

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Villa Avenue Train Station

and or common Villa Park Historical Society Museum

2. Location

street & number 220 South Villa Avenue

not for publication

city, town Villa Park

vicinity of

state Illinois

code 012

county DuPage

code 043

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> commercial
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> educational
<input type="checkbox"/> object			<input type="checkbox"/> entertainment
	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> other:

4. Owner of Property

name Village of Villa Park

street & number 20 South Ardmore Avenue

city, town Villa Park

vicinity of

state Illinois 60181

5. Location of Legal Description

courthouse, registry of deeds, etc. DuPage County Recorder of Deeds

street & number 412 North County Farm Road

city, town Wheaton

state Illinois 60187

6. Representation in Existing Surveys

title Ill. Hist. Structures Survey has this property been determined eligible? yes no

date October 1974

federal state county local

depository for survey records Ill. Historic Preservation Agency

city, town Springfield

state Illinois

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	(minor alterations as described below)	

Describe the present and original (if known) physical appearance

The VILLA AVENUE STATION was built in 1929 by the Chicago, Aurora and Elgin Railway to serve as a CA&E passenger waiting room and a Western United Gas and Electric Company office and showroom. The business occupied the eastern half of the station and the waiting room the western half. The building apparently was designed in the office of the CA&E's Chief Engineer. The station is a rectangular single story building (28' x 104') of Tudor Revival design and constructed of wood, stucco, and limestone. A gable roof covers the store/office section of the station while a hip roof extends over the waiting room portion and the portico. The roof is covered with asbestos composition shingles, the chimney is of limestone, and the window and door frames are made of wood.

The east and north facades (facing Villa Ave. and The railroad right of way) consist of large, fixed plate glass windows separated by narrow limestone-block support columns. The three large window bays of the north facade's west half are arched and trimmed with rough-cut limestone. There is a single central door on the east, and a double door and a triple door on the north facade. The single and double doors led into the store and the triple door into the waiting room. The south facade (facing Park Blvd.) consists of a four-foot rough-cut limestone wall topped with two rows of limestone blocks. The western half of this facade consists of a stone-arched window with mullioned casements followed by a five-rectangle design unit of stucco, wood, and two pairs of high square windows, and another stone-arched window with mullioned casements. The eastern half of the south facade consists of stucco and two sets of three high square windows.

The station's three gables are half-timbered and stuccoed. On the east side the lintel is an eleven-motiff arrangement of three various cross-shaped patterns of stucco and wood, while the other two gables on the north and south sides consist of a three-diamond stucco and wood pattern. The west end of the station consists of a portico or port cochere with open rough-cut limestone arches on three sides and a single door, which led into the waiting room. Finally, in the past year eight large globe lights have been attached to the exterior stone columns with the station's original light sconces.

To our knowledge no major physical changes have been made to the station's exterior or interior since its construction in 1929. The most noteworthy alterations have been the boarding up of both the southeast corner plate glass window and the window above the double door on the north side. The dates of these minor alterations are unknown. Any other changes over the past fifty-six years have been in the nature of maintenance and repair, such as shingle and gutter replacement in 1977 and replacement of cracked storefront plate glass windows (i.e. windows on the north and east facades of the store portion of the station) most recently in 1985. To our knowledge the storefront replacement windows are similar to the original storefront plate glass windows, except that strips of metal have been placed down the middle of each pane (inside and outside) in order to minimize the windows rattling.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1929

Builder/Architect Chicago, Aurora and Elgin Railway

Statement of Significance (in one paragraph)

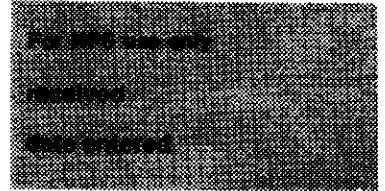
The VILLA AVENUE STATION was built between August and November 1929 by the Chicago, Aurora and Elgin Railway, an interurban line, owned at the time by utility mogul Samuel Insull, which provided passenger service between Chicago and the western suburbs from 1902 until 1957. The station was the only one along the CA&E to house both a business and a passenger waiting room in the same building. The waiting room was located in the western half of the building while the Insull-owned Western United Gas and Electric Company's office and showroom was housed in the eastern half. With its combination of rough-cut limestone arches, limestone-block support columns, timber and stucco gables, and detailed stucco and wood patterned lintels, the station is a good example of Tudor Revival architecture. Located on the west side of Villa Avenue, across the street from the Ovaltine Plant, the station replaced two small waiting rooms on the east side of Villa which had served eastbound (built 1912) and westbound (built in the early 1920's) trains separately.

The CA&E played an instrumental role in the growth and development of Villa Park. Around 1910 Chicago realtors Ballard and Pottinger began to develop residential subdivisions on the farmland west of Elmhurst. The CA&E brought people out from Chicago to look at and purchase homes in the Ardmore, Home Acres, and Villa Park subdivisions. In fact, Ballard and Pottinger arranged with the CA&E for free Sunday trips from the city to their developments and built the Ardmore Station (NRHP 1980) for the railroad. In 1917 the three subdivisions joined together and incorporated as the Village of Villa Park. The easily accessible transportation provided by the CA&E's freight line was a major factor in the Wander Company's decision to build its Ovaltine Plant in Villa Park in 1915, a plant which became the village's largest employer and played a pivotal role in the community's growth and survival. Most importantly, the railroad provided transportation for both Villa Park Loop-bound commuters residents and Ovaltine's western suburban employees. As a result, Villa Park became the CA&E's largest commuter customer.

At one time seventy-three stations dotted the CA&E line from Chicago to the Fox River; today only three remain as reminders of an earlier era of suburban development and transportation. Two of these stations are located in Villa Park. In order to ensure the preservation of this architecturally and historically significant building, the Village of Villa Park purchased the station, along with the Ardmore Station (NRHP 1980), in 1976. Three years later the station was dedicated as the home of the Villa Park Historical Society's Museum. The station has also been designated the official visitor's center of the Illinois Prairie Path, a National Historical Trail which follows the CA&E's former right of way.

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

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Villa Avenue Station

Item number 10

Page 1

Legal description for the VILLA AVENUE STATION:

That part of the NW $\frac{1}{4}$ of Section 10 Township 39 North Range 11 East of the Third Principal Meridian described as follows:

Commencing at the intersection of the south line of the Former Chicago, Aurora and Elgin Railroad right of way with the East line of said NW $\frac{1}{4}$ of Section 10, being also the center line of Villa Avenue; thence southwesterly along the southerly line of said former railroad right of way to the west line of said Villa Avenue for a place of beginning; thence continuing along the southerly line of said former railroad right of way 130 feet to a point; thence northerly at right angles to the last described course 30 feet to a point; thence northeasterly parallel to the southerly line of said former railroad right of way to the west line of said Villa Avenue; thence south along the west line of said Villa Avenue to the place of beginning.

9. Major Bibliographical References

The Great Third Rail Bulletin 105 Central Electric Railfan's Assoc. 1961
Recollections: Story of Villa Park, Illinois Heritage Committee, Villa
Park Bicentennial Commission 1976
Letter from Steven Hyatt, President of the CA&E Historical Soc. 9/20/79

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Elmhurst, IL

Quadrangle scale 1" - 24,000'

UTM References

A

1	6	4	1	9	5	6	0	4	6	3	1	5	1	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

see attached page for legal description

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state code county code

11. Form Prepared By

name/title Scott McCleary

organization Villa Park Historical Commission date March 24, 1986

street & number 29 North Michigan Avenue telephone (312) 530-0132

city or town Villa Park state Illinois 60181

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title Director

date June 20, 1986

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration