

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
3/21/2017

SUBJECT:	SUBMITTED BY:
Historic Landmark - 5099 Fairview Avenue	Stan Popovich Director of Community Development

SYNOPSIS

A Historic Landmark Designation Resolution has been prepared to designate the Fairview Train Station at 5099 Fairview Avenue a historic landmark.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include *Steward of Financial, Environmental and Neighborhood Sustainability*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the March 14, 2017 Village Council meeting. Staff recommends approval at the March 21, 2017 Village Council meeting.

BACKGROUND

The Village of Downers Grove is seeking a Historic Landmark Designation for its property at 5099 Fairview Avenue under two Historic Preservation Ordinance criteria:

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

Existing Structure

The Fairview Train Station was constructed in 1916 and was designed and built by the staff of the Chicago, Burlington and Quincy Railroad replacing the first station built in 1890. The railroad impacted the development of Downers Grove by bringing residents, supplies, and even the Sears homes. The area south of the tracks in close proximity to the train station site was called East Grove and was part of the Fredenhagen Subdivision settled by Victor Fredenhagen in the 1850's. As one of the first realtors and operator of a large dairy farm, he offered free rides on the railroad and unlimited milk to attract buyers. The original name of "East Grove Station" was changed in 1918 to avoid confusion with the Main Street Station.

Towards the end of the 19th century, shifting immigration patterns were reflected in Downers Grove with the construction of St. Mary of Gostyn Catholic Church founded by settlers from Gostyn, Poland in 1891. For the dedication, two twelve-car trains brought Catholics from Chicago who marched behind a band to the

church north on Fairview.

The station's high gambrel roof over the station master's quarters in the second floor, canopy on the track side, and masonry construction was meant to convey a rural image of the town by making the station resemble a cottage. This was in keeping with the community's image as a healthy alternative from city life.

The station itself has stayed mostly the same except for the canopy extension and interior renovations. Up until 1977, Maxine Loftus, a station agent, was living in the second story of the station. The story of her providing cookies and coffee to commuters not only represents the transit gateway aspect of the station, but also showcases Downers Grove residents' sense of community. Over the years, a small commercial area has also developed around the train station and this Fairview Concentrated Business District is considered the second downtown of Downers Grove.

Analysis

The proposal complies with the following criteria for Landmark Designation: Section 12.302.A, 12.302.B.1, and 12.301.B6. The train station was constructed in 1916 and is thus over 50 years of age as required by Section 12.302.A. The property meets two 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 development in this area. The rural design of the structure also represents the history of Downers Grove and what attracted residents during its formative years. Criteria 12.302.B.6 is also met; the train station is a hub of transportation. It is a source of civic pride with the Historical Society celebrating its recent centennial.

Public Comment

Seven members of the public spoke in support of the petition at the February 15, 2017 ADRB meeting. Another member of the public expressed concern on whether Landmarking would prevent portions of the structure from being modernized/improved. Staff clarified what was allowed with Landmarking and discussed the Certificate of Appropriateness criteria and process.

ATTACHMENTS

Resolution

Aerial Map

Staff Report with attachments dated February 15, 2017

Minutes of the Architectural Design Review Board Hearing dated February 15, 2017

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Petitioner **DATE:** March 21, 2017
(Name)

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

NATURE OF ACTION:

- ☐ Ordinance
- ☒ Resolution
- ☐ Motion
- ☐ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "A RESOLUTION GRANTING HISTORIC LANDMARK DESIGNATION FOR 5099 FAIRVIEW AVENUE", as presented.



SUMMARY OF ITEM:

Adoption of the attached resolution shall grant historic landmark designation for 5099 Fairview Avenue.

RECORD OF ACTION TAKEN:

RESOLUTION NO. _____**A RESOLUTION GRANTING HISTORIC LANDMARK DESIGNATION
FOR 5099 FAIRVIEW 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:

Part of Lot 1 in Block 2 in the Resubdivision of Blocks 2 to 16, inclusive, in Victor Fredenhagen Jr.'s Subdivision at East Grove in the West half of Section 9, Township 38 North, Range 11, East of the Third Principal Meridian, in DuPage County, Illinois and also that part of the BNSF ROW beginning approximately 136 feet east of the intersection of the BNSF ROW with the Fairview Avenue ROW along the northern property of Lot 1 in Block 2 in Victor Fredenhagen Jr.'s Subdivision at East Grove, thence north 20 feet, thence east 55 feet, thence south 20 feet to the north line of Part of Lot 1 in Block 2 in Victor Fredenhagen Jr.'s Subdivision at East Grove

Commonly known as: The Fairview Avenue Train Station - 5099 Fairview Avenue,
Downers Grove, IL 60515
(PINs 09-09-502-002)

WHEREAS, a 1916 train station structure is on the property; and

WHEREAS, on February 15, 2017, 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 property located at 5099 Fairview 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 located on the property located at 5099 Fairview 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.

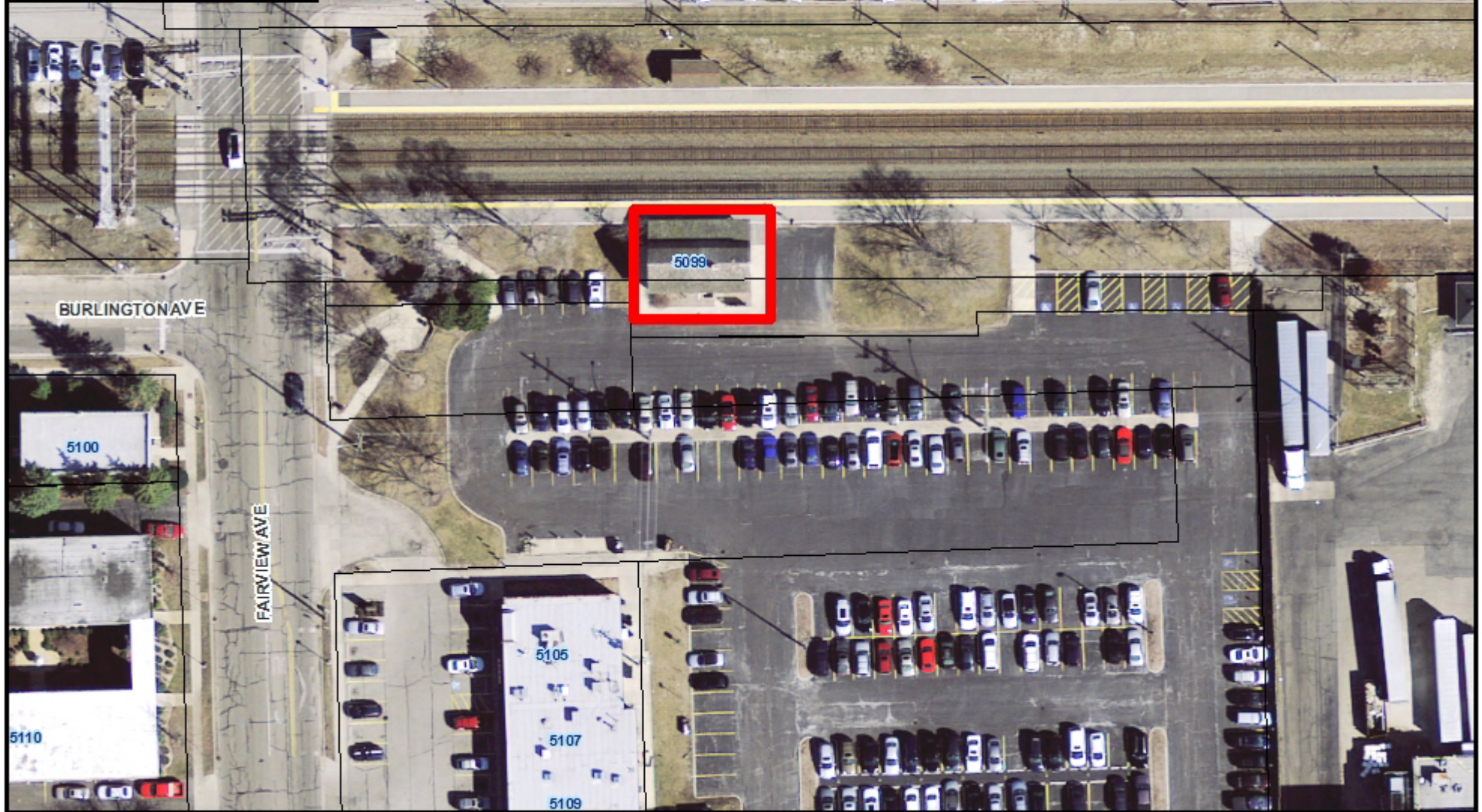
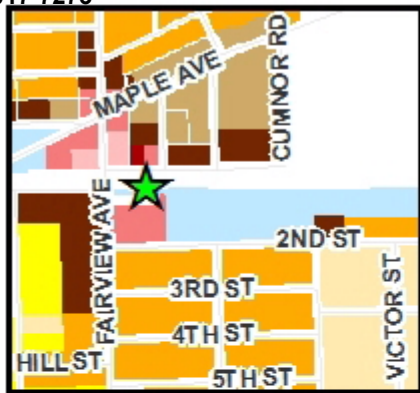
Section 4. That all resolutions or parts of resolutions in conflict with the provisions of this Resolution are hereby repealed.

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



0 25 50
Feet

5099 Fairview Avenue - Location Map





**VILLAGE OF DOWNERS GROVE
ARCHITECTURAL DESIGN REVIEW BOARD
FEBRUARY 15, 2017 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
17-ADR-0001 5099 Fairview Avenue	Designation of a Historic Landmark	Scott Williams Planner

REQUEST

The Village is seeking a Historic Landmark Designation for the train station located at 5099 Fairview Avenue based on the criteria that the property has significant value as part of the historic, heritage, and cultural characteristics of the community 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: Cottage
BUILDING DATE: 1916
HISTORICAL BUILDING USE: Fairview Train Station
EXISTING BUILDING USE: Fairview Train Station
PROPERTY SIZE: 790 square feet
PIN: 09-09-502-002 & -003

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. Certificate of Acknowledgement Form
4. Historic Landmark Information Form
5. Project Narrative
6. Book Excerpt
7. Newspaper Articles
8. Photographs
9. Fredenhagen Platted Subdivision

PROJECT DESCRIPTION

The Village of Downers Grove is seeking a Historic Landmark Designation for the Fairview train station located at 5099 Fairview Avenue under criteria 12.302.B.1 and 12.302.B.6 of the Historic Preservation Ordinance. The station is a notable local landmark due to its function and association with the development of Downers Grove.

The Fairview Train Station was constructed in 1916 and was designed and built by the staff of the Chicago, Burlington and Quincy Railroad replacing the first station built in 1890. The railroad impacted the development of Downers Grove by bringing residents, supplies, and even the Sears homes. The area south of the tracks in close proximity to the train station site was called East Grove and was part of the Fredenhagen Subdivision settled by Victor Fredenhagen in the 1850's. As one of the first realtors and operator of a large dairy farm, he offered free rides on the railroad and unlimited milk to attract buyers. The original name of "East Grove Station" was changed in 1918 to avoid confusion with the Main Street Station.

Towards the end of the 19th century, shifting immigration patterns were reflected in Downers Grove with the construction of St. Mary of Gostyn Catholic Church founded by settlers from Gostyn, Poland in 1891. For the dedication, two twelve-car trains brought Catholics from Chicago who marched behind a band to the church north on Fairview.

The station's high gambrel roof over the station master's quarters in the second floor, canopy on the track side, and masonry construction was meant to convey a rural image of the town by making the station resemble a cottage. This was in keeping with the community's image as a healthy alternative from city life. Small weekend-getaway vacation cottages were for sale as an escape for those wishing to enjoy parks and trees.

Highlighting the importance of the railroad as the lifeblood of the community is the snowstorm of 1918. The entire town was shut-down with deliveries of coal, milk, and mail halted. Every able-bodied resident was pressed into service to clear the railroad and allow for the town to be resupplied.

The station itself has stayed mostly the same except for the canopy extension and interior renovations. Up until 1977, Maxine Loftus, a station agent, was living in the second story of the station. The story of her providing cookies and coffee to commuters not only represents the transit gateway aspect of the station, but also showcases Downers Grove residents' sense of community. Over the years, a small commercial area has also developed around the train station and this Fairview Concentrated Business District is considered the second downtown of Downers Grove.

COMPLIANCE WITH HISTORIC PRESERVATION ORDINANCE

Additional information regarding the request is outlined in the attached narrative letter and photographs. The Village would like to thank the Friends of the Edwards House and the Downers Grove Historical Society for their assistance in preparing this application.

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* #1 and 6 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 1916. 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 East Grove area of the community would not have developed without the railroad and associated train station. The current train station has served residents and visitors since 1916. 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;**
This criteria does not apply.
- 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 a gateway for the community and the center of our second downtown. The cottage-style appearance is a reminder of Historic Downers Grove bucolic qualities. It is a source of civic pride. This criteria is met.
- 7. The property is included in the National Register of Historic Places.**
This criteria does not apply.

NEIGHBORHOOD COMMENT

Staff has not received any neighborhood comments regarding the proposal at this time.

RECOMMENDATIONS

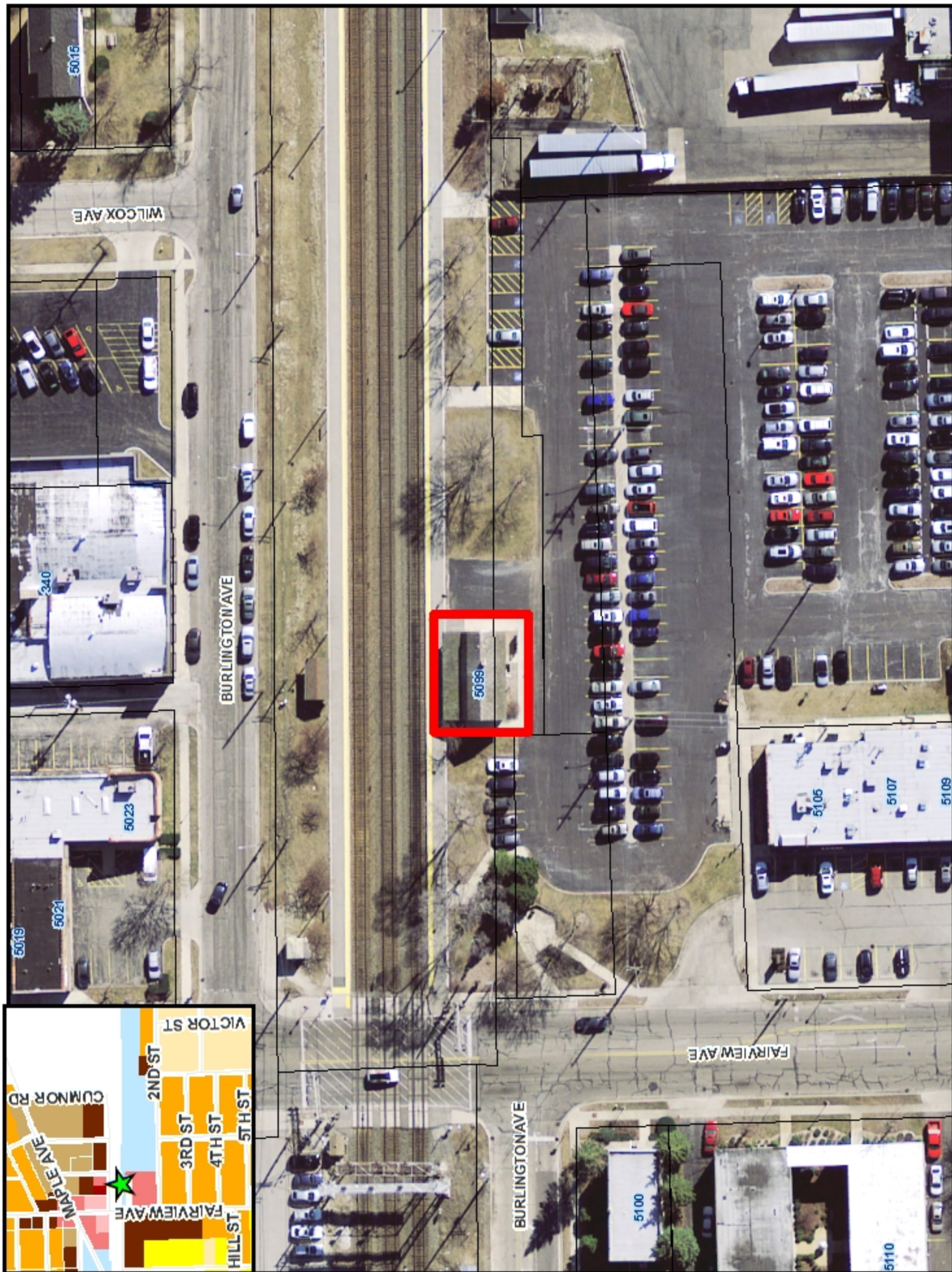
Staff finds the petition complies with the criteria in Section 12.302 for Landmark Designation. Based on the findings above, staff recommends the Architectural Design Review Board make a positive recommendation to the Village Council for landmark status of 5099 Fairview Avenue.

