering started the interior plumbing work "when the men struck for higher wages and a deadlock ensued." Ryan Plumbing & Heating was contracted under a revised bid to finish the work by June 15 at the cost of thirty-five dollars per house.

In addition to labor strife, the project suffered from a shortage of labor supply. All U.S.H.C. projects entered a labor market that had been "already almost exhausted by the colossal demands of the war industries and of the draft."

As of September 18, 1918, even before contracts were signed, an unidentified workforce was busy preparing the building sites in Moline and East Moline. The initial work involved sewer construction and the laying of water mains by subcontractors. Grading contracts were let in late September. The first labor shortage in the project area was reported on September 27 when the Illinois architects advised that the City of Rock Island had closed its firehouse closest to the work sites due to the lack of help.

As of October 17, 440 laborers were needed, and just 210 were on hand. In Davenport, volunteer workers from local businesses helped to alleviate the labor shortage. They performed foundation and concrete work and largely completed the commissary and bunkhouse buildings on the McManus Tract. Wet ground then slowed and added cost to the excavation work. Central Engineering needed 120 common laborers. The work entailed excavation and concrete work. Horst needed 230 common laborers. The next six weeks were critical if houses were to be enclosed by winter. The U.S.H.C. labor scout was only able to forward 32 workers from Chicago, one-seventh of what was needed. By November 1, 1918, all the projects were operating with just half of the necessary workforce.

The 1918 Influenza Epidemic closed Palmer Chiropractic College, freeing up students and faculty. The City of Davenport provided sixty workers and a dozen teams. Ministers were recruiting workers from their congregations.

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The pending onset of freezing weather prompted the contractors to call for 500 laborers and 300 carpenters. The sheer scale of the building effort is indicated by the fact that Central Engineering alone was employing 850 men of all trades, 350 of these as common laborers. Three out of four laborers were volunteer students and local workers. That same number of laborers was then needed to replace departing volunteer workers. The sewer contractors needed thirty to fifty men to push their vital work. The utilities were able to obtain their workers, and the Water Company in Davenport surpassed the house-building trades with the laying of their mains. Sidewalk contractors were making progress in Rock Island and Moline and were awaiting good weather to do the same in East Moline.

The lack of skilled concrete workers forced the contractors to seek approval to substitute concrete block foundation walls for cast concrete in East Moline and Blocks 3 and 4 of the King Tract in Davenport.

The work of Henry Horst Company was significantly delayed by October 29. Minnesota was called upon to provide 500 workers, but a major forest fire tapped out available workers. In early November, the project turned to furloughed soldiers from a camp near Davenport. The priority for common laborers passed by November 23, at which time nearly all of the foundation work on both sides of the Mississippi River was completed.

Carpenters were most needed, along with some short-term-use electricians and plumbers. By this time, lumber supplies were "satisfactory," and work was proceeding.

By December 12, Horst had 500 carpenters at work, making no reference to any shortfall. By this time, shortages of deliveries hindered the work as much as the lack of workers.

The issue of the basic supply of workers became subordinate to the departure of hired workers to other points of employment. The shortening of the workweek to forty-four hours and the elimination of overtime took some pressure off of the contractors. As winter arrived, site grading was finally suspended in late December, freeing up some workers.

The project schedule could not re-coup the long-term damages of the delays, and the first houses would not be ready for occupancy before January 1, 1919.

CRITERION A – SOCIAL HISTORY

Lastly, the district is eligible for local significance under Criterion A for Social History. As the residences quietly blended into the surrounding neighborhood as urbanized development continued within Rock Island, and real estate records document decades of local sales and resales of the houses, contemporary local knowledge of the history of the district has been lost. However, the district as it remains today, in conjunction with the war industries of the Tri-Cities, illustrates the region as a historically significant industrial center and, specifically, a wartime production center. Collectively, the Arsenal and the built environment that comprises the district offer an interpretation of the lives of war workers of the era.

Integration of the Housing Collection into the City of Rock Island

The Rock Island district houses were the first corporation houses to be publicly sold. Plans for selling the properties were first formulated in late November 1918 when Realtor E. S. Judd, Engineer W. H. Kimball, Town Planner Kessler, and Construction Manager H. B. Martin established a local advisory committee for that purpose. The abandonment of the Park Lane Tract in Davenport had brought the divestment issue to the forefront. In mid-February 1919, rumors circulated in local newspapers that there were Federal plans to sell the new houses. However, the original intention of renting them out was still the official policy.

Rent rates were researched beginning in early March. Monthly rents ranged from twenty-two to twenty-eight dollars, though few war workers could pay those rates. Sixty-three percent of the arsenal workers could only afford up to eighteen dollars monthly. The good news was that any family would qualify as tenants, not just war workers. Three-

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fourths of the houses were rented by March 1, despite many remaining unfinished. Horst had five sanding machines constantly at work, and the floor finishers completed twenty houses daily. The ceiling tinters and plumbers followed with fixtures.

The vacant lots in Park Lane and King Tracts in Davenport could be readily sold. The excavated lots, without foundations, were infilled, although lot and street grading, as well as sidewalk and sewer construction, had to be completed to sell the lots at any advantageous price.

Formal appraisals followed, as did interviews with one hundred house tenants. Property tenants received the first right of refusal to buy their homes between September 25 and October 9. The terms offered were a ten percent down payment (those who could not pay this amount could pay their rent rate plus ten dollars until that total was achieved) and one percent of the purchase price paid monthly, at six percent interest.

Sales of the Illinois houses and lots opened on September 26. Some street paving remained to be done. Single houses were priced at \$2,500-3,500, while double houses were sold at \$5,000.

In just four days, 120 houses were sold to their tenants. Sixty percent of the houses were sold after just eight sales days. Judd announced that Arsenal workers would receive preference in selling any unsold houses. This announcement caused the local American Legion post to protest that ex-servicemen and not Arsenal workers should receive first consideration. The Legionaries investigated the situation but withdrew their complaint a few days later, having found "fair treatment" in the house sales. Special veterans' auto tours visited the sales sites, and a special arrangement was announced for ex-servicemen to purchase a lot with just twenty-five dollars down and one-and-a-half percent monthly payments. By the end of the initial Illinois sale, all but one or two Rock Island houses were taken, exclusive of ten double houses, which remained available to rent. In Moline, five houses and two doubles remained. In East Moline, just two double houses were still available.

As the residences were sold within proximity of the 1920 census, historic census data was used to understand homeownership and the demographics of each tract.

- In Tract A, twenty-nine or eighty-three percent of the residences were already sold, while only five or fourteen percent were rented. The ethnic background of all our residents was Caucasian, with thirty-one or eighty-eight-and-a-half percent from the Midwest, with a predominant number from Illinois, Iowa, Missouri, and Wisconsin. There were a few one-off outlier residents from Colorado, Pennsylvania, and New York, and then six or seventeen percent were European from England, Russia, Denmark, and Sweden. All owners listed were male. There is one house for which no census records were available.
- In Tract B, ninety-nine, or approximately eighty-seven-and-a-half percent of the residences were already sold, while eleven, or just under ten percent, were rented. The ethnic background of all our residents was Caucasian, with over ninety percent being from America, and a predominant number from Illinois, Iowa, and Missouri, and some from Kansas and Nebraska. There were a few one-off outlier residents from Pennsylvania, Ohio, Kentucky, Georgia, Tennessee, New York, and South Dakota. The remaining approximately ten percent were European, predominately from Sweden (fifty-five percent), and individuals from Ireland, Denmark, Wales, Germany, and Russia. All owners listed were predominately male, with only three women homeowners. There were three houses for which no census records were available.
- In Tract C, twenty-eight or eighty percent of the residences were already sold, while seven or twenty percent were rented. The ethnic background of all our residents was Caucasian, with nearly eighty-six percent being from America and a predominant number from Illinois, followed by Iowa, Michigan, Indiana, and Missouri, and

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one outlier from California. The remaining residents were Europeans from Russia, Germany, Ireland, and Belgium. All owners listed were predominately male, with only a single woman homeowner.

- Like Tracts B and C, in Tract D, twenty-four or eighty-nine percent of residences were already sold by the 1920 census, while only three or eleven percent were rented. The ethnic background of all our residents was Caucasian, with eighty-five percent being of American descent and a large number from Illinois, followed by others from Missouri and Iowa and individuals from Michigan, New York, Kentucky, Ohio, Louisiana, and Utah. The remaining fifteen percent of households were European from Bohemia, Sweden, and England. All owners listed were male.

Despite the U.S.H.C. house-building effort, the project had failed to address the housing shortage in the Tri-Cities. Even as the sales proceeded, *The Argus* reported a record need for rental properties in Rock Island. It noted, "Realtors say that there is not a house for rent in the hands of any real estate dealer in Rock Island."

In January of 1920, complaints began to surface that the houses had been sold at prices well below true market value. Some had been immediately resold with profits of \$200 to \$700, with as much as a twenty percent profit. The sales documents required purchasers to retain the properties until January 1, 1935. The Corporation called upon Judd for statistics with which to counter growing criticisms of the sale. The Corporation apparently reiterated the prohibition against resale, and the Arsenal Federation promptly protested the requirement "to have permission from Washington before they have the right to sell the property." The requirement was particularly oppressive to those Arsenal workers who needed to relocate quickly to new jobs and sell their houses. The government's policy was that no sales could proceed before the federal government had its mortgage fully paid off. There was concern that real estate speculators were attempting to acquire some of the houses, and the government was not going to extend long-term, low-cost financing to them.

The U.S.H.C.'s real estate records document decades of local sales and resales of houses. A few vacant lots lingered on the market for years. Most notably, three low-lying lots along the south side of 17th Avenue, east of 44th Street in Rock Island, remained unsold until May 22, 1941, closing the U.S.H.C. era in Rock Island.

CONCLUSION

The 1918 U.S. Government housing collection in the City of Rock Island is historically significant at the state and local levels because of its association with Community Planning and Development, Politics and government, Social History, and Military History (Criterion A). The collection is significant as one of the first instances in which the federal government became directly involved in building non-military permanent housing for civilians. While most U.S.H.C. projects were canceled or sharply cut back, these houses represent a large project that was mostly completed. The Rock Island District was the westernmost completed project, with the exception of projects in Vallejo, California, and Bremerton, Washington, and was the largest of four Midwest projects. Its house designs, particularly those on the Illinois side of the Mississippi River, directly reflected regional residential typologies and popular architectural styles of the time. Integral to this regional influence was a commitment to individual house construction and individual home ownership. While multi-unit designs, including hotels and dormitories, dominated other project designs, the Rock Island District valued the single-family detached house and a commitment to homeownership as the best means of securing good citizenship.

In addition to their eligibility under Criterion A, the district is eligible under Criterion C for Architecture at the state and local levels. The housing collection is significant as it represents a large proportion of Rock Island's residential architecture constructed during the World War I era. Designed by the local firm of Cervin & Horn, the collection represents an unprecedented example of the involvement of architects in the design of low-cost, working-class housing in regionally varied designs that are still well-suited to homeowners a century later. Few other architectural firms can be

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credited with so quickly designing so many varied and individualized house designs. The massive scale of the government house-building effort was unprecedented. Builders accustomed to raising several dozen houses annually were faced with the challenge of completing hundreds of houses within half a year's time. The federal mandate was to maximize economies of scale in the use of both materials and labor. As the local builder for the collection, Henry Horst's construction work is architecturally significant as it illustrates the best aspects of large-scale house construction. The housing collections set the standards for American low-cost housing and a new precedent for techniques in large-scale house building and efforts directly aided by the federal government.

The U.S.H.C. building effort also strongly influenced modern house design with a focus on sanitary, safe, and livable spaces. The Housing Bureau manual set standards for "basements, closets, furniture space, lighting, cooking, materials, fences, gardens, open spaces, porches, rear entrances, stairs, roof, air space, ventilation, plumbing, number of rooms, arrangement and windows." As part of the 1918 Government Housing Collection, it was the first time the federal government was the national vehicle for synthesizing design ideas into a range of varied designs and then constructing houses from those designs.

