ATTACHMENT L-2

CORRESPONDENCE CONCERNING THE SECTION 4(f) AND SECTION 6(f) LANDS

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U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 10, 2004

Rest Haven Cemetery Association
c/o Leroy Heinrich
129 Dorshire Ct.
Schaumburg, IL 60193

RE: O'Hare Modernization Environmental Impact Statement
Request for Information

Dear Mr. Heinrich:

The FAA is in the early stages of preparing an Environmental Impact Statement (EIS) for federal actions to support implementation of the proposed O'Hare Modernization Program (OMP) and of other capital improvement projects. The City of Chicago submitted a request to the Federal Aviation Administration (FAA) for these federal actions. As part of the EIS, the FAA is responsible for evaluating environmental impacts of the proposed action and reasonable alternatives upon cemeteries as cultural and potential historic, architectural, and archeological resources. We are keenly aware that many consider cemeteries to be holy places. In addition, as the Rest Haven Cemetery has the potential to be impacted by the proposed OMP, it needs to be thoroughly evaluated for eligibility for listing in the National Register of Historic Places (NRHP). Cemeteries that have architectural or artistic distinction or historical importance and cemeteries that derive their primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events can qualify for inclusion as historic sites on the NRHP.

We are writing this letter to request your assistance in gathering specific information and to request from you information regarding Rest Haven Cemetery, including information such as the history of the cemetery, names of interred individuals, ownership of the plots, and contact information for next of kin. We will do our utmost to be sensitive to and address any concerns that you have in gathering and using the information that you provide to us. Please be assured the EIS process will be completed and all applicable laws protecting cemeteries will be fulfilled before the FAA considers approving or disapproving the federal actions requested to support the proposed OMP.

In particular, you possess information that can help us to assure compliance with potentially applicable special purpose laws such as Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and the Religious Freedom Restoration Act. We have selected Archeological Research Incorporated as a subcontractor to assist us with this portion of the EIS.

I will call you to ensure that you have received this letter and to see if we can schedule a mutually convenient time to discuss this matter. I, along with ARI, look forward to working with you. Please feel free to call me at (847) 294-7354, if you have any questions.

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Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office

cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.
Anthony R. Picarello, Jr.; The Becket Fund for Religious Liberty
Robert Cohn; Shaw Pittman LLP
James Wagner; Helm & Associates
James H. Kippen; Walsh Knippen Knight & Diamond, CHTD

U.S. Department
of Transportation
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Great Lakes Region
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Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 10, 2004

St. John's United Church of Christ
601 Illinois Route 83
Bensenville, IL 60106

RE: O'Hare Modernization Environmental Impact Statement
Request for Information

Dear Sirs:

The FAA is in the early stages of preparing an Environmental Impact Statement (EIS) for federal actions to support implementation of the proposed O'Hare Modernization Program (OMP) and of other capital improvement projects. The City of Chicago submitted a request to the Federal Aviation Administration (FAA) for these federal actions. As part of the EIS, the FAA is responsible for evaluating environmental impacts of the proposed action and reasonable alternatives upon cemeteries as cultural and potential historic, architectural, and archeological resources. We are keenly aware that many consider cemeteries to be holy places. In addition, as the St. Johannes Cemetery has the potential to be impacted by the proposed OMP, it needs to be thoroughly evaluated for eligibility for listing in the National Register of Historic Places (NRHP). Cemeteries that have architectural or artistic distinction or historical importance and cemeteries that derive their primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events can qualify for inclusion as historic sites on the NRHP.

We are writing this letter to request your assistance in gathering specific information and to request from you information regarding St. Johannes Cemetery, including information such as the history of the cemetery, names of interred individuals, ownership of the plots, and contact information for next of kin. We will do our utmost to be sensitive to and address any concerns that you have in gathering and using the information that you provide to us. Please be assured the EIS process will be completed and all applicable laws protecting cemeteries will be fulfilled before the FAA considers approving or disapproving the federal actions requested to support the proposed OMP.

In particular, you possess information that can help us to assure compliance with potentially applicable special purpose laws such as Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and the Religious Freedom Restoration Act. We have selected Archeological Research Incorporated as a subcontractor to assist us with this portion of the EIS.

I will call you to ensure that you have received this letter and to see if we can schedule a mutually convenient time to discuss this matter. I, along with ARI, look forward to working with you. Please feel free to call me at (847) 294-7354, if you have any questions.

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May 4, 2004

Ms. Amy B. Hanson
Environmental Protection Specialist
Chicago Airport District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Information and issues Relating to Religious Cemeteries and Proposed O'Hare Expansion

Dear Ms. Hanson:

I have been told recently that FAA has attempted to contact representatives of St. John's United Church of Christ and of Rest Haven Cemetery Association ("Religious Objectors) to ask them questions about St. Johannes Cemetery and Rest Haven Cemetery. I have heard that you, as an FAA representative, may be under the impression that our representatives do not wish to meet with you, as an FAA representative, and provide you information. On the contrary, as counsel for both St. John's United Church of Christ and of Rest Haven Cemetery Association, I am reiterating our willingness to have our representative meet with you and other FAA representatives and to provide you further information, on the condition that this law firm be present to represent and assist our clients. I have previously communicated our position orally to Mr. Patrick Johnson of the United States Attorney's Office and to Ms. Daphne Fuller in the office of FAA Chief Counsel. By this letter I am stating our position in writing.

