

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
6/14/2016

SUBJECT:	SUBMITTED BY:
Historic Landmark Designation - 1000 Burlington Avenue	Stan Popovich, AICP Director of Community Development

SYNOPSIS

A Historic Landmark Designation Resolution has been prepared to designate the property at 1000 Burlington Avenue a historic landmark.

STRATEGIC PLAN ALIGNMENT

The goals for 2011-2018 include *Steward of Financial and Environmental Sustainability*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the May 10, 2016 Village Council meeting. Staff recommends approval on the June 14, 2016 Active Agenda.

BACKGROUND

The Village of Downers Grove is seeking a Historic Landmark Designation for its property at 1000 Burlington Avenue under three Historic Preservation Ordinance criteria:

- 12.302.B.1: the property has significant value as part of the historic characteristics of the community;
- 12.302.B.3: representation of distinguishing characteristics of an architectural style; and
- 12.302.B.6: the property is a source of civic pride for the community.

Existing Structure

Construction of the original train station began during the civil war and was completed in 1864 to take advantage of the railroad line and Downers Grove as a farming distribution center. The original train station was located at the northwest corner of current-day Main Street and Burlington Avenue. It was the precipitating factor leading to the development of the downtown with Samuel Curtiss establishing the subdivision in what is now the business district. Transit oriented development and the associated rail service resulted in new businesses and large single family homes.

Due to the number of livestock being shipped and the desire to become more pedestrian friendly, a new passenger station was constructed in 1911. The new train station is the current Main Street structure. The old station then served as a freight receiver and was subsequently razed for parking in 1948.

A significant historical event that impacted the current train station as well as the community was the 1947 Zephyr train crash. The community immediately came together to respond to this emergency crisis. The restoration efforts of the train station included using many of the original bricks with the loss of some decorative trim at the top.

The train station represents the Classical Revival architectural style inspired by the 1893 World's Columbian Exposition in Chicago where renewed interest in classical forms was encouraged. This type also appropriated characteristics from the Beaux Arts style. Although the roof is hipped at the side pavilions and flat at the main building, the main door is centered between pilasters with symmetrical windows. Terra cotta banding is present at multiple elevations and is used to frame the brick sections of the building. The roof is tiled at the pavilions with membrane used on the main building.

The train station is the third busiest Metra Station outside of Union Station and is a gateway to Chicago and suburban communities. It is also the central hub of activity where the community gathers for live music, farmer's markets, holiday tree lighting, parades and other events. With an adjacent fountain seating bordered by landscape islands, it serves as a common meeting point, frame of reference of the downtown, and focus of pedestrian movement. Lastly, the train station features prominently in print as well as social media and has come to visually represent Downers Grove.

Analysis of Significance

The proposal complies with the following criteria for Landmark Designation: Section 12.302.A, 12.302.B.1, 12.302.B.3, and 12.301.B6. The train station was constructed in 1911 and is thus over 50 years of age as required by Section 12.302.A. The property meets three of the criteria noted in 12.302.B. It meets criteria 12.302.B.1 because the station has significant value as part of the historic characteristics of the community. Its location led to the development of the downtown. Criteria 12.302.B.3. is met; the station represents the distinguishing characteristics of Classical Revival and Beaux Arts style with the structure having a symmetrical window design with classic pilasters surrounding the primary entrance. Terra cotta trim and banding is also present throughout the structure. Great effort was made to restore to original condition after a catastrophic accident in 1947. Criteria 12.302.B.6 is also met; the train station is the central hub for transportation and community events. It is a source of civic pride as it is featured prominently in village publications and is used to host various community events.

Public Comment

Four members of the public spoke in support of the petition at the April 20, 2016 ADRB meeting.

ATTACHMENTS

Resolution

Aerial Map

Staff Report with attachments dated April 20, 2016

Minutes of the Architectural Design Review Board Hearing dated April 20, 2016

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Petitioner DATE: June 14, 2016
(Name)

RECOMMENDATION FROM: _____ FILE REF: _____
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "A RESOLUTION GRANTING HISTORIC LANDMARK DESIGNATION FOR 1000 BURLINGTON AVENUE", as presented.



SUMMARY OF ITEM:

Adoption of the attached resolution shall grant historic landmark designation for 1000 Burlington Avenue.

RECORD OF ACTION TAKEN:

RESOLUTION NO. _____**A RESOLUTION GRANTING HISTORIC LANDMARK DESIGNATION
FOR 1000 BURLINGTON AVENUE**

WHEREAS, the Village of Downers Grove has adopted an Ordinance entitled the "Historic Preservation Ordinance"; and

WHEREAS, Section 12-301 of the Municipal Code sets forth landmark designation procedures for areas, properties, buildings, structures, objects and sites; and

WHEREAS, the Village of Downers Grove ("Applicant") is the owner of a structure on the property legally described as follows:

That part of the west half of Section 8, Township 38 North, Range 11 east of the Third Principal Meridian described as follows: Beginning at the northeast corner of the intersection of the Burlington Avenue right-of-way and the Main Street right-of-way thence northerly approximately 100 feet to the edge of the BNSF railroad platform, thence easterly approximately 720 feet; thence southerly approximately 28 feet to the northern line of the Washington Street right-of-way; thence southwesterly 231 feet to the northern line of the Burlington Avenue right-of-way; thence westerly 516 feet to the point of beginning, Downers Grove, Illinois

Commonly known as: the Main Street Train Station - 1000 Burlington Avenue, Downers Grove, IL 60515
(PIN 09-08-502-006)

WHEREAS, there is a train station structure on the property; and

WHEREAS, on April 20, 2016, the Architectural Design Review Board conducted a public hearing in connection with the aforesaid application, after notice of said hearing was duly given; and

WHEREAS, the Board rendered its decision on the aforesaid application, recommending that the structure on the property located at 1000 Burlington Avenue, Downers Grove, Illinois, be granted Historic Landmark Designation; and

WHEREAS, certain applicable requirements of Section 12-302, Landmark Designation Criteria, of the Historic Preservation Ordinance relating to the granting of Historic Landmark Designation have been met.

NOW, THEREFORE, BE IT RESOLVED by the Village Council of the Village of Downers Grove, DuPage County, Illinois, as follows:

Section 1. That the recitals contained in the Preamble hereto are incorporated as part of this Resolution.

Section 2. That the structure on the property located at 1000 Burlington Avenue is hereby granted Historic Landmark Designation.

Section 3. That the Village Clerk is hereby directed to file a certified copy of this Resolution in the Office of the DuPage County Recorder of Deeds and is further directed to transmit a copy of this Resolution to Downers Grove Historical Society and the Applicant.

Section 4. That all resolutions or parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

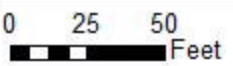
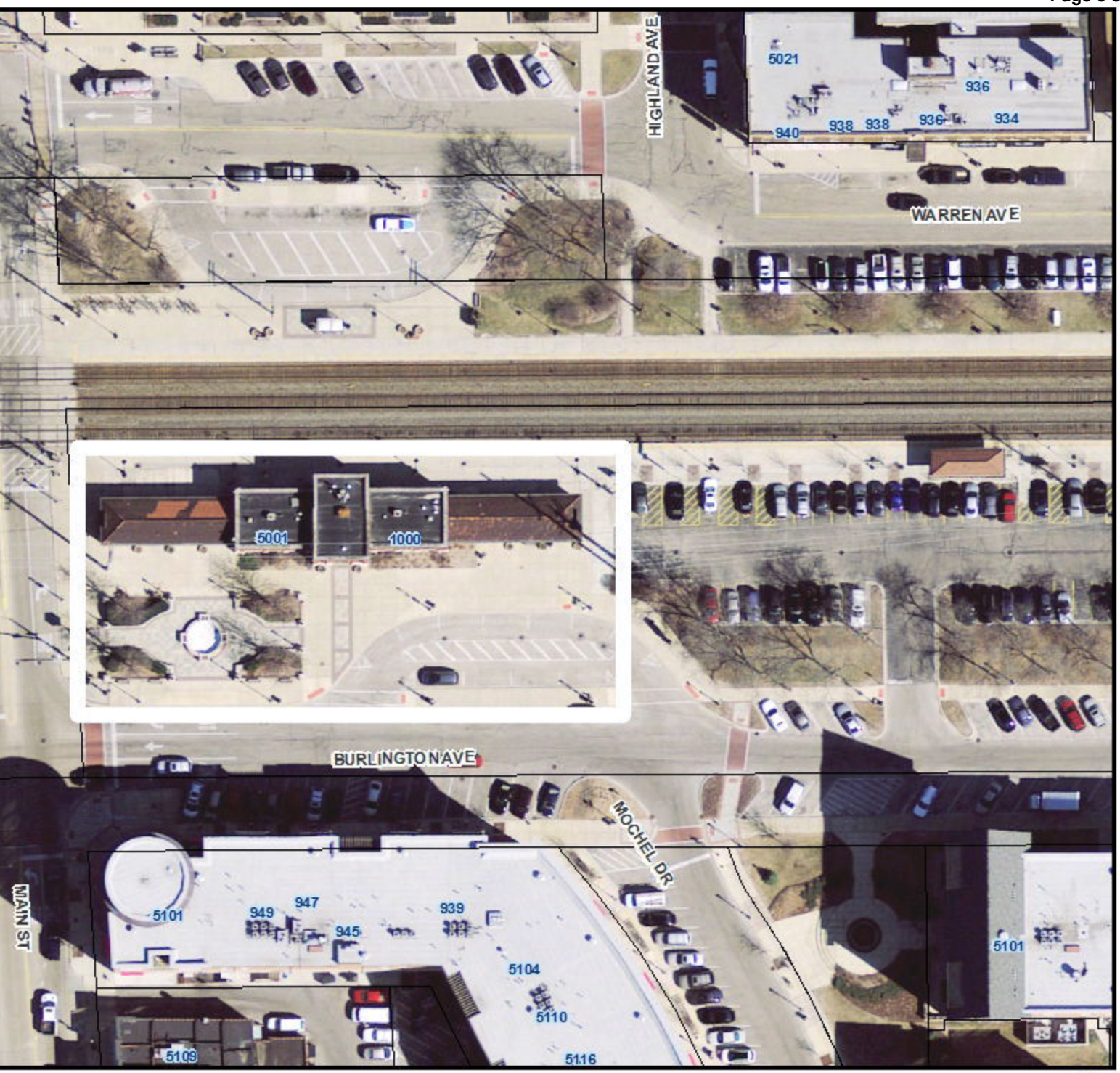
Section 5. That this Resolution shall be in full force and effect from and after its passage as provided by law.

Mayor

Passed:

Published:

Attest: _____
Village Clerk



1000 Burlington Ave.- Location Map





**VILLAGE OF DOWNERS GROVE
ARCHITECTURAL DESIGN REVIEW BOARD
APRIL 20, 2016 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
16-ADR-0004 1000 Burlington Ave	Designation of a Historic Landmark	Scott Williams Planner

REQUEST

The petitioners are seeking a Historic Landmark Designation for the train station located at 1000 Burlington Avenue based on the criteria that the property has significant value as part of the historic, heritage, and cultural characteristics of the community, represents the distinguishing characteristics of an architectural style, and is a source of civic pride and identity for the community.

NOTICE

The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

**OWNER/
APPLICANT** Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515

PROPERTY INFORMATION

ARCHITECTURAL STYLE: Classical Revival/Beaux Arts
BUILDING DATE: 1911
HISTORICAL BUILDING USE: Downtown Train Station
EXISTING BUILDING USE: Downtown Train Station
PROPERTY SIZE: 3,250 square feet
PIN: 09-08-502-006

ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Application/Petition for Public Hearing
2. Project Summary
3. Plat of Survey
4. Owner Consent Form
5. Certificate of Acknowledgement Form
6. Historic Landmark Information Form

7. Photographs
8. Sanborn Map

The Village would like to thank the Friends of the Edwards House for their assistance in preparing this application.