Staff Report Approved By:

Stan Popovich, AICP
Director of Community Development

SP:sw
-att

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5099 Fairview Avenue - Location Map

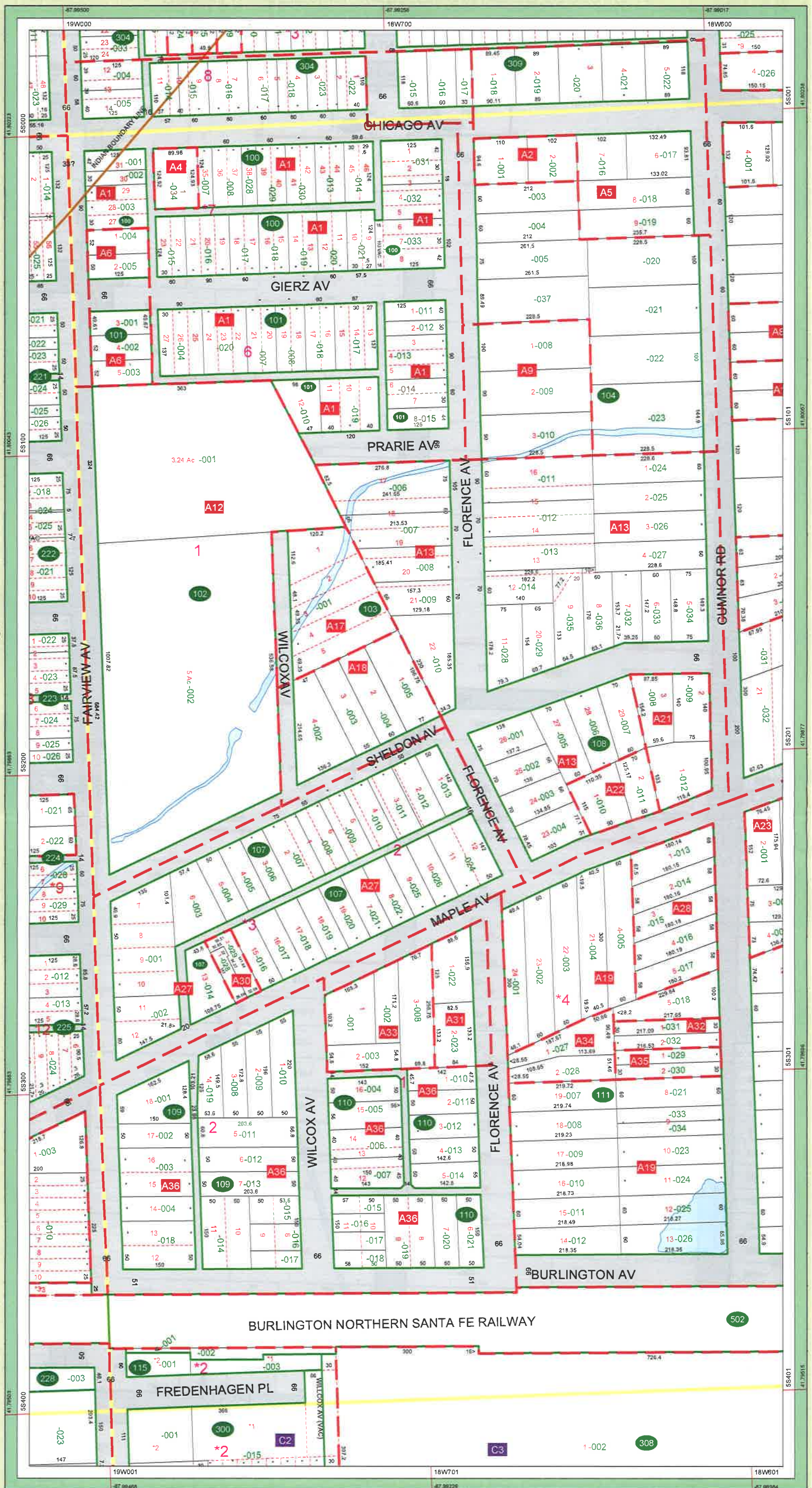
0 25 50 Feet





DOWNERS GROVE NORTH (T38N-R11E) - SECTION 9 - NORTHWEST QUARTER - WEST HALF
DU PAGE COUNTY, ILLINOIS 2016 REAL ESTATE TAX ASSESSMENT PARCELS

- A1 Worley's Sub.
R1908-093656
- A2 Mateski's Resub.
R1959-917485
- A4 Coomer Sub.
R2014-091929
- A5 Chicago Av. Highlands
R1955-765011
- A6 Gierz Av. Resub.
R1958-873828
- A8 Smrz's Cumnor Rd. Resub.
R1959-925647
- A9 W.J. Christensen Sub.
R1959-001967
- A10 Hewitt's Sub.
R1960-981051
- A12 Austin's Sub.
R1884-032849
- A13 Park View Estates
R1956-794392
- A17 Theresa Burek's Sub.
R1926-213156
- A18 Flaska's Resub.
R1957-829081
- A19 A.T. McIntosh & Co.'s Maple Av.
Sub.
R1921-148228
- A21 Nordhoff Sub.
R1963-011371
- A22 Cuklin Resub.
R1962-022776
- A23 Maple Av. Resub.
R1958-888380
- A27 Austin's Sub., Resub. Blocks
1-3
R1891-045755
- A28 Frederick J. Polakovic Jr.'s 2nd
Sub.
R1955-761719
- A30 Schletz / Wawak A.P.
R2011-073293
- A31 Rosen's Resub. Pt. Sec. 9
R1956-793832
- A32 Brownstone Const. Asst. Plat
R2005-100621
- A33 Luke's Sub., Pt. Sec. 9
R1948-541043
- A34 Kimberly Ln. Assmt. Plat
R2000-087963
- A35 Brownstone's Cumnor Rd. A.P.
R2004-208524
- A36 Street's 2nd Sub. E. Grove
R1962-030845
- C2 Fredenhagen, V., Jr.'s Sub.,
Resub. Blocks 2-16
R1886-036375
- C3 Peppendge Farm Assmt. Plat
R1957-835686



9-4C-W
9-9A-W
9-9C-W

Paul Hinds
DuPage County Clerk

421 N. County Farm Rd.
Wheaton, IL 60187
630.407.5500

This map created for assessment purposes only. Refer to recorded
plats and deeds for legal descriptions and property dimensions.
Copyright 2016 - The County of DuPage, Illinois.

100 200
Scale in Feet
North

Fairview Train Station Downers Grove, Illinois

The arrival of the C, B, & Q Railroad in 1864 changed Downers Grove forever. The Fairview Station played an important part in the growth bringing new residents, supplies, and even Sears homes to Downers Grove.

The Fairview Train Station seems small and simple compared to the grandeur of the impressive Main Street Train Station to the west. The original train station was named the East Grove Station. This small depot was built and designed by staff of the Chicago, Burlington and Quincy Railroad in 1916. The station is only 790 square feet and the construction cost was \$3,300. The station has a homey, rural design which was popular at the time. It has been described as having the appearance of a cottage rather than a train station. There have been some interior updates but the exterior looks very close to the original. In 1918 the train station name was changed to the Fairview Station in order to identify its location and not be confused with the Main Street Station.

A real estate developer bought land just north of the train tracks near Fairview Avenue. At this time, the area was called East Grove. The land was part of the Fredenhagen subdivision established by Victor Fredenhagen when he arrived here from Germany in the 1850's.

Towards the end of the 19th century, the immigration pattern changed from western European to the migrating Polish, Czechs, and Hungarians. The population of Downers Grove reflected this change and created the largest ethnic neighborhood in town. Many of the settlers near Fairview were from a town in Poland named Gostyn. St. Mary of Gostyn Catholic Church was founded in East Grove. Two trains of twelve coaches each brought Catholics from Chicago for the dedication of this church. Headed by a band, a large group of church members marched from the East Grove station to the church just off Fairview.

People from the city were looking for a healthy alternative from city life. The developer offered small affordable cottages to escape to on weekends and summers to enjoy the peace and quiet in Downers Grove along with beautiful parks and trees. With 25 trains a day to Chicago and back, and a ride under an hour, an East Grove train stop was appealing to potential buyers. Many of the new residents were employed at the large Western Electric plant in Cicero which opened in 1905.

In 1917, the Downers Grove Reporter told the story of Catherine Zaucha, 233 Gierz Street, who was killed instantly as she stepped off the train before the train stopped. She was on her way home from taking care of her ill daughter in Chicago, who also died later that night, a sad day for their family.

Page 2

In January, 1918, Downers Grove was hit by a huge snowstorm that shut down the entire town. The trains could not deliver coal which was necessary for heat and cooking, no milk deliveries, no mail, and families were worried how long they would be homebound. The busiest place in town was the telephone office where the girls could not get home, so they slept in the telephone office handling nonstop outgoing and incoming calls. All able bodied residents grabbed their shovels and worked to clear the railroad tracks. The only happy ones were the children when they heard the news that school would be closed for more than week. The Village of Downers Grove was reminded of how dependent the town was on the railroad, which brought needed supplies every day.

The Downers Grove Reporter described the job of a Train Depot Agent as more difficult than it appears. Besides handling tickets, they were responsible for maintaining a fire in the waiting room, updating train schedules, handling telegrams, and having coffee and newspapers for riders to purchase. As recently as 1977, the Fairview Station rented out the upstairs living quarters and even had a washer and dryer in the basement. An interview with Maxine Loftus who lived in the station for years said that she maintained the station, decorated it for holidays, made coffee and homemade cookies, and created a welcome stop for riders.

