

United States Department of the Interior  
National Park Service

**SENT TO D.C.**

4-19-06

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instruction. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter or computer, to complete all items.

**1. Name of Property**

historic name: Downtown Hinsdale Historic District

other names/site number:

**2. Location**

street and number: Roughly bounded by Maple Street, Lincoln Street, Garfield Street, and Second Street N/A not for publication

city or town: Hinsdale

N/A vicinity

state: Illinois

county: DuPage

code: 043

zip code: 60521

**3. State/Federal/Tribal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant nationally  statewide  locally. (  See continuation sheet for additional comments.)

*Wm. L. White* / SHPO  
Signature of certifying official/Title

4-18-06  
Date

State or Federal agency or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency or Tribal Government

**4. National Park Service Certification**

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- entered in the National Register.  
 See continuation sheet.
- determined eligible for the National Register.  
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain:)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Downtown Hinsdale Historic District  
Name of Property

DuPage County, Illinois  
County and State

### 5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)		
		Contributing	Noncontributing	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)			
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	60	13	buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	1	0	sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0	structures
	<input type="checkbox"/> object	0	0	objects
		61	13	Total

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

N/A

Number of contributing resources previously listed  
in the National Register

N/A

### 6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
Commerce/Trade	Commerce/Trade
Government	Government
Transportation	Transportation
Historic Subfunctions (Enter subcategories from instructions)	Current Subfunctions (Enter subcategories from instructions)
Business	Business
City Hall	City Hall
Post Office	Post Office
Rail-Related	Rail-Related

### 7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
Late Victorian	Foundation Concrete
Italianate	Limestone
Queen Anne	Walls Wood
Late 19th And 20th Century Revivals	Brick
Colonial Revival	Terra Cotta
Italian Renaissance	Roof Other
Late 19th And Early 20th Century American Movements	Ceramic Tile
Commercial Style	Asphalt
Modern Movement	
Art Deco	

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is

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

**Areas of Significance**

(Enter categories from instructions)

Commerce  
Architecture

**Period of Significance**

1865-1955

**Significant Dates**

N/A

**Significant Person**

(Complete if criterion B is marked above)

N/A

**Cultural Affiliation**

**Architect/Builder**

Barfield, William Gibson  
Clark, Edwin Hill  
Krausch, Walter Theodore  
West, Philip Duke  
Zook, R. Harold

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## 9. Major Bibliographical References

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### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

#### Previous documentation on file (NPS:)

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

See continuation sheet for additional HABS/HAER documentation.

#### Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government (Repository Name: Village of Hinsdale)
- University
- Other (Repository Name: Hinsdale Historical Society)

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## 10. Geographical Data

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**Acreage of Property:** 17.00

### UTM References

(Place additional UTM references on a continuation sheet.)

### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

Downtown Hinsdale Historic District  
Name of Property

DuPage County, Illinois  
County and State

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### 11. Form Prepared By

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name/title: Jennifer Kenny, Preservation Specialist

organization: Granacki Historic Consultants

date: 7/18/2005

street & number: 1105 West Chicago Avenue, Suite 201

telephone: (312) 421-1131

city or town: Chicago

state: Illinois

zip code: 60622-

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### Additional Documentation

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Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property

#### Additional items

(Check with the SHPO or FPO for any additional items)

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#### Property Owner

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(Complete this item at the request of the SHPO or FPO.)

name: Multiple property owners

street & number:

telephone:

city or town:

state:

zip code:

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.* ).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Program Center, National Park Service, 1849 C Street NW, Washington DC 20240; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

**ARCHITECTURAL DESCRIPTION**

**CONTEXT AND SETTING**

The Downtown Hinsdale Historic District is located in the Village of Hinsdale, approximately 21 miles west and south of Chicago's Loop. Incorporated in 1873, this suburban community has now grown to a population of about 17,349. The Village of Hinsdale is located in DuPage County, just west of Cook County, and is considered part of the area commonly referred to as Chicago's western suburbs. Surrounding Hinsdale are the communities of Oak Brook to the north; Burr Ridge to the south; Western Springs to the east, and Westmont and Clarendon Hills to the west. Hinsdale is a suburb of Chicago served by the Metra - Burlington Northern railroad. The village is principally single-family residential in use, with a small, historic central business district adjacent to the railroad tracks that caters primarily to local residents. Another business district is at the north end of town, alongside and adjacent to U. S. Highway 34 (Ogden Avenue).

Downtown Hinsdale is in the oldest section of the village, platted as part of the Town of Hinsdale by village founder William Robbins in 1865. As the business district expanded, it moved north of the railroad tracks into O. J. Stough's and A. Walker's additions platted in the 1870s. Downtown Hinsdale today remains an intense and vital business district, in part because over time it has adapted well to the pressures to expand without destroying its heart.

The compact core of storefronts that exist today on Washington Street, Hinsdale Avenue, and First Street was developed directly across the street from the Chicago, Burlington, and Quincy Railroad's passenger station, which was located then on the northwest corner of Hinsdale Avenue and Washington Street. When the automobile became a significant force in the early decades of the 20<sup>th</sup> century, car dealerships, gas stations, and auto service businesses opened on the edges of this core, along Garfield and further down on Hinsdale Avenue. The need for larger municipal and other government service buildings resulted in development crossing the tracks to the north, where these uses are now clustered. The latest commercial development, a contemporary strip mall with large, adjacent surface parking lot, was built on the north

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side in 1953-1954 outside of the historic district without disturbing the historic downtown core.

**THE DOWNTOWN COMMERCIAL DISTRICT**

The Downtown Hinsdale Historic District consists of a more than six block area with a total of 74 properties. Of the 74 properties, 73 are buildings and one is a site (a park). 60 buildings and one site (or 81%) are contributing to the character of the Downtown Hinsdale Historic District and 13 buildings are considered non-contributing, mainly due to age.

The historic district is almost wholly commercial in character, with most structures originally constructed for business, commercial, or government service functions. A few historic homes nearest the downtown area have been converted to commercial office space, but retain their residential appearance. 77% of the properties (58) were built for commerce and/or trade uses. Of the other properties, 4% (3 buildings) were built as residential and are now commercial, 4% (3 buildings) are governmental, and 11% were built for transportation uses (one building is rail-related and 8 buildings are road-related). The remainder are for recreational and cultural uses: one theater building and one park site.

Downtown Hinsdale can be considered a traditional, small-town business district with its commercial buildings densely clustered on small blocks. It's compact and pedestrian-oriented. Two whole blocks bounded by Hinsdale Avenue, Garfield Street, First Street, and Lincoln Street, together with parts of the two blocks immediately to the south, comprise the original commercial core of Hinsdale. The district has three commercial sites with gas stations that cater exclusively to the automobile, but these are mainly found on the fringes of the commercial core. North of the railroad tracks developed later than south, and consists of government service buildings, including the Village Hall and U. S. Post Office.

The commercial architecture of downtown Hinsdale is situated in an orthogonal street grid pattern on a north-south/east-west axis. Most of the community follows this grid pattern, however, there are areas in town that were planned with larger, irregularly

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shaped lots and irregular street patterns determined by the natural and variable topography of the area. The downtown area was originally platted on the grid into very narrow, long, rectangular lots suitable for lot line to lot line commercial structures. The exception from the grid is the Burlington Northern and Santa Fe Railroad (now Metra – Burlington Northern) tracks that cut through the historic district on a southwest/northeast diagonal, and Hinsdale Avenue, that runs parallel to the tracks along their southern edge.

General characteristics of the commercial core include a street wall of structures built up to the front and side property lines with party walls; sidewalks with street trees; curbs and gutters; and on-street diagonal or parallel parking. Narrow service alleys along a north/south or T-shaped alignment generally run behind properties on Hinsdale Avenue and First, Washington, and Garfield Streets. The other blocks, particularly north of the railroad tracks, generally have sidewalks, parkways with trees and lawns, curbs and gutters, and on-street parking, although building setbacks vary. The Hinsdale Memorial Building, serving as a combined Village Hall and Library, is perched at the top of a hill at the north end of the district with a large landscaped lawn facing Chicago Avenue and the railroad tracks below it. The 1.64 acre Burlington Park is a landscaped municipal park situated just to the south of the Hinsdale Memorial Building and just north of the depot and tracks. Two asphalt-paved municipal parking lots are located on Garfield Street between Hinsdale Avenue and First Street; and one just north of the railroad tracks between Lincoln Street and Washington Street.

The Hinsdale Downtown Historic District contains the oldest commercial buildings in the village, representing architectural styles and types spanning over 130 years. Despite the "tear-down" phenomenon that has gripped most of the older residential parts of the village, downtown's historic structures remain mostly in place. Modernizations over the years have altered some buildings in ways that are inconsistent with the area's historic character. Yet the overall character of a late-19<sup>th</sup> and 20<sup>th</sup> century suburban railroad downtown remains.

The commercial buildings in downtown Hinsdale generally are brick, frame, or stone, and no more than three stories in height. The majority of buildings are of the One-Part or Two-Part Commercial Block type in 25-foot widths (considered here as one unit), based



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on a typical lot size. Some of the buildings are one unit wide, while others are in 25-foot multiples that extend no more than four units wide. This unit of measure gives the historic commercial area a sense of visual rhythm. The basic rhythm is also related to early construction practices in which the most efficient single span of a wood joist was 22 feet. The width of a typical storefront mirrored this span and has become a universal proportion in commercial areas across America.<sup>1</sup>

The earliest buildings are found along Washington and First Streets and are mainly two story, frame two-part commercial block types from the 1880s. Like many modest small scale commercial buildings, architectural detailing consists of applied stylistic ornament reflecting the fashion of its period of construction. Earliest buildings in the district, such as 47 S. Washington Street (1881), have Italianate detailing in its bracket and cornice detail, followed by those at the end of the Victorian era with Queen Anne influences in corner towers, turrets and projecting bay windows. Examples of buildings in the district with Queen Anne stylistic features include the Papenhausen building at 102 S. Washington (1888), 54 S. Washington Street (1892), and 33-35 S. Washington Street (1900). Early 20<sup>th</sup> century buildings show the onset of historic revival styles, such as Colonial Revival and Renaissance Revival. Georgian Revival style architecture was adopted by the Village of Hinsdale following the Hinsdale Plan of 1923. Many municipal and commercial buildings found in the district were designed in the 1920s and 1930s in that style. The prevalence of masonry construction after 1900 reflects the improving economic status of the community. Commercial style buildings, with prevalent ornamental brickwork, were constructed in the first decades of the 20<sup>th</sup> century. One commercial style building at 43 S. Washington Street has an exceptional brickwork frieze in a lozenge design. The use of terra cotta ornament was also common in many early 20<sup>th</sup> century buildings in the district. Particularly notable is the terra cotta found on the Hinsdale Theater Building at 29 East First Street and the Hinsdale State Bank Building at 101 S. Washington Street.

**OVERALL INTEGRITY**

Most alterations to historic buildings within the district involve first-floor storefront material and configuration changes, as is typically found in small-scale commercial

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<sup>1</sup> Jackson, 3.

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districts. Upper-story changes are typically window replacement in original openings, or downsizing and infill. Some historic buildings from the 1880s and 1890s were modernized in the 1920s with what are now considered historic alterations. Of the 75 properties in the district, 8 (or 11%) were built after 1955.