C. N. Hitchcock, of the United States Housing Corporation, wrote in April 1919:

...the government's experience has indicated if not demonstrated many possibilities in large-scale construction. The design divisions of the two corporations have developed many new possibilities of economy through simplification of fixtures and processes. Standardization and hence cheapening of accessories, in plumbing, for example, and to a certain extent in the grouping of rooms, have been worked out which promote a gain in speed and a saving in expense without endangering the objective, everywhere sought, of giving each home an individual touch in design. In design itself, pronounced progress has been made which holds a promise, if properly followed up, of great advances in this special field. All these gains, made generally available, cannot fail to have their permanent effect on national housing progress.

Further, the government's activities have given a large number of able architects, engineers, town-planners, and contractors an interest in the idea, together with a practical if expensive working experience to draw on. Hitherto interest in modern industrial community construction in this country has been manifested chiefly in papers before societies, stressing foreign experience. The beginnings of an American tradition in this field have now been laid. The fairly wide distribution of the projects, together with the consistent government policy of securing local co-operation and utilizing local effort, has opened the eyes of communities and industries themselves to the possibilities and meaning of the venture..."

Today, the district illustrates the housing collection during the period of significance, serving as the tangible representative of its historic significance, and retains sufficient integrity for listing on the National Register of Historic Places.

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Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned):

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10. Geographical Data

Acreage of Property 37.34

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

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

UNIT 1:

1	<u>41.494212</u> Latitude	<u>90.555914</u> Longitude	3	<u>41.493417</u> Latitude	<u>90.554637</u> Longitude
2	<u>41.493457</u> Latitude	<u>90.555939</u> Longitude	4	<u>41.493790</u> Latitude	<u>90.554627</u> Longitude
5	<u>41.493766</u> Latitude	<u>90.553143</u> Longitude	7	<u>41.494966</u> Latitude	<u>90.554606</u> Longitude
6	<u>41.494928</u> Latitude	<u>90.553107</u> Longitude	8	<u>41.494017</u> Latitude	<u>90.554622</u> Longitude

UNIT 2:

1	<u>41.495715</u> Latitude	<u>90.546399</u> Longitude	3	<u>41.493374</u> Latitude	<u>90.537472</u> Longitude
2	<u>41.493511</u> Latitude	<u>90.546480</u> Longitude	4	<u>41.494365</u> Latitude	<u>90.537501</u> Longitude
5	<u>41.494422</u> Latitude	<u>90.540364</u> Longitude	7	<u>41.496398</u> Latitude	<u>90.543507</u> Longitude
6	<u>41.496523</u> Latitude	<u>90.540343</u> Longitude	8	<u>41.496695</u> Latitude	<u>90.544536</u> Longitude

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

Unit 1: Roughly bounded by 16th Avenue on the north, 31st Street on the west, 18th Avenue on the south, and 33rd Street on the east.

Unit 2: Roughly bounded by 14th Avenue on the north, 39th Street on the west, 18th Avenue on the south, and 1st Street on the east, exclusive of the interstitial areas included in the boundary but not developed as part of the housing collection.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected correspond to the original tracts of land purchased and developed by the United States Housing Corporation as Tracts A, B, C, and D in the City of Rock Island. The boundaries include all properties related to the identified Areas of Significance, were built at the same time for the same purpose, use the same set of building plans and specifications, and are the only properties that fall under the proposed Multiple Property Submission (MPS).

11. Form Prepared By

name/title Erica Ruggiero / Architectural Historian date March 25, 2024
organization McGuire Igleski & Associates, Inc. telephone 847.328.5679
street & number 1330 Sherman Avenue email erica@miarchitects.com
city or town Evanston state IL zip code 60201

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Additional Documentation

Submit the following items with the completed form:

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

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Photographs:

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

Photo Log

Name of Property:	<u>The United States Housing Corporation Historic District</u>		
City or Vicinity:	<u>Rock Island</u>		
County:	<u>Rock Island</u>	State:	<u>Illinois</u>
Photographer:	<u>Erica Ruggiero</u>		
Date Photographed:	<u>April 5, 2024</u>		

TRACT A

Photo 1 of 84:

View of the east side of 31st Street looking northeast from 18th Avenue.

Photo 2 of 84:

View of the east side of 31st Street looking southeast from the northern boundary of the district.

Photo 3 of 84:

View of the west side of 32nd Street looking northwest from 18th Avenue.

Photo 4 of 84:

View of the south side of 17th Avenue looking southeast from 32nd Street.

Photo 5 of 84:

View of the south side of 17th Avenue looking southeast from 3208 17th Avenue.

Photo 6 of 84:

View of the south side of 17th Avenue looking southeast from 3212 17th Avenue.

Photo 7 of 84:

View looking southwest of the southwest corner of 33rd Street and 17th Avenue.

Photo 8 of 84:

View of the north side of 17th Avenue looking northwest from 33rd Street.

Photo 9 of 84:

View of the north side of 17th Avenue looking northwest from 3233 17th Avenue.

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Photo 10 of 84:

View of the north side of 17th Avenue looking northwest from 3221 17th Avenue.

Photo 11 of 84:

View of the north side of 17th Avenue looking northeast from 32nd Street.

Photo 12 of 84:

View of the east side of 32nd Street looking south from 15th Avenue.

Photo 13 of 84:

View of the south side of 15th Avenue looking southeast from 32nd Street.

Photo 14 of 84:

View of the south side of 15th Avenue looking southeast from 3212 15th Avenue.

Photo 15 of 84:

View of the south side of 15th Avenue looking southwest from 33rd Street.

TRACT B

Photo 16 of 84:

View of the southeast corner of 15th Avenue and 39th Street looking southeast.

Photo 17 of 84:

View of the east side of 39th Street looking southeast from 1505 39th Street.

Photo 18 of 84:

View of the east side of 39th Street looking southeast from 1513 39th Street.

Photo 19 of 84:

View of the east side of 39th Street looking southeast from 1533 39th Street.

Photo 20 of 84:

View of the north side of 18th Avenue looking northeast from 39th Street.

Photo 21 of 84:

View of the north side of 18th Avenue looking northeast from 40th Street.

Photo 22 of 84:

View of the north side of 18th Avenue looking northwest from 41st Street.

Photo 23 of 84:

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View of the west side of 40th Street looking northwest from 1566-68 40th Street.

Photo 24 of 84:

View of the west side of 40th Street looking southwest from 1544 40th Street.

Photo 25 of 84:

View of the west side of 40th Street looking southwest from 1524 40th Street.

Photo 26 of 84:

View of the west side of 40th Street looking southwest from 1520 40th Street.

Photo 27 of 84:

View of the west side of 40th Street looking southwest from 3924 18th Avenue.

Photo 28 of 84:

View of the southwest corner of 15th Avenue and 40th Street looking southwest.

Photo 29 of 84:

View of the northeast corner of 15th Avenue and 40th Street looking northeast.

Photo 30 of 84:

View of the east side of 40th Street looking northeast from 4005-07 15th Avenue.

Photo 31 of 84:

View of the east side of 40th Street looking southeast from 1417 40th Street.

Photo 32 of 84:

View of the east side of 40th Street looking southeast from 15th Avenue.

Photo 33 of 84:

View of the east side of 40th Street looking northeast from 1513 40th Street.

Photo 34 of 84:

View of the east side of 40th Street looking northeast from 1521 40th Street.

Photo 35 of 84:

View of the east side of 40th Street looking northeast from 1529 40th Street.

Photo 36 of 84:

View of the east side of 40th Street looking northeast from 1541 40th Street.

Photo 37 of 84:

View of the east side of 40th Street looking northeast from 1567-69 40th Street.

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Photo 38 of 84:

View of the north side of 18th Avenue looking northwest from 41st Street.

Photo 39 of 84:

View of the west side of 41st Street looking northwest from 1566-68 41st Street.

Photo 40 of 84:

View of the west side of 41st Street looking northwest from 1548 41st Street.

Photo 41 of 84:

View of the west side of 41st Street looking northwest from 1540 41st Street.

Photo 42 of 84:

View of the west side of 41st Street looking northwest from 1528 41st Street.

Photo 43 of 84:

View of the west side of 41st Street looking southwest from 15th Avenue.

Photo 44 of 84:

View of the east side of 41st Street looking northeast from 15th Avenue.

Photo 45 of 84:

View of the east side of 41st Street looking northeast from 1445 41st Street.

Photo 46 of 84:

View of the east side of 41st Street looking northeast from 1441 41st Street.

Photo 47 of 84:

View of the southeast corner of 41st Street and 15th Avenue looking southeast.

Photo 48 of 84:

View of the east side of 41st Street looking southeast from 1505 41st Street.

Photo 49 of 84:

View of the east side of 41st Street looking southeast from 1509 41st Street.

Photo 50 of 84:

View of the east side of 41st Street looking southeast from 1529 41st Street.

Photo 51 of 84:

View of the east side of 41st Street looking southeast from 1533 41st Street.

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Photo 52 of 84:

View of the east side of 41st Street looking southeast from 1541 41st Street.

Photo 53 of 84:

View of the east side of 41st Street looking southeast from 1549 41st Street.

Photo 54 of 84:

View of the northeast corner of 41st Street and 18th Avenue looking northeast.

TRACT C

Photo 55 of 84:

View of the northwest corner of 43rd Street and 18th Avenue looking northwest.

Photo 56 of 84:

View of the west side of 43rd Street looking northwest from 1570 43rd Street.

Photo 57 of 84:

View of the west side of 43rd Street looking northwest from 1558 43rd Street.

Photo 58 of 84:

View of the west side of 43rd Street looking northwest from 1550 43rd Street.

Photo 59 of 84:

View of the west side of 43rd Street looking northwest from 1538 43rd Street.

Photo 60 of 84:

View of the west side of 43rd Street looking northwest from 1520 43rd Street.

Photo 61 of 84:

View of the west side of 43rd Street looking southwest from 1504 43rd Street.

Photo 62 of 84:

View of the southwest corner of 43rd Street and 15th Avenue looking southwest.

Photo 63 of 84:

View of the east side of 43rd Street looking southeast from 15th Avenue.

Photo 64 of 84:

View of the west side of 44th Street looking southwest from 1424 44th Street.

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View of the west side of 44th Street looking northwest from 1440 44th Street.

Photo 66 of 84:

View of the west side of 44th Street looking northwest from 15th Avenue.

Photo 67 of 84:

View of the west side of 44th Street looking southwest from 15th Avenue.

Photo 68 of 84:

View of the west side of 44th Street looking northwest from 1516 44th Street.

Photo 69 of 84:

View of the west side of 44th Street looking northwest from 1524 44th Street.

Photo 70 of 84:

View of the west side of 44th Street looking northwest from 1532 44th Street.

Photo 71 of 84:

View of the west side of 44th Street looking northwest from 1540 44th Street.

Photo 72 of 84:

View of the west side of 44th Street looking northwest from 1550 44th Street.

TRACT D

Photo 73 of 84:

View of the south side of 17th Avenue looking southeast from 44th Street.

Photo 74 of 84:

View of the south side of 17th Avenue looking southeast from 4408 17th Avenue.

Photo 75 of 84:

View of the south side of 17th Avenue looking southeast from 4420 17th Avenue.

Photo 76 of 84:

View of the south side of 17th Avenue looking southeast from 4436 17th Avenue.

Photo 77 of 84:

View of the south side of 17th Avenue looking southeast from 4440 17th Avenue.

Photo 78 of 84:

View of the south side of 17th Avenue looking southeast from 4452 17th Avenue.

Photo 79 of 84:

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View of the north side of 18th Avenue looking northeast from 44th Street.

Photo 80 of 84:

View of the north side of 18th Avenue looking northeast from 4409 18th Avenue.

Photo 81 of 84:

View of the north side of 18th Avenue looking northeast from 4417 18th Avenue.

Photo 82 of 84:

View of the north side of 18th Avenue looking northeast from 4507 18th Avenue.

Photo 83 of 84:

View of the north side of 18th Avenue looking northeast from 4515 18th Avenue.