PROJECT DESCRIPTION

The Village of Downers Grove is seeking a Historic Landmark Designation for the Main Street train station located at 1000 Burlington Avenue under criteria 12.302.B.1, 12.302.B.3, and 12.302.B.6 of the Historic Preservation Ordinance. The station represents a fusion of styles and is a notable local landmark due to its function and association with historical events.

Construction of the original train station began during the civil war and was completed in 1864 to take advantage of the railroad line and Downers Grove as a farming distribution center. The original train station was located at the northwest corner of current day Main Street and Burlington Avenue. It was the precipitating factor leading to the development of the downtown with Samuel Curtiss establishing the first subdivision in what is now the business district. Transit oriented development and the associated rail service resulted in new businesses and large single family homes.

Due to the number of livestock being shipped and the desire to become more pedestrian friendly, a new passenger station was constructed in 1911. The new train station is the current Main Street structure. The old station then served as a freight receiver and was subsequently razed for parking in 1948.

A significant historical event that impacted the train station as well as the community was the 1947 Zephyr train crash. The crash was caused by the collision between a 14 ton International Harvester tractor that had fallen onto the tracks and the Twin City Zephyr traveling at 70 miles per hour. The community immediately came together to respond to this emergency crisis. The restoration efforts of the train station included using many of the original bricks with the loss of some decorative trim at the top.

The train station represents the Classical Revival architectural style inspired by the 1893 World's Columbian Exposition in Chicago where renewed interest in classical forms was encouraged. This type also appropriated characteristics from the Greek Revival style. Although the roof is hipped at the side pavilions and flat at the main building, the main door is centered between pilasters with symmetrical windows. Terra cotta banding is present at multiple elevations and is used to frame the brick sections of the building. The roof is tiled at the pavilions with membrane used on the main building. It should be noted that the windows and doors are modern and possess no historical value.

The train station is the third busiest Metra Station outside of Union Station and is a gateway to Chicago and suburban communities. Train watchers and enthusiasts are commonly seen. Furthermore, its identity goes beyond just being a physical place for commuters to catch a train. It is also the central hub of activity where the community gathers for live music, farmer's markets, holiday tree lighting, parades and other events. With an adjacent fountain seating bordered by landscape islands, it serves as a common meeting point, frame of reference of the downtown, and focus of pedestrian movement. Lastly, the train station features prominently in print as well as social media and has come to visually represent Downers Grove.

COMPLIANCE WITH HISTORIC PRESERVATION ORDINANCE

The petitioner has outlined the request in the attached narrative letter and photographs. The petitioner will further address the proposal and justification to support the requested landmark designation at the public hearing.

Landmark designations require evaluation based on Section 12.302 of the Historic Preservation Ordinance, *Landmark Designation Criteria*. Staff finds the request complies with Section 12.302A and Section 12.302.B, *Landmark Designation Criteria #3* as described below.

Section 12.302.A.

The proposed landmark is either over fifty (50) years old; in whole or in part or is under fifty (50) years of age and possesses exceptional importance such as might be recognized immediately for its reflection of an extraordinary political event or architectural innovation; and

The train station was constructed 1911. This standard is met.

Section 12.302.B

That one or more of the following conditions exist:

1. The property has significant value as part of the historic, heritage or cultural characteristics of the community, county, State or Nation;

The history of Downers Grove and the train station are intertwined; the downtown and entire community would not have developed without a train station. The current train station has served residents since 1911 and has been home to many events throughout its history. The structure is the center of the community, hosting various festivals and activities. The structure is a significant value to the community. This criteria is met.

2. The property was owned by a person or persons of historic significance to the community, county, State or Nation;

This criteria does not apply.

3. The property represents the distinguishing characteristics of an architectural period, style, type, method of construction or use of indigenous materials;

The train station features a unique combination of distinguishing characteristics of the Classical Revival + Beaux Arts style. The structure has a symmetrical window design with classic pilasters surrounding the primary entrance. Great effort was made to restore to original condition after a catastrophic accident in 1947. This criteria is met.

4. The property represents notable work of a master builder, designer, architect or artist whose individual work has influenced the development of the community, county, State or Nation;

This criteria does not apply.

5. An area that has yielded or may be likely to yield, information important in history or prehistory.

This criteria does not apply.

6. A source of civic pride or identity for the community.

The train station is the central hub for transportation and community events. It is a source of civic pride as it is featured prominently in village publications and is used to host various community events. This criteria is met.

7. The property is included in the National Register of Historic Places.

This criteria does not apply.

16-ADR-0003, 1000 Burlington Avenue
April 20, 2016

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NEIGHBORHOOD COMMENT

Staff received one inquiry into whether landmarking would lead to higher maintenance costs for taxpayers. The new historic preservation ordinance permits routine maintenance without requiring additional approval.

RECOMMENDATIONS

Staff finds the petition complies with the criteria in Section 12.302 for Landmark Designation. Based on the findings above, staff recommends the Architectural Design Review Board make a positive recommendation to the Village Council for landmark status of 1000 Burlington Avenue.

Staff Report Approved By:



Stan Popovich, AICP
Director of Community Development

SP:sw
-att

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1000 Burlington Ave.- Location Map

0 25 50 Feet



Prepared by Friends of the Edwards House

(Condition #1)

The Main Street train station is a significant value of the historic characteristics of the Village of Downers Grove. The history of the Main Street train station begins with the railroad.