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INVENTORY OF BUILDINGS

NO		STREET		STYLE/TYPE	DETAILS	DATE	RATING	HIST. NAME	ARCHITECT	BUILDER
19	E	CHICAGO	AV	City Hall/Library	Georgian Revival	1927	C	Hinsdale Memorial Building	Clark, Edwin H.	
20	E	CHICAGO	AV	Park		1877	C	Railroad Park		
8	W	CHICAGO	AV	Gas Station	Colonial Revival	c. 1950	C			
10	W	CHICAGO	AV	One Part Commercial Block	Classical Revival	1926	C			
24	W	CHICAGO	AV	Garage		1915	C			
26-28	W	CHICAGO	AV	Two Part Commercial Block	Art Moderne	c. 1940	C			
8	E	FIRST	ST	One Part Commercial Block	Classical Revival	1944	C	Schweidler & Mewherter Building	Zook, R. Harold	Brainer & Loehman
9	E	FIRST	ST	Two Part Commercial Block	Colonial Revival	1904	C			
10-12	E	FIRST	ST	One Part Commercial Block	Commercial style	c. 1912	C			
11-21	E	FIRST	ST	Two Part Commercial Block	Renaissance Revival	1925	C	Ostrum Building		
14-16	E	FIRST	ST	One Part Commercial Block		c. 1912	C	212-214 First Street Building		
18-20	E	FIRST	ST	One Part Commercial Block		1910	NC	Merrill, John C. F. Building		
22	E	FIRST	ST	Two Part Commercial Block		1978	NC	Hinsdale Chamber of Commerce	West, Phillip Duke	Pierson, Dave
25	E	FIRST	ST	Police Station/Fire Station	Georgian Revival	1935	C	Police and Fire Station	West, Philip Duke	
29	E	FIRST	ST	Theater	Renaissance Revival	1925	C	Hinsdale Theater	Barfield, William Gibson	
33	E	FIRST	ST	Two Part Commercial Block	International Style	1950	C	Philip D. West Office	West, Philip Duke	West, Philip D.
35	E	FIRST	ST	Two Part Commercial Block	Renaissance Revival	1929	C	Ray J. Soukup Building		Ewert, Walter

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7	W	FIRST	ST	Two Part Commercial Block		1922	C	Reineke, Henry Building		
8	W	FIRST	ST	Two Part Commercial Block	Gable Front	1888	C	Papenhausen Building		
13-15	W	FIRST	ST	Two Part Commercial Block	Renaissance Revival	1895	C	Buchholz Block		
14	W	FIRST	ST	Two Part Commercial Block	Classical Revival	1941	C	John Reineke Building/The Squire Shop	Zook, R. Harold	William Soltwisch & Sons
17	W	FIRST	ST	Two Part Commercial Block	Gable Front	1887	C			
18	W	FIRST	ST	Two Part Commercial Block	Gable Front	1894	NC	Hinsdale Laundry Building		
19	W	FIRST	ST	Two Part Commercial Block	Gable Front	1887	C			
22	W	FIRST	ST	One Part Commercial Block	Colonial Revival	1972	NC	Riccardo's Tailor Shop	Nemoede, Albert	Dressler, Phil & Assoc.
50	S	GARFIELD	ST	Gas Station	Colonial Revival	1929	C	Brewer Brothers Filling Station	Zook, R. Harold	
8	E	HINSDALE	AV	Temple Front	Classical Revival	1910	C	Hinsdale Trust and Savings Bank	Rawson, Lorin A.	Mercury Builders- (1953)
10	E	HINSDALE	AV	Two Part Commercial Block		1920	C	Dieke Building		
12	E	HINSDALE	AV	Temple Front		1909	NC	Western United Gas and Electric Company		
14	E	HINSDALE	AV	One Part Commercial Block	Art Deco	c. 1940	C	LaGrange Gas Company		
16	E	HINSDALE	AV	Two Part Commercial Block	Gable Front	1890	C			
18	E	HINSDALE	AV	Two Part Commercial Block	Prairie School	1907	C	Neidig, Edward F. Building		
21-25	E	HINSDALE	AV	Railroad Station	Renaissance Revival	1898-99	C	Brush Hill Train Station	Krausch, Walter Theodore	Grace & Hyde Company

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24	E	HINSDALE	AV	Two Part Commercial Block	Commercial style	1909	C	Mohr Building		
26-26.5	E	HINSDALE	AV	One Part Commercial Block		1957	NC			
28-30	E	HINSDALE	AV	Two Part Commercial Block	Classical; Renaissance Revival	1928-30	C	Clineff's Home Restaurant Building	Flaks, Francis A.	
32-34	E	HINSDALE	AV	One Part Commercial Block	Commercial Style	1912	C			
36	E	HINSDALE	AV	Two Part Commercial Block		1924	C			Brown & Loehman
40	E	HINSDALE	AV	Two Part Commercial Block	Neo-Traditional	1998	NC			
8	W	HINSDALE	AV	Two Part Commercial Block	Colonial Revival	c. 1927	C			
14-16	W	HINSDALE	AV	Two Part Commercial Block	Colonial Revival	1926	C	Old Post Office	Zook, R. Harold	William Soltwisch and Sons
18	W	HINSDALE	AV	One Part Commercial Block		c. 1902	C			
20	W	HINSDALE	AV	Two Part Commercial Block		1894	C			
24	W	HINSDALE	AV	One Part Commercial Block	Commercial style	1923	C	Fleck Automobile Building		
28	W	HINSDALE	AV	One Part Commercial Block		1922	C	McClintock Building/Auto Dealership		
13	S	LINCOLN	ST	One Part Commercial Block		c. 1920	NC			
53	S	LINCOLN	ST	Freestanding	Colonial Revival	c. 1935	C			
109		SYMONDS	DR	Post Office	Georgian Revival	1939-40	C	United States Post Office - Hinsdale, IL	Simon, Louis A.	
40-46		VILLAGE	CT	Strip Mall	Colonial Revival	1908, 1960s	NOC			
33-35	S	WASHINGTON	ST	Two Part Commercial Block	Queen Anne; Classical	1900	C			Frosher, Adolph

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34-36	S	WASHINGTON	ST	Two Part Commercial Block	Colonial Revival	1891	C	Fox Building		
39	S	WASHINGTON	ST	Two Part Commercial Block	Queen Anne	1897	C			
40	S	WASHINGTON	ST	Two Part Commercial Block		1894	C	William Evernden Building		
41	S	WASHINGTON	ST	One Part Commercial Block	Commercial style	1932	C			
42	S	WASHINGTON	ST	Two Part Commercial Block		1894	C	John Bohlander Building		
43	S	WASHINGTON	ST	Two Part Commercial Block	Commercial Style	1901	C			
44	S	WASHINGTON	ST	Two Part Commercial Block	Colonial Revival	1909	C	Olson's Dry Goods		
45	S	WASHINGTON	ST	Two Part Commercial Block		1993	NC			
46	S	WASHINGTON	ST	Two Part Commercial Block		1912	C			
47	S	WASHINGTON	ST	Two Part Commercial Block	Italianate; Colonial Revival	1881	C			
48	S	WASHINGTON	ST	One Part Commercial Block		1914/19	NC			
49-51	S	WASHINGTON	ST	Two Part Commercial Block	Colonial Revival	1889	C	Oswald Building	Zook, R. Harold (1928 remodel)	
50	S	WASHINGTON	ST	Two Part Commercial Block		1988	NC			
52	S	WASHINGTON	ST	Two Part Commercial Block		1898	C	Karlson's Building		
53	S	WASHINGTON	ST	Two Part Commercial Block	Classical Revival	1927	C			
54	S	WASHINGTON	ST	Two Part Commercial Block	Queen Anne	1892	C			

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101	S	WASHINGTON	ST	Two Part Commercial Block	Classical/Renaissance Revival	1927	C	Hinsdale State Bank	Barfield, William Gibson	
102	S	WASHINGTON	ST	Two Part Commercial Block	Queen Anne	1888	C	Papenhausen Building		
104-106	S	WASHINGTON	ST	Two Part Commercial Block		1910	C			
108-110	S	WASHINGTON	ST	Two Part Commercial Block	Renaissance Revival	1925	C	Theidel Building		
112-114	S	WASHINGTON	ST	One Part Commercial Block	Tudor Revival	1929	C		Steinberg, Edward P.	
116-118	S	WASHINGTON	ST	Two Part Commercial Block		1915	C			
120	S	WASHINGTON	ST	Two Part Commercial Block	Colonial Revival	1965	NC			

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

**STATEMENT OF SIGNIFICANCE**

**SUMMARY**

The Downtown Hinsdale Historic District is eligible for listing in the National Register of Historic Places locally under Criterion A for its associations with commercial and business development between 1865 and 1955 in Hinsdale, a small-scale railroad suburb of Chicago. From early blacksmith shops and other businesses of the late 19<sup>th</sup> century, to the arrival of chain stores in the early-to-mid 20<sup>th</sup> century, this grouping of historic structures served as the first major business center of the community. It also was the governmental heart of the community, with its village hall, post office, and public services carefully planned and located. The district is also eligible under Criterion C for its architecture, with significant historic commercial structures in designs representing 19<sup>th</sup> and 20<sup>th</sup> century small-scale business district in a suburban Chicago community.

**HISTORY OF HINSDALE, ILLINOIS**

Chicago, with a network of 11 separate railroad lines that entered the city from 1847 through 1861, was to experience astonishing outward suburban residential growth and settlement in the mid to late 19<sup>th</sup> century. Along the railroad lines, stations were built and towns were settled by well-to-do commuters who desired to reside in a semi-rural environment away from, but close enough to, the city. Real estate developers laid out residential subdivisions on vacant agricultural land and provided streets and other infrastructure. Upon individual lots in these subdivisions, single-family homes were developed. The suburban ideal became so popular that by 1873, more than 100 railroad suburbs surrounded the city of Chicago. Hinsdale is one of these suburbs, founded by developer William Robbins in anticipation of the location of the Chicago, Burlington, and Quincy Railroad's (C. B. & Q. R. R. ) commuter line through the area in 1864.

Although the Village of Hinsdale, Illinois began as "Brush Hill," a small rural community and toll gate stop along the mid-19<sup>th</sup> century Southwest Plank Road from Chicago, its growth and development is directly tied to the arrival of the railroad. Hinsdale, located in the southwest suburbs of Chicago, is an exceptional example of an upper-middle-class



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railroad suburb that developed across the U.S. from 1850 through 1880. As transportation shifted to rail in the mid-19<sup>th</sup> century, a number of Illinois towns vied for railroad lines that were rapidly expanding outward from the city of Chicago. To the west of the city, a railroad connection was established from Chicago to Aurora in 1849, which connected with the Chicago and Galena Union Railroad at Turner Junction (now West Chicago). However, the route from Chicago to Aurora was not direct and tacked on an additional 12 miles.<sup>2</sup> The C. B. & Q. R. R. operated this main line that continued on to the Illinois towns of Mendota, Galesburg, Peoria, and Quincy and terminated in Burlington, Iowa. In 1858, petitioners from the early DuPage County towns of Naperville, Downers Grove, Brush Hill (now Hinsdale), and Lyons asked C. B. & Q. R. R. executives to consider running a direct route from Chicago to Aurora through their towns. After track-usage rights were terminated by the Galena and Chicago Union Railroad, a resolution was passed in 1862 by the C. B. & Q. R. R. to construct a branch railroad from the "main line" in Aurora into the City of Chicago. Although the Civil War hampered construction efforts on this new 35-mile rail line, it was completed in May 1864.<sup>3</sup> The first passenger station in Brush Hill (Hinsdale) was constructed in the same year.

When surveyors for the C. B. & Q. R. R. began laying out the railroad in 1862, William Robbins came with them. An energetic businessman originally from New York, he made his fortune in California. Returning to the Midwest, he capitalized upon the impending real estate boom that was to occur in Chicago's western suburbs along the C. B. & Q. R.R. He purchased, from a Mr. Jones, 700 acres of virgin soil that was mostly treeless, with only tall grass and hazel bushes growing on it.<sup>4</sup> This land lay on either side of the rail right-of-way, which had been selected through the valley south of the existing town of Fullersburg. He built his own summer residence in 1864, called "Woodside," and then set about subdividing the first of his lands for development.

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<sup>2</sup> Dugan, 69.

<sup>3</sup> Dugan, 73.

<sup>4</sup> Bateman, 674. Other sources say 800 or 1000 acres.