Photo 84 of 84:

View of the north side of 18th Avenue looking northeast from 4531 18th Avenue.

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

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

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List of Figures

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



FIGURE 1: LOCATOR MAP OF THE DISTRICT.

The district is denoted by the red boundary lines, representing the two units of land which comprise the district within the City of Rock Island.

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FIGURE 2: GIS MAP OF UNIT 1.

1 41.494212 90.555914
Latitude Longitude

3 41.493417 90.554637
Latitude Longitude

2 41.493457 90.555939
Latitude Longitude

4 41.493790 90.554627
Latitude Longitude

5 41.493766 90.553143
Latitude Longitude

7 41.494966 90.554606
Latitude Longitude

6 41.494928 90.553107
Latitude Longitude

8 41.494017 90.554622
Latitude Longitude

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FIGURE 3: GIS MAP OF UNIT 2.

* Note: The areas shaded in turquoise are those areas included in the nomination. Map is oriented north.

1 41.495715 90.546399
Latitude Longitude

3 41.493374 90.537472
Latitude Longitude

2 41.493511 90.546480
Latitude Longitude

4 41.494365 90.537501
Latitude Longitude

5 41.494422 90.540364
Latitude Longitude

7 41.496398 90.543507
Latitude Longitude

6 41.496523 90.540343
Latitude Longitude

8 41.496695 90.544536
Latitude Longitude

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FIGURE 4: SITE MAP AND BUILDING KEY OF UNIT 1.

*Red buildings denote contributing buildings, blue buildings denote historic USHC buildings that are non-contributing due to integrity loss, and green buildings denote non-contributing, non-USHC buildings. Map is oriented north.

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FIGURE 5: SITE MAP AND BUILDING KEY OF UNIT 2.

* **Red buildings** denote contributing buildings, **blue buildings** denote historic USHC buildings that are non-contributing due to integrity loss, and **green buildings** denote non-contributing, non-USHC buildings. Map is oriented north.

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FIGURE 6: PHOTOGRAPH KEY FOR UNIT 1.

*Photograph number denotes the location of the camera. Map is oriented north.

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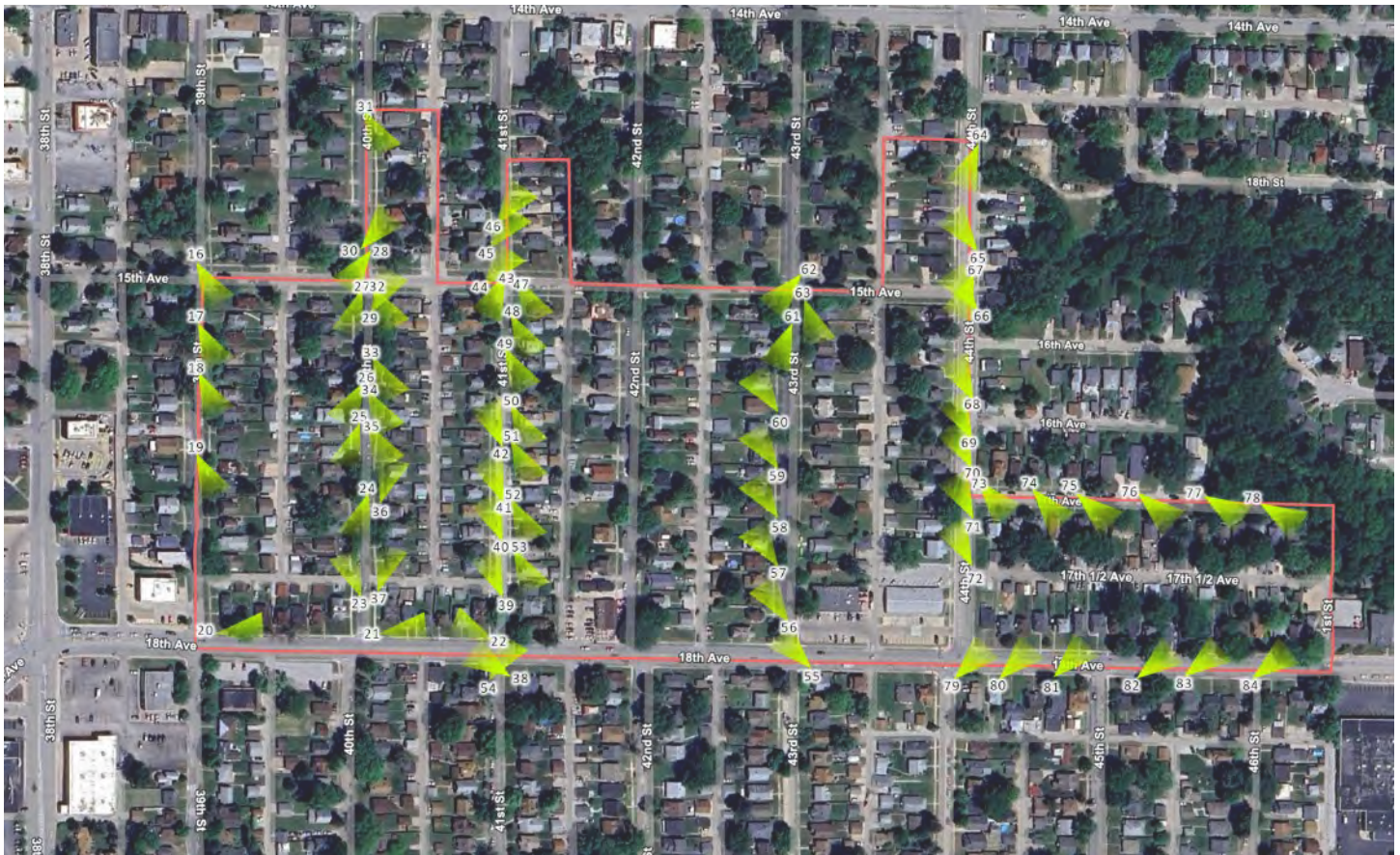


FIGURE 7: PHOTOGRAPH KEY FOR UNIT 2.

*Photograph number denotes the location of the camera. Map is oriented north.

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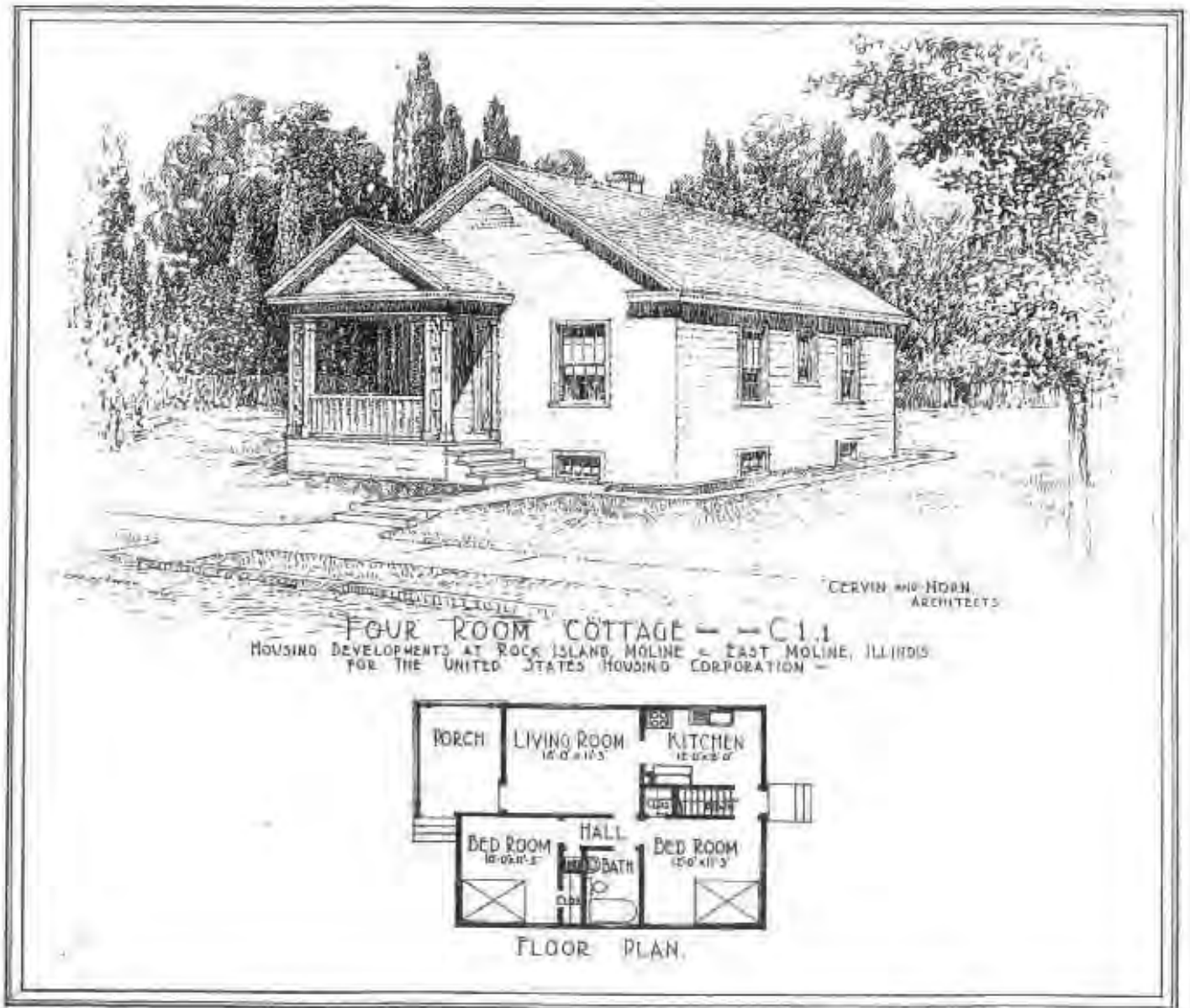


FIGURE 8: C1.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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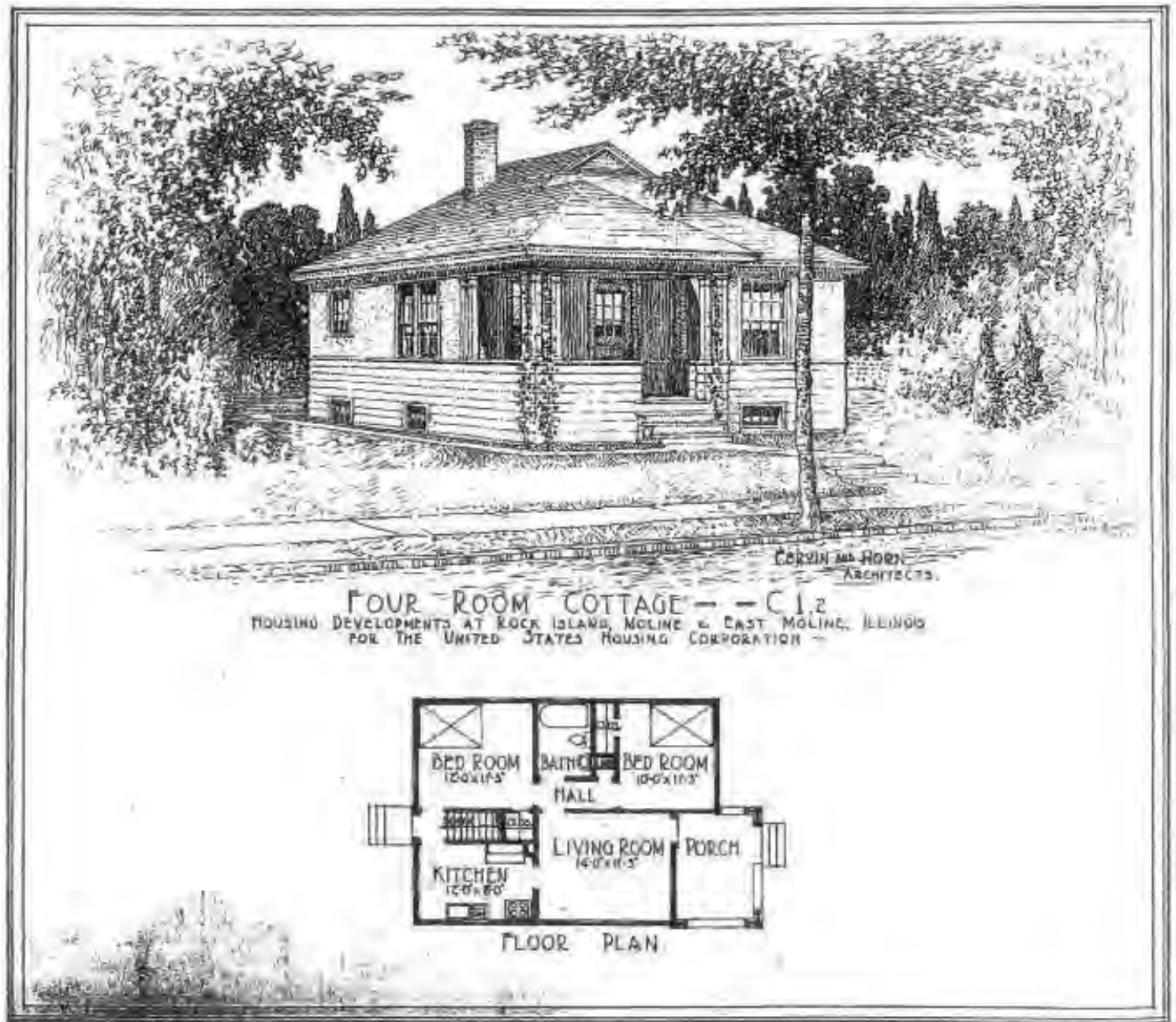