No single event had more influence in the development of Downers Grove than the coming of the railroad. In 1858 a committee representing Downers Grove, Brush Hill (now Hinsdale) and Naperville, filed a petition with the Chicago, Burlington and Quincy Railroad (CB&Q) requesting they build a branch line from Chicago to Aurora, which would pass through their respective towns. One of the points the committee made in its petition to the railroad was that, "Downers Grove was a rich, established farming center" for livestock and grain deliveries. The railroad company was persuaded and construction of the new train station began in 1862, during the Civil War. Samuel Curtiss established the first subdivision in what is now the business district of downtown Downers Grove.

In spite of a shortage of manpower and the high cost of supplies during the war, the train station was completed in 1864. The soldiers who returned from war were astonished at all the changes in the Village. When they had left there was no railroad, but the impact that the railroad made on the Downers Grove community was there to stay.

With the new rail line in place, it was obvious that Downers Grove now needed a new train station. Some thought it should be located at Belmont Road because of an offer of donated land. The committee charged with choosing the station site, preferred the current Main Street location. The owner of the Main Street land had no intention of donating his land and insisted on \$500 and not a penny less. The committee of local businessmen raised the \$500 to purchase the Main Street land for the new passenger station and a new era began for Downers Grove.

The Great Chicago Fire in 1871 caused great devastation to the city and loss of jobs for many residents. The railroad was invaluable in bringing supplies, lumber and tools to help rebuild Chicago during its time of need.

By 1875 there were several commuter trains each day with a travel time of only one hour to downtown Chicago. Men now were able to work in the city and return home to the comfortable community of Downers Grove. By 1895 the Village could boast that it included water works, an organized fire department, electricity, telephones, brick streets and tree lined streets. A developer's flyer boasted that Downers Grove was the "Handsome Suburb of Chicago with NO codfish aristocracy, criminals, toughs, or saloons." With the excellent rail service, Downers Grove was able to grow from a small town with log cabins to a town filled with new businesses and gracious large homes.

The ladies of the day were not happy about livestock being herded down the middle of downtown Downers Grove streets. So after years of planning, a new passenger station was constructed in 1911 near the original station. The old station then became a freight receiver facility for coal and animal delivery. In 1948 the old station was razed and the space was used for parking.

Prepared by Friends of the Edwards House

At 10:41pm on April 10, 1947, the resources of the Village were challenged when the Twin City Zephyr was speeding through Downers Grove at 70 miles per hour when it collided with a 14 ton International Harvester tractor that had fallen off an eastbound freight train just a few minutes before. Residents reported hearing a deafening roar as the big diesel locomotive burst into flames, some said nearly 100 feet high, and ripping up the rails for over 300 yards. The impact caused the train to become airborne. The first two coaches jackknifed and crashed into the brick train station. Police officers watched in horror and quickly radioed for more help. Residents came running to assist the survivors. The American Legion opened its doors to feed and comfort stranded passengers. The Tivoli Theater lobby opened to provide medical help for some 65 injured survivors of the wreck. Unfortunately, there were three fatalities: the train engineer and two passengers. In a strange twist of fate, the Ticket Agent had closed the station early that night, thus saving lives, including his own. After an investigation, it was determined that the tractor had not been properly attached to the rail car. This caused the car to rock uncontrollably and the tractor to fall off. International Harvester accepted the blame for improperly securing the tractor. For long-time residents, this disaster became an unforgettable memory.

Only three days later, the rails were rebuilt and train traffic resumed. Then work began to rebuild the Main Street Station. They used many of the original bricks and great effort was made to recreate the fine station that was built in 1911. Only some decorative trim at the top of the station was lost, and the train station soon returned to operation and its previous glory. September 26, 1952 marked the last day for steam commuter locomotives and the closing of the Downers Grove roundhouse and train yard. Now all diesel operations would originate and terminate in Aurora.

In 1997 the Downers Grove Historical Society placed a plaque at the Main Street Station to commemorate the 50th anniversary of the tragic 1947 train crash. The station has had some interior updates over the years including lighting, windows, and even a coffee shop. These were all appropriately done so that the Main Street Station looks just as good as it did when it was originally constructed.

Prepared by Friends of the Edwards House

(Condition #3)

In addition to its significant history, the Main Street Station also represents the distinguishing characteristics of the Classical Revival/Beaux-Arts architectural style. This style was inspired by the 1893 World's Columbian Exposition in Chicago where a renewed interest in classical principles was encouraged. Beaux-Arts means "beautiful arts or fine arts" in French and refers to the ideas that were taught at Ecole des Beaux-Arts, a prestigious art school in Paris. The Classical Revival/Beaux-Arts style appropriated majestic forms and decorative details from Classical Greece and Rome, often using formal symmetry, columns, pediments, and balustrades. Other features seen in this style include porticoes, flat roofs, and grand entrances. The doors and windows are typically symmetrical with the main door often centered between pilasters. The Classical Revival/Beaux-Arts style was commonly used for public and institutional buildings because of its formal and monumental design. Many of the Classical Revival/Beaux-Arts style characteristics can be seen on the Main Street Station including the main door centered between pilasters, a flat roof, symmetry, columns, and decorative detailing.

Prepared by Friends of the Edwards House

(Condition #6)

The Main Train Station is a source of pride and identity for the Downers Grove community as it hosts many community events, along with its purpose to move commuters and visitors.

“I’LL MEET YOU AT THE MAIN STREET STATION”

A hub of transportation. A hub of activity. A hub of the community. The Main Street train station, located at 5001 Main Street in the heart of the Village of Downers Grove, is, and long has been, all of these. First opened in 1911, the Downers Grove Main Street Station has literally seen the town grow up around it. For generations, the station has been the gateway for area residents wishing to travel the 21 miles into the City or to the end-of-line in Aurora, connecting – with just a short hop -- the Village to all the commerce, culture and cuisine that the Chicago metropolitan area has to offer. Having been nearly destroyed by the Zephyr Train Wreck in 1947, the Main Street Station not only survived but was refurbished to achieve a higher grandeur.