Fairview Avenue had a small shopping area and commuters could grab a donut and coffee before getting on the train. Prince Castle, later known as Cock Robin, was a place to grab a bite on the way home. Kids who spent an afternoon skating at Hummer Park found the Fairview Station as a perfect place to warm up.

As the Fairview Train Station sits quietly doing its job, it has been a welcoming and steady workhorse, serving the Downers Grove community for over 100 years. 2016 is a good year to give it some well deserved recognition and express our appreciation.

Sources:

Downers Grove Revisited by Montrew Dunham

Downers Grove datebook, Downers Grove Historical Society

Downers Grove 1832-1982 by Pauline Wandschneider and Montrew Dunham

Guide to Chicago's Train Stations by Ira Bach

Chicago, Burlington & Quincy Depots by Robert C. Brown

Downers Grove Reporter archives at the DG Library

Downers Grove Historical Society members - Lois Sterba, Carol Wandschneider, Amy Gassen

the Downers Grove
HISTORICAL SOCIETY



September 20, 2016
Stanley Popovich
Director of Community Development
Village of Downers Grove

Dear Mr. Popovich,
The Historical Society has selected the Fairview Train Station as its 2016 Heritage Site. We felt it was timely because of the structure's 100 year anniversary this year. We would like to place a plaque on it to commemorate this recognition. A draft of the wording is attached.

Once given approval, we will begin final work on the plaque wording and production...and would also need collaboration with the Village on an acceptable placement of the plaque.

Please call with any questions. I look forward to your response.

A handwritten signature in dark ink, appearing to read 'Elizabeth Chalberg'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Elizabeth Chalberg
President, Downers Grove Historical Society
630-660-6767
781-609-1127 fax
Liz@LizChalberg.com

www.downersgrovehistory.org

P.O. Box 663 Downers Grove, Illinois 60515



www.downers.us

January 10, 2017

COMMUNITY RESPONSE

CENTER

630.434.CALL (2255)

Ms. Liz Chalberg
Downers Grove Historical Society
P.O. Box 663
Downers Grove, IL 60515

CIVIC CENTER

801 Burlington Avenue
Downers Grove

Illinois 60515-4782

630.434.5500

TDD 630.434.5511

FAX 630.434.5571

Dear Ms. Chalberg,

The Village of Downers Grove is honored to have the Fairview (East Grove) Train Station recognized by the Downers Grove Historical Society as a "Heritage Site," and supports the installation of a commemorative plaque to be affixed to the train station.

Please work with my staff if you have any questions or need additional information. Please feel free to contact Dann Fitzpatrick at (630) 434-5551 in order to discuss the installation of the plaque, or Rebecca Leitschuh at (630) 434-5520 for any other questions.

FIRE DEPARTMENT

ADMINISTRATION

5420 Main Street

Downers Grove

Illinois 60515-4834

630.434.5980

FAX 630.434.5998

Sincerely,

David Fieldman
Village Manager
Village of Downers Grove

POLICE DEPARTMENT

825 Burlington Avenue

Downers Grove

Illinois 60515-4783

630.434.5600

FAX 630.434.5690

PUBLIC WORKS

DEPARTMENT

5101 Walnut Avenue

Downers Grove

Illinois 60515-4046

630.434.5460

FAX 630.434.5495

A DOWNERS GROVE HISTORIC SITE
FAIRVIEW (EAST GROVE) STATION
BUILT 1916

In 1864 the Chicago, Burlington and Quincy Railroad started passenger service from Aurora to Chicago. By 1884 there were 20 stations on the line. The first station building at East Grove now called Fairview was built about 1890 and was of frame construction with picturesque details that reflected the buildings of the time.

The station was built on land settled in the 1850's by Victor Fredenhagen of Mecklenberg, Germany. He operated a large dairy farm and he was a state legislator in 1874 and also served as a supervisor of Downers Grove Township from 1871-1872 and 1874-1875. He was one of the first realtors in the area when he started selling some of the 1,200 acres he owned in the 1880's. To attract buyers he offered free rides on the Burlington and all the milk you could drink.

The first station building was replaced by this station in 1916. Designed by the engineering staff of the Chicago, Burlington and Quincy Railroad it was to portray the rural image that the turn-of-the -century suburban community wanted. Built of masonry construction at a cost of \$3,300, it has 790 square feet and looks more like a cottage than a train station. It had a modest canopy on the track side that has been enlarged over the years and false shutters have been added.

After 100 years this station continues to serve the community.

the **Downers Grove**
HISTORICAL SOCIETY



2016

DOWNERS GROVE FAIRVIEW AVENUE.

Fairview and Burlington avenues

This small depot, designed by the engineering staff of the Chicago, Burlington and Quincy Railroad in 1916, looks, with its high gambrel roof over the station master's quarters on the second floor, more like a cottage than a train station. This was in keeping with the rural image that much of turn-of-the-century suburbia wanted. To further convey this impression, the obligatory canopy on the track side was originally treated like a modest porte-cochere. This feature may have proved too modest and has since been replaced by a longer and more conventional canopy. The false shutters presently at either side of the windows are an unfortunate later addition.

From this book
that is in OG Library

280

Photograph by Olga Stefanos

A Guide to Chicago's tram Stations - Fra S. Bach 385.314 BAC

DOWNERS GROVE REPORT

Our Community Needs YOUR HELP, Financial and Otherwise

DOWNERS GROVE, DU PAGE COUNTY, ILLINOIS, MAY 25, 1917

JUNE 5th DATE SET FOR YOUNG MEN TO REGISTER

Every Male Between Twenty-one and Thirty Years Old Must Register.

Wednesday, June 5, is the day set by President Wilson as "Selective Draft Registration Day."

On this day every man in the United States between the ages of 21 and 30 is to be registered under the selective draft bill recently passed by Congress and the Senate.

Every man between these ages must register. It is generally understood that single men without dependents will be the first to be drafted, but this does not exclude married men from registering on this day.

Downers Grove township will be used and the same polling places used in the last election will be available for this purpose. Judges of election who have been serving lately continuously for the last few years have been asked to volunteer their services and most of them will serve as registrars on this day.

Every man, who has charge of the registration machinery in Du Page County has the blanks for this purpose at his office and says every thing is lining up in fine shape to get the name of every man in the county under the draft law for service.

According to "doctors" of the draft system, the men of the ages between 21 and 30 will comprise 10 per cent of the population. If this is so over 500 names should be on the register of the two precincts have a week from Tuesday. The population of the two voting districts must be more than 5000, so this is a conservative estimate.

The penalty for not registering on this day is one year in jail. There is no alternative of a fine, the bill says. It is believed that only a few will be fined.

According to present plans of the War Department all voluntary service will be stopped after June 5, and the regular army and navy will be filled by draft. This is in addition to the first army of 500,000 men who will receive training at the camps provided for this purpose.

INSTANTLY KILLED AT EAST GROVE

Mrs. Catherine Zaucha, 233 Giertz street, East Grove, was killed at the East Grove station at 145 A. M. today.

Mrs. Zaucha was in the city with her son, A. Zaucha, to see her daughter, who was seriously ill. They caught the last train for East Grove. As the train was pulling up to the station Mrs. Zaucha walked out of the car and stepped off the step before the train stopped, her neck was broken and she was instantly killed.

C. F. Davis has the body in his undertaking office, where the inquest will be held this afternoon. It is said that her daughter died last night.

Dr. M. L. Puffer attended a banquet and reception given to Col. Goodrich on Tuesday evening at the La Salle hotel. Dr. Goodrich belongs to the Royal Army and Medical Corps of England.

Read the President's Proclamation at the postoffice and at the ticket office of the "Q."

Mr. Charles Hitch has been engaged as bookkeeper for the village.

BACCALAUREATE SERMON AT M.E. CHURCH SUNDAY

Rev. N. G. Oliver, of Baptist Church, to Preach to Graduates.

Rev. N. G. Oliver, pastor of the First Baptist church, will preach the baccalaureate sermon to the members of the graduating class of the Downers Grove High School at the Methodist church Sunday evening, May 26.

In this service the churches of Downers Grove will unite, as they have done in the past. Plans were under way to have this sermon delivered in the Baptist church, but the Methodist edifice will seat more than any building in the village.

U.S. HOE BRIGADE SOON TO BE CALLED TO GARDEN TRACT

Tract for Co-Operative Cultivation Leased and Many Bushels to Be Planted on Shares.

FUNDS NEEDED FOR SEED-RED CROSS WORKERS ACTIVE

Agricultural efforts of the Community League in its work of adding to the available food supply for the winter are largely centered on potatoes. Two plans have been decided on one calls for furnishing potatoes for seed to active farmers who have agreed to plant and cultivate the tubers and give the league half of the crop from the fields so planted, and the other calls for individual work on the part of members of the league on a tract of two acres of excellent land which has been leased and which will be planted with late potatoes.