FIGURE 9: C1.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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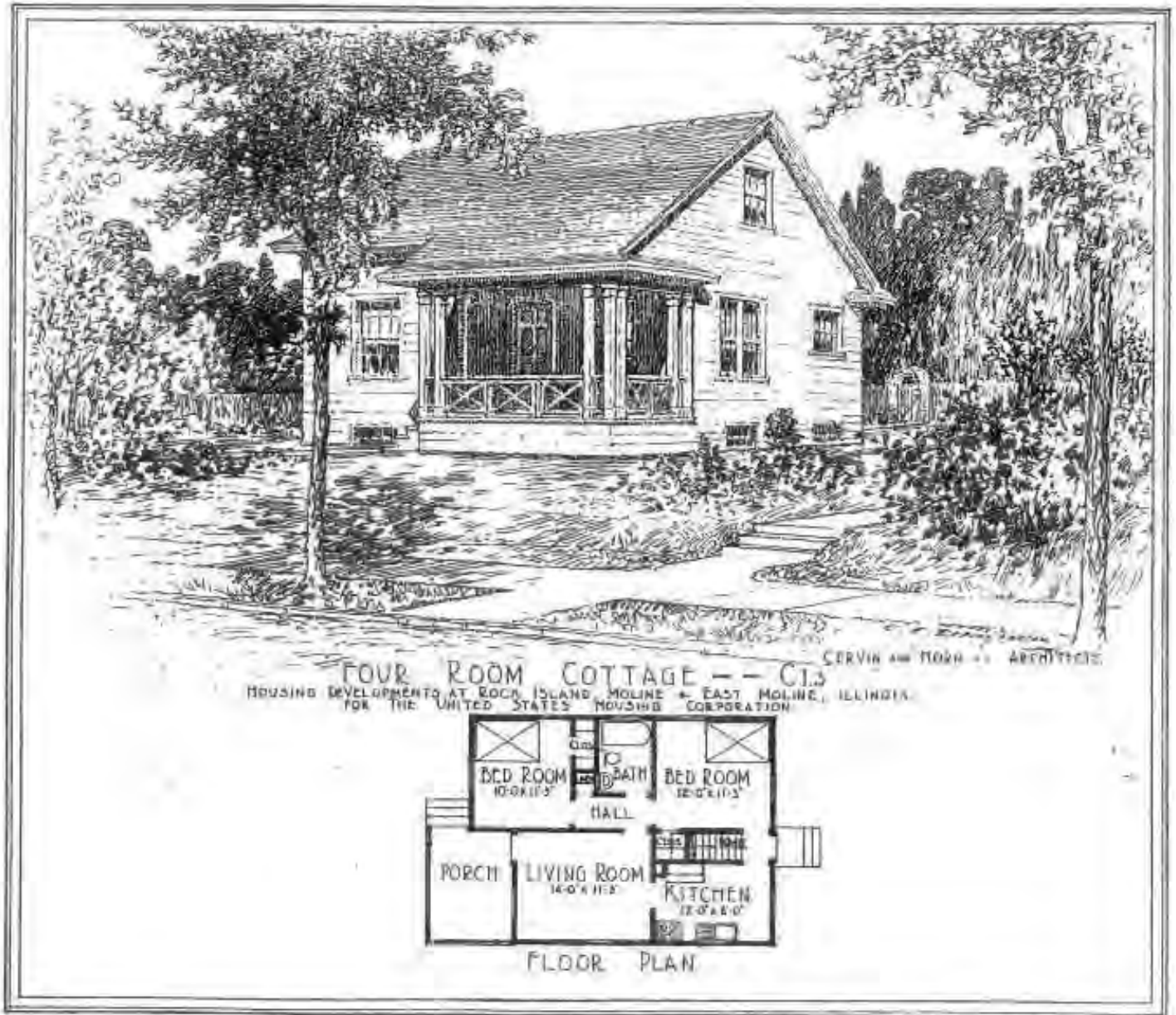


FIGURE 10: C1.3 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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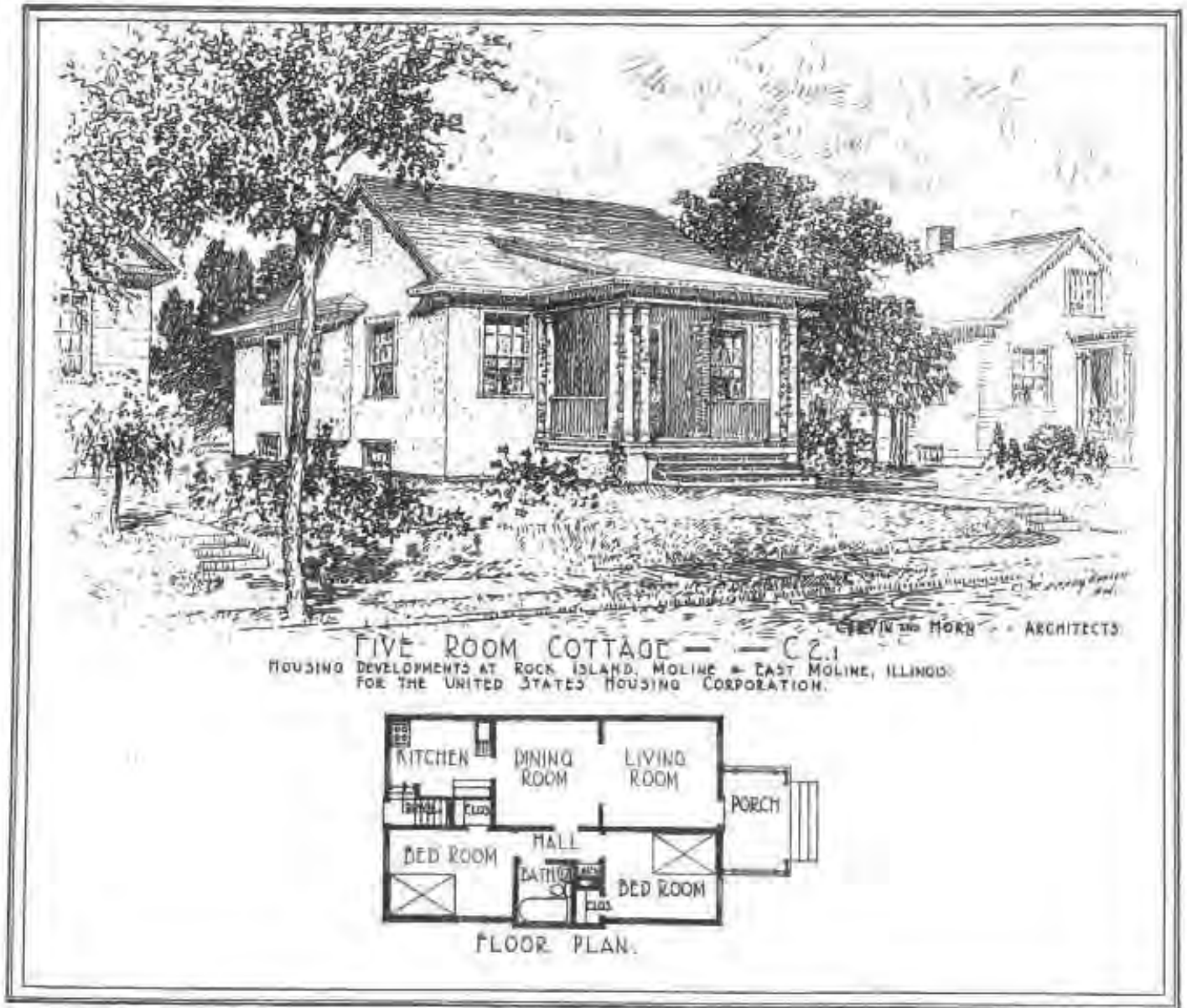


FIGURE 11: C2.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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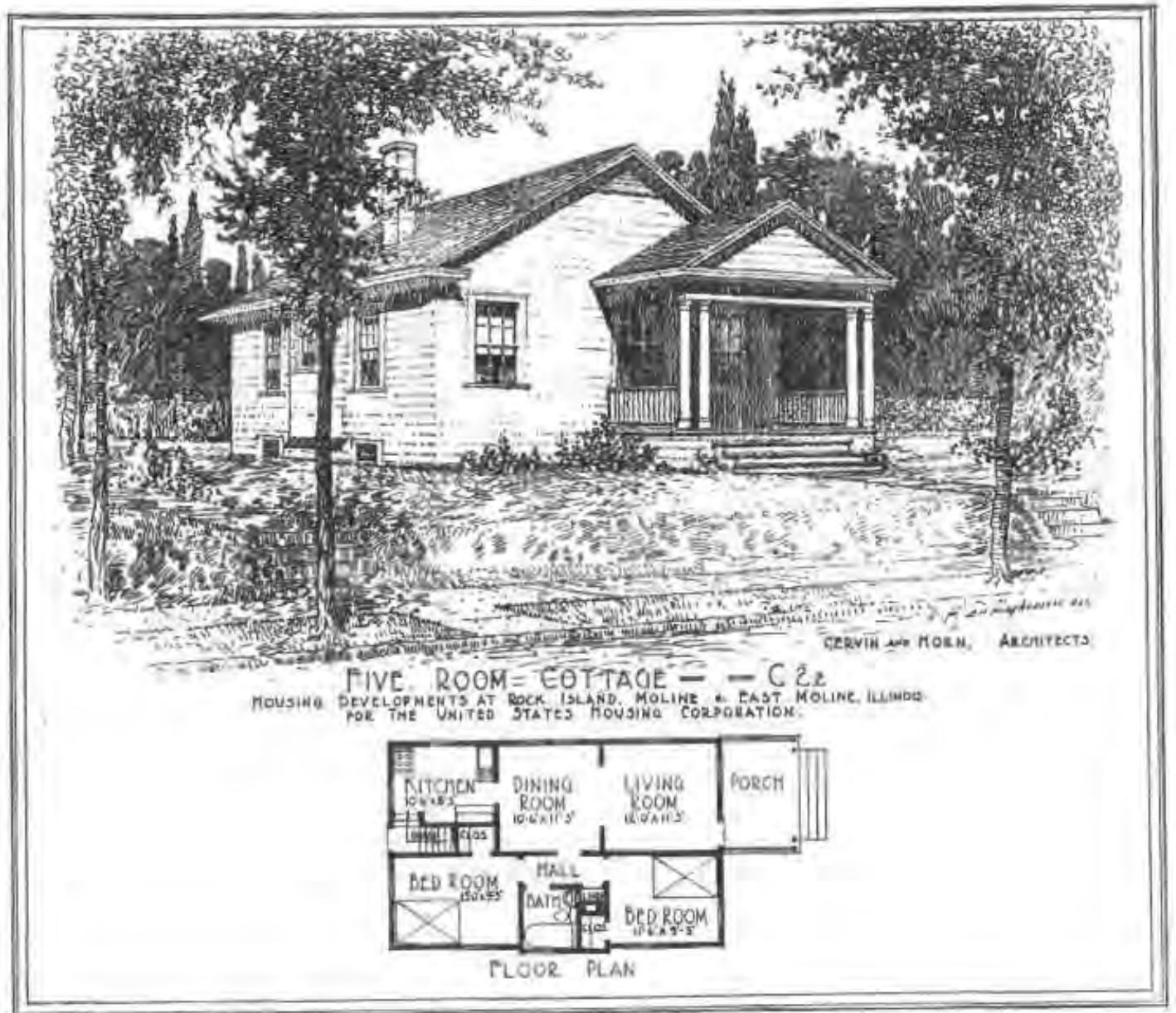