Today, the Main Street Station is the third busiest Metra station outside of Union Station in Downtown Chicago. Train watchers and enthusiasts are commonly seen observing or photographing the rich variety of locomotives that traverse the BNSF as it intersects the Main Street Station. But it has been, and is far more than merely a place to board a train or watch one go by. Grinning daily at the equally historic Tivoli Theater across the tracks, the Main Street station frequently comes alive with activity. It hosts live music over the summers during Friday night car shows and eager shoppers during Saturday morning farmers’ markets. It serves as a gathering place over the winter as the site of the official Village Christmas tree and the ever-popular tree lighting ceremony. Community parades begin and end there. Music, singing, and dancing often take place there.

The Main Street station also contributes a vital civic function. It is a popular place for candidates for political office to collect signatures for the petitions necessary to place them on the ballot and to greet coming and going passengers as they campaign for office, hoping to secure their votes. Similarly, members of the Downers Grove Village Council regularly hold “Coffee with the Council” meetings there, openly interacting with the community and inviting conversation on the issues of the day. And although she is over a century old, the Main Street Station is no luddite. On the contrary, she is a darling of social media, has been photographed countless times, and even has her own Wikipedia and Facebook page: <https://www.facebook.com/pages/Downers-Grove-Main-Street-Metra-station/239462019452324?rf=111947192192170> A source of civic and historic pride, the Downers Grove Main Street Station has been a meeting and gathering point for residents and visitors alike for over 100 years.

Prepared by Friends of the Edwards House

Resources:

1976 Day Calendar from the Downers Grove Historical Society

Downers Grove Revisited by Montrew Dunham

Downers Grove 1832-1982 by Montrew Dunham and Pauline Wandschneider

Train crash interviews and newspaper clippings from the Downers Grove Museum

Prepared by Friends of the Edwards House

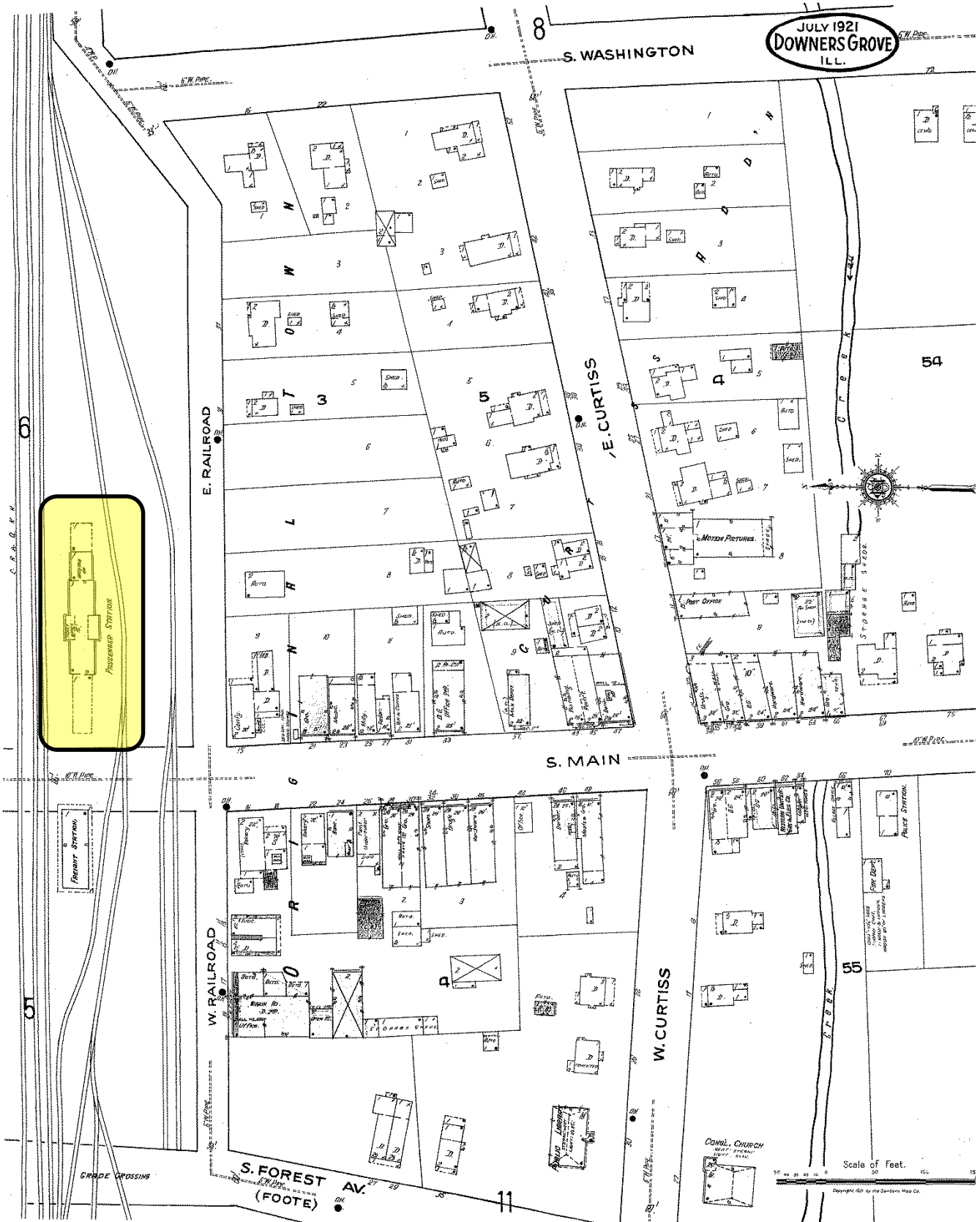


Photo #17 – 1921 Sanborn Map

Prepared by Friends of the Edwards House

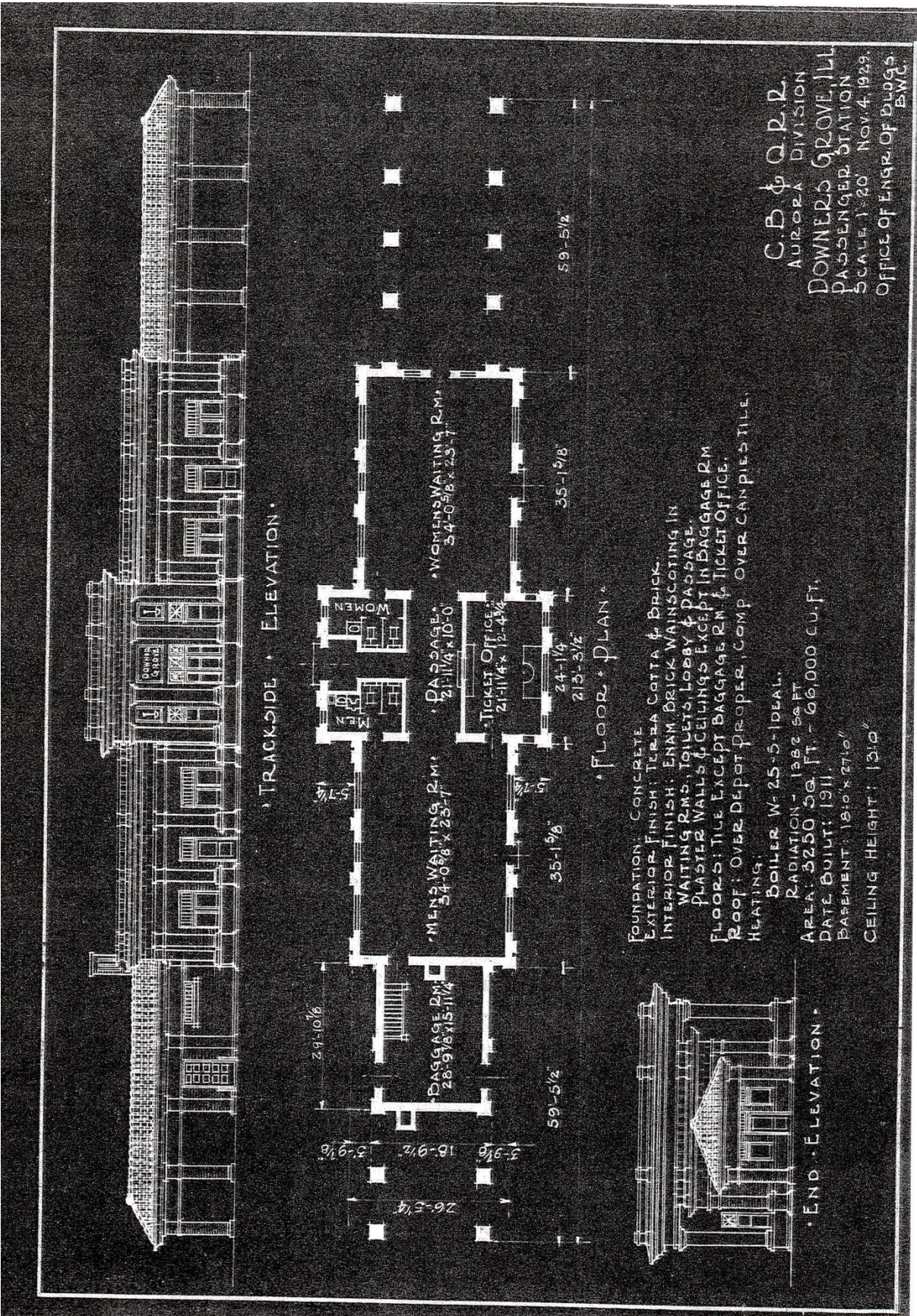


Photo #16 – Elevations and floor plan - 1929

Prepared by Friends of the Edwards House



Photo #1 View looking northeast – 1915

Photo courtesy of: The Downers Grove Museum



Photo #2 View looking northeast – 1918

Prepared by Friends of the Edwards House



Photo #3 View looking southeast – 1920

Photo courtesy of: The Downers Grove Museum



Photo #4 View looking southwest – 1955

Photo courtesy of: The Downers Grove Museum

Prepared by Friends of the Edwards House



Photo #5 Zephyr train crash – 1947



Photo #6 Zephyr train crash – 1947

Photo courtesy of: The Downers Grove Museum

Prepared by Friends of the Edwards House

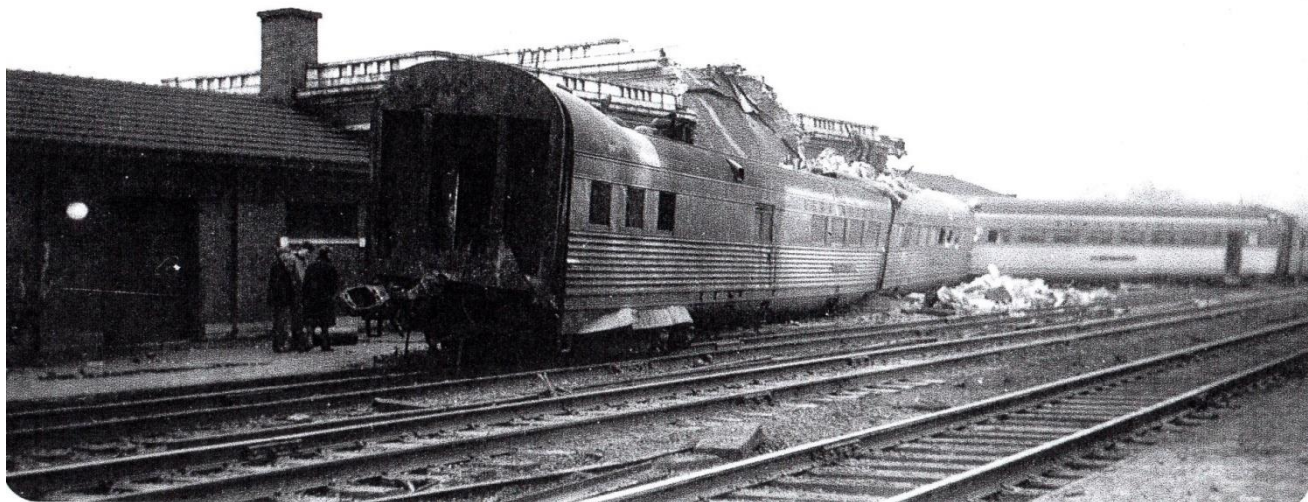


Photo #7 Zephyr train crash – 1947

Photo courtesy of: The Downers Grove Museum



Photo #8 Zephyr train crash – 1947

CARRIER DELIVERY 25c PER MO.