Further, by this letter I am reiterating and providing further information on the positions asserted by the Religious Objectors in our letter to FAA of January 16, 2004 in which we raised serious substantive and procedural legal problems with Chicago's proposed O'Hare expansion. The FAA has yet to respond to our January 16, 2004 letter.

1. Reiteration of the positions of St. John's United Church of Christ and Rest Haven Cemetery Association and the Individuals Representing the Cemeteries

We represent both St. John's United Church of Christ and Rest Haven Cemetery Association for the purpose of asserting and protecting the rights of the cemeteries and the cemetery families and representatives under the Free Exercise Clause of the First Amendment, the Equal Protection Clause of the Fourteenth Amendment (as applied to the City of Chicago and the State of Illinois and as applied to the FAA under the Fifth

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Amendment) and under the federal Religious Freedom Restoration Act, 42 U.S.C. §2000bb *et seq*. (federal "RFRA").

Our letter of January 16, 2004 (copy enclosed) summarized our position that FAA cannot lawfully approve the City of Chicago's proposal to destroy St. Johannes Cemetery and Rest Haven Cemetery because such approval would violate both substantive and procedural constitutional and statutory obligations of the FAA. We have also provided FAA with copies of the Amended Complaint and supporting affidavits filed in *St. John's United Church of Christ, et al. v. Daley et al* (Case # 3C 3726, United States District Court for the Northern District of Illinois) Additional copies enclosed with this letter.

2. Intervention by Religious Objectors in FAA Adjudicative Proceedings

FAA is required to make a number of substantive adjudicative decisions to allow Chicago's proposed "O'Hare Modernization Plan" to go forward and destroy our cemeteries. These are "adjudicative" decisions because the FAA must apply rules and requirements of general application to the specific facts of the Chicago O'Hare expansion proposal. These decisions include the following:

- **First Amendment Free Exercise Determination.** FAA must determine if the destruction of these two religious cemeteries violates the Free Exercise Clause of the First Amendment. It is our position that the singling out of these two religious cemeteries — and stripping them of the protections of the Illinois Religious Freedom Restoration Act, 775 ILCS 35/1 *et seq*. (IL-RFRA) while preserving those specific religious protections for all other religious institutions in the State of Illinois (including all other religious cemeteries) — violates the Free Exercise Clause of the First Amendment for two independent reasons. First, the action intentionally singles out two religious institutions for disparate destructive treatment while protecting all other religious institutions in the State. Such disparate targeting of these two religious institutions — while providing the Illinois RFRA protection to all other religious institutions in the State (including all other religious cemeteries) — violates the Free Exercise Clause regardless of whether the disparate treatment results in a "substantial burden" under the First Amendment. Second, the affidavits of the plaintiffs in the federal litigation referenced above clearly establish that the destruction of the two cemeteries will impose a "substantial burden" on the religious practices and beliefs of the families and church members whose relatives are buried in these two cemeteries. Because the proposed destruction of these two religious cemeteries triggers the protection of the First Amendment Free Exercise Clause, FAA cannot approve Chicago's proposal to destroy these cemeteries without conducting a two-pronged First Amendment demonstration: *i.e.,* 1) that there is a compelling governmental need to destroy these two religious cemeteries, and 2) that there is no

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alternative to meet this compelling governmental need which would not destroy the cemeteries[1].

- **Equal Protection Determination.** FAA must determine if the destruction of these two religious cemeteries violates the Equal Protection Clause of the Fourteenth Amendment and (as applied to the FAA, the protections of the Equal Protection Clause incorporated in the Fifth Amendment Due Process Clause when applied to the actions of federal agencies, *Bolling v. Sharpe*, 347 U.S. 497 (1954)). Independent of the First Amendment Free Exercise Clause, the intentional discrimination against these two religious institutions — while continuing religious protection for all other religious institutions in Illinois — violates the equal protection guarantees of the Fourteenth Amendment as applied to Chicago and the equal protection guarantees of the Fifth Amendment as applied to FAA[2].

- **Federal RFRA.** FAA must demonstrate that the requirements of the federal Religious Freedom Restoration Act have been met. That statute provides in pertinent part:

> "Government shall not substantially burden a person's exercise of religion even if the burden results from a rule of general applicability, except as provided in subsection (b) of this section."
>
> ***
>
> "(b) Exception
>
> Government may substantially burden a person's exercise of religion <u>only if it demonstrates</u> that application of the burden to the person--
>
> (1) is in furtherance of a compelling governmental interest; and
>
> (2) is the least restrictive means of furthering that compelling governmental interest."
>
> 42 U.S.C. §2000bb-1(emphasis added)

Neither FAA nor Chicago has made the required demonstration — under either the First Amendment or the federal RFRA — that there is a compelling governmental need to destroy these two religious cemeteries or that there is no other alternative to achieve a compelling governmental need. We emphasize

[1] By emphasizing that FAA must make adjudicative determinations (*i.e.*, applying general rules to specific facts) we are not waiving our position that the legal <u>and</u> <u>factual</u> issues relating to these constitutional disputes must be made by an Article III Court. To permit the FAA to serve in the adjudicative capacity of an Article II legislative court to make binding determinations as to disputed facts underlying these constitutional issues violates Article III of the Constitution. Should the courts rule that FAA can make these factual adjudicatory decisions as to constitutional issues without independent determination of these factual issues by an Article III Court, the religious objectors assert the alternative Due Process protections that must be observed by the FAA in adjudicating the factual issues at the agency level, including, but not limited to, the procedures required by 5 U.S.C. §§556-557.

[2] The Religious Objectors assert the same Article III position on the Equal Protection dispute as they raised on the First Amendment issue.

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that these two required demonstrations are substantive obligations — not simply procedural — and require substantive proof by the FAA that these two requirements (a compelling governmental need and the absence of a less destructive alternative) have been demonstrated. Unlike obligations under the National Environmental Policy Act (NEPA) which the courts have held to merely create procedural obligations and do not compel a substantive result, the First Amendment Free Exercise Clause and the federal RFRA create substantive obligations which prohibit the destruction of these two religious cemeteries unless these substantive obligations have been met[3].

- **FAA Determination under 49 U.S.C. §47107(a) (16).** Chicago must receive approval for its OMP proposal under Section 47107(a) (16) of Title 49. That section expressly requires the FAA to approve any changes in an airport layout plan at an airport which has been the recipient of past federal financial assistance — before the airport operator or owner can make any changes in the prior approved Airport Layout Plan. O'Hare is a recipient of past federal aid.

The City has stated publicly that upon approval of the Airport Layout Plan by the FAA, the City intends to acquire and demolish our clients' cemeteries. At a minimum, an FAA proceeding under Section 47107(a) (16) would have to include the constitutional First Amendment and federal RFRA statutory demonstrations by FAA of a compelling governmental need and the absence of a less destructive alternative.

We have previously asked the FAA to advise the Religious Objectors as to the following:

1) The current procedural status of any FAA decision-making proceeding under Section 47107(a) (16) as to the OMP ALP;
2) What are the "relevant factors" FAA considers in making its decision under Section 47107(a) (16); and
3) What material (*e.g.*, communications, documents, data, *etc.*) has been exchanged between Chicago and the FAA relating to a request for FAA approval under Section 47107(a) (16)?

To this date our clients have not received answers to these questions — and despite our repeated requests we have not received the material (*e.g.*, communications, documents, data, *etc.*) has been exchanged between Chicago and the FAA relating to a request for FAA approval under Section 47107(a)(16). The FAA's continuing refusal to provide the Religious Objectors access to this material in a meaningful time and in a meaningful manner so that the Religious Objectors can submit rebuttal material clearly violates the Due Process Clause. **For emphasis,** we repeat that the FAA's Due Process

[3] To the extent that Congress has created in the federal RFRA a liberty interest protected by the procedural and substantive provisions of the Due Process Clause, the requirement that the determination of factual issues relating to RFRA compliance be made in an Article III court applies to federal RFRA as well.

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obligation to provide the Religious Objectors access to these evidentiary materials in these contested proceedings is independent of and separate and apart from the FAA's obligations (as well as any statutory exemptions) that may exist with relation to the Religious Objectors' FOIA requests.

- **FAA Decisionmaking as to the approved components of the NPIAS-ACIP for the Chicago Metropolitan Area.** Our January 16, 2004 letter outlined the requirements of 49 U.S.C. §47103. That statutory provision requires FAA to develop a National Plan of Integrated Airport Systems (NPIAS) which identifies those components of eligible airport development which FAA considers necessary to "provide a safe, efficient, and integrated system of public-use airports adequate to anticipate and meet the needs of civil aeronautics...". A corollary to this requirement (that FAA identify the necessary airport components in the NPIAS plan) is the requirement that airport development projects which are not in the NPIAS-ACIP database are not eligible for AIP grants (and by necessary implication are not eligible for authorization for the collection and use of Passenger Facility Charge (PFC) funds.

  We pointed out that the sources of evidentiary information for the determination of what airport improvements are required in a given metropolitan area to meet the needs of civil aeronautics include state system plans and master plans that have been coordinated with state system plans. The only extant state system plan for the Chicago Metropolitan Area of which we are aware is the 1988 *Final Report Chicago Airport Capacity Study* which concludes that the aviation needs of the Chicago metropolitan area can best be met by Midway and O'Hare retaining their existing runway configurations combined with the construction of a new airport in the south suburbs.

  We know of no plan or other information which justifies the inclusion of the runway and terminal plans which comprise the proposal for the OMP in the NPIAS. There has been no showing that the OMP in combination with Midway will satisfy the "needs of civil aeronautics" in the Chicago metropolitan region. Indeed, there is substantial evidence to the contrary demonstrating that the O'Hare OMP — in combination with Midway — will <u>not</u> meet the "needs of civil aeronautics" in the Chicago metropolitan region.

  In our letter of January 16, 2004 we asked to participate in "in any FAA administrative proceeding — either in FAA NPIAS or ACIP decision-making or in any other FAA decision-making process — which addresses the aviation needs of the metro Chicago region and the role of O'Hare in meeting those needs. We wish to participate in any FAA administrative decision-making process which attempts to place any of the components of the OMP — especially those components which would destroy our religious cemeteries — in the approved NPIAS-ACIP database."

  We stated in the January 16, 2004 letter: "Our concern is heightened by the fact that the OMP does not appear to be a reasoned or factually supported

Ms. Amy B. Hanson
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Page 6

component of a metro system plan that would meet the aviation needs of the metro Chicago region. Indeed, OMP (and related exhaustion of capacity at Midway) would appear to leave metro Chicago with a huge deficit of aviation capacity."

To date the FAA has failed to respond to our request to participate in any FAA NPIAS-NCIP decisionmaking process for the Chicago Metropolitan area which attempts to include the O'Hare OMP in the NPIAS-NCIP database or take any other action with respect to inclusion of the OMP in the NPIAS so as to make OMP eligible for federal funding assistance.

- **FAA Funding Decisions As to AIP or PFC funding for the OMP and related project components.** Chicago has acknowledged that the OMP and its related components cannot be constructed without major federal funding assistance — in the form of AIP funds (allocated and discretionary) and substantial amounts of PFC funds for which FAA approvals are required. We know of at least two pending requests for federal AIP grant and LOI approvals and anticipate several future requests by Chicago for additional PFC authorizations and additional AIP approvals to fund the OMP and related projects.

  By way of example, we know of a March 1, 2004 submittal by Chicago of a "Request for Letter of Intent AIP Funding" for "Phase 1" of the OMP. We are also aware that Chicago now acknowledges that the virtually all of the terminal components of the "World Gateway Program" (WGP) are required to be constructed to achieve the claimed capacity increase benefits of the OMP runway configuration. Chicago has submitted a "Request for Federal Funding Commitment Letter of Intent" for the World Gateway Program dated February 28, 2002 (The current status of this request is unclear but it apparently has not been withdrawn.) We also know (based on statements made in Chicago's February 2004 Master Plan) that Chicago intends to seek substantial funds through PFC authorizations.

  We stated in our January 13, 2004 letter that we wished to "become parties opposing any application by Chicago for approval of the OMP under … any FAA administrative decisionmaking process which would approve or render eligible … any component of the OMP for federal funding authority. As reemphasized below our request to "become parties" to these proceedings means we wish to participate in these adjudicatory administrative proceedings as parties opposing Chicago's applications for FAA decisions which would approve construction or funding of the OMP and related projects.

As discussed above, the Religious Objectors wish to participate as opposing parties in the adjudicative FAA decisionmaking process on each and all of these FAA adjudicative decisions. As one basis for such status, the Religious Objectors invoke the rights of party participation set forth in 5 U.S.C. §555(b). In addition, it is clear that each of the FAA approval and financial assistance decisions — each of which would allow

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October 15, 2004

Amy B. Hansen
Environmental Protection Specialist
Chicago Airports District Office
2300 East Devon Avenue
Des Plains, Illinois 60018

Charles Prock
Office of Regional Counsel
Federal Aviation Administration
2300 East Devon Avenue
Des Plains, Illinois 60018

Re: O'Hare Modernization Program: Eligibility of St. Johannes and Rest Haven Cemeteries for listing in the National Register of Historic Places

Dear Ms. Hansen and Mr. Prock:

On behalf of the Village of Bensenville and the Bensenville Historical Society I am submitting to the Federal Aviation Administration a letter from my Shaw Pittman colleague Anne H. Adams. Ms. Adams is a respected and experienced architectural historian and has been an expert in historic preservation matters for almost 30 years. She has appeared before and been qualified as an expert by numerous governmental review boards and commissions. Ms Adam's letter contains detailed, albeit preliminary, information demonstrating that the St. Johannes Cemetery and the Rest Haven Cemetery are eligible for listing in the National Register for Historic Places.

Both cemeteries are located in Bensenville and both would be destroyed as a result of the proposed O'Hare Modernization Program. Both cemeteries are religious institutions, and the OMP would cause both institutions to suffer serious, permanent and substantial injury and would burden the rights of these religious institutions and the individual members of these institutions under the Free Exercise Clause of the First Amendment of the United States Constitution and the federal Religious Freedom Restoration Act.

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Ms. Amy Hansen and Mr. Charles Prock
October 15, 2004
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Ms. Adam's letter is submitted to assist the FAA in fulfilling its legal obligations under Section 106 of the National Historic Preservation Act of 1966, as amended ("NHPA"), and the National Environmental Policy Act ("NEPA"), by describing the historical significance of St. Johannes and Rest Haven Cemeteries. Ms. Adam's letter does not address objections as to religious injury. The objections of these cemeteries/religious institutions and the family members of the deceased interred in these cemeteries (collectively referred to in other correspondence as the "Religious Objectors") to the proposed Chicago OMP as to the substantial burden and injury that will be imposed on their religious beliefs and practices under the First Amendment Free Exercise Clause and the federal Religious Freedom Restoration Act are addressed in other correspondence to the FAA. *See*, letters of Religious Objectors dated January 16, 2004, May 4, 2004, July 22, 2004, and August 23, 2004.

Having conclusively established that the cemeteries are historic properties eligible for listing on the National Register of Historic Places and having established that OMP will have an adverse effect on the cemeteries, the FAA is by law obligated, in consultation with the SHPO and other parties, to develop, evaluate and document alternatives and modifications to the OMP that could avoid, minimize or mitigate the adverse effects on historic properties. 36 CFR §800.6. Such alternatives, which must be thoroughly evaluated and documented would include, *inter alia,* implementation of the FAA Joint Delay Task Force recommendations, no change to the configuration of the airport (i.e. in the number and location of runways), alternative runway configurations to avoid the need to acquire the cemeteries' property, reliance on other regional airports to address regional demand/capacity requirements, and continuation of flight controls at O'Hare to manage delays and congestion. The obligations under Section 106 are separate and apart from the obligations under NEPA to evaluate alternatives.

Moreover, in addition to the Section 106 and NEPA requirements, the First Amendment Free Exercise Clause and the federal Religious Freedom Restoration Act impose an even higher standard with respect to destruction of religious institutions. The destruction of the cemeteries would impose a substantial burden on the exercise of religion by the religious institutions and its members. The Constitution and the federal Religious Freedom Restoration Act require FAA to determine that there is a compelling governmental need for the destruction of the cemeteries and that there are no alternative means to accomplish the

Ms. Amy Hansen and Mr. Charles Prock
October 15, 2004
Page 3

governmental objective without destroying the cemeteries. We respectfully submit that the FAA can make no such determinations.

Sincerely yours,

Robert E. Cohn

Enclosure
cc: Andrew Steinberg
Perry Kupietz
Barry Cooper
Daphne Fuller

Document #: 1437639 v.1

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October 15, 2004

BY FACSIMILE

Amy B. Hansen
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration
2300 East Devon Avenue
Des Plains, Illinois 60018

Re: St. Johannes Cemetery and Rest Haven Cemetery, Bensenville, Illinois

Dear Ms. Hansen:

On behalf of the Village of Bensenville and the Bensenville Historical Society, I am hereby providing to you preliminary information demonstrating the eligibility of St. Johannes Cemetery and Rest Haven Cemetery for listing in the National Register of Historic Places ("National Register" or "NRHP").

St. Johannes and Rest Haven Cemeteries are both locally significant. They were established by the pioneer and founding families of Bensenville and Addison Township. As the final resting place for many of the community's most prominent early settlers, landowners, and civic leaders, St. Johannes and Rest Haven provide visual and physical documentation of Bensenville's early history. Although numerous buildings important to Bensenville's twentieth century history remain, these cemeteries are the Village's most significant remaining nineteenth century artifacts.

Both cemeteries are eligible for listing in the NRHP under Criteria A and B, and they meet Criteria Consideration D: Cemeteries. Additionally, both properties retain integrity sufficient to convey their significance and sufficient time has passed to allow for professional evaluation of the properties. The conclusions of this letter are based on a preliminary assessment of the history of these two locally-significant properties. Further research may establish that they are also eligible for listing in the NRHP under additional criteria and/or for additional areas of significance.

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Background

The proposed expansion of O'Hare International Airport ("Airport") by the Federal Aviation Administration ("FAA") is an undertaking ("Undertaking") pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended ("Act" or "NHPA") and 36 C.F.R. Part 800. Accordingly, as part of its planning efforts and consideration of alternatives to the proposed Undertaking, FAA is required by law to consider the effects of that Undertaking on historic resources. The FAA must consult with the Illinois State Historic Preservation Officer regarding the identification of an Area of Potential Effect ("APE") and properties within the APE that are either listed or eligible for listing in the National Register. Both St. Johannes and Rest Haven Cemeteries, given their proximity to the airport, would be located within any reasonably-defined APE. Additionally, St. Johannes and Rest Haven Cemeteries must be included in the list of properties within the APE that are eligible for listing in the National Register. The cemeteries are among the few remaining physical representations of the town's early settlement and history.

St. Johannes and Rest Haven Cemeteries are physical representations of the mid-nineteenth and early-twentieth century settlement, development, and heritage of Bensenville and the surrounding areas of Addison Township. As important surviving examples of German Protestant cemeteries, each established and consecrated in the mid nineteenth century, they are closely associated with the area's German pioneers and their descendents, whose traditions and influence lived on for generations. The individuals and families buried in these cemeteries and the types of grave markers found at St. Johannes and Rest Haven Cemeteries are closely associated with the area's early history and cultural heritage. Among them were community leaders whose commitment to Bensenville's early civic and social institutions was lifelong. Without them Bensenville's early history in general and its distinctive Germanic cultural history in particular would have little by which to be remembered.

Clearly, the FAA's proposed Undertaking would have an adverse effect on these National Register-eligible properties. This Undertaking may well also have adverse effects on other, later buildings and developments, such as the Center Street Commercial Block, with its theater and stores, the Green Street School, and later residential developments that are important to Bensenville's twentieth century history, that are also eligible for listing in the National Register. However, those effects and properties will not be the subject of this letter.

For religious properties and cemeteries to be eligible for listing in the National Register they must meet at least one of the four basic criteria for listing and retain their integrity and be of sufficient age to allow for professional evaluation. In addition, cemeteries must meet the Criteria Consideration for cemeteries. St. Johannes and Rest Haven Cemeteries meet all of these tests. These historic cemeteries are eligible for listing in the National Register under two of the three criteria related to buildings and structures (the fourth criterion being related to archaeological

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resources) and they meet the Criteria Consideration D required for cemeteries. St. Johannes and Rest Haven Cemeteries meet Criterion A (for their associations with the broad patterns and significant events of Bensenville's early history and development) and Criterion B (for their associations with the lives of many individuals and families of major importance to the early settlement of Addison Township and the founding and early development of the Village of Bensenville). St. Johannes and Rest Haven Cemeteries also meet Special Consideration D: Cemeteries because: they are the final resting places for numerous individuals and families who were of transcendent importance to the founding and early history and development of the Village of Bensenville; they date from the period of settlement and incorporation of the Village; and they are important reflections of the broad patterns of Bensenville's early history and culture, of which very few remain.

Both cemeteries possess sufficient integrity to qualify for listing in the NRHP. Their integrity of location, design, materials, workmanship, feeling, and association remains clearly discernable. Although the surrounding settings of the two cemeteries have been affected by the passage of time and the construction and expansion of O'Hare International Airport, and they have thus lost the pastoral settings within which they were originally located, the two cemeteries remain otherwise intact, save for the normal effects on grave markers associated with the passage of time. Significantly, they continue to hold religious and spiritual significance for their respective institutions, which are associated with and significant to the area's mid-nineteenth and early-twentieth century settlement and development, and to the descendents of those buried there. Given the absence of other buildings associated with Bensenville's early history, these cemeteries are particularly significant.

St. Johannes Cemetery and Rest Haven Cemetery are eligible for listing in the National Register under Criterion A for their association with and reflection of the German settlement patterns, cultural history, and development of the surrounding area and the churches with which they were associated. These two cemeteries date from the early years of German immigration and have long been associated with the nineteenth and early-twentieth century historical development and cultural and religious character of the area as it was established and defined by German settlers. These cemeteries reflect the broad spectrum of Bensenville's history and culture. St. Johannes Cemetery and Rest Haven Cemetery are physical embodiments of the culture and religious history of the area's German heritage. They are the embodiment of significant historical associations that reflect the pioneering efforts of several waves of German immigrants in the area. They also reflect the social history and German Protestant heritage that so clearly shaped the counties and towns northwest of Chicago. Ultimately, these two cemeteries are physical expressions of the collective religious and cultural identity of the German Protestants who lived, died, and were buried at St. Johannes and Rest Haven Cemeteries.

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The cemeteries are also eligible for listing in the National Register under Criterion B for their association with the individuals and families responsible for the early settlement of the area and the founding of the Village of Bensenville and its significant early institutions. These exceptional individuals, such as Herman Korthauer, William Kolze, and George Cogswell, and families, such as the Franzens, Landmeiers, and Elfrings, were community leaders who established and built, both figuratively and, sometimes, literally, the town's early civic and religious institutions and the buildings they occupied; they made Bensenville's early history. The two cemeteries contain the remains and grave markers of many of these remarkable individuals and families.

St. Johannes and Rest Haven Cemeteries are expressions of the collective religious and cultural identity of Bensenville from its founding in 1884 through the early decades of the twentieth century. As places and institutions they embody a prevailing cultural identity and by individual markers they identify specific individuals and families of outstanding local significance for whom no other associated building or place remains. The two cemeteries are remaining physical manifestations of Bensenville's early culture and history and they have been and continue to be regarded as sacred and inviolate. Some of the grave markers are significant examples of their type and/or possess notable artistic merit. However, that aspect of St. Johannes and Rest Haven Cemeteries warrants separate discussion.

St. Johannes Cemetery

St. Johannes Cemetery is the final resting place for many of the earliest and most significant settlers in the area. The cemetery is and has historically been associated with St. John's United Church of Christ and its antecedents which, both as an institution and for its cemetery, is significant in the history of Village of Bensenville. The history of the Church reflects the settlement patterns and growth of the area. St. Johannes Cemetery is a vital physical link to that history. It is the physical expression of the spiritual and religious beliefs and teachings of St. John's Church as it evolved over the last century and a half.

St. Johannes Cemetery has been and it continues to be the site of religious services and the administration of Religious Rites of the Church, including the Rite of Burial. It is holy ground, where members of the Church are committed to God's care, to rest until the Day of Resurrection. The desecration of the Cemetery would be an assault on the church and on its beliefs as well as on the souls buried in this hallowed ground.

The origins of St. John's Church begin in around 1840, when German immigrants from Dunklee's Grove and the surrounding area met about the formation and construction of a church known as the United German Evangelical Church of Saint John. Among this group of Germans were believers in Evangelical, Reformed, and Lutheran teachings; their church became known as

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The United German Evangelical Reformed Lutheran Church of Addison. Differences among those teachings lead to a period of unrest among the factions of the church and, ultimately, to the formation of what is now known as St. John's United Church of Christ. In 1848 the United Evangelical St. John's Church of Addison was built on five acres of land for a cost of $741.98. In 1849 the Church established its cemetery, laid out in a formal plan with walkways to allow for visitation and care of graves, in the churchyard. By 1853 the congregation was incorporated as the United German Church of St. John. In 1919 it joined the Evangelical Synod of North America, which in 1958 merged with the United Church of Christ.