The community tract is a short distance south of the village in Main street and is readily accessible to all who desire to demonstrate their prowess with the hoe. The ground is in good shape, and while Du Page County can scarcely be called fine potato country, still a crop of fair size can be expected, and barring accidents or unusual climatic conditions upwards of two hundred bushels should be realized from the two acres.

A final canvass of the neighboring farmers is being made to determine the quantity of potatoes which must be bought for planting on shares.

The committee in charge of planting has decided to devote the co-operative energy of the league to potatoes rather than to other crops for the reason that better results can be obtained from a yield of tubers than from any other available crop. In addition careful checking of the activities of the village has shown that nearly every one interested in the league has more or less land under cultivation and consequently comparatively little time to devote to community farming.

Much progress has been made in bringing under cultivation waste land and a number of per-

BOY

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Benefit Me

6-29-1977

Train station tenant

Address: Fairview Ave. station

By Fran Sammis

Maxine Loftus is moving around July 1 to an apartment on Maple ave. This in itself is not unusual of course. What is unusual is the apartment she's leaving—the Fairview ave. train station.

Many people in Downers Grove know Maxine, if not by name, by occupation. She's been the agent at the Main st. station for 4 years. And for 3 years of that time she has been able to call the Fairview ave. station "home."

Almost no one knows there's anything behind the shutters. Maxine says. What is behind the shutters of the east side of the Fairview station is a kitchen and living room on the first floor and two bedrooms on the second. In addition, Maxine has a washer and dryer available in the basement.

When Maxine moved into the station 3 years ago, she put \$2800 of her own money into improving the living quarters. The kitchen got a new sink and a dishwasher, along with new cabinets and countertops and a breakfast bar. The bedrooms were repainted and decorated. Maxine's son Mark, then a student at Circle Campus, added special lighting and bookshelves to his bedroom.

"Lots of my friends told me I was foolish to spend so much effort and money on a place that I might not be living in that long," said Maxine. "Especially a place that wasn't really my own."

But I felt that as long as I was living there it was my own place, and I wanted it to be something I would enjoy and feel comfortable in.

Maxine isn't the first person to tenant the Fairview ave. station. She moved in when a family with 4 children left, and other people have lived there too, although Maxine doesn't know how many there have been over the years.

Other stations along the Burlington line have also had live-ins according to Maxine, most of whom are charged with ticket selling in "their" station and with maintaining the public areas of the station. With the advent of the RTA, however, people are being moved out of the stations as the stations are either remodeled or torn down.

So what is to be the fate of the Fairview station now that Maxine is moving out? Well one rumor is that the upstairs area will be closed off and the whole downstairs area remodeled for an expanded waiting room area with ticket cage. If this plan isn't implemented the station will probably be torn down.

"It's been novel, living in a train station," said Maxine. "I love the shape of the station for one thing, and it's been a happy time in my life living here."

"With the low rent I've been able to help my son Mark go to college, and my son Michael was married while I was living here. Also, I've taken several nice trips in the past 3 years — like one to Hawaii with my mother."

"There have been a few annoyances, though. Like the people who occasionally wander into my section of the station. Their usual reaction is 'Whoops! I thought this was the waiting room.' They're generally more embarrassed than I am by their mistake."

After all this time, does she still hear the trains that go by? "Yes! and the thing I'll miss least about living here is the early morning trains. I'll be happy to miss them in fact."

What will she miss most? One thing is the busyness of the commuters coming home at night. "Somehow I rather like it. It's a nice time of day."

Not only does Maxine like the busyness of the homebound commuters, she likes the commuters themselves.

"99 and 99 100 of the commuters are the most beautiful people in Downers Grove," according to Maxine.

This feeling of hers is reflected in the things she does for "her" commuters at the Main st. station. The hot coffee to open early morning eyes, and the cookies to stave off the hunger pangs of the breakfast-skippers, are put there courtesy of Maxine.

How did she happen to start the coffee routine? I asked. "Well, I used to just have a pot for myself behind the ticket window. The commuters would come and say things like, 'Gee that smells good,' and I finally decided that they ought to have coffee available too."

Although the coffee donation that Maxine set up, she said that it actually averages about 10-15. But that's fine with her because, as she says, "they wouldn't have to leave anything after all. I can't see them from where I sit, so it's a personal matter. And the money I do get works out okay."

Interestingly enough, any overage from the coffee fund, and there is some, goes right back to benefiting the commuters. The overage helps Maxine pay for the cookies she puts out, and some of the money has been used for the posters that decorate the otherwise drab station walls.

Maxine puts her own money into the wall



MAXINE LOFTUS and Sam, short for Samantha, have lived in the Fairview ave. train station for 3 years. Now that she's moving, Maxine says that she'll really miss everything about the station "except the early morning trains."

decorations too, of course, and she said that 4 or 5 commuters have donated posters as well.

But why decorate the station at all? According to Maxine it makes for a more pleasant environment — not only for herself, but for the commuters who use the station as well. And, it is for the commuters' pleasure primarily that Maxine does the work not only of decorating the station, but of providing coffee, cookies, and special acknowledgements at holiday times.

"Other's pleasure is my pleasure," says Maxine. And if anyone needed proof of that statement they would only need to learn that Maxine was up till 2:30 in the morning coloring eggs for her Easter commuter offering this year. "I didn't mind it at all," she said, "because I really thought my com-

muters would enjoy them."

In addition to providing "goodies" for the people that pass through the Main st. station, Maxine has also had occasions when she has loaned money to people who find themselves without the necessary cash when they go to buy a ticket.

"And 95% of them have paid me back," she said. "It may not sound like much, but they weren't all 'regular' people I see all the time. A lot of them were people that could easily have avoided ever seeing me again."

Maxine's view of Downers Grove commuters as "beautiful people" is very likely a reflection of herself. Maxine Loftus is definitely a "beautiful person" in her own right.



Downers Grove
Reporter

Section Two

Mostly For Women

Wednesday, June 29, 1977

ENCYCLOPEDIA of CHICAGO

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ENTRIES : DOWNERS GROVE, IL

ENTRIES

Downers Grove, IL

Downers Grove, IL

Downers Grove, CHICAGO

DuPage County, 21 miles W of the Loop. The village of Downers Grove takes its name from the community's first landowner, Pierce Downer, who came from New York State in 1832 to join his son Stephen, a stonemason who was working on the first Chicago lighthouse. Downer staked his claim to 160 acres of a prime grove surrounded by prairie, turning it into a successful dairy farm. The Downers were followed by others like Walter Blanchard, Israel Blodgett, Henry Carpenter, Henry Lyman, Henry Puffer, and

Dexter Stanley, who created a community around their grove.

The year before the Chicago, Burlington & Quincy Railroad came through town in 1864, Samuel Curtiss established the first subdivision in what would become the southeastern side of the central business district. In 1873 local leaders incorporated as the village of Downers Grove.

Growth continued near the village's three railroad stations at Main Street, Belmont, and East Grove. In 1890 E. H. Prince platted an attractive subdivision north and west of the Main Street station. In 1892, just north of the Belmont station, Chicago businessmen, including Marshall Field, founded the first nine-hole golf course west of the Appalachian Mountains. North of the East Grove station, Polish families from Gostyn, Poland, purchased lots, creating the largest ethnic neighborhood in town. In 1891, they founded St. Mary's of Gostyn, the village's oldest Roman Catholic church.

Owing to its close proximity to Chicago and its large rail siding, the village became a major site for mail-order housing sold by Sears, Roebuck & Co. between 1908 and 1940. With up to two hundred possible Sears houses identified, Downers Grove has one of the largest concentrations of existing Sears houses in the world.

The Tivoli Theatre was built in 1928. It was the second theater in the nation constructed specifically for sound motion pictures.

With the advent of the expressway system in the post-World War II era, the automobile accelerated Downers Grove's expansion, just as the railroad had done almost a century earlier. The village annexed adjoining unincorporated land and the East-West Tollroad provided easy access. By 2000, the village of Downers Grove consisted of 13 square miles, with 48,724 residents. Its diverse economy included corporate headquarters, light industry, service, and retail businesses.

Downers Grove has often had an impact on the state, the nation, and the world through the actions of famous residents. Arthur C. Ducat served as an inspector general of the Union army during the Civil War, and later established the 800-acre Lindenwald Estate on the west side of town. James Henry Breasted became an internationally renowned Egyptologist at the Oriental Institute. Lottie Holman O'Neill was the first woman elected to the state legislature, and served there 40 years (1923-1963). Art Chester made newspaper headlines in the 1930s and 1940s as an air race champion and aircraft designer. Another resident was gold medalist Cammi Granato, who captained the U.S. women's hockey team at the 1998 and 2002 Winter Olympics.

Downers Grove, IL (inc. 1873)					
Year	Total (and by category)	Foreign Born	Native with foreign parentage	Males per 100 females	
1900	2,103	—	—	—	
1930	8,977	11.1%	30.4%	96	
	8,951 White (99.7%)				
	17 Negro (0.2%)				

*Aurora to Chicago constructed by CB&Q opened to traffic
1878 - no East Grove or Gregg station. 5-20-1864*

CB&Q R. R. - ILLINOIS DEPOTS & TOWERS

MORE DEPOTS BUILT OR REMODELED

BELMONT

New 22 x 44 feet depot built 1916. It contained 968 square feet and the total construction cost was \$2,962.

CANTON

New 30 x 120 feet depot built in 1914. It contained 3,840 square feet and the total construction cost was \$17,887.

CONGRESS PARK

Original depot built 1897 - 22x39 feet - 858 square feet - construction cost \$2,704 It shows remodeled in 1923 but does not show cost.

DALZELL

New 214 x 26 feet depot built in 1916 - It contained 364 square feet and cost \$1,400.

COLMAR

New 18 x 52 feet depot built in 1914. It contained 960 square feet and the total construction cost was \$1,863.

FAIRVIEW AVENUE

New 20 x 329 feet depot built in 1916. It contained 790 square feet and the total construction cost was \$3,300. *(called East Grove until 1918)*

FREDERICK

New 20 x 42 depot built in 1918. It contained 848 square feet and the total construction cost was \$2,300.

HALSTED STREET

A new 10-x50 depot was built in 1930. It contained 500 square feet. No cost is shown.

KEWANEE

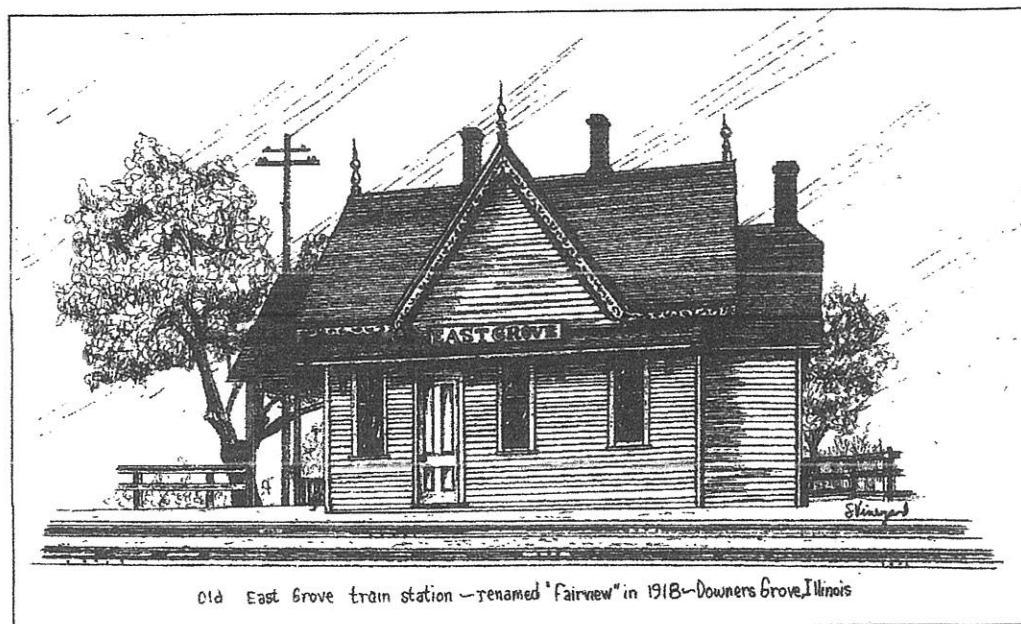
A new 30 x 147 feet depot was built in 1915. It contained 4,550 square feet and total construction cost was 25,1172,

LAVERGE

A new 16 x 34 depot was built in 1889. It contained 550 square feet and construction cost was \$1,300. It was remodeled in 1917 but no cost is shown.

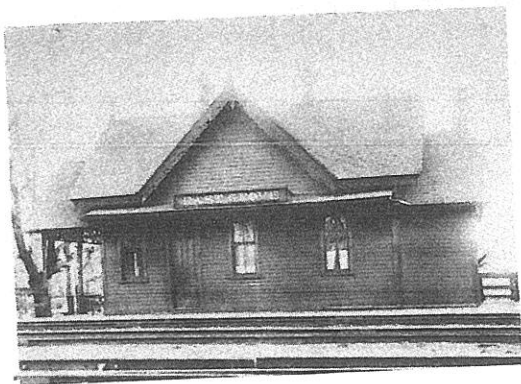
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Chicago (Burlington + Quincy) Depots + Towers I.*



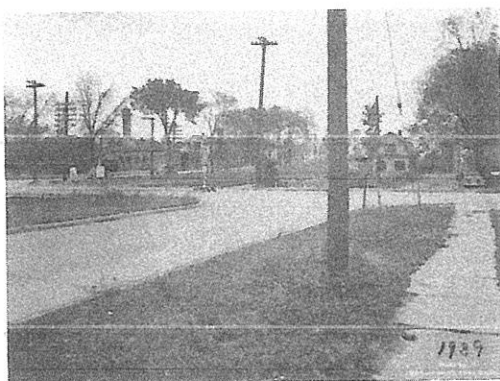
EAST GROVE STATION. This is an artist's rendering of the first station at Fairview Avenue (Drawing from Sue Vineyard, the artist.)

Bottom: East Grove Station changed its name in 1918 to Fairview Station



SEPTEMBER 1976

MONDAY 6



TUESDAY 7

Opposite top to bottom:
1939, Fairview Avenue railroad crossing
1939, Fairview Avenue
1935, Main Street
1939, Main Street



THURSDAY 9



FRIDAY 10

SATURDAY 11



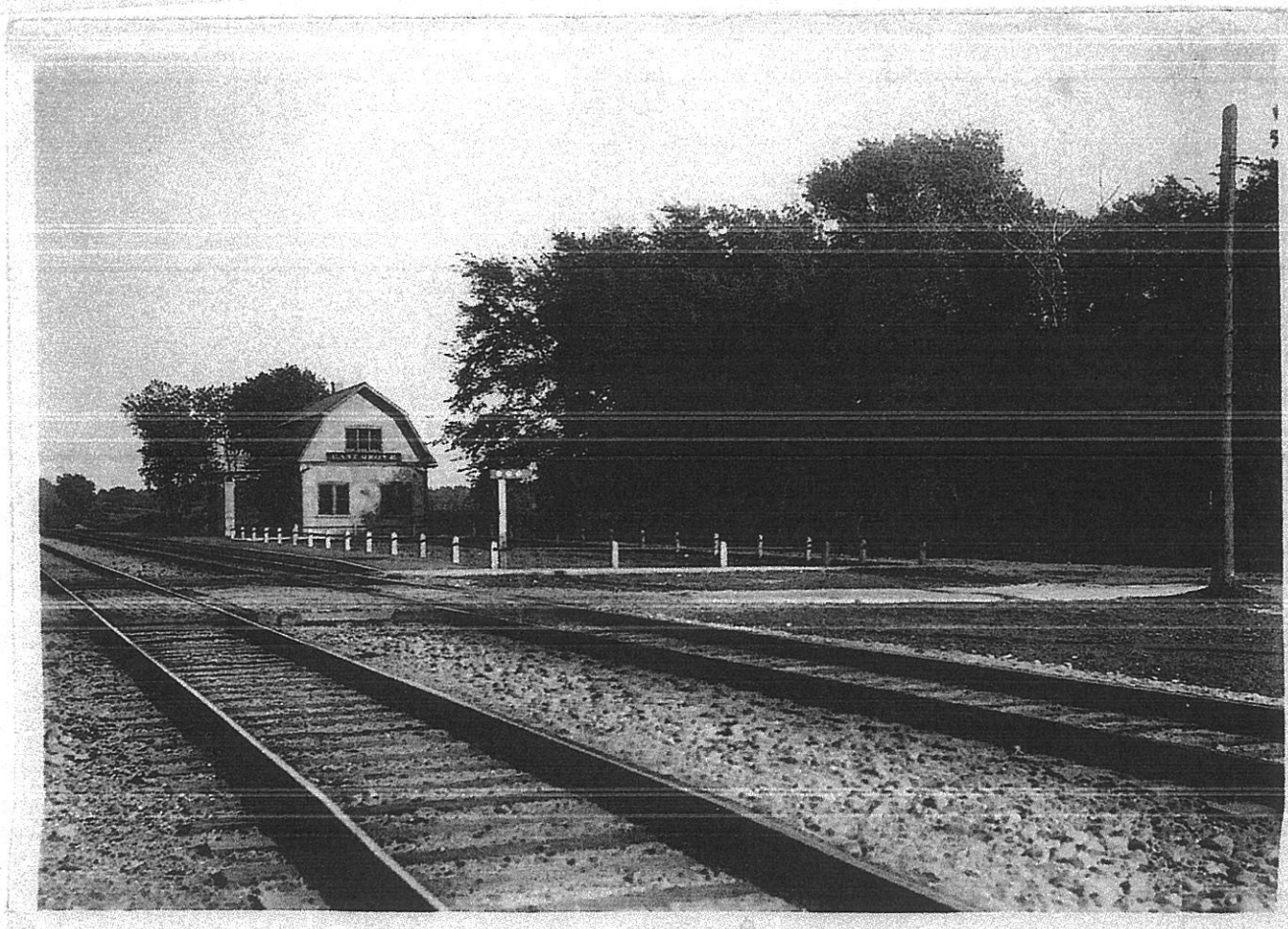
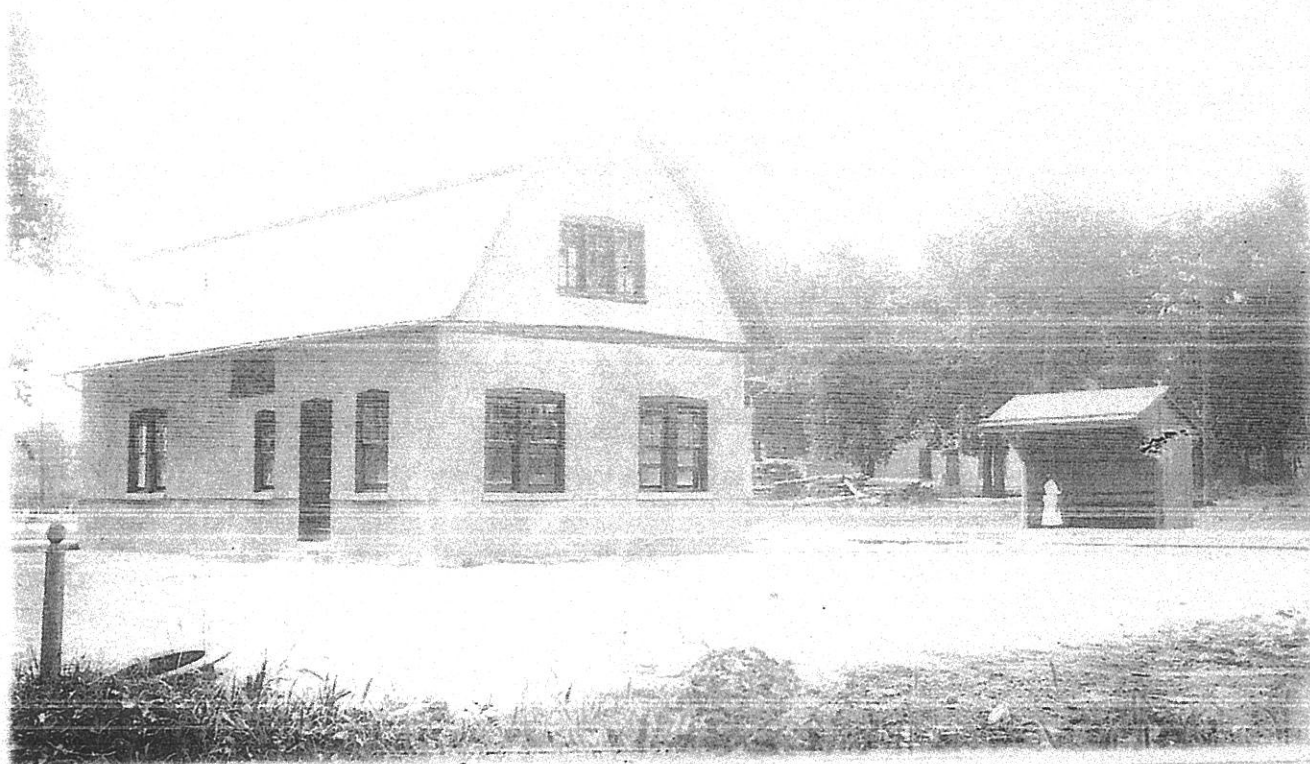
SUNDAY 12