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Robbins platted the original Town of Hinsdale in 1865, and recorded it in DuPage County in August 1866.<sup>5</sup> This plat included one block on the north side of the railroad tracks (Block 1), with a location for the depot at the east end. South of the tracks lay the remaining 13 blocks. Of these, all but three were subdivided into 50-foot lots, with the narrow frontage oriented to the north-south streets, and having alleys running north and south through the middle of the blocks. Blocks 2 and 3, adjacent and immediately south of the tracks, soon were re-subdivided for commercial use. Much of the Downtown, Hinsdale Historic District is located within the original blocks in Robbins' 1865 Town of Hinsdale subdivision. William Robbins began advertising his lands in Chicago newspapers and even commissioned a few homes to be built for renters who were interested in properties within his subdivision.<sup>6</sup> He was so successful that he began to subdivide more lands in 1866 and 1871. These subdivisions became known as the William Robbins Addition to Hinsdale and the William Robbins Park Addition, respectively.

**A RAILROAD SUBURB'S CENTRAL BUSINESS DISTRICT**

By 1873, when the village was incorporated, much of the community was platted for housing development. In areas north and south of the Burlington tracks, a number of residences already had been constructed. As was common in many residential railroad suburbs, a small commercial district developed adjacent to the railroad station and tracks to serve the residents of the area.

In Chicago's railroad suburbs of the late 19<sup>th</sup> century, one often sees either a linear configuration, where commercial buildings are located on a street or streets that parallel the tracks, or in a T- or perpendicular configuration, where buildings are located on a street that intersects the tracks. These traditional Chicago suburban historic commercial districts were built over time around a commuter train station and usually represent buildings from the earliest period of community development through the current era. Often, suburban downtowns have nearby or adjacent parks that served as open space for formal or informal public gathering.

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<sup>5</sup> 1874 Atlas and History of DuPage County, Illinois, 4. The Town of Hinsdale subdivision is located in the Northwest Quarter of Section 12 in Downers Grove Township, DuPage County, Illinois.

<sup>6</sup> Bakken, 14.

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Initially, Hinsdale's commercial core developed in a traditional T- or perpendicular configuration, located on the south side of the Chicago, Burlington and Quincy Railroad tracks. Commercial buildings developed along Washington Street perpendicular from the tracks southward to First Street. It was logical for development to occur here, as Washington Street intersected the tracks just east of the 1864 brick train station (demolished). A small park, known as Railroad or Burlington Park, was established on the north side of the tracks and dedicated for public park use by 1877.

In the 1870s, stores and a post office, a hotel, a large stone schoolhouse, and a small number of churches were located within the village and population numbered 1500.<sup>7</sup> The earliest extant commercial buildings in the village are along South Washington Street and date to the 1880s. The earliest building appears to be 47 S. Washington Street, a Two-Part Commercial Block with Italianate and Colonial Revival detailing. It is believed to date to 1881 and was later remodeled. The most significant of the 1880s buildings is the substantial Papenhausen building, a Two Part Commercial Block in the Queen Anne style at 102 S. Washington Street. Built in 1888 for tailor John Henry Papenhausen, this corner brick building with a tower has been subsequently remodeled over the years. Historically, it has housed notable Hinsdale businesses including Walter Davidson's plumbing business and Richard Schweidler's paint store that later moved to 8 E. First Street.

As the town grew, developers in Hinsdale continued to subdivide their land, attracting more residents and small-scale businesses to this Chicago suburb. Businesses that located in a suburban commercial area, like Hinsdale, in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries historically served the residents of the immediate community and often included retailers and service-oriented businesses such as dry goods stores, tailors, drug stores, blacksmiths, bakeries, butchers, and hardware stores. Most of these businesses were individual or family-run operations in two-story single storefront buildings, with living quarters or often storage on the second floor. The businesses were pedestrian-oriented, attracting customers walking often to and from the train station along Hinsdale's 19<sup>th</sup> century wood plank sidewalks.

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<sup>7</sup> Chamberlin, 418.

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In the 19<sup>th</sup> century, very little commercial activity took place north of the commercial core of Hinsdale. The few exceptions were businesses that made heavy use of the trains' freight service, such as F. W. Graue's feed mill and George Boger & Co.'s wood and coal yard, both adjacent to the tracks just west of Lincoln Street; J. Bohlander and Son's feed mill and wood and coal yard, also adjacent to the tracks just west of Garfield Street; and a lumber shed on the corner of Chicago and Washington.<sup>8</sup> The first water works, built during the 1890s, was one of the first major nonresidential projects north of the tracks.<sup>9</sup>

Another important exception north of the tracks was the Hinsdale Hotel, later known as the Park Hotel. The proprietors, Charles P. and Thomas B. Clarke, built the hotel along the west side of Washington Street in 1867. It operated as a hotel for 50 years, until 1908. In 1911 the building was cut in half and moved to two separate locations (NE corner of Madison and Chestnut and 549 York Road).<sup>10</sup> Also at this time, there were a number of early auto-related businesses to the north of the tracks on the former Park Hotel property.<sup>11</sup>

The 1890s saw an era of extensive improvements and the emergence of public utilities in the village. Bonds were issued for a waterworks (1890), drainage system (1891), and electrical lines (1896). Streets were paved beginning in 1892 and cement sidewalks replaced the old wood plank walks in 1904.<sup>12</sup> The *Hinsdale Doings*, a newspaper that continues publication to this day, began in 1894. Hinsdale came to be regarded as one of the most beautiful and desirable middle-class suburbs. Its status was enhanced by the publication of an article entitled "Hinsdale the Beautiful" in the November 1897 issue of *Campbell's Illustrated Journal*. This journal included a description of "Hinsdale's Business Houses" and a business directory. Many of Hinsdale's most impressive commercial buildings were illustrated in that issue, including the following in the historic district:

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<sup>8</sup> 1898 Sanborn Insurance Map of Hinsdale.

<sup>9</sup> Bakken, 153.

<sup>10</sup> Bakken, 62.

<sup>11</sup> 1909 Sanborn Insurance Map of Hinsdale.

<sup>12</sup> Bateman, 676-677.

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Fox Brothers' Building, 34-36 S. Washington Street (SW corner Washington and Hinsdale)  
Papenhausen's Building, 102 S. Washington Street (SW corner Washington and First)  
John Bohlander & Son's Hardware Store, 42 S. Washington Street  
William Evernden's Drug Store, 40 S. Washington Street  
Fox Brothers Building (remodeled), 49-51 S. Washington Street  
Buchholz Building, 13 W. First Street

Fueled by the "Hinsdale the Beautiful" image, community leaders wanted an improved and architecturally impressive train station to anchor their downtown. After persuasion by village officials, a new C.B. & Q. R. R. commuter train station, with the latest conveniences complete with waiting room and baggage room, was designed and built south of the tracks, and a block east of the old one in 1898-99.<sup>13</sup> Designed by architect and engineer Walter Theodore Krausch of the Chicago, Burlington and Quincy Railroad, the station is handsomely Renaissance Revival in design. According to Ira J. Bach and Susan Wolfson in their 1986 book, *A Guide to Chicago's Train Stations*, the Hinsdale Station departed from earlier frame Burlington stations and became a prototype for its later important commuter depots. Whereas many of the 19<sup>th</sup> century Burlington commuter stations were of frame construction with a protective canopy, the Hinsdale station was one of the first to use substantial masonry construction with a heavy tile roof and canopies integrated into the design. Exhibiting architectural fashion at the time, the depot was also one of the first historic revival style commuter stations for the C. B. & Q Railroad.

**BURLINGTON PARK**

Once the depot was completed, village officials looked to improve Railroad Park, located just to the north of the new depot and tracks. Even though a community park had been established on the site in the early years of Hinsdale's development, it was

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<sup>13</sup> Contracts Awarded. *American Contractor*, October 8, 1898, p. 22. "Archt. W. T. Krausch, r. 67, 209 Adams st., let the general contract to the Grace & Hyde Co., 414 Tacoma building, for a railway station to be built at Hinsdale, Ill., for the Chicago Burlington and Quincy Railway Co., 209 Adams st., Chicago. It will be 1-story and basement, 171x40 ft., of Roman brick and stone, have tile roof, hard wood finish, hot water heat, electric light, ventilators, hard plaster and will cost \$16,000. The L. H. Prentice Co., 203 Van Buren st. has the heating contract, and J. J. Wade & Son, Monadnock blk., the plumbing. Work has been started."

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not until the turn of the 20<sup>th</sup> century that Railroad Park, later known as Burlington Park, was first improved. In 1900, the triangular shaped parcel was sold to the Village of Hinsdale who then turned the rights over to the railroad who agreed to grade and care for the park. It is unclear when the park, designated for public use in the original Town of Hinsdale subdivision, fell into private hands, but William Johnson and his wife, who owned a carpenter shop, held the deed for lots 1, 2, and 3 in Block 1 of the Town of Hinsdale in 1900.<sup>14</sup>

Between 1900 and 1904, cooperative efforts between the village and the C.B. & Q. R.R. improved Burlington Park. Initially, A. L. Scranton of Western Springs was hired by the C.B. & Q.R.R. to lay out sidewalks, wildflower beds and a bridge over Flagg Creek, a stagnant stream that meandered just north of the tracks through the park. Then Miss McLain of Chicago, a landscape gardener who was reported to have improved depot grounds of other western railroads, was placed in charge of the improvements.<sup>15</sup> Her efforts in 1902-04 were the first towards a consciously-designed layout of this local park. Beautification efforts included leveling grounds, eliminating the ditch, paving the bed of the Flagg Creek with cobblestone, converting the grounds to lawn, adding laid-out shrubs and flower beds, completing the walks, and installing two fountains. No record of her design and plantings has yet been uncovered.

As with any historic landscape, the park slowly evolved and experienced periodic change throughout its history. In 1934, Flagg Creek, a tributary of the Des Plaines River, was covered over as a New Deal-era project administered by the Civil Works Administration.<sup>16</sup> Once the creek was removed, changes again occurred to the design of the park. The "Beatty Fountain" was installed and sidewalk work, grading, and the installation of benches was undertaken by the village. (The Beatty Fountain was removed during World War II.) The village finally acquired all rights to Burlington Park in 1969, when the village board approved the purchase of the park from the railroad at a cost of \$125,000.

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<sup>14</sup> "Village Now Owns the Park." Hinsdale Doings, December 8, 1900.

<sup>15</sup> "Park Work is Begun." A *Hinsdale Doings* article in the "Burlington Park" subject file in the Newspaper Archive. Collections of the Hinsdale Historical Society.

<sup>16</sup> Bakken, p. 178.

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In recent years, further changes to the park include: the installation of the Peter Remedi Rose Garden in 1974; the placing of a sculpture to commemorate the village's 125<sup>th</sup> anniversary entitled "Stopping by the Woods on a Snowy Evening" by Colorado resident George Lundeen depicting the likeness of poet Robert Frost on a bench; the installation of a new fountain on axis with the Hinsdale Memorial Building and curvilinear paths and street furniture such as benches and lights in 2004. Since little documentation exists regarding the design intent of the park through the years, it is difficult to evaluate the integrity of the park as a historic, designed landscape. However, for more than a century, the park is notable for its continuous recreational use on the same parcel in the heart of the Downtown Hinsdale Historic District.

**20<sup>th</sup> CENTURY EXPANSION OF DOWNTOWN HINSDALE**

By the turn of the 20<sup>th</sup> century, the cluster of commercial buildings grew as population rose. Development spilled onto Hinsdale (Exchange) Avenue, which paralleled the tracks, and onto First Street, located one block south of the train station. In 1910, the C.B. and Q Railroad deeded Hinsdale (Exchange) Avenue to the village in exchange for paving the road from Washington Street to Vine Street. When paving of this 22-foot street was completed, new opportunities for commercial development arrived. Over time, a street wall of buildings was constructed along Hinsdale Avenue, directly across from the railroad station and paralleling the tracks. Development on Hinsdale Avenue added a common suburban linear configuration to the commercial district, where commercial buildings are located on a street or streets that parallel the tracks, to the already established T- or perpendicular configuration in Hinsdale.

Even though many new commercial buildings were constructed at the turn of the 20<sup>th</sup> century in downtown Hinsdale, development pressures also forced the conversion of domestic structures along First Street into commercial uses. These gable-front buildings include 8 W. First Street, 17 W. First Street, 18 W. First Street, and 19 W. First Street.