FIGURE 12: C2.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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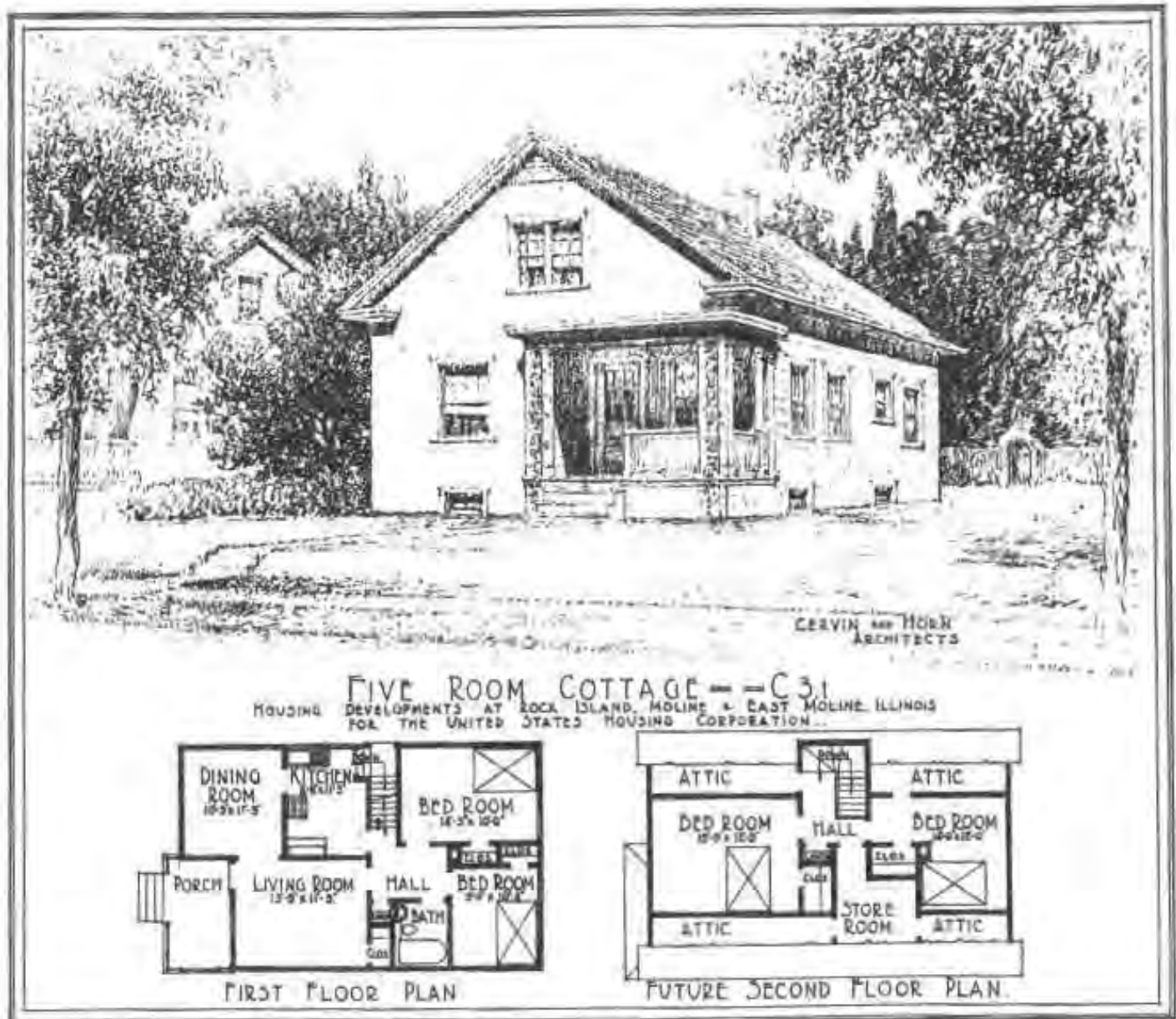


FIGURE 13: C3.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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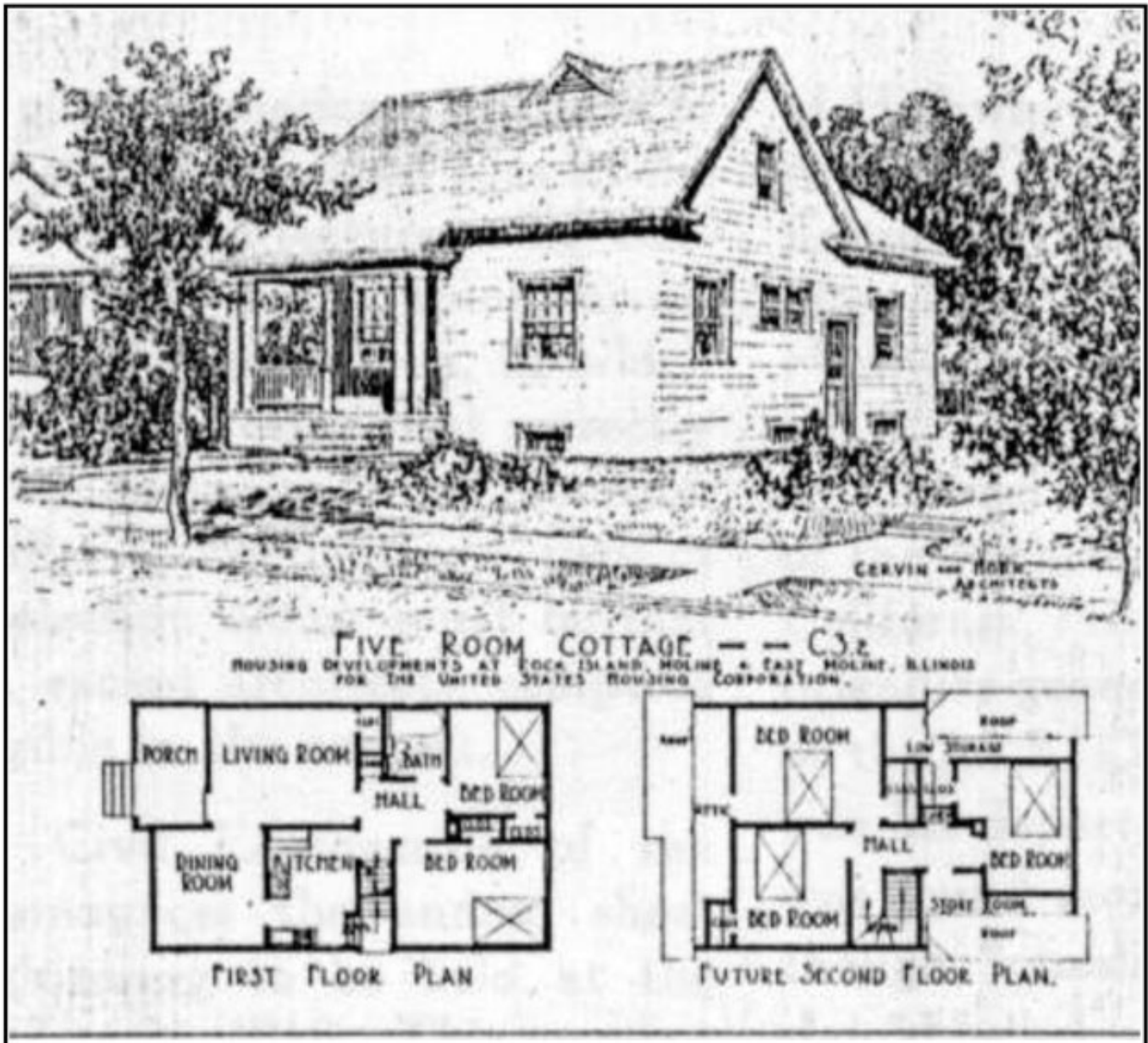


FIGURE 14: C3.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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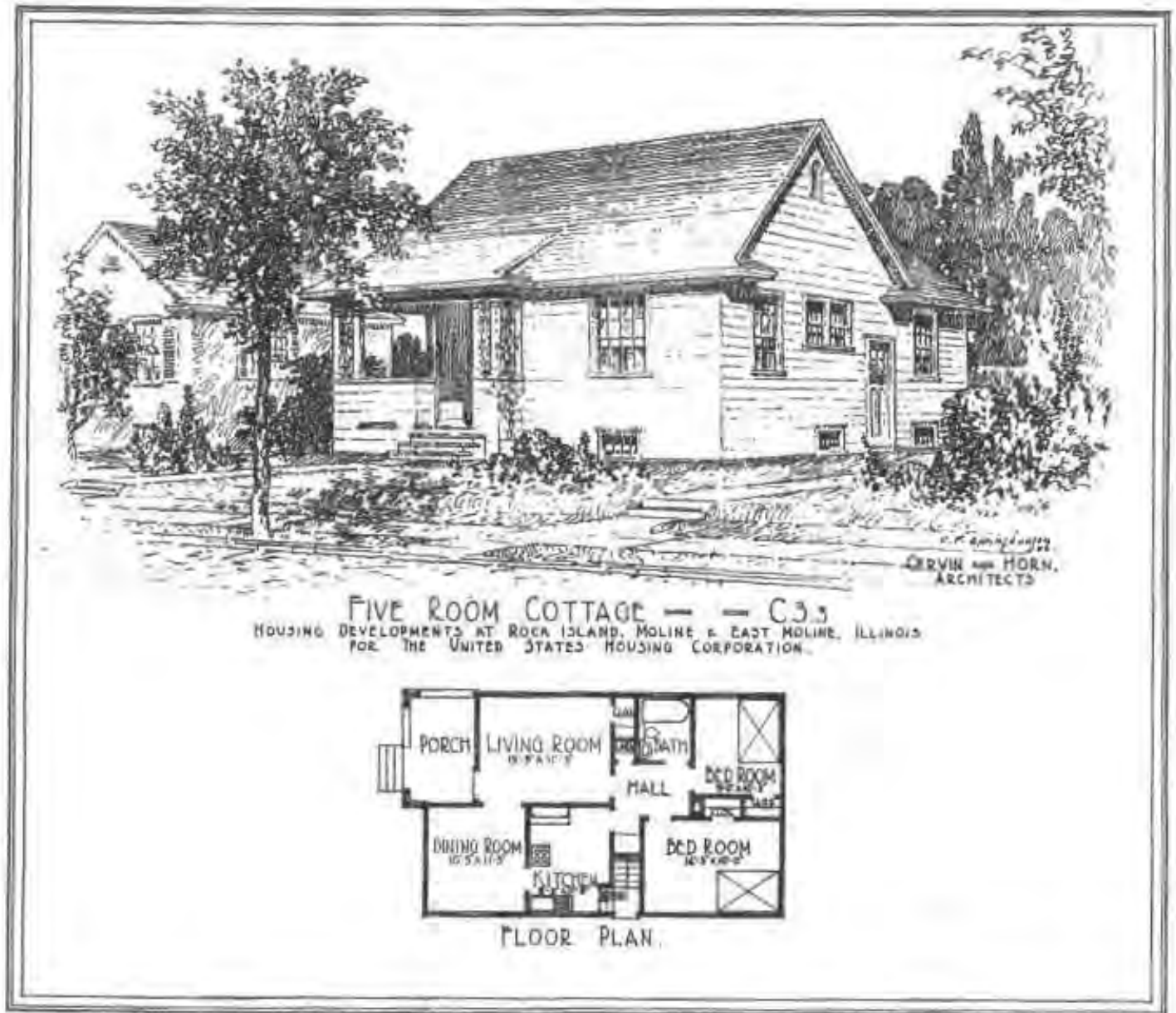