SIXTY-FOURTH YEAR—No. 1

ZEPHYR PILES UP IN FREAK WRECK HERE THURSDAY

Score: Three Dead 32 Injured

Many residents of Downers Grove had long wondered what the result would be should a speeding Zephyr pile up in the middle of town, and they got the answer last Thursday night at 10:41 when the Twin-City Zephyr, on time from Minneapolis, and hurtling through here from the west at 70 miles an hour, struck a 14-ton International Harvester caterpillar tractor which had toppled off an east bound freight train seconds before the Zephyr roared into the Forest avenue crossing.

Three were killed and 32 were injured in the resulting pile-up.

Torn loose from its coaches, the big diesel locomotive, sheathed in a ball of flame and sparks, ploughed on down the tracks, splintering ties, ripping up rails, and an iron safety fence between the middle and north tracks, and laying waste to more than 300 yards of right of way.

The trucks wrenched from under it, it ended the wild plunge by skidding past the depot on its side, sprawled grotesquely across the three main tracks. Engineer Clarence C. Thurston, 67, and Fireman John Brummel, 47, both of Aurora, were pulled from the cab a few minutes after the wreck by volunteer rescue workers and rushed to hospitals in Aurora. Thurston, who suffered a broken leg, three broken ribs, and internal injuries, died at 12:30 Monday afternoon at the Copley hospital. Brummel is recovering from a broken leg at the St. Charles hospital.

Without the locomotive to guide them, and with their wheels automatically set, the remaining seven coaches slammed on down the track adding to the destruction along the right of way, the first two coaches jackknifing into the north side of the depot, partially wrecking the structure.

Although all were off the track and some were leaning at crazy angles, none of the coaches was turned over.

Among first rescue teams to arrive was the Downers Grove fire department whose members quickly extinguished a fire in the locomotive, which was saturated with diesel oil. The members then proceeded to other cars to help take out injured.

Lloyd W. Wright, of Oak Park, was killed outright and was dragged from a tangle of steel and masonry at the point where the two cars had jammed into the depot waiting room. He was taken to the Toon Funeral chapel.

Mrs. Edith Helland, of South Minneapolis, was pinned in the wreckage at the same point, both feet being nearly severed at the ankle. Dr. Glenn G. Ehrler performed an emergency amputation of her left foot, and she was taken to the Hinsdale sanitarium where she died later. Mrs. Helland was supervisor of an insurance company. Wright was a travelling salesman.

Dr. Ehrler gave first aid to 11 of the injured at his office at 1101 Burlington avenue, just across the street from the accident scene, and first aid was also administered to several in the lobby of the Tivoli hotel. Most of the injured were taken to the Hinsdale sanitarium.

Response to appeals for emergency help sent out locally and over Downers Grove, County and State police radio transmitters was immediate and not long after the wreck police squads from Naperville, Hinsdale, Westmont, the county sheriff's office, Glen Ellyn, Maywood, Forest Park, Western Springs, LaGrange and Elmhurst appeared here offering their services to the Downers Grove police.

Officers from the sheriff's office worked in shifts, with six-man shifts on duty from Thursday night to Saturday night.

Help was offered from Cook County hospital, and Chicago's Police Commissioner Prendergast called Police Chief R. J. Dwyer offering him any number of squads and nurses, should the need arise.

State police from districts 2, at Elgin; 3, Chicago; 4, Blue Island; and 5, Joliet, also responded, and Captain William Morris, battalion captain ordered about 25 state troopers to the scene.

In addition to the officers who arrived early and went to work immediately, several from surrounding villages dropped in, saw that things were well under control, and left without identifying themselves to local officials.

Work trains from Chicago arrived with two huge derricks around midnight, and track crews began laying three new tracks immediately. A switch track south of the depot was quickly reinforced to carry heavy trains and through freights and passenger trains crept slowly over it all through the night.

Photo #18 - 1947 Newspaper article regarding Zephyr crash

Prepared by Friends of the Edwards House

DOWNERS GROVE

4/29/47 pg 1

LAVERY 25¢ PER MONTH A NEWSPAPER 1
 18TH YEAR—No. 17 DOWNERS GROVE, ILL.

ORGANIZATION
COUNTY BOARD
TUESDAY

BURLINGTON HOLDS EMPLOYEES CLEAR OF ZEPHYR WRECK BLAME

The Burlington railroad feels that none of its employees is to blame for the Zephyr wreck here Thursday, April 3, according to a story in the Chicago Tribune Wednesday morning.

A 197 page report on the wreck was made public Tuesday by the railroad, and it did not make mention of an earlier Illinois commerce commission report which laid the blame on a Burlington freight inspector, charging him with negligent failure to make sure that the tractor was properly secured to the flat car upon which it had been loaded and from which it tumbled into the path of the east bound flyer here.

The report, according to the Tribune, concluded that "both tractor and flat car were inspected and passed as satisfactory for road movement by reliable inspectors of some 30 years' service" and that there was no evidence of negligence. J. C. Grisinger, general manager of the railroad, said that no disciplinary action would be taken with regard to employees, and that no further action would be taken by the railroad other than trying to avoid a repetition of the accident unless directed by the interstate commerce commission.