By 1910, Hinsdale's downtown was principally located between Hinsdale Avenue (Exchange Street) on the north, the south side of First Street to the south, Lincoln Street to the west, and the alley between Washington Street and Garfield Street on the east. Banks, including the Hinsdale Trust and Savings Bank at 8 W. Hinsdale Avenue,

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opened at this time, and branch offices of the Western United Gas and Electric Company at 14 E. Hinsdale Avenue (originally the LaGrange Gas Company when constructed in 1903) and the Chicago Telephone Company located in downtown Hinsdale.<sup>17</sup> Hinsdale's first telephone switchboard operated out of McGee's Drugstore at 49 S. Washington Street.<sup>18</sup> Fraternal organizations such as the Modern Woodmen of America, the Royal Circle, the Knights of Pythias, and the Ancient Order of United Workmen, all met in Hinsdale's downtown. Of note is the Hinsdale Masonic Lodge No. 934, who have met continuously in the same building in the hall on the second floor of 40 S. Washington Street since being chartered in 1911.<sup>19</sup> Other groups met in a lodge hall on the second floor of the Edward F. Neidig Building built in 1907 at 18 E. Hinsdale Avenue.<sup>20</sup>

As population neared 5,000 people by the 1920s, the downtown was to experience exciting changes. The period between the world wars brought new opportunities and construction in Hinsdale's downtown historic district through the growth of entertainment, the arrival of chain store retailing, and an increase in the community's aesthetic consciousness.

As recreational time and disposable income increased, the entertainment industry in the Chicago area was rapidly expanding. The popularity of moving pictures accounted for much of the industry's growth. As movie theaters spread into the commercial districts of Chicago's outlying neighborhood districts and suburban downtowns, Hinsdale welcomed a new form of entertainment to its central business district. The Hinsdale Theater first opened in 1913 at 8 East First Street (demolished), and later constructed a new building in 1925 still standing at 29 E. First Street. The Hinsdale Theater Building Corporation built an elaborately detailed, 1200-seat Renaissance Revival style movie theater with storefronts designed by local architect William Gibson Barfield.<sup>21</sup> Built at a cost of \$160,000, the theater opened in September 1925 with the movie "The Man Who Found Himself." Although principally showing movies, the theater did host numerous

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<sup>17</sup> 1909 and 1965 Sanborn Insurance Maps of Hinsdale; Ziegweid, 63.

<sup>18</sup> Bakken, 175-176.

<sup>19</sup> "Fraternal Organizations" subject file, Hinsdale Historical Society.

<sup>20</sup> Sterling, *Hinsdale and the World*, p. 90.

<sup>21</sup> Sterling, p. 55.



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events through the years. The building's storefronts housed retail businesses such as I. Forgan, Rodesiler's Barber Shop, Bud Hines' Photography Shop, and the Columbia School of Music.<sup>22</sup> Although ownership has changed through the building's history and the theater has been closed through troubled economic times, the Hinsdale Theater building represents an era of entertainment and good times for Hinsdale movie goers.

The 1920s also brought about a new kind of retailing to Chicago's neighborhood and suburban shopping districts to rival the existing individual or family-run stores. Arriving in these shopping districts were grocery, drug, and variety chain stores such as National Tea, A & P, Jewel Tea, Walgreens, and Ben Franklin. Often these chain stores and their developers constructed one-story buildings with multiple storefronts, occupying one space and leasing out the remaining stores. In Hinsdale, Loblaw's Groceteria, a Canadian-based chain grocery that was expanding in the Chicago area, constructed a one-story building with three storefronts in 1929 at 112-114 S. Washington Street. Through Loblaw's local developer, Isadore Schuman of Winnetka,<sup>23</sup> the north storefront was leased out to the Dutch Mill Candy Company, the middle storefront was not leased, and Loblaw's occupied the larger south storefront until Jewel Tea Company acquired Loblaw's Chicago area stores in 1932. Jewel remained at this location until 1953. Jewel Tea was not the only chain grocery in town. In the 1930s, the A & P operated at 41 S. Washington Street, the Piggly Wiggly at 46 S. Washington Street, and National Tea at 43 S. Washington Street.<sup>24</sup> Walgreen's Drug Store, one of Chicago's best known chain stores, purchased the inventory of locally-owned Strawn's Drug Store in 1934 and opened at 53 S. Washington.<sup>25</sup> Ben Franklin Stores, a variety store, opened at the former site of Strawn's Drug Store at 40 S. Washington Street.<sup>26</sup> Another locally run business, Neill's Drug Store, became a Rexall Drug Store (Martell Pharmacy) at 18 East Hinsdale.<sup>27</sup>

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<sup>22</sup> Ibid.

<sup>23</sup> Sterling, *Hinsdale and the World*, 69.

<sup>24</sup> 1938 Hinsdale Telephone Directory.

<sup>25</sup> Ziegweid, 77-78.

<sup>26</sup> Ziegweid, 20.

<sup>27</sup> Ziegweid, 61 and Sterling, *Hinsdale and the World*, 90.

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THE HINSDALE PLAN AND GOVERNMENTAL BUILDINGS

For the most part, the commercial district represented the natural expansion and evolution of a growing community prior to the 1920s. However, as the early decades of the 20<sup>th</sup> century rolled in, villagers made a concerted effort to influence and control the expansion of Hinsdale's commercial center during very prosperous times. The village improvement movement in Hinsdale was not new. Although the movement had its beginnings in the 1890s, it was not until the 1920s that beautification efforts gained momentum. Perhaps when one of the local auto dealers, Edward H. Fleck, the partner with Edward F. Buchholz in the local Ford dealership, proposed to build "the largest (automobile garage) east of the Mississippi" on the hilltop lots directly north of the Brush Hill Depot<sup>28</sup> villagers and planners accelerated their efforts to control growth and development.

Following the announcement of Mr. Fleck's plans, village resident Mrs. L. H. Freer and a number of prominent women of the village pressured local officials to acquire the proposed hilltop site for a Memorial Building to Hinsdale's fallen soldiers. Simultaneously, efforts accelerated in village planning. In 1922, the State of Illinois passed enabling legislation for zoning and planning that allowed the village board to establish the Hinsdale Plan Commission on December 2, 1922 with the purpose of creating a plan for the future improvement and development of Hinsdale. In 1923, a zoning ordinance was passed and the Hinsdale Plan Commission labored to establish direction and vision for the village and its civic improvements. The commission envisioned a modern village yet wanted design steeped in tradition. To help create a plan for the Village of Hinsdale, the renowned architectural firm of George W. Maher & Son was retained in 1924. The Hinsdale Plan, among other things, expanded the downtown core north across the tracks by creating a new focal point, the Memorial Building and Village Hall. Central to the plan was the lowering of the unsightly railroad tracks and shifting the heart of downtown eastward from Washington Street. Maher felt that the railroad tracks were an architectural problem for many suburban communities that grew up along the railroad, and wished to remedy the situation with a new plan for development. For Hinsdale, his firm sketched an axial plan that stretched across the tracks from Village Place (an alley that would be widened), to a landscaped memorial

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<sup>28</sup> *DuPage County Cultural and Historical Inventory*, 32; Bakken, 92.

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plaza with paths and fountain, surrounded by two community buildings and the village hall.<sup>29</sup> The tracks were never lowered and the plan for a Hinsdale Community center was not fully executed. However, after an aggressive fundraising drive by the president of City National Bank & Trust, Philip R. Clarke, the villagers privately raised the money for the construction of the Memorial Building.<sup>30</sup>

Prior to the construction of the Memorial Building, two brothers owned houses on the property. The older of the two homes, built before 1891, was the house of C. T. Warren. The house to the north of it, built between 1891 and 1898, belonged to C. C. Warren.<sup>31</sup> C. T. and C. C. Warren were partners with their brother N. H. Warren in the grain brokerage firm of N. H. Warren & Company located in Chicago. The Warrens arrived in Hinsdale in the 1870s and were early influential citizens. C. T. and C. C. Warren were also the founders of the Unitarian Church, and their brother N. H. was the first village clerk.<sup>32</sup>

The houses of the two brothers were cleared away for the new civic building and park after the community privately raised \$171,000. The new construction would not only house village offices, the American Legion, and a permanent home for the Public Library, but the building itself would also act as a memorial to the casualties of wars. Plans for the building itself were not drawn by the firm of George W. Maher & Son (George W. Maher died in 1926), but the Memorial Building Review Committee chose plans by architect Edwin H. Clark of Chicago that much resembled Maher's vision.<sup>33</sup> Construction commenced on November 12, 1927.<sup>34</sup>

Prior to the construction of the Memorial Building, all of the municipal buildings (except the water works) were located to the south of the tracks within the business district. Village Hall and the Fire Department were originally located on the site of 25 East First Street in a frame building. The 1935 structure on the site today was constructed as the

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<sup>29</sup> Maher, 234-236.

<sup>30</sup> *DuPage County Cultural and Historical Inventory*, 32.

<sup>31</sup> 1891, 1898 Sanborn Insurance Maps of Hinsdale; *1902 Chicago Blue Book*, 763.

<sup>32</sup> Dugan, 93, 137.

<sup>33</sup> Village of Hinsdale Landmark Application for the Hinsdale Memorial Building.

<sup>34</sup> Dugan, 161.

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new Fire and Police Station after the village offices had moved to the Memorial Building. The new Police and Fire Station was intentionally designed by local architect, Philip Duke West in the Georgian Revival style in keeping with the recommendations in the Hinsdale Plan. In 1969, both departments left this site for new quarters north of the tracks, completing the municipal office complex.

The United States Post Office had various locations in the downtown area before moving to its current location at 109 Symonds Drive on the east side of North Garfield in 1940. These earlier locations included the southeast corner of Washington and Hinsdale in the old Ross building; across the street in the Fox Brothers Building on Washington; in a frame building south of the second location; three doors from the third location on Washington; and finally in the Heineman building at the northeast corner of Washington and First Streets.<sup>35</sup> Hinsdale's United States Post Office, designed in the Georgian Revival style by supervising architect Louis A. Simon, was completed by 1940.

The Hinsdale Public Library also had no permanent home until the construction of the Memorial Building in 1927. Prior to that time, the small collection was housed mostly in the upper story of various downtown businesses.<sup>36</sup> Today, the library occupies the west wing of the Memorial Building.

**THE ARRIVAL OF THE AUTOMOBILE AND FURTHER DEVELOPMENT NORTH OF THE TRACKS**

The evolution from horse-drawn transportation to the automobile in the early 20<sup>th</sup> century also shaped the development of the downtown. North of the tracks, a transformation was occurring. The hotel livery and stable, originally run by blacksmith Mr. Nix, were successful secondary businesses of the Park Hotel while it was in operation. By 1905, the hotel had sold the barn and blacksmith shop to A. E. Keith, who opened what is thought to be Hinsdale's first automobile-related business, a garage and taxi service. The building subsequently became F. E. Roth's Hinsdale Garage in 1909 and Clifford N. Snow and H. J. Morgan's taxi company in 1911. By 1919, the

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<sup>35</sup> 1909 Sanborn Map of Hinsdale; Dugan, 191.

<sup>36</sup> Bakken, 108-109.

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Hinsdale Auto Company had constructed a new building on the site with a filling station in the northeasternmost portion of the lot.<sup>37</sup> Today, a Mobil gas station stands on the site at the southwest corner of Chicago and Washington Street.

As motoring grew from a hobby for the wealthy to a more popular mode of transport, more automobile-related businesses began to open in Hinsdale. Desiring to be close to downtown, owners of automobile dealerships, service stations, and garages constructed their businesses on available land north of the tracks and also on the fringes of the downtown core. Automobile-related buildings were concentrated north of the tracks along Chicago Avenue. The building at 24 W. Chicago Avenue, constructed in 1915 for George Boger, housed a Nash auto dealership for many years before Sarah and Forrest Mann purchased it. The Manns also owned the building at 28 W. Chicago Avenue. They first leased the building at 28 W. Chicago Avenue to the Socony Vacuum Oil Company, which operated a drive-through gas station. Later, Forrest Mann's Pontiac dealership opened with 24 W. Chicago Avenue used as the dealership's adjunct.<sup>38</sup>

Other important auto-related buildings were located on the fringe of the downtown core. These included the Ford dealership, formerly located at 36 E. Hinsdale, the Edward Fleck Chevrolet Auto Dealership Building at 24 W. Hinsdale Avenue, and an automobile sales and service building at 28 W. Hinsdale Avenue. The Ford Motor Company dealership was owned by partners M. Fleck and Edward F. Buchholz, who were prevented from moving closer to the other village auto dealers on Chicago Avenue when Memorial Hall was built there.