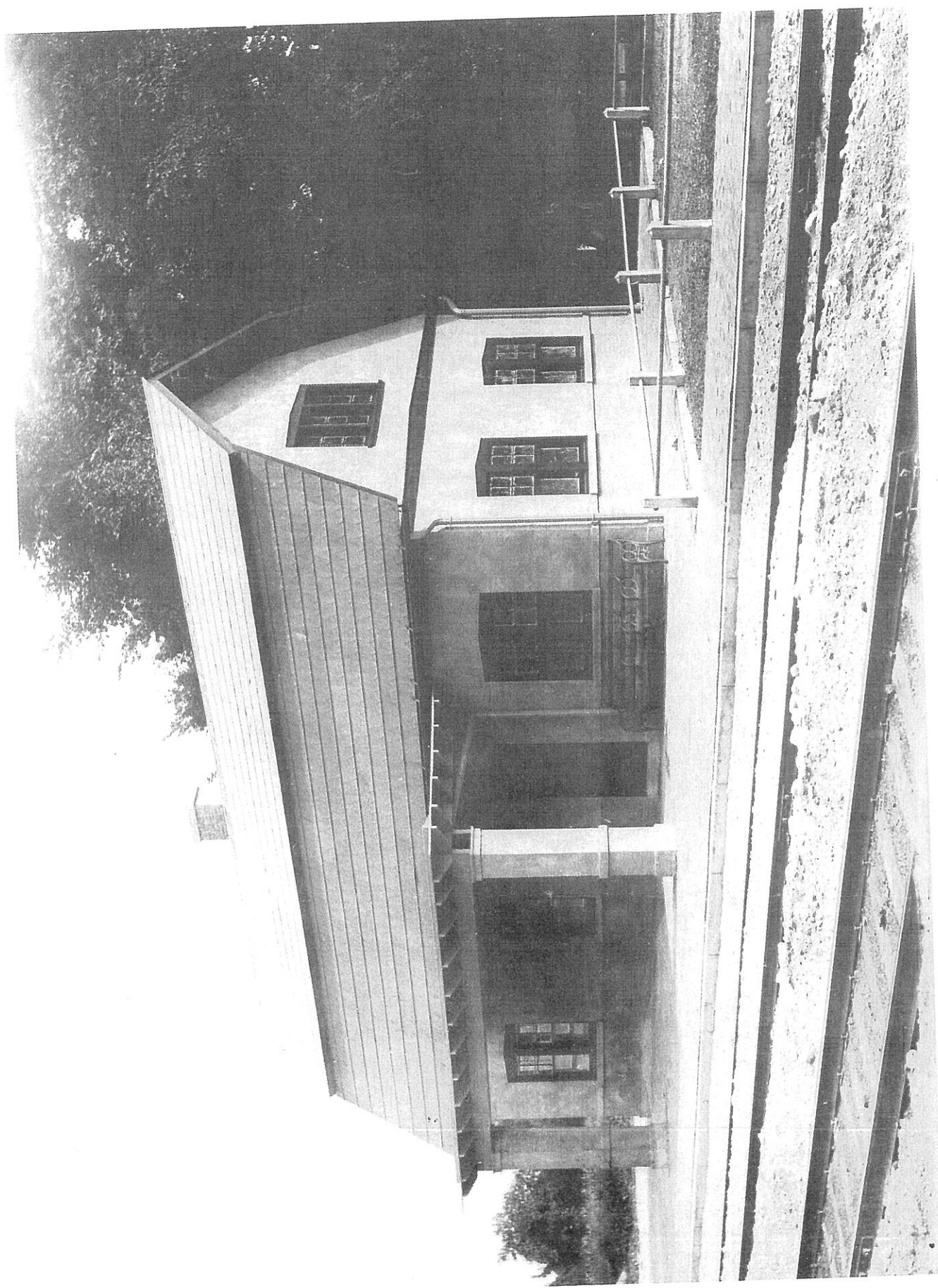


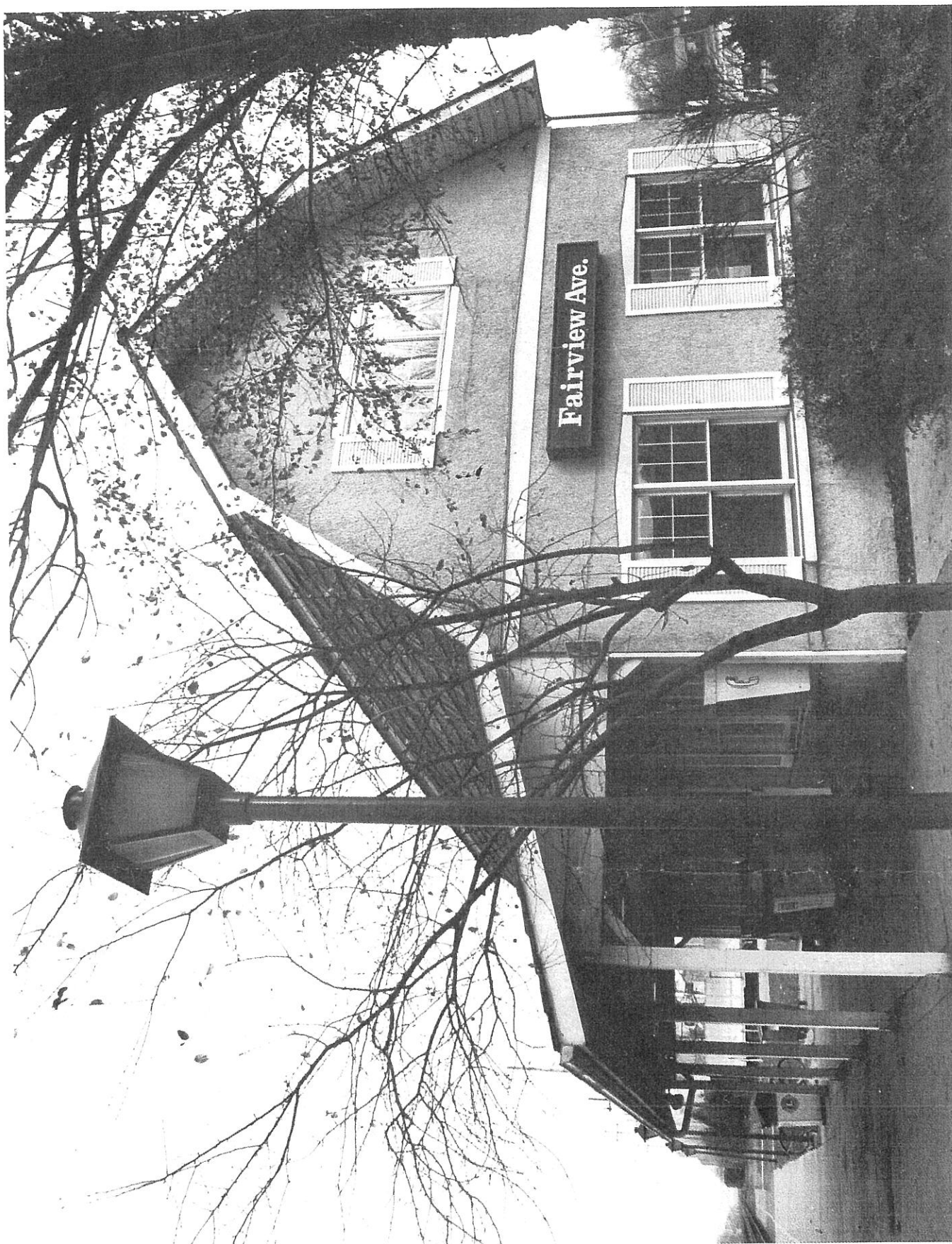
Fairview railroad crossing and depot — 1939

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Fair View Ave. Ill., Depot.







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A. 17-ADR-0001: A petition seeking a Historic Landmark Designation for the property commonly known as 5099 Fairview Avenue, Downers Grove, IL (PINs 09-09-502-002 & -003). The property is the train station located at the intersection of Fairview Avenue and Burlington Avenue. Village of Downers Grove, Petitioner and Owner.

Planner Scott Williams thanked the historical society and Friends of the Edwards House for doing the research on this petition. Mr. Williams reviewed the site on the overhead, noting the surrounding character of the area which included four sides of commercial use. A history of the Fairview Train Station followed noting it was constructed in 1890 by Mr. Victor Fredenhagen as part of the Fredenhagen Subdivision started in the 1850's. Mr. Fredenhagen would draw people to the village by offering them free train rides and milk (he operated a dairy farm) to get them to purchase land and develop in the village. The station that is being landmarked replaces that of the original station built in 1890.

A diagram of the Fredenhagen Subdivision plat (dtd. 1886) was placed on the overhead by Mr. Williams, followed by a more current plat which reflected a village street named after Mr. Fredenhagen. Historical images of the station were referenced, noting it looked like a cottage with its high gambrel roof and masonry construction. A canopy was added later in 1916.

Viewing a current photograph, Mr. Williams noted that not much has changed except for the canopy overhang. He did point out the multi-model aspects depicted in the current photograph: the train, cars in the commuter parking lot, the parking meter, and the digital update of the train schedule. Mr. Williams stated the station was a gateway to the community. Other interesting facts shared about the station included the ticketing agent who lived on the second floor until 1977 and served coffee and other sundries; the fact that the station was located in two of the village's special downtown zoning districts, which resulted in a second downtown arising around the station which would not have happened without it being there. Lastly, he referenced a photograph of the plaque from the historical society which summarized that residents at the time wanted the train station/cottage to portray the rural image that the community wanted to convey at the turn of the century.

Mr. Williams reported how the structure met the standards for approval under Section 12.301A and B of the village's Historic Preservation Ordinance and the fact that the station celebrated its centennial birthday last year. Staff recommended that the ADRB submit a positive recommendation for landmark status of the Fairview Train Station.

Questions followed as to what was the status of the second floor currently, wherein Senior Planner Leitschuh stated it was not being used currently but that it still resembled the original apartment. She further confirmed the station was owned and maintained by the village and the basement still contained a large boiler. Asked if there were any prior plans to replace/enlarge the station, Ms. Leitschuh indicated there were no such plans and given that it was part of the Fairview Concentrated Business District, under the village's current comprehensive plan and draft update, the focus was to continue to develop mixed use development around the station and for it to be a second unit of a downtown corridor. Ms. Chalberg believed some opportunity existed to add more investment in the building's trim, new paint on the trim, along with additional landscaping to make it more attractive.

Chairman Pro tem Larson opened up the meeting to public comment and swore in those individuals who would be speaking.

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Ms. Kathy Nybo, 5253 Blodgett is a member of the Friends of the Edwards House. She also assisted in the Main Street station landmarking application and stated that once that application was completed she decided to do the Fairview application with the assistance of many others. For this application, she said not much information existed on it as compared to the Main Street station, which she felt actually benefited the station. She thanked the village and the railroad “for not messing with it.” Ms. Nybo commented on the difficulty it must have been for the ticketing agent to sleep there with the trains passing through, how many commuters traveled through the Fairview station over the past 100 years, and the happy and sad memories made there. She emphasized the station has been a “faithful servant” for the past 100 years and it needs to be recognized.

Ms. Lois Sterbg with the Downers Grove Historical Society (DGHS), read the wording that would be on the historical plaque for the Fairview Station.

Ms. Chalberg pointed out that in 2016 the DGHS did choose the Fairview Station as their historical site for the year which coincided with the village’s landmarking of it. A dedication ceremony will be planned when the plaque is installed at the train station.

Mr. Rich Kulovaney, 6825 Camden Rd., shared some of his memories of the station, being that he grew up three blocks away from it. He elaborated on the various businesses that were operating near the station at that time (early 1960s) and the time he spent selling newspapers inside the station as well as his observations of the time.

Mr. Michael Matalis, 4500 Florence, Downers Grove, believed the station was not only a historic asset but an economical asset. He pointed out that while a few other villages had to set up dedicated parks for train enthusiasts, the village did not have to. Mr. Matalis discussed some of the rich railroad history of the village, the delivery of Sears homes to the area, and the general economic income that results from the train enthusiasts that come to the area.

Ms. Amy Gassen, 5320 Benton Ave., stated both she and her husband thanked everyone who researched the Fairview Station and commended the village for going through the application process. She hoped this encouraged other government entities to do the same.

Mr. John Palis, 5314 Victor Street, Downers Grove, said he moved to the village to be near a train station and the village had three stations. He was not a proponent of saving something for the sake of saving it. He voiced concern that there were many train stations and the upkeep of the Fairview station could be substantial. While he supported keeping the station he was concerned about energy and progress and whether energy or technology improvements could be made to the building or whether the maintenance would be limited. He did support improving the immediate area with landscaping.

Chairman Pro tem Larson believed that if the application was recommended for landmark designation, he envisioned that energy improvements such as those discussed above would be discussed with the council. However, he stated that landmarking does protect the building from being torn down. Ms. Leitschuh clarified that the entire building will be landmarked but only the portions of the building facing a primary street will be considered. In this case, the north façade and the Fairview facade would have to be reviewed more closely if improvements were to be made to those facades. She elaborated on how the replacement of windows would be considered

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as well and explained that the building's interior could receive insulation because the preservation ordinance did not affect its interior.

Mr. Joseph LaMay (phonetic), 1912 Hitchcock Avenue, Downers Grove, also grew up watching the trains pass through the Fairview station. He is a locomotive engineer for the railroad now and supported the preservation of the building for future generations, possibly inspiring future engineers and train enthusiasts. He commended the commissioners.

Hearing no further comments Chairman Pro tem Larson entertained a motion.

MR. RIEMER MADE A MOTION THAT THE ADRB FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO RECOMMEND HISTORICAL LANDMARK DESIGNATION FOR 5099 FAIRVIEW AVENUE.

MR. LERNER SECONDED THE MOTION. ROLL CALL:

AYE: MR. REIMER, MR. LERNER, MS. CHALBERG, VICE CHAIR LERNER

NAY: NONE

MOTION CARRIED. VOTE: 4-0