FIGURE 15: C3.3 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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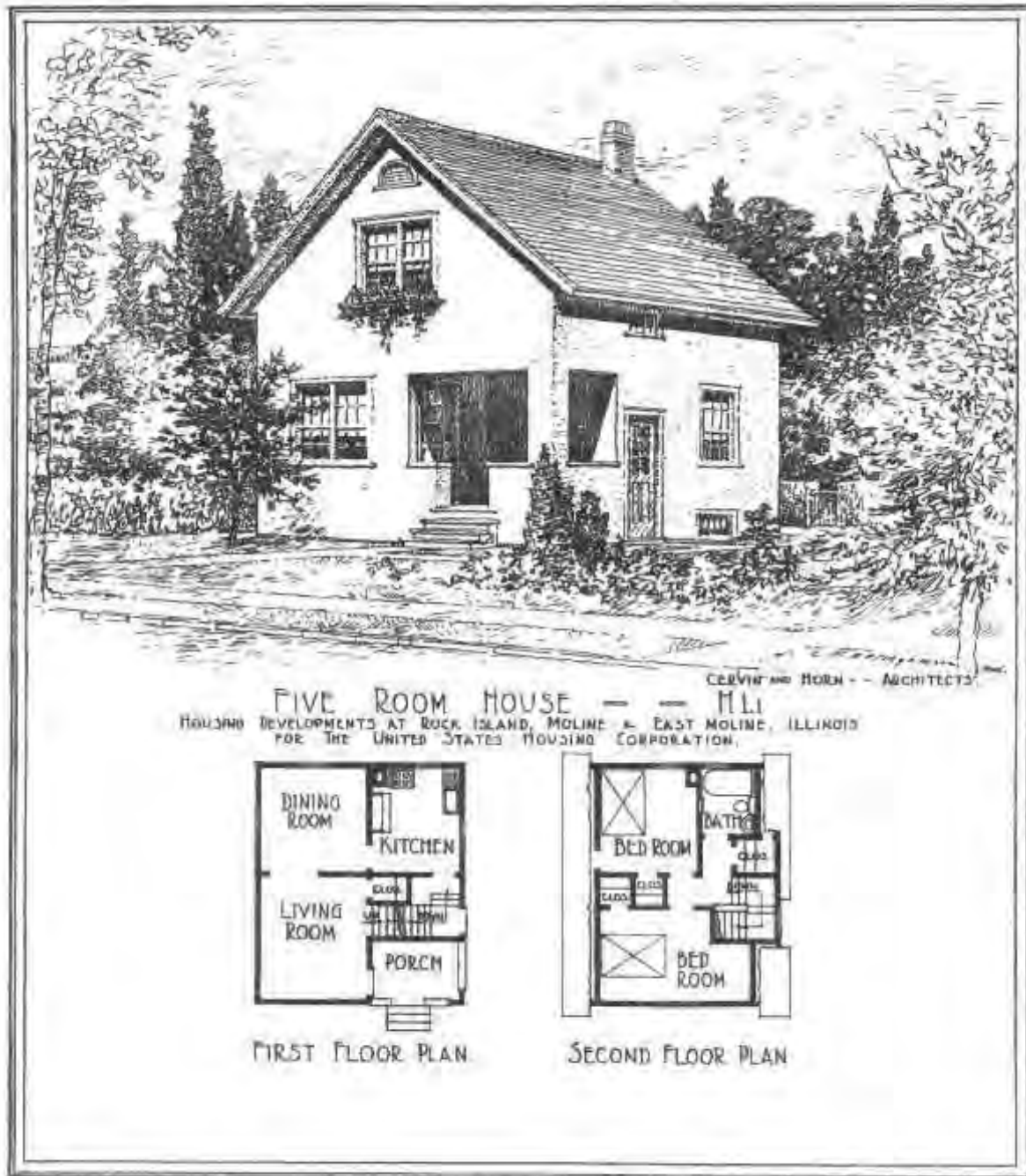


FIGURE 16: H1.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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FIGURE 17: H1.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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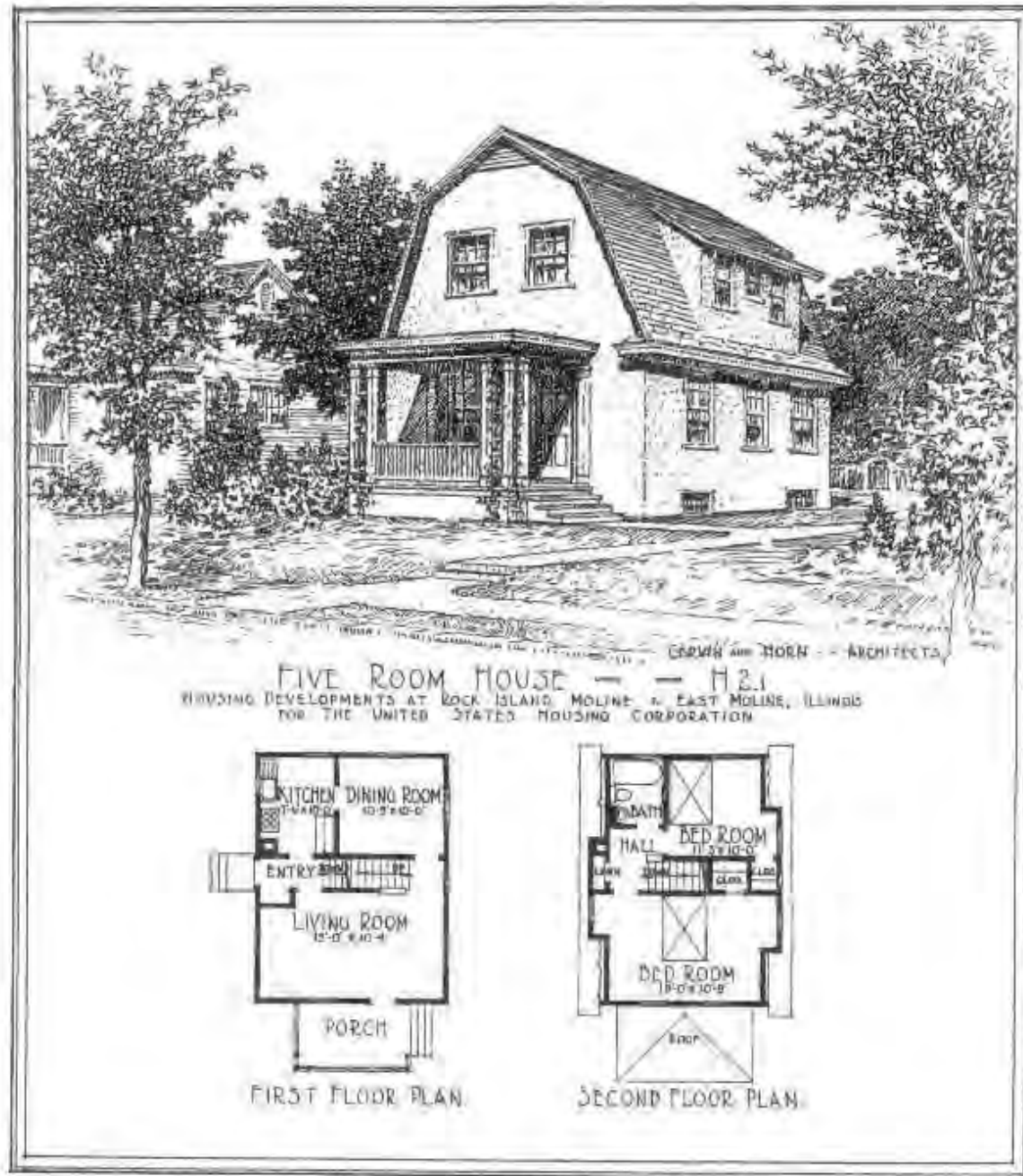


FIGURE 18: H2.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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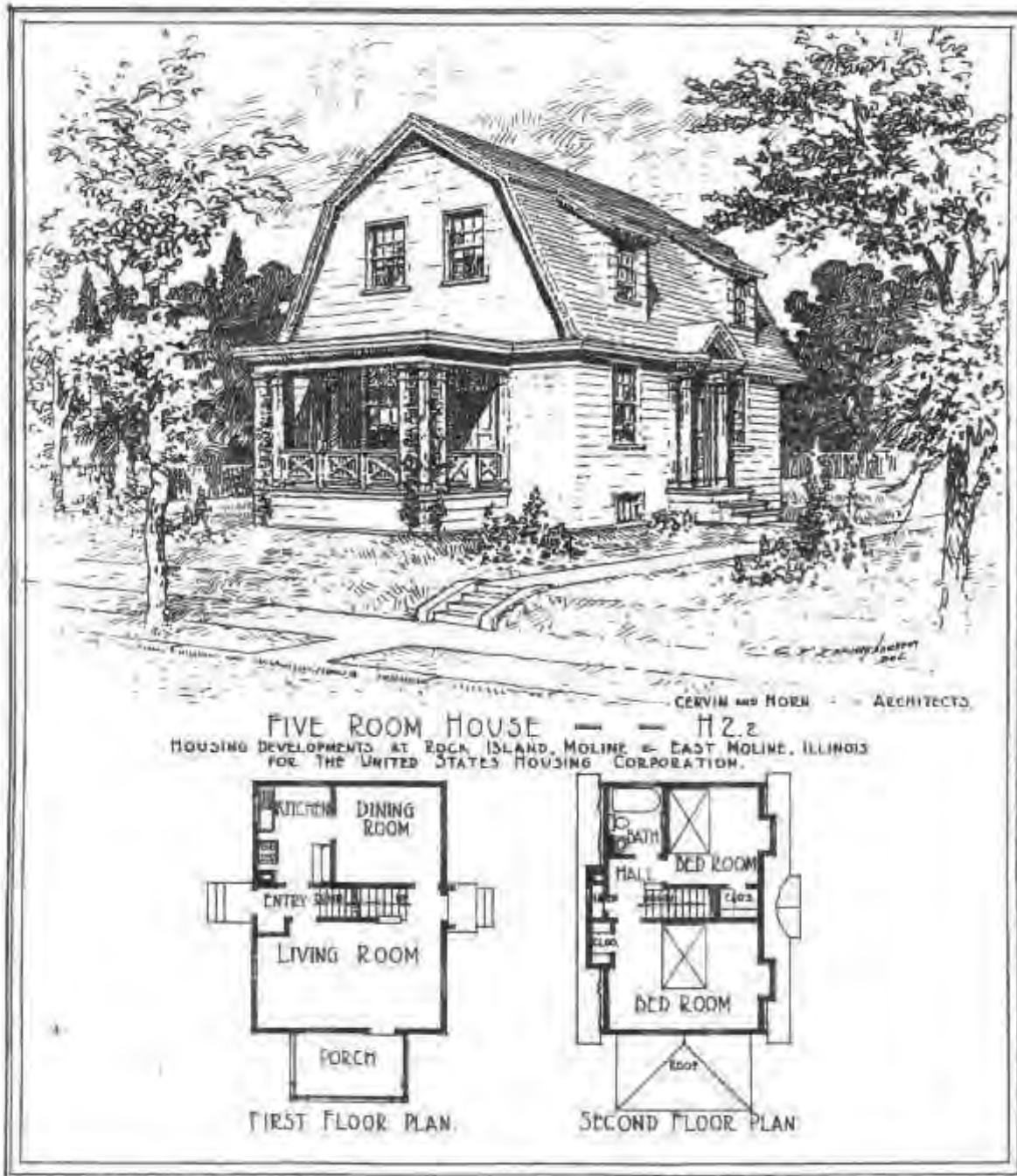


FIGURE 19: H2.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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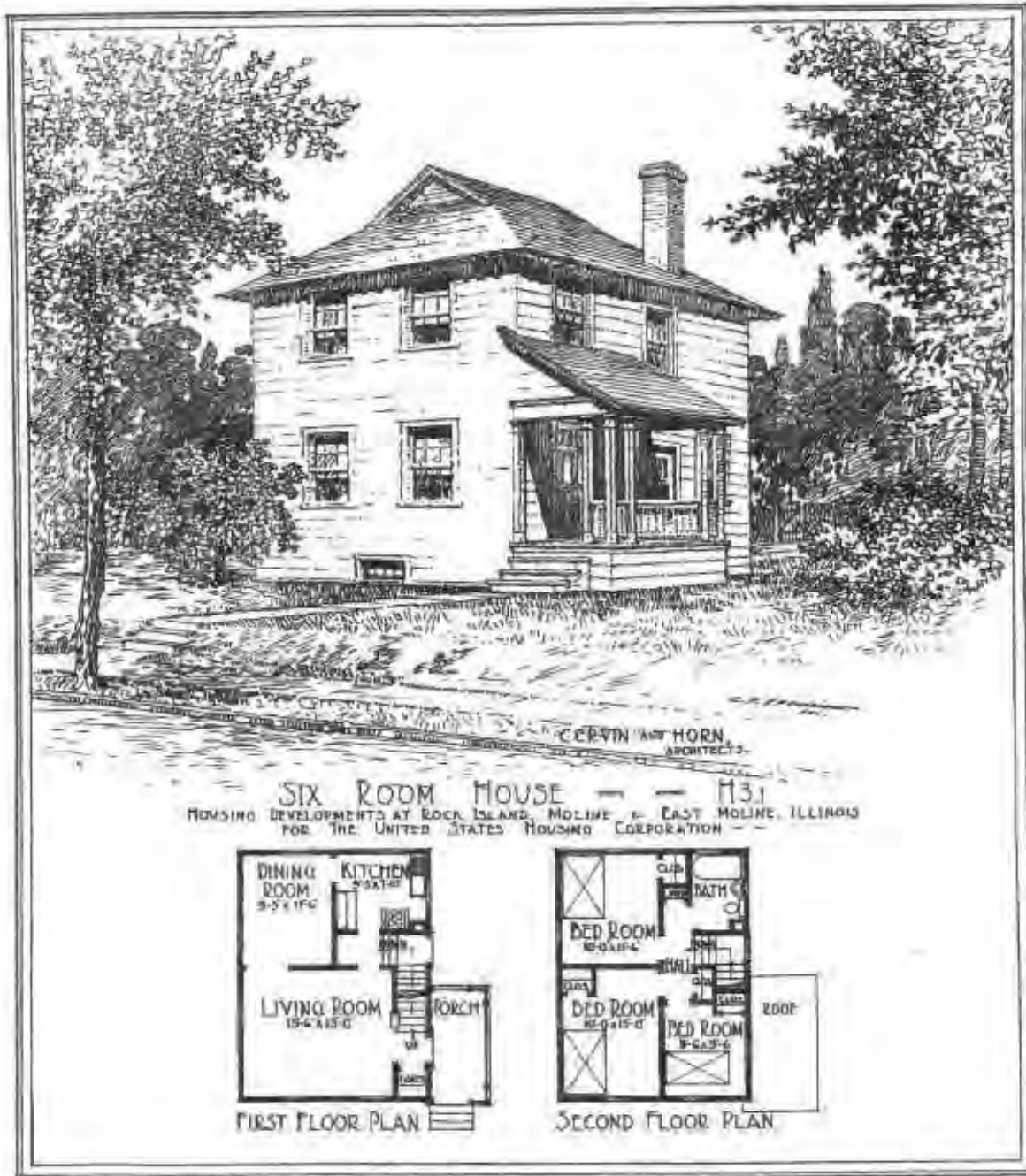


FIGURE 20: H3.1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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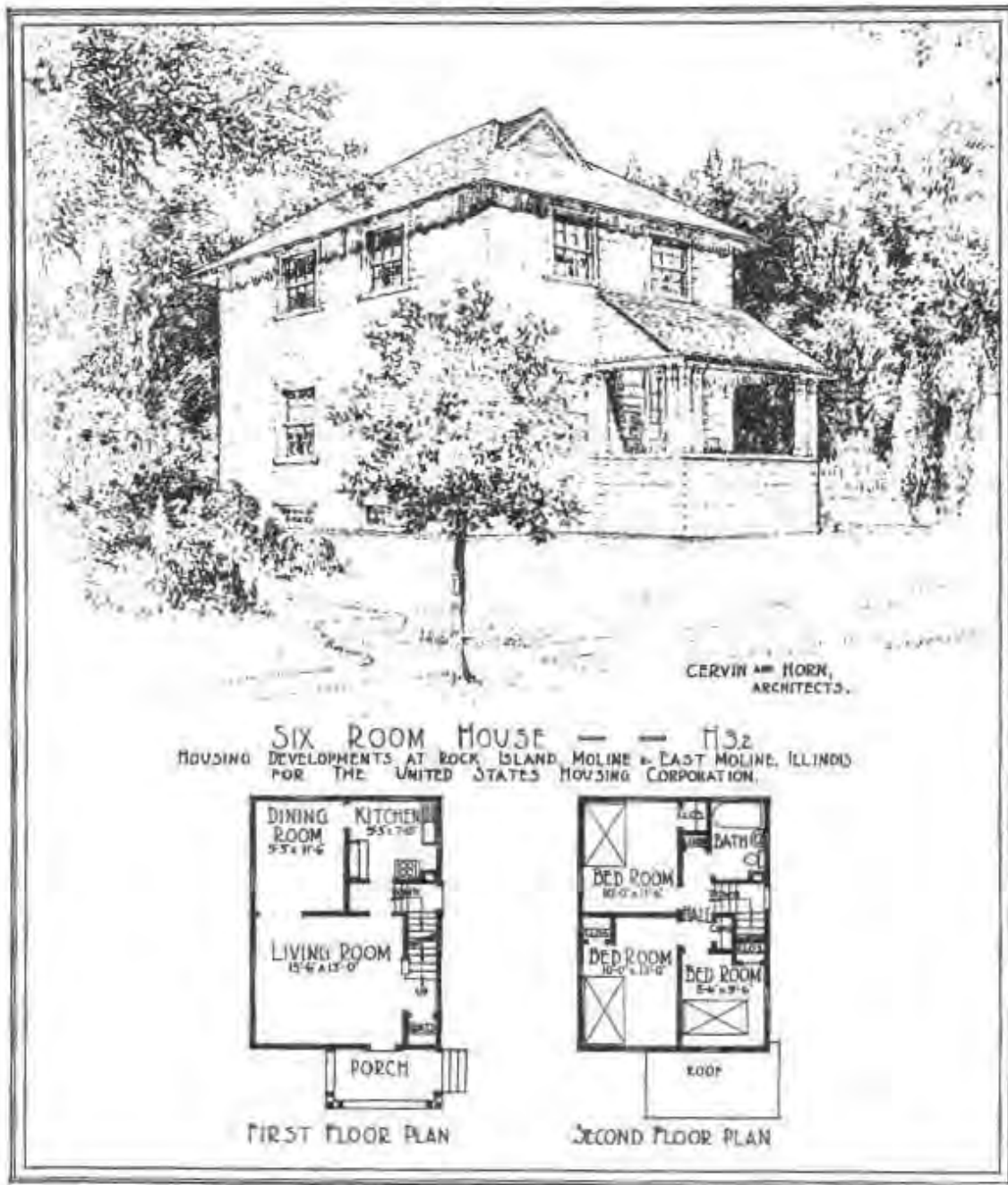


FIGURE 21: H3.2 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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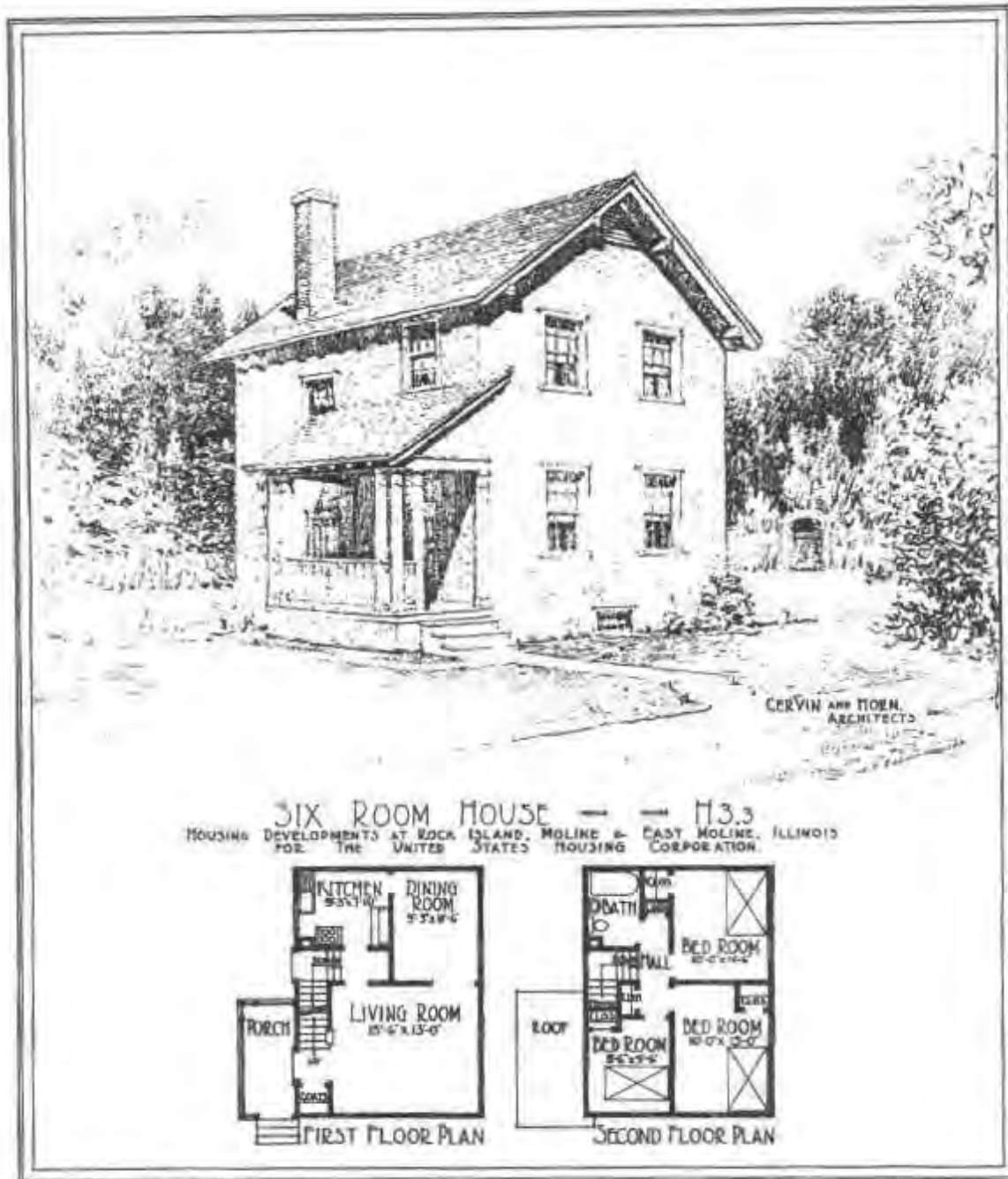