**POST WORLD WAR II ERA IN DOWNTOWN HINSDALE**

The changing habits of both the merchant and the shopper following World War II produced a new kind of retailing. Small pedestrian-oriented, historic commercial centers were believed to be overcrowded, and as people became more dependent upon the automobile, the number of parking spaces could not meet demand. Retailers were looking for larger spaces to incorporate wider aisles, larger displays, and deeper

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<sup>37</sup> Bakken, 92; Ziegweid; 92, 1898, 1909, and 1919 Sanborn Insurance Maps of Hinsdale.

<sup>38</sup> Ziegweid, 90-92.

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shelves. Historic commercial districts were supplanted by auto-oriented shopping centers that could meet modern retailing needs. Developers began purchasing properties outside the periphery of downtown Hinsdale by the late 1940s to create a new shopping center. On the western edge of downtown, Grant Square Shopping Center was begun in the fall of 1953. The original strip mall of stores that faced west was built along the east property line of the current property, located just west of Lincoln Street at Chicago Avenue. At the time of construction, proponents believed that Grant Square allowed the present commercial district in Hinsdale to "loosen up without destroying its character".<sup>39</sup> Grant Square, located just outside the boundaries of the historic district, was expanded twice: once in 1959-60 and then again in 1984-85.

Further retail competition outside Hinsdale came with the opening of regional shopping malls such as Oakbrook Center in nearby Oakbrook, fueled by the construction of interstate highways. Nevertheless, in recent times historic downtown Hinsdale has been rejuvenated through village-funded improvements and with the arrival of specialty boutiques, chain store retailers such as the Gap, and chain coffee houses like Starbucks that have kept many storefronts occupied.

**THE ARCHITECTURE OF DOWNTOWN HINSDALE**

As the heart of Hinsdale, the historic downtown maintains diverse commercial buildings that represent development from its platting in 1865 until modern times. The downtown does not represent one era of construction in Hinsdale, but depicts an evolution of commercial building types and storefront designs throughout its history. This collection of suburban commercial buildings, particularly those densely clustered along Hinsdale Avenue, Washington Street, and First Street, gives the downtown a strong presence within the Village of Hinsdale. The district should be considered as a whole rather than in part, since many of the buildings are not individually solid representatives of a particular style of architecture.

The commercial building, as a distinct architectural form, did not develop until the 19<sup>th</sup> century, even though trading centers and market halls have been around since antiquity. From the end of the 19<sup>th</sup> century until the age of the automobile, most

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<sup>39</sup> Advertisement in the Grant Square subject file, Hinsdale Historical Society.

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commercial buildings in the United States looked alike, although there might have been slight regional differences. Commercial buildings were typically joined by side party walls with the commercial business on the first floor and offices or residences above. The commercial building, as a form, almost always fits on its entire lot, and is built to the sidewalk. Within the Downtown Hinsdale Historic District, the evolution from single storefront buildings, providing space to an individual retailer, to multiple storefront buildings that provided space to a series of tenants such as chain store grocers, variety stores and druggists is apparent. A collection of buildings built for particular uses such as banks, gas stations, and public buildings are also represented in the district.

Commercial buildings characteristically have a storefront on the first floor that has often been remodeled due to changes in architectural fashion, marketing, and technology through the years. Historic storefront configurations usually follow a three-part system of bulkhead at the base, display window, and transom above. Historic display windows are often flush or recessed, with single panes and some sort of subdivision. Entry doors are usually centrally placed, off-center, or at the corner and can be either flush or recessed. Historic storefront materials are generally limited to wood or metal, with supporting columns and piers. Decorative storefront elements include molded cornices, column capitals, brackets, canopies, ceramic tile entries, and fascia boards. When a commercial building has more than one story, the entry door to the upper stories of the building is also integrated into the design of the storefront. The upper stories of a commercial building usually reflect some high-style elements, notably found at the cornice, in window treatments, or as applied ornament.

There is limited scholarly work that classifies the various types of commercial buildings that have been constructed in American business districts in the last 150 years. In *The Buildings of Main Street*, one of the few sources, Richard Longstreth has developed a classification system for historic commercial structures built within compact business districts prior to the 1950s. His system uses building mass as the determining factor. He classifies most commercial structures under four stories tall as either One- or Two-Part Commercial Blocks regardless of apparent architectural stylistic elements. The distinction between the two classifications is in whether there is a strong horizontal cornice, string course, or other architectural feature that visually divides the facade into one or two stacked horizontal bands. A One-Part Commercial Block is almost always one-story, while a Two-Part Commercial Block may be two or more stories tall. Most

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historic commercial buildings fall into one or the other of these two classifications. Generally these types were built before 1950, but occasionally a contemporary commercial structure may be built on an infill parcel on a traditional commercial street. Whether or not they share party walls with the adjacent building, generally only the front of a Commercial Block has any architectural detailing. The building is located at the front lot line, along a public sidewalk, and has display windows facing that sidewalk. There are usually no display windows, public entrances, or architectural treatment on the side facades, although occasionally a larger Commercial Block, located on a corner, may have part or all of the side facade treated similarly to the front.

Longstreth uses a few other massing types, of which the Temple Front can be found in Hinsdale. The Temple Front is a type that is derived from the temples of Greek and Roman architecture that is usually two or three stories high, and has a row of full-height columns extending across the front and a triangular pediment. He also classifies newer, commercial structures that sit apart from surrounding buildings as Freestanding, or Drive-In. This survey classifies all commercial buildings first by the massing types defined by Longstreth and second by the architectural stylistic features.

Many of the historic buildings in downtown Hinsdale are masonry, One- or Two-Part Commercial Blocks, in a rich variety of architectural styles encompassing a century of commercial development. Represented styles include Italianate, Queen Anne, Classical Revival, Colonial Revival, Georgian Revival, Renaissance Revival, Tudor Revival, and Commercial Style, the name given to design loosely based on simplified classical motifs and employed in much commercial construction of the 1910s and 1920s. The stylistic features and integrity of many of the older structures in Hinsdale are generally good, although the upper stories have been altered on some of the more notable buildings including window replacement and infill, and overall material replacement. Nevertheless, distinctive cornices and handsome window surrounds on many of the buildings give the district a sweeping historic character that is visually appealing.



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**ONE-PART COMMERCIAL BLOCK**

One-story commercial buildings are almost always One-Part Commercial Blocks. Two or more story Commercial Blocks may be classified as One-Part Commercial Blocks if the facade can be read as a single design element, with no projecting cornice or other strong horizontal design element dividing the first floor from the upper floors. Nineteen commercial buildings in the survey area have been classified as One-Part Commercial Blocks. They were built between 1902 and 1990 and display stylistic features of the Colonial Revival, Classical Revival, Tudor Revival, and Commercial styles. Historic One-Part Commercial Blocks can lack a great degree of integrity if they have been altered, since it is common to change the storefront details, configuration, and display windows of retail commercial structures. When commercial structures are two or more stories, an older historic character is often still evident on the upper floors. However, when the building is only one story, changing the first-floor storefront means substantially altering the entire front facade.

A good example of the One-Part Commercial Block is the Tudor Revival design at 112-114 S. Washington Street. Built in 1929, it was a prototype building for an early grocery store, Loblaw Groceteria. Identical designs by architect Edward P. Steinberg exist at 3244-3254 W. Bryn Mawr Avenue and 5546-5548 W. Belmont Avenue in Chicago, and he is likely the architect for the building in Hinsdale. Prominent features include a slate roof accented by two small gable-front dormers with half timbering and inset shield motif, appearing to rest on gargoyles, a terra cotta frieze with rope molding and crest panels, and terra cotta pinnacles at the top corners. Although the entire storefront has been reconfigured with non-historic materials, the character of the building is still present.

Another example of a One-Part Commercial Block, in a more uncharacteristic design of this type, is the Schweidler & Mewherter Building at 8 E. First Street. Designed by locally prominent architect R. Harold Zook, it was built in 1944 for a paint store. Although the brick building has a second floor behind the gable-fronted façade, the structure reads as a single part, with the gabled portico resting on Tuscan columns and stone pilasters with cornice returns. There is an oculus window at the center and a scalloped stone frieze over the storefronts. The only exterior alteration appears to be a bricked-in arched opening at the side.

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**TWO-PART COMMERCIAL BLOCK**

According to Longstreth, the Two-Part Commercial Block is considered the most common type of commercial building in America. Found principally in small and moderate-sized communities between the 1850s and 1950s, the building is always a two- to four-story building characterized by a horizontal division into two clearly separated zones. These zones reflect differences of use on the interior, with the ground-floor level possessing public places such as a store or lobby, and the upper stories having the more private spaces of the building including offices, living spaces, or a meeting hall. The upper stories often reflect domestic high style architecture in ornamentation.

The Two-Part Commercial Blocks in the district date from as early as c. 1888 through the 1990s. There are some excellent examples across several different high styles, from the second half of the 19<sup>th</sup> through the first three decades of the 20<sup>th</sup> centuries. Those that are significant designs include 35 E. and 19 W. First Street, 28-30 E. Hinsdale Avenue, and 33-35, 39, 43, 47, 49-51, 53, 101, and 102 S. Washington Street.

The Italianate-style Two-Part Commercial Block at 47 S. Washington Street, built in 1881, is believed to be the oldest building in downtown Hinsdale. The wood shingle cladding on the front façade and wood shutters from the 1950s are not original to the building, but some of its Italianate features are still visible. These include the wood cornice with dentil trim, brackets and wood frieze, and the classical window hoods.

A number of distinguished Queen Anne-style Two-Part Commercial Blocks are found within the historic district. The Queen Anne style is characterized by asymmetry and irregularity in form, with a variety of surface materials and textures. The Queen Anne style is usually evidenced in commercial buildings by corner towers and projecting bay windows on the upper floors. The Papenhausen Building at 102 S. Washington Street is an exceptional example of the style. Built in 1888, it sports a corner turret with fishscale shingles, conical roof and finial. There is a metal cornice with brackets, frieze, and triangular pediment. Decorative brickwork with sawtooth and recessed rowlock courses adds surface texture. Although there have been non-historic

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alterations such as the large bay window on the north facade and some replacement display windows, the distinctive historic character of this structure predominates.

Another notable Two-Part Commercial Block with Queen Anne styling is 33-35 S. Washington Street, built in 1900, which housed a drug store for over 100 years. Also on a corner site, it has a corner tower with belcast roof, finial, dentil trim, and wood panels. The wood cornice has a dentiled frieze and stone frieze below. In 2005, the windows were replaced in their original openings and the storefronts were remodeled.

One of Hinsdale's most architecturally significant buildings is the Two-Part Commercial Block in the Classical Revival style, formerly the Hinsdale State Bank, at 101 S. Washington Street. This structure was designed by noted architect William Gibson Barfield and built in 1927. It was identified in the Illinois Historic Structures survey likely for its exceptional terra cotta ornament executed by the American Terra Cotta Company of Chicago. The Classical Revival style came about during a revival of interest in classical models after the Chicago World's Columbian Exposition of 1893, and became fashionable throughout the country into the 1920s. The architects of the time who had received training at the Ecole des Beaux Arts in Paris contributed to the influence of this style. Classical Revival features include the prominent corner entry portico with triangular pediment, the terra cotta ornamented triangular pediment with modillions at the parapet level, the rooftop balustrade, and the corner quoins. The multi-light windows have dog-ear surrounds and keystones. The bank occupied this location until the late 1960s when a new bank building was constructed at 50 S. Lincoln Avenue in 1967, outside of the historic district boundaries. It is now occupied by a Gap clothing store.