As the congregation grew it continued to reflect the strong German heritage of the area. As the Church prospered it acquired more land and built a parsonage with a schoolroom. By the early 1870s the congregation, swelled by the latest wave of German immigrants, had outgrown its original church. By the fall of 1873 the original church was replaced by a much larger frame structure with a projecting tower topped by a tall steeple centered on its front façade. Other construction included a new schoolhouse and the relocation and expansion of the old schoolhouse for use as the parsonage. Much of the work was done by members of the congregation.

In the fall of 1893 thirteen pastors of the North Illinois District of the German Evangelical Synod met to discuss the establishment of a Christian home for the care of neglected and orphaned children and the aged, at a location within twenty-five miles of Chicago to be determined. The Pastor of St. John's Church was one of those thirteen pastors. Through one of his parishioners, a member of the Bensenville Village Board of Trustees, Bensenville became aware of the proposal to establish this home. In 1894 the Board of Trustees offered a gift of $1,200.00 for the new home to be located in Bensenville. In August of 1895 the German Evangelical Orphan and Old People's Home was dedicated, in Bensenville. This remarkable Victorian pile of a building, known as the Castle, was home to both the young and the old until 1928, when the Bensenville Children's Home was completed. The functions and form of this important building evolved until 1978, when the Castle was demolished, having been replaced several years earlier by a new facility. Ultimately, the institution itself evolved into Lifelink, a not-for-profit, charitable and human service organization related to the United Church of Christ; even in its current iteration it has links to St. John's Church.

The Germanic aspect of the Church remained strong well into the twentieth century. It was not until 1929 that English was first introduced in the Sunday School and, once a month, in Church services. Not surprisingly, by 1942, as the anti-German sentiments of the years leading up to World War II spread across the country, Sunday services were held in English, with a second, German service following twice a month. By 1952, German services were only held three times a year. Since 1965 the Church has been known as St. John's United Church of Christ.

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The centennial anniversary of the Church was celebrated in 1949. By that time the Church occupied 14 acres of land in the farming community of Orchard Place. Throughout its history St. John's churchyard served as the burial ground and final resting place for many of its members.

In 1949 the City of Chicago acquired the land surrounding nearby Orchard Place Airport, which was also known as Douglas Field. The airport was renamed O'Hare Airport, after World War II naval aviator Lieutenant Commander Edward H. O'Hare. The City of Chicago wanted to buy and demolish buildings in the area, including St. John's Church and Cemetery, to allow for the expansion of O'Hare Field. Negotiations between the Church and the City over the land and the possible demolition of the church and cemetery resulted in the 1952 relocation of the church (but not the cemetery) to a new site in Addison Township, five miles west of its original location. Although the other church buildings were demolished at that time, the Church was adamant that it could not and would not allow disturbance of its cemetery, because it is consecrated holy ground.

St. Johannes Cemetery is the resting place for over a thousand members of the Church. Among the most prominent in Bensenville history is Herman Korthauer, who was largely responsible for the official founding of Bensenville. He was a member of one of Addison Township's most important pioneer families, which immigrated from Germany in the mid-nineteenth century. He owned the local hardware store, in which the first local telephone switchboard was installed in 1902. Other members of his family were landowners, farmers, nurserymen, and carpenters. Herman Korthauer and his extended family were pivotal in the official founding of Bensenville. It was Herman Korthauer who began the process by which the requirements and procedures for the incorporation of Bensenville were explored and, ultimately, executed. He was, as Martha Jones notes in her history of Bensenville:

> … to spend the rest of this long life devising ways and means for the Village of Bensenville. As the oldest son of an early settler, he was one of a generation of Addison Township men who would lay the foundation of civic organization and government in this area.

Upon the incorporation of the town, Herman Korthauer was elected Clerk of the Village Board of Trustees, a position he held from 1884 until 1892. Herman Korthauer was: President of the Board of Trustees from 1892-1897 and from 1922-1929; a Village Trustee from 1900-1913; a member of the Bensenville School Directors and the first clerk of School District 2 Board (he served on that board from 1885-1893); and a charter member of the Bensenville Volunteer Fire Department, which was organized in 1894 and of which he was the first elected chief. He remained an active member until 1930. He was also active in civic organizations such as the

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Mannerchor. In short, Herman Korthauer is a person of substantial historical significance and was involved in a significant way in all aspects of the first fifty years of Bensenville's history.

William Kolze, another prominent and historically significant early Addison Township resident, is also buried at St. Johannes Cemetery. Kolze arrived in the area in 1880. By 1890 he had built a large white house in a community near Bensenville bearing his name. The house was a local landmark for almost a century and Kolze subsequently became known as Schiller Park. William Kolze, a prominent landowner and official in the Township and DuPage County government, was involved in a number of prominent early Illinois legal cases. He is buried at St. Johannes Cemetery. As with the Korthauer family, members of the Kolze family were active in local institutions, both in Schiller Park and Bensenville. William Kolze's daughter-in-law, who became mayor of Schiller Park in 1932, was the first woman mayor in the state. Harry Kolze was a long-time Chief of Police in Bensenville.