FIGURE 22: H3.3 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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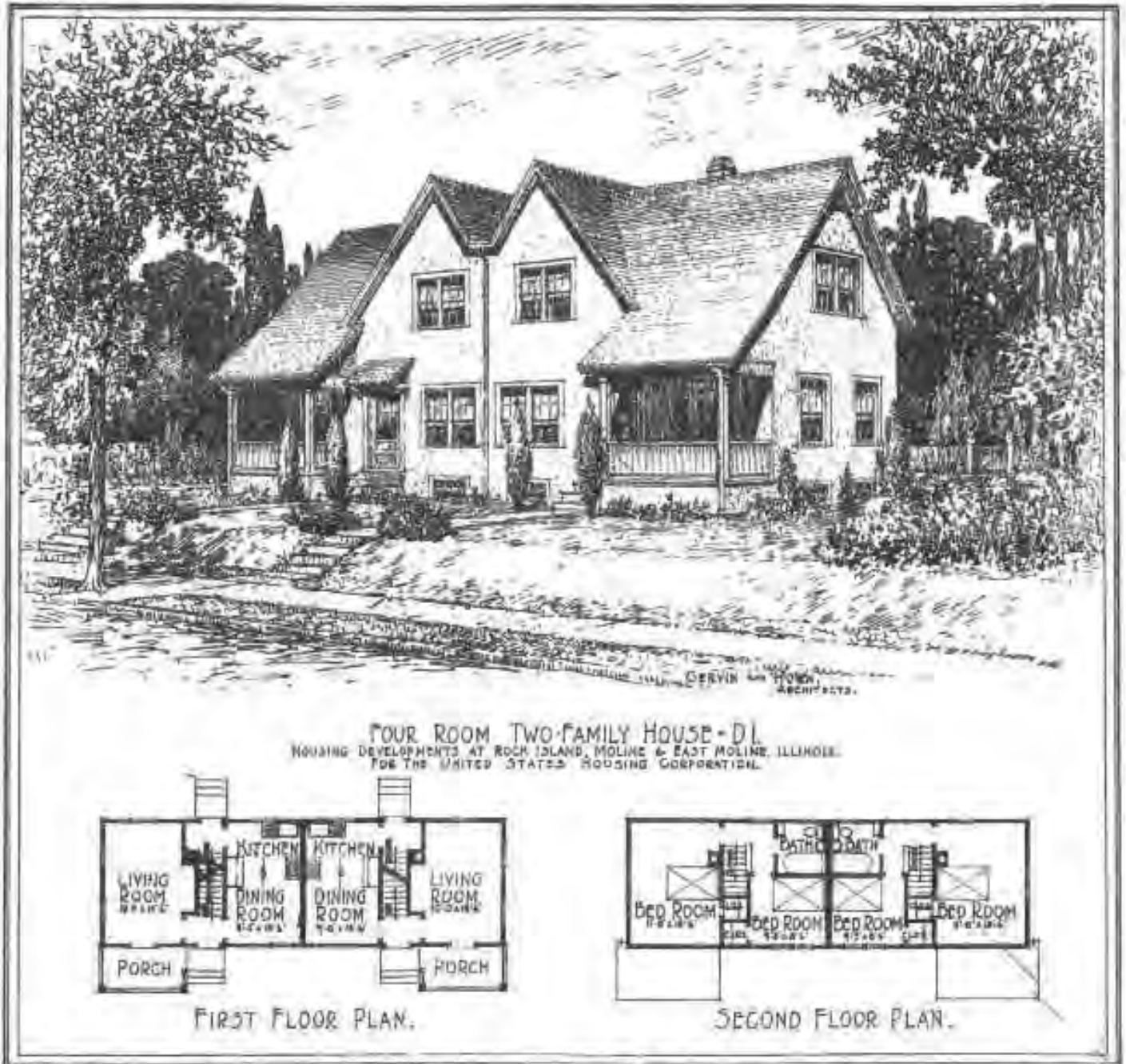


FIGURE 23: D1 ILLUSTRATION AND SKETCH PLAN. SOURCE: THE NATIONAL ARCHIVES AT COLLEGE PARK.

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FIGURE 24: D2 ILLUSTRATION AND SKETCH PLAN. SOURCE: WESTERN ARCHITECT, VOLUME 28, JANUARY 1919.

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Photo 1 of 84: View of the east side of 31st Street looking northeast from 18th Avenue.



Photo 2 of 84: View of the east side of 31st Street looking southeast from the northern boundary of the district.



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Photo 3 of 84: View of the west side of 32nd Street looking northwest from 18th Avenue.



Photo 4 of 84: View of the south side of 17th Avenue looking southeast from 32nd Street.



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Photo 5 of 84: View of the south side of 17th Avenue looking southeast from 3208 17th Avenue.



Photo 6 of 84: View of the south side of 17th Avenue looking southeast from 3212 17th Avenue.



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Photo 7 of 84: View looking southwest of the southwest corner of 33rd Street and 17th Avenue.



Photo 8 of 84: View of the north side of 17th Avenue looking northwest from 33rd Street.



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Photo 9 of 84: View of the north side of 17th Avenue looking northwest from 3233 17th Avenue.



Photo 10 of 84: View of the north side of 17th Avenue looking northwest from 3221 17th Avenue.



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Photo 11 of 84: View of the north side of 17th Avenue looking northeast from 32nd Street.



Photo 12 of 84: View of the east side of 32nd Street looking south from 15th Avenue.



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Photo 13 of 84: View of the south side of 15th Avenue looking southeast from 32nd Street.



Photo 14 of 84: View of the south side of 15th Avenue looking southeast from 3212 15th Avenue.



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Photo 15 of 84: View of the south side of 15th Avenue looking southwest from 33rd Street.



TRACT B

Photo 16 of 84: View of the southeast corner of 15th Avenue and 39th Street looking southeast.



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Photo 17 of 84: View of the east side of 39th Street looking southeast from 1505 39th Street.



Photo 18 of 84: View of the east side of 39th Street looking southeast from 1513 39th Street.



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Photo 19 of 84: View of the east side of 39th Street looking southeast from 1533 39th Street.



Photo 20 of 84: View of the north side of 18th Avenue looking northeast from 39th Street.



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Photo 21 of 84: View of the north side of 18th Avenue looking northeast from 40th Street.



Photo 22 of 84: View of the north side of 18th Avenue looking northwest from 41st Street.



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Photo 23 of 84: View of the west side of 40th Street looking northwest from 1566-68 40th Street.



Photo 24 of 84: View of the west side of 40th Street looking southwest from 1544 40th Street.



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Photo 25 of 84: View of the west side of 40th Street looking southwest from 1524 40th Street.



Photo 26 of 84: View of the west side of 40th Street looking southwest from 1520 40th Street.



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Photo 27 of 84: View of the west side of 40th Street looking southwest from 3924 18th Avenue.



Photo 28 of 84: View of the southwest corner of 15th Avenue and 40th Street looking southwest.



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Photo 29 of 84: View of the northeast corner of 15th Avenue and 40th Street looking northeast.



Photo 30 of 84: View of the east side of 40th Street looking northeast from 4005-07 15th Avenue.



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Photo 31 of 84: View of the east side of 40th Street looking southeast from 1417 40th Street.



Photo 32 of 84: View of the east side of 40th Street looking southeast from 15th Avenue.



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Photo 33 of 84: View of the east side of 40th Street looking northeast from 1513 40th Street.



Photo 34 of 84: View of the east side of 40th Street looking northeast from 1521 40th Street.



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Photo 35 of 84: View of the east side of 40th Street looking northeast from 1529 40th Street.



Photo 36 of 84: View of the east side of 40th Street looking northeast from 1541 40th Street.



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Photo 37 of 84: View of the east side of 40th Street looking northeast from 1567-69 40th Street.



Photo 38 of 84: View of the north side of 18th Avenue looking northwest from 41st Street.



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Photo 39 of 84: View of the west side of 41st Street looking northwest from 1566-68 41st Street.



Photo 40 of 84: View of the west side of 41st Street looking northwest from 1548 41st Street.



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Photo 41 of 84: View of the west side of 41st Street looking northwest from 1540 41st Street.



Photo 42 of 84: View of the west side of 41st Street looking northwest from 1528 41st Street.



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Photo 43 of 84: View of the west side of 41st Street looking southwest from 15th Avenue.



Photo 44 of 84: View of the east side of 41st Street looking northeast from 15th Avenue.



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Photo 45 of 84: View of the east side of 41st Street looking northeast from 1445 41st Street.



Photo 46 of 84: View of the east side of 41st Street looking northeast from 1441 41st Street.

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Photo 47 of 84: View of the southeast corner of 41st Street and 15th Avenue looking southeast.



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Photo 48 of 84: View of the east side of 41st Street looking southeast from 1505 41st Street.



Photo 49 of 84: View of the east side of 41st Street looking southeast from 1509 41st Street.



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Photo 50 of 84: View of the east side of 41st Street looking southeast from 1529 41st Street.



Photo 51 of 84: View of the east side of 41st Street looking southeast from 1533 41st Street.



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Photo 52 of 84: View of the east side of 41st Street looking southeast from 1541 41st Street.



Photo 53 of 84: View of the east side of 41st Street looking southeast from 1549 41st Street.



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Photo 54 of 84: View of the northeast corner of 41st Street and 18th Avenue looking northeast.



TRACT C

Photo 55 of 84: View of the northwest corner of 43rd Street and 18th Avenue looking northwest.



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Photo 56 of 84: View of the west side of 43rd Street looking northwest from 1570 43rd Street.



Photo 57 of 84: View of the west side of 43rd Street looking northwest from 1558 43rd Street.



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Photo 58 of 84: View of the west side of 43rd Street looking northwest from 1550 43rd Street.



Photo 59 of 84: View of the west side of 43rd Street looking northwest from 1538 43rd Street.



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Photo 60 of 84: View of the west side of 43rd Street looking northwest from 1520 43rd Street.



Photo 61 of 84: View of the west side of 43rd Street looking southwest from 1504 43rd Street.



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Photo 62 of 84: View of the southwest corner of 43rd Street and 15th Avenue looking southwest.



Photo 63 of 84: View of the east side of 43rd Street looking southeast from 15th Avenue.



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Photo 64 of 84: View of the west side of 44th Street looking southwest from 1424 44th Street.



Photo 65 of 84: View of the west side of 44th Street looking northwest from 1440 44th Street.



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Photo 66 of 84: View of the west side of 44th Street looking northwest from 15th Avenue.



Photo 67 of 84: View of the west side of 44th Street looking southwest from 15th Avenue.



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Photo 68 of 84: View of the west side of 44th Street looking northwest from 1516 44th Street.



Photo 69 of 84: View of the west side of 44th Street looking northwest from 1524 44th Street.



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Photo 70 of 84: View of the west side of 44th Street looking northwest from 1532 44th Street.



Photo 71 of 84: View of the west side of 44th Street looking northwest from 1540 44th Street.



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Photo 72 of 84: View of the west side of 44th Street looking northwest from 1550 44th Street.



TRACT D

Photo 73 of 84: View of the south side of 17th Avenue looking southeast from 44th Street.



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Photo 74 of 84: View of the south side of 17th Avenue looking southeast from 4408 17th Avenue.



Photo 75 of 84: View of the south side of 17th Avenue looking southeast from 4420 17th Avenue.



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Photo 76 of 84: View of the south side of 17th Avenue looking southeast from 4436 17th Avenue.



Photo 77 of 84: View of the south side of 17th Avenue looking southeast from 4440 17th Avenue.



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Photo 78 of 84: View of the south side of 17th Avenue looking southeast from 4452 17th Avenue.



Photo 79 of 84: View of the north side of 18th Avenue looking northeast from 44th Street.



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Photo 80 of 84: View of the north side of 18th Avenue looking northeast from 4409 18th Avenue.



Photo 81 of 84: View of the north side of 18th Avenue looking northeast from 4417 18th Avenue.



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Photo 82 of 84: View of the north side of 18th Avenue looking northeast from 4507 18th Avenue.



Photo 83 of 84: View of the north side of 18th Avenue looking northeast from 4515 18th Avenue.



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Photo 84 of 84:

View of the north side of 18th Avenue looking northeast from 4531 18th Avenue.



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