Of the buildings within the Hinsdale commercial district built with Renaissance Revival detailing, the Ray J. Soukup Building at 35 E. First Street is a fine example. Built in 1929, it has housed the Soukup Hardware store, now Home and Hardware store, ever since. Its Renaissance Revival features include a ceramic tile roof, polychrome brick, and six-over-one wood double-hung windows. The storefront's historic configuration with recessed and angled display windows, recessed doors, and a three-part storefront configuration with bulkhead, display windows, and transoms were all replaced in 2004.

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An interesting Two-Part Commercial block in the International style shows the adaptability of this commercial type to modern styles. Architect Philip Duke West designed the structure at 33 E. First Street in 1950 for his offices. This trim design has an asymmetrical band of ribbon windows on the second floor topped by a flat, broad overhanging roof. Stacked brickwork is characteristic of the 1950s. The storefront is unaltered and features a diagonal recess with a corner support. Other alterations, however, including the aluminum soffits and new face brick are not original to the building.

A variation on the Two-Part Commercial Block in this survey is similar in form to a Gable Front house, a 19<sup>th</sup> century vernacular residential type. A Gable Front house is characterized by its roof shape, with the gable end facing the street. They were commonly built in the latter half of the 19<sup>th</sup> century as working-class homes, usually frame, with minimal projections on the front façade and a front entry on the open end of the gable. Some of the early commercial buildings in Midwestern downtowns were Gable Front structures built with display windows across the first floor and a residential unit on the second floor. In other cases, residential structures on the edges of the commercial district were converted to storefront use. These structures can be classified as Two-Part Commercial Blocks in this Gable Front variation.

One of these Gable Front types is at 19 W. First Street. Businesses were first incorporated into this structure in the 1920s. The structure is notable for its Queen Anne detailing found in the frieze board and decorative boards, and the diamond and fish scale shingles in the gable end. The storefront has been reconfigured with non-historic materials.

**TEMPLE FRONT**

There are a few commercial types that do not fit within the Commercial Block classification system. One of these, the Temple Front, was developed not primarily for commercial use, but more often for public, institutional, and religious buildings, beginning in the 1820s. The façade of this type is derived from the temples of Greek and Roman architecture. Usually two or three stories high, a Temple Front building

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has a row of full-height columns extending across the front, often with a triangular pediment. In the first three decades of the 20<sup>th</sup> century it was commonly used for banks. The former Hinsdale Trust and Savings Bank at 8 E. Hinsdale Avenue is one of two Temple Front buildings in the survey area. Constructed in 1910, it was designed by architect Lorin A. Rawson. It features a full-height, triangular pedimented entry bay with colossal, fluted, Tuscan columns, a wide frieze, and prominent stone cornice. This building is significant despite the replacement windows and doors.

**OTHER COMMERCIAL STRUCTURES: THEATER**

The Hinsdale Theater, at 29 E. First Street, is an attractive Renaissance Revival structure designed by noted local architect William Gibson Barfield. Although it can be loosely classified as a Two-Part Commercial Block, the front façade is dominated by a projecting central bay with round arch and leaded glass window. Storefronts flank the main theater entry. Elaborate terra cotta ornament, produced by the American Terra Cotta Company of Chicago, including rope molding, egg and dart trim, acanthus motifs, drip molds, and full-height corner piers with corner blocks is exceptional. The building was constructed in 1925 by the Hinsdale Theater Building Corporation and was operated continuously as a theater until about 1999. It was noted in the Illinois Historic Structures Survey.

**POST-1950s COMMERCIAL TYPES**

Longstreth's typology does not work well with buildings constructed after the 1950s, as he states in his epilogue.<sup>40</sup> Many of the commercial buildings constructed after that time are "freestanding." They are situated typically on larger parcels, usually not adjacent to any other buildings, and with parking in front, on the sides, or even surrounding the building. Entrances are oriented in a way to accommodate the automobile passenger. Longstreth suggests the terms Freestanding, Strip Mall, and Drive-In for some of these types.

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<sup>40</sup> Longstreth, 126-131.

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Freestanding buildings are typically one story, occasionally two story, but differ from Commercial Blocks in that they have architectural treatment on two or more sides. They are newer, having been built in the age of automobile access. The entry is usually off the street, away from the sidewalk, oriented to a parking lot on the side or surrounding the building. The structure may occupy an entire city block and be surrounded by parking. There is only building that has been classified as a Freestanding building, 53 S. Lincoln Street, and it is considered contributing to the district.

Another post-1950s structure in the district is a Strip Mall. The Strip Mall abandons all concern for pedestrian accommodation and is usually a long, one-story structure that contains multiple storefronts. It is set back from the street with a large parking lot across the front and sides. There is one Strip Mall in the district at 40-46 Village Place. Although it incorporates fragments of an older, 1908 structure on the ends, the bulk of the structure dates from the 1960s. It is non-contributing to the district.

**TRANSPORTATION-RELATED BUILDINGS**

The Burlington, Northern, and Santa Fe station at Brush Hill was essential to the early development of Downtown Hinsdale. The existing station at 21-25 E. Hinsdale Avenue is the village's second depot, dating from 1898-99. Designed in the Renaissance Revival style by architect Walter Krausch, it was restored in 1978. The long, low building features a hipped, red ceramic tile roof with broad overhanging eaves and rafter tails. The building is both architecturally and historically significant. The 1978 restoration included some window replacement.

With the growing popularity of the automobile in the 1920s and a major road-building campaign, buildings serving automobile traffic, such as the gasoline station and the commercial garage, emerged along America's expanding network of roads and highways.

With the arrival of the automobile, a number of automobile service facilities located on the edges of the downtown commercial district on Hinsdale Avenue and Garfield Street. These included garages and gas stations. There were also a number of

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automobile showroom buildings that were built as one-story structures with truss roofs and display windows along the sidewalk.

There are three Gas Stations in the district, the earliest built in 1929 and the others built in the 1950s. The Village Gas Station (Brewer Brothers Filling Station) at 50 S. Garfield Street is the oldest standing Gas Station in Downtown Hinsdale, having been built in 1929 for the Brewer Brothers. Locally prominent architect Harold Zook was chosen as its designer and the result is a handsome Colonial Revival building that contains the office and garage. The brick building has a cross gable slate roof with cornice, frieze, and dentil trim. There is a cupola with belcast roof, multi-light windows, and classical door surrounds. Unfortunately, a 1990s canopy over the gas pumps detracts from its historic integrity.

Commercial Garages in the historic district appear to have been built in Hinsdale between the 1920s and 1950s. One contributing historic automobile garage is located in the district, 24 W. Chicago Avenue, built in 1915. There are also several One- or Two-Part Commercial Blocks that originally housed automobile showrooms or repair shops, but are now retail storefronts or offices. These include 10 W. Chicago Avenue built 1926; 24 W. Hinsdale, built 1923 as the Fleck Automobile Building; 28 W. Hinsdale Avenue, built 1922 as the McClintock Building; and 36 E. Hinsdale Avenue. The structure now at 40 E. Hinsdale Avenue replaced an automobile dealership building.

**GOVERNMENT BUILDINGS**

The first government buildings in Hinsdale were built within the commercial core south of the railroad tracks. However, as the town grew and so did the need for larger government service quarters, newer facilities were built on former residential estates on the north side of the tracks. In 1927, the Hinsdale Memorial Building, which later housed the Village Hall and Library, was built on a large site at 19 E. Chicago Avenue, and in 1940 a new Post Office was built at 109 Symonds Drive. A new Police Station was built within the historic downtown core in 1935 but was replaced in 1969 with a Police Station north of the tracks at 121 Symonds Drive. A Fire Station was also built in 1969 at 123 Symonds Drive, completing the government services complex north of the railroad tracks. The Hinsdale Memorial Building, Post

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Office, and 1935 Police Station (now the Hinsdale Bank and Trust) are the most notable governmental buildings in the district.

Major governmental buildings were often built in architectural high styles and their designs expressed the monumentality of government. First suggested by architect George Maher in 1923, local architect R. Harold Zook, who served on the architectural committee of the Village of Hinsdale Plan Commission, chose Georgian Revival architecture for village buildings in Hinsdale's 1932 master plan. The Hinsdale Memorial Building is an impressive building in the Georgian Revival style, sited atop a hill overlooking the railroad station and downtown Hinsdale. The two-story structure is symmetrical with its principal façade facing south across a large lawn. This facade is dominated by a two-story, projecting portico with pediment. Entrance to the building is actually on the north façade, which has a circular drive enclosed by side wings to the main structure built in 1957 and the 1990s. The original structure has a side gabled slate roof with matching end chimneys, and a three-tiered cupola/clock tower in the center. Other Georgian Revival features include the cornice with dentils, the rounded dormers, and the multi-light windows. The architect of the Memorial Building was Edwin H. Clark. The surrounding grounds are a simplified version of a master plan for a civic center by George Maher & Son, Architects and Town Planners.

The U.S. Post Office at 109 Symonds Drive is another handsome building in the Georgian Revival style. One story, and simpler than the Memorial Building, it too is symmetrical with a projecting central entry bay with pediment. An arched stone relief panel within the pediment has an eagle and banner inscribed with "United States Post Office." Atop the hipped, slate roof is a wood cupola. Windows are double hung, multi-light. Supervising architect for the structure was Louis A. Simon.

The former Police and Fire Station at 25 E. First Street was also designed in a Classical-based style, in this case Colonial Revival. Designed by Philip Duke West and built in 1935, it housed those municipal functions until they moved north of the tracks to Symonds Drive in 1969. The structure has an upright portion with a front-facing gable, and an attached, two-story wing. The upright portion has a classical front entry surround with broken pediment, fluted pilasters at the sides, and a frieze. The gable ends have cornice returns and the whole section is topped with a cupola.



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There were originally garage doors on the wing portion, but these were replaced with the decorative portico shielding display windows. The other windows are multi-light, double hung sash with keystones. These are replacement windows. The structure is significant despite its alterations, as a fine example of Colonial Revival architecture and for its associations with local government. It was also cited in the Illinois Historic Structures Survey.

**PROMINENT ARCHITECTS AND BUILDERS IN DOWNTOWN**

Few architects have been linked to the design and construction of the buildings in the Downtown Hinsdale Historic District. The following are some of the architects who have been identified:

William Gibson Barfield (b. September 19, 1857 – d. April 4, 1945, Hinsdale, IL) was a native of England who came to the U.S. in 1882 and was naturalized two years later. After his arrival in the U.S., he established an architectural practice in Chicago. Between 1882 and 1935, William Barfield designed a number of buildings including the Arcadia Dance Hall, Hinsdale State Bank, schools in Lake View, and a residence for Chief Justice Fuller. According to the Chicago Historic Resources Survey, he also designed a manufacturing building in 1924 on Chicago's Near North Side at 834 W. Eastman Street, and a single family residence in 1908 at 5521 S. Woodlawn Avenue in Chicago's Hyde Park neighborhood. Within Downtown Hinsdale he designed two commercial structures, one at 29 E. First Street and the other at 101 S. Washington Street. He was a long-time resident of Hinsdale, and spent the latter part of his life at his home at 112 N. Lincoln Street.<sup>41</sup>

Edwin Hill Clark (b. April 11, 1878, Chicago, IL – d. January 1967) was a graduate of Phillips Academy in Andover, MA and Yale University (Ph.B. 1900). He began the practice of architecture in 1903 in the offices of William A. Otis, and was made a member of the firm of Otis & Clark in 1908. In 1920, he began a partnership with Chester Walcott, with whom he practiced until 1924, when he began designing on his own. According to the Art Institute of Chicago, which houses the Edwin H. Clark Collection, his most prominent works include the Chicago Zoological Park, the Lincoln

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<sup>41</sup> Marquis, Albert Nelson, editor. *Who's Who in Chicago and Vicinity*, 59.