A report from the Illinois commerce commission, submitted by Ralph B. Powers, said that there was no indication that side cleats had been secured to the floor of the flat car. The report placed the principal blame on Ed Schuester, a Downers Grove resident, and a veteran Burlington car inspector attached to the yards at Western avenue and 18th street in Chicago.

Dr. Paul A. Isherwood, DuPage county coroner, took a jury of six Downers Grove men to Eola April 7, to inspect the car, and they could find no evidence that the cleats had ever been nailed to the bed of the flat car.

The jury is awaiting further investigation before returning a verdict.

City Man
man

tion of the DuPage
 l of Supervisors and
 ve Commission was
 morning with John J.
 rst, elected chairman
 visors, and Seymour
 Westmont, being
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erving his sixth one
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beginning his third
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FIRE DESTROYS BARN SUNDAY; HOME TUESDAY

\$50,000 Damage At Lisle Farm

Downers Grove and Lisle fire departments, handicapped by a strong northeast wind, fought unsuccessfully Sunday evening to save a large barn on the Lisle farm, a part of the Morton arboretum, at Belmont road and Ogden avenue, northwest of here.

The fire, of undetermined origin, broke out at about 6:30 p.m. Destroyed were the main hog farrowing barn and sales room where auctions were held. The barn, 40 feet wide and 80 feet long, was nearly levelled, with only one section standing when flames were controlled.

Killed in the fire were 19 valuable brood sows and 111 pigs. Henry White, manager of the farm, estimated that the damage was \$50,000.

Prototype Ann, a grand champion; Elmo Miss and Tip Top Ann, two other champion prize winners at livestock shows, were among the sows burned to death.

Two sucklings were rescued from the blazing inferno by Robert Ackerman, 19, of Downers Grove, an overseas veteran of World War II, who was visiting at the farm. The flames were so intense, however, that Ackerman was unable to get more of the pigs out of the barn.

Henry White, farm manager, was attending a show in Downers Grove with his wife and two children at

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Photo #19 - 1947 Newspaper article regarding Zephyr crash

Prepared by Friends of the Edwards House



Photo #9 View looking southeast



Photo #10 North elevation

Prepared by Friends of the Edwards House



Photo #11 View from southwest



Photo #12 Main building south elevation

Prepared by Friends of the Edwards House



Photo #13 South entry elevation

Prepared by Friends of the Edwards House



Photo #14 Terra cotta banding



Photo #15 Main Street Station at Christmas

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C. **16-ADR-0004: A petition seeking a Historic Landmark Designation for the property commonly known as 1000 Burlington Avenue, Downers Grove, IL (PIN 09-08-502-006). The property is the train station located at the intersection of Burlington Avenue and Main Street. Village of Downers Grove, Petitioner and Owner.** Village planner, Mr. Williams, explained the village was looking to landmark the downtown train station based on the following three criteria: 1) significant value as part of the history of Downers Grove; 2) distinguishing architectural characteristics and style; and 3) source of civic pride. Friends of the Edwards House were thanked for providing the Village with a significant amount of historic research on the train station.

Mr. Williams directed members' attention to the photos of the train station and reviewed a historical background of the station noting it was not the original passenger train station. The original passenger station was constructed circa 1864 during the Civil War period and was located across the street and was referred to as a freight station. After Samuel Curtiss established the downtown (subdivision), a new passenger train station was constructed in 1911. The freight station remained and it was razed in 1948 for parking.

Continuing, Mr. Williams described the 1947 train collision that took place which impacted much of the train station, stating the station was rebuilt with consideration of the 1911 architecture. Photos of the train accident and news clippings were depicted.

Architectural features of the current station were pointed out: brick pilasters framing doors and windows, terra cotta banding around goose neck lighting, a medallion, cornice, hipped roofs and fountain. Staff believed the station's style was a combination of styles – Greek Revival and Beaux Arts. Currently, the station is a meeting place for events in the downtown community and it visually represents the community of Downers Grove. Based on the above criteria and the fact that the train station was over 50 years old, staff recommended a positive recommendation for landmarking.

Chairman Pro tem Davenport opened up the meeting to public comment.

Ms. Cathy Nybo, Friends of the Edwards House, 5253 Blodgett enjoyed researching the history of the train station and shared some extra anecdotes as to why there was a push for a passenger train station, after reading historical news articles. She also shared a news article about a first-hand witness to the train collision. Ms. Nybo believed the station was a “worthy building” for the board to consider for landmark designation.

Mr. Dave Gassen, 5320 Benton Ave., thanked the village for having this property considered for landmark designation. He thanked the Friends of the Edwards House for their assistance and he strongly supported the application.

Mr. Amy Gassen, 5320 Benton Ave., also thanked the village for the application. She supported the landmark application and on behalf of the Friends of the Edwards House, very much enjoyed researching the station for the application. She appreciated that the village was setting a landmarking example to the rest of the community and to other public entities.

Mr. Rich Kulovany, 6825 Camden, member of the Friends of the Edwards House, supported the application, enjoyed researching the project, and pointed out the historical significance of the station's original construction during this country's civil war. He described

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how the railroad was important not only to the village's growth but to the many suburbs that grew around it. He noted that after the train station was reconstructed after the war, the architecture was somewhat retained but he said the station could not be reconstructed quite as elaborate as the original due to the war.

Member questions followed regarding ownership of the train station. Chairman Pro tem Davenport shared his appreciation for the research done by the Friends of the Edwards House. He entertained a motion.

MR. LARSON MADE A MOTION THAT THE ADRB MAKE A POSITIVE RECOMMEND TO THE VILLAGE COUNCIL TO LANDMARK THE DOWNTOWN TRAIN STATION, LOCATED AT 1000 BURLINGTON AVENUE.

MRS. ACKS SECONDED THE MOTION. ROLL CALL:

**AYE: MR. LARSON, MRS. ACKS, MR. CASEY, MS. ENGLANDER, MR. REIMER,
MR. DAVENPORT**

NAY: NONE

MOTION CARRIED. VOTE: 6-0