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Park Administration Building, the Primate House, and the Aquarium, the Winnetka Village Hall, and the Hinsdale Memorial Building. In addition to designing institutional buildings, he was a prolific residential architect, designing private residences in the Chicago area and throughout the United States.<sup>42</sup>

Walter Theodore Krausch (b. June 11, 1867, Philadelphia, PA – d. December 9, 1930, LaGrange, IL) served as Engineer of Building for the Chicago, Burlington and Quincy Railroad from 1891-1906 and later as their consulting architect and engineer. He was educated at a technical school in Buffalo, NY and was a graduate of Northwestern University.<sup>43</sup> He was also vice-president of the American Railway Bridge and Building Association, a member of the Western Society of Engineers, and a member of the Roadmasters and Maintenance of Way Association.<sup>44</sup> The Chicago, Burlington, and Quincy Railroad Station, known as the Brush Hill or Hinsdale Station, was designed by him in 1898 and constructed through 1899 at 21-25 E. Hinsdale Avenue.

Philip Duke West (b. May 2, 1905, Calumet, MI – d. November 16, 1974, Palm Desert, CA) was a local Hinsdale architect who was educated at the University of Michigan (B.S. Arch, 1929) and was employed as a designer, draftsman, and superintendent at a number of prestigious Chicago architecture firms including Holabird & Root (1926-1930), Philip Maher (1930-1931), and Schmidt, Garden & Erickson (1944-1945). Additionally, he was the chief architect for Butler Brothers (1945-1947). In 1947 in Hinsdale, he started his own firm, Philip Duke West, and designed and built his office in the historic district at 33 E. First Street in 1950. Philip Duke West designed a number of prominent buildings in the 1930s, 1940s, and 1950s, including the Hinsdale Police and Fire Station Building at 33 E. First Street (1935), the Sinnissippi Farm, Oregon, Illinois (1950), the Kankakee (Illinois) Daily Journal Building (1951), and the Oak Park (Illinois) YMCA (1953-1954). In addition to his own office and the Police and Fire Station, other buildings designed by Philip West in Hinsdale include the recently demolished International Style professional office building at 111 S. Lincoln Street (1955) and residences at 216 N. Garfield Street (1938), 421 W. Maple Street (1941), and the architect's own residence at 111 N. Madison (1941). West later formed a partnership with Donald Hill Bergstrom,

<sup>42</sup> *Who's Who in Chicago and Vicinity*, 195. Edwin H. Clark (1878-1967) Collection 1885-1960, Art Institute of Chicago.

<sup>43</sup> Marquis, Albert Nelson, editor. *The Book of Chicagoans*, pp. 393-94.

<sup>44</sup> "Walter Krausch Called by Death." *The LaGrange Citizen*. Thursday, December 11, 1930.

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called Philip West, Donald Bergstrom & Associates. This firm designed the Hinsdale Police Station at 121 Symonds Drive (1969) and the Hinsdale Fire Station at 123 Symonds Drive (1969). In 1967, he retired to Palm Desert, CA, where he died seven years later. Philip West was a prominent member of the Hinsdale community and also served on the Hinsdale Plan Commission beginning in 1950.<sup>45</sup>

R. Harold Zook (1889-1949) was a Hinsdale resident, and is known to have designed 31 homes and six commercial buildings in Hinsdale. His buildings are charmingly unique and superbly crafted. They often display signature features including thatched roofs, spiderweb windows and leaded-glass, V-shaped windows that protrude like the prow of a ship, chevron-patterned doors, and layered moldings. He also designed some Tudor Revival-style homes with slate roofs.

Born in Indiana in 1889, he received his degree in architecture from the Armour Institute of Technology (now IIT). He began his career with Howard Van Doren Shaw and later opened his own offices in Chicago. In 1924, Zook and his family moved to Hinsdale to a home he designed at 327 S. Oak Street (now relocated). From 1932 until his death in 1949, he was chairman of the architectural committee of the Hinsdale Plan Commission. In that position he implemented a master plan for the village. Although few of his architectural records have survived, 92 buildings have been authenticated as Zook designs, among them 80 homes and 12 municipal/commercial structures.

Zook designed four commercial buildings in the Downtown Hinsdale Historic District and one remodelling. These include 8 E. and 14 W. First Street, the gas station at 50

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<sup>45</sup> Obituary. "Philip Duke West." *Chicago Tribune*. Thursday, November 21, 1974, Sec. 4, p. 17, col. 4. "Philip West, Donald Bergstrom & Associates, Inc." in Gane, John F., editor. *American Architects Directory, Third Edition, 1970*. New York: R. R. Bowker Company, 1970, p. 980.

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S. Garfield Street, 14-16 W. Hinsdale Avenue, and the remodelling at 49-51 S. Washington Street.

**CONCLUSION**

For over 140 years, Downtown Hinsdale has been the historic heart of the community. It is a retail and municipal center, locus for civic meeting and events, place for informal gatherings, and transportation hub. At a time when many other suburban downtowns have emptied out and been seriously eroded by demolition and parking lots, downtown Hinsdale is remarkable. It retains the historic vision of its early civic leaders as a compact, pedestrian-oriented community center that is just as vital today as it was then. Hinsdale's downtown represents an image and identity for this suburban community to residents and outsiders alike that is clearly linked to its architectural and historic significance as a historic district.

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National Park Service

National Register of Historic Places  
Continuation Sheet

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Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL

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**United States Department of the Interior  
National Park Service**

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

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Hinsdale, DuPage County, IL

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Continuation Sheet**

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

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Downtown Hinsdale Historic District  
Name of Property

DuPage County, Illinois  
County and State

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

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National Park Service**

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

**UTM REFERENCES**

1. 16 422661E	4628411N	10. 16 422800E	4628182N
2. 16 422783E	4628411N	11. 16 422880E	4628182N
3. 16 422783E	4628528N	12. 16 422799E	4628146N
4. 16 422961E	4628528N	13. 16 422799E	4628075N
5. 16 422961E	4628472N	14. 16 422728E	4628075N
6. 16 423017E	4628472N	15. 16 422728E	4628116N
7. 16 423017E	4628426N	16. 16 422693E	4628116N
8. 16 422961E	4628426N	17. 16 422693E	4628177N
9. 16 422961E	4628182N	18. 16 422661E	4628177N

**VERBAL BOUNDARY DESCRIPTION**

The district is bounded as follows: starting at the intersection of Lincoln Street and Chicago Avenue, east on Chicago Avenue to Washington Street, north on Washington Street to Maple Avenue, east on Maple Avenue to Garfield Street, south on Garfield Street approximately 300 feet (to the north side of the United States Postal Office located at 109 Symonds Drive) east along the north lot line of the United States Postal Office property and then south to Symonds Drive, west on Symonds Drive to Garfield Street, south on Garfield Street to First Street, west on First Street approximately 230 feet (to exclude the commercial property located at the southwest corner of First and Garfield Streets and known as 26 – 32 East First Street), south approximately 80 feet (south lot line of commercial buildings within boundary), west to Washington Street, south on Washington Street to Second Street, west on Second Street to public alley located between Lincoln and Washington Streets, north approximately 185 feet along public alley located between Washington and Lincoln Streets, west approximately 72 feet along the south lot line of the commercial buildings fronting First Street, north to First Street (to exclude the three commercial properties that front onto Lincoln Street between First and Second Streets), west along First Street to Lincoln Street, north on Lincoln Street to point of beginning at Chicago Avenue.

**VERBAL BOUNDARY JUSTIFICATION**

The boundaries of the Downtown Hinsdale Historic District contains the most significant concentration of Hinsdale's historic commercial buildings. The district encompasses an

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

area that contains the original 19<sup>th</sup> century commercial district of Hinsdale and areas where 20<sup>th</sup> century commercial development occurred. The north boundary is irregular, to exclude the residential area to the north of the Memorial Building, Post Office, and Maple Street. The block located between Maple Street on the north, Chicago Avenue to the south, Washington Street to the east, and Lincoln Street to the west was excluded due to the high percentage of recently-constructed buildings and the residential character of the buildings just north of Chicago Avenue. The irregular south boundary was drawn to exclude the non-historic Hinsdale Jr. High School and athletic fields and 1990s development and parking at the southwest corner of First and Garfield. Both mark an obvious visual change in character. The eastern boundary is Garfield Street, that historically and today still separates the residential area to the east from the edge of the downtown. The only exception is that the boundary was drawn to include the Post Office. The western boundary, Lincoln Street, is similar to Garfield by separating the residential character to the west from the commercial area to the east.

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

**PHOTOGRAPH LIST**

Downtown Hinsdale Historic District  
DuPage County, Illinois  
Victoria Granacki, Photographer  
Digital Photos  
September 2005

IL\_DuPageCounty\_DowntownHinsdale1.tif  
102 S. Washington Street, view southwest

IL\_DuPageCounty\_DowntownHinsdale2.tif  
101 S. Washington Street, view southeast

IL\_DuPageCounty\_DowntownHinsdale3.tif  
8 E. First Street, view south

IL\_DuPageCounty\_DowntownHinsdale4.tif  
25 E. First Street, view north

IL\_DuPageCounty\_DowntownHinsdale5.tif  
29 E. First Street, view north

IL\_DuPageCounty\_DowntownHinsdale6.tif  
33 and 35 E. First Street, view north

IL\_DuPageCounty\_DowntownHinsdale7.tif  
11-21 E. First Street, view northwest

IL\_DuPageCounty\_DowntownHinsdale8.tif  
54 S. Washington Street, view northwest

Downtown Hinsdale Historic District  
Name of Property

DuPage County, Illinois  
County and State

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

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**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

IL\_DuPageCounty\_DowntownHinsdale9.tif  
View of east side of street looking north from 47 S. Washington Street

IL\_DuPageCounty\_DowntownHinsdale10.tif  
View of west side of street looking north from 42 S. Washington Street

IL\_DuPageCounty\_DowntownHinsdale11.tif  
33-35 S. Washington Street, view southeast

IL\_DuPageCounty\_DowntownHinsdale12.tif  
View of south side of street looking east from 8 E. Hinsdale Avenue

IL\_DuPageCounty\_DowntownHinsdale13.tif  
21-25 E. Hinsdale Avenue

IL\_DuPageCounty\_DowntownHinsdale14.tif  
View of south side of street looking west from 8 E. First Street

IL\_DuPageCounty\_DowntownHinsdale15.tif  
View of south side of street looking west from 8 W. First Street

IL\_DuPageCounty\_DowntownHinsdale16.tif  
14 W. First Street, view southwest

IL\_DuPageCounty\_DowntownHinsdale17.tif  
19 E. Chicago Avenue

IL\_DuPageCounty\_DowntownHinsdale18.tif  
Burlington Park

IL\_DuPageCounty\_DowntownHinsdale19.tif  
109 Symonds Drive

Downtown Hinsdale Historic District  
Name of Property

DuPage County, Illinois  
County and State

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

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National Park Service**

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Continuation Sheet**

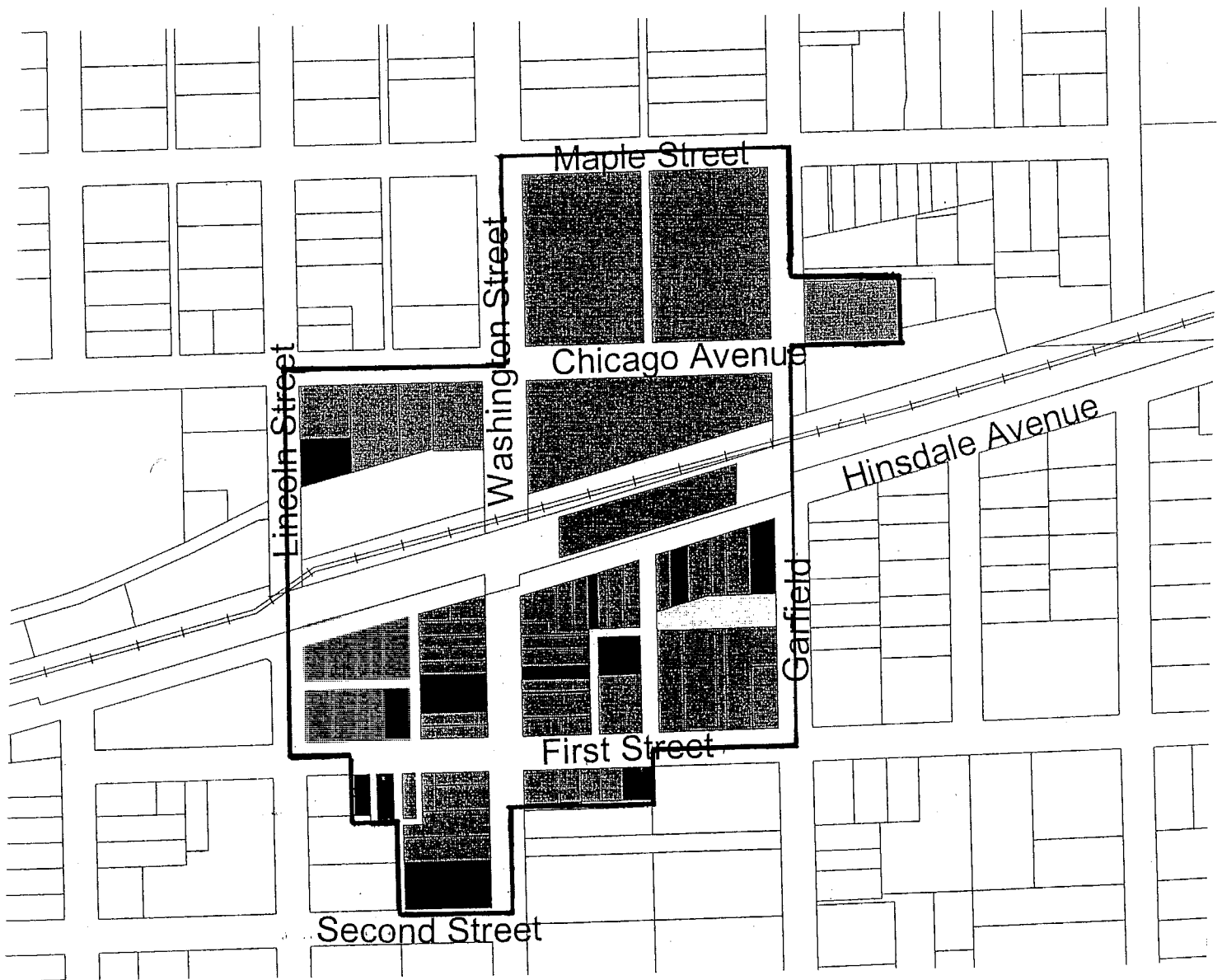
Section number Photographs Page 49

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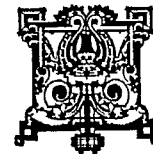
**Downtown Hinsdale Historic District  
Hinsdale, DuPage County, IL**

IL\_DuPageCounty\_DowntownHinsdale20.tif  
39, 41 and 43 S. Washington Street

# MAP OF DOWNTOWN HINSDALE NATIONAL REGISTER HISTORIC DISTRICT

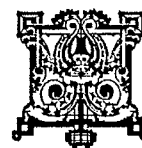
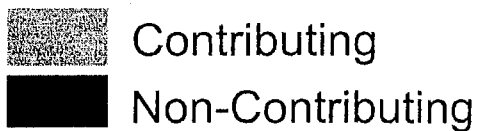
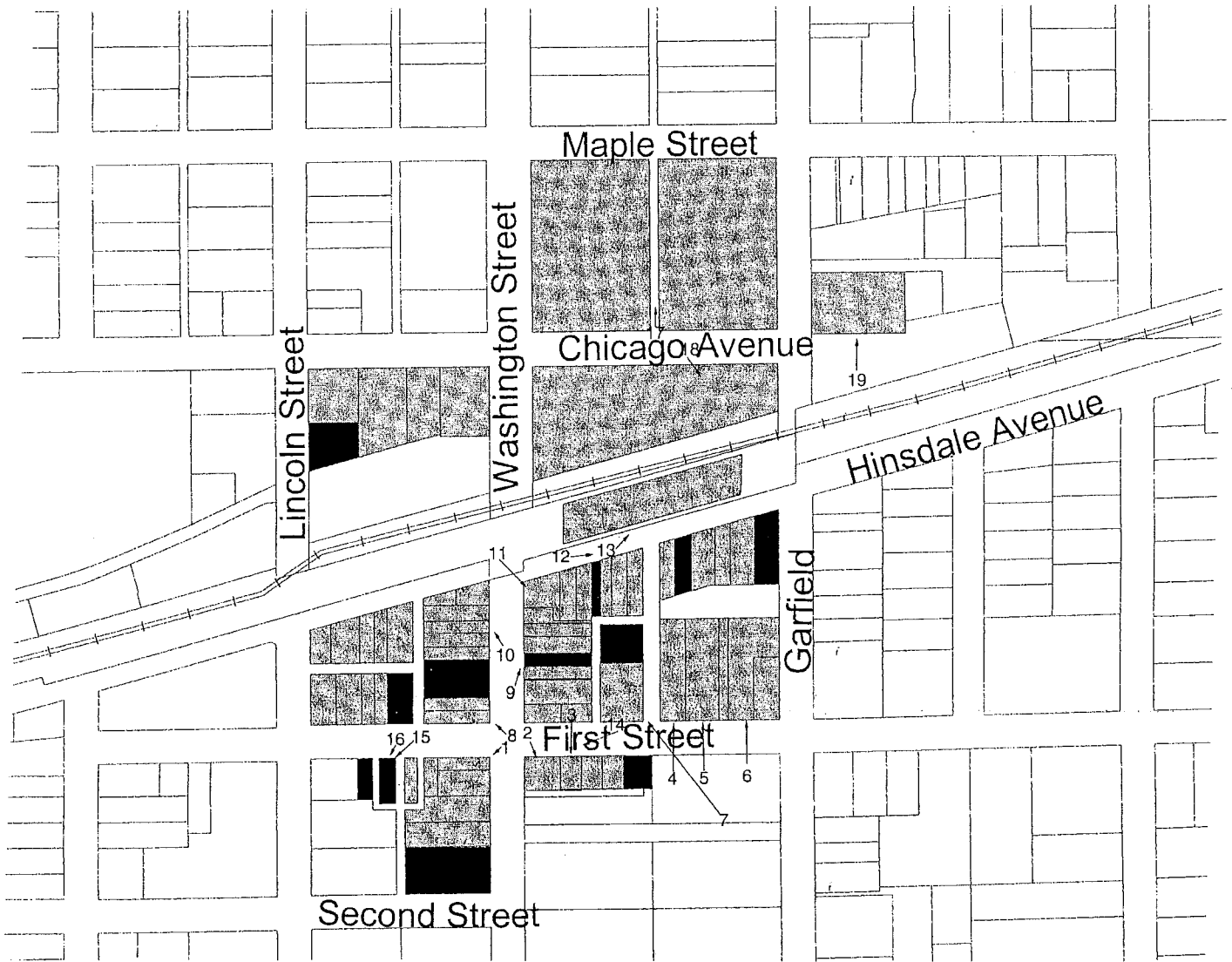


Contributing  
Non-Contributing



GRANACKI  
HISTORIC CONSULTANTS

PHOTO KEY  
MAP OF DOWNTOWN HINSDALE  
NATIONAL REGISTER  
HISTORIC DISTRICT



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HISTORIC CONSULTANTS





**Illinois Historic  
Preservation Agency**

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Voice (217) 782-4836

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**MEMORANDUM**

**TO:** The Honorable Michael D. Woerner, President of the Village of Hinsdale  
Kristen Gunderson, Village Planner and Staff of the Hinsdale Historic  
Preservation Commission

**FROM:** Amy Easton, Assistant Coordinator, National Register and Survey *AHE*

**DATE:** September 6, 2005

**SUBJECT:** Preliminary Opinion on the Downtown Hinsdale Historic District

The Downtown Hinsdale Historic District, roughly bounded by Maple, Lincoln, Garfield, and Second Streets, is eligible for listing in the National Register of Historic Places. The district is locally significant under Criterion A for its association with government and commerce and Criterion C for architecture.

The district was the Village of Hinsdale's first major commercial hub. Hinsdale's initial development was attributed to the arrival of the Chicago, Burlington, and Quincy Railroad, a commuter line to Chicago which was completed in 1864. The village's commercial and governmental center developed around the community's railroad station and tracks. The district shows the evolution of the downtown in the changes that have occurred within government, retail businesses and architectural trends. Some of the architectural styles and building types represented in the Downtown Hinsdale Historic District include Classical Revival, Art Deco, International Style, and Two Part Commercial Block.

The period of significance is from 1865, the date of the district's oldest property, to 1955, the fifty year cutoff for significance to the National Register.



# VILLAGE OF HINSDALE

FOUNDED IN 1873

19 EAST CHICAGO AVENUE  
HINSDALE, ILLINOIS 60521-3489 • (630) 789-7000  
Village Website: <http://www.villageofhinsdale.org>

POLICE DEPARTMENT 789-7070  
FIRE DEPARTMENT 789-7060  
121 N. M. SYMONDS DRIVE

#### VILLAGE PRESIDENT

Michael D. Woerner

#### TRUSTEES

Jean A. Follett  
Laura Johnson  
Vic Orler  
Michael K. Smith  
A. Coleman Tuggle  
Cindy Williams

November 2, 2005

Tracey A. Sculle  
Survey and National Register Coordinator  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1507

RE: Downtown Hinsdale National Register District Nomination

Dear Ms. Sculle:

The Hinsdale Board of Trustees during their meeting on November 1<sup>st</sup>, 2005 and after receiving a recommendation from the Hinsdale Historic Preservation Commissions recommends that the Downtown Hinsdale Historic District meets the standards for listing on the National Register of Historic Places.

On October 11, 2005, the Historic Preservation Commission heard and reviewed a presentation from the author of the nomination application. The Commission concluded that the nomination meets the criteria based on the completed application and the following two items:

1. Review Criteria A, as the downtown uses include commercial, government, gathering and meeting places which made a significant contribution to the broad patterns of the local history.
2. Review Criteria C, as the 75 properties located within the district have buildings constructed during a 125-year time frame and include styles such as Classical Revival, Art Deco, and Two-Part Commercial Blocks.

If you have any additional questions, please feel to contact Village staff.

Sincerely,

Michael Woerner  
Hinsdale Village President

Tampa, 06000443,  
LISTED, 5/31/06

FLORIDA, MARTIN COUNTY,  
Seminole Inn,  
15885 SE Warfield Blvd.,  
Indiantown, 06000442,  
LISTED, 5/31/06

GEORGIA, COBB COUNTY,  
Moore, Tarleton, House,  
4784 Northside Dr.,  
Acworth, 06000453,  
LISTED, 5/31/06

ILLINOIS, COOK COUNTY,  
Krause Music Store,  
4611 N. Lincoln Ave.,  
Chicago, 06000452,  
LISTED, 5/31/06

ILLINOIS, DU PAGE COUNTY,  
Downtown Hinsdale Historic District,  
Roughly bounded by Maple St., Lincoln St., Garfield St. and Second St.,  
Hinsdale, 06000011,  
LISTED, 5/30/06

ILLINOIS, HENRY COUNTY,  
Kewanee Public Library,  
102 S Tremont,  
Kewanee, 06000447,  
LISTED, 5/31/06  
(Illinois Carnegie Libraries MPS)

ILLINOIS, KANKAKEE COUNTY,  
Downtown Momence Historic District,  
Roughly Washington St., from N. Locust to Pine and Dixie Hwy., from 2nd to  
River,  
Momence, 06000449,  
LISTED, 5/31/06

ILLINOIS, KANKAKEE COUNTY,  
Durham--Perry Farmstead,  
459 N. Kennedy Dr.,  
Bourbonnais, 06000445,  
LISTED, 5/31/06

ILLINOIS, SANGAMON COUNTY,  
Jennings Ford Automobile Dealership,  
431 S. Fourth St.,  
Springfield, 06000450,  
LISTED, 5/31/06

ILLINOIS, WILL COUNTY,