Among other prominent early settlers and residents buried at St. Johannes is William Franzen, Village President in 1901 and Vice-President from 1898-1913 and 1919-1921. The Franzen family, like the Korthauer family, played an important role in the early development of Bensenville. B. H. Franzen was the first member of the family to arrive in Addison Township, in 1833 or 1834. John Franzen arrived in 1836 and by 1847 had established a brick factory and flax mill in the area. C.A. Franzen was the Clerk of the original committee organized by Herman Korthauer to study the incorporation of Bensenville and was Village President from 1888-1891. He operated the local coal and lumber yards and the feed and grain store. Barney Franzen was Village President from 1885-1886. The Bank of Franzen Brothers, C.A., William, and A.W. Franzen (Village Treasurer from 1923-1925, 1926-1927, and in 1936) Proprietors, founded in Bensenville in 1900, became the First State Bank of Bensenville in 1911.

The German heritage of the Church and the surrounding area is visually apparent in the cemetery. German family names abound, as do German inscriptions on grave markers and markers in forms preferred by and associated with the early German settlers. Christian Duntemann and his wife, Millizena Erdmann Duntemann, were among an early wave of German immigrants to arrive in this area in 1847. They and their sons Heinrich, Hermann, and Louis, are buried at St. Johannes Cemetery. The Duntemanns farmed land that was later acquired by O'Hare Field. Family names such as Landmeier, Boerner, Scholle, Eickelmann, and Schultz bear witness to the German settlement and development of the area. The group of seven horizontal cylinders sharing a common base, which commemorate the Kolze children, are examples of a monument type particularly favored by German Protestants. Obelisks of a variety of sizes and detailing stand throughout the cemetery. The 1926 obelisk marking Henry Kolze's grave is the tallest monument in the cemetery. Another features carved cloth drapery and yet another is chamfered and notched in an unusual manner. Open books are a common theme

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among the monuments, perhaps the best example of which is a group of four lecterns, each with an open book, dating from the 1890s.

A cross within the cemetery marks the location of the original and the 1873 Church buildings. St. John's nineteenth-century building was relocated and refaced with brick veneer in 1952. St. Johannes Cemetery is the only remaining historical artifact associated with that significant institution. The cemetery documents and represents the important first century of St. John's Church, whose members were the German immigrants who farmed the land northwest of Chicago, defined the historical and cultural development of Bensenville and the surrounding area, and who otherwise have no structures by which they can be recognized and remembered.

St. Johannes continues to be an active burial ground. Its religious and spiritual ties to St. John's Church remain strong. The cemetery represents a vital and significant element of the teachings and beliefs of St. John's Church. It is the sacred resting place for those who are waiting to go to their final resting place. It represents the Church's history and is a significant physical representation of the sacred and spiritual beliefs of the Church and its congregation, both past and present.

The necessity of retaining this sacred place in its original location is no less compelling and important now than it was in the early 1950s, when the first wave of expansion occurred at O'Hare Field. At that time the City of Chicago recognized and accepted the religious and historical significance of the cemetery and that to move it would constitute desecration of sacred ground. Consequently, it remains to this day an important and well-preserved example of an old German Protestant cemetery.

Rest Haven Cemetery

Rest Haven Cemetery is located not far from St. Johannes Cemetery. The first burial at Rest Haven was that of William F. Cogswell in 1864. As with St. Johannes, Rest Haven has remained an active cemetery and it was rededicated in 1986. Although smaller than St. Johannes it is no less significant. It too reflects the dominant Germanic cultural and religious traditions of Bensenville and Addison Township. This cemetery has been in continuous use for the burial of members of the United Methodist Church of Itasca and the United Methodist Church of Bensenville and their predecessor institutions. Those earlier churches established The Trustees of the Evangelical Cemetery Association which, in 1919, became the Rest Haven Cemetery Association, which had as its sole purpose the operation, protection, and preservation of the Rest Haven Cemetery. This Association has maintained and preserved the consecrated ground and graves at the Rest Haven Cemetery since that time. Its members take very seriously their religious responsibilities for the protection and preservation of the sanctity of the final resting place of the souls buried at Rest Haven Cemetery.

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As at St. Johannes Cemetery, grave markers at Rest Haven identify the final resting places of individuals and families, mostly German, significant to the early settlement of the area and the founding of Bensenville. Individuals such as George Cogswell, who worked with Herman Korthauer toward the incorporation of the Village of Bensenville, are buried at Rest Haven Cemetery. Cogswell was elected the first President of the newly incorporated Village of Bensenville in 1884. He served in that position until 1885 and then again in 1887-1889. He was also a Bensenville School Director and was elected as the first president of the School District 2 Board, of which he was a member from 1885 to 1891. Cogswell's parents (William and Annie, nee Franzen) and several of his siblings are also buried at Rest Haven.

Luehring, Kolze, Franzen, Muller, Biesterfeld, and Elfring grave markers also reflect the dominant German settlement patterns and development in Bensenville and Addison Township. Examples of the horizontal cylindrical grave markers preferred by German Protestants are also found at Rest Haven.

Perhaps originally the most beautiful and now one of the most moving monuments in either cemetery is that of Laura Elfring, who died in 1898 at the age of three. Her grave is marked by a statue of a young girl holding a dove. This grave marker is one that has been affected by the passage of time; the head of the statue is missing. Laura's father Fred was Village President from 1913-1914 and 1921-1922, a member of the Village Board of Trustees from 1894-1899, and the Secretary of the Volunteer Fire Department during its early years. He operated the general store in Bensenville that also served as the town post office for many years. His wife Mary, son Walter, and several other members of the extended Elfring family are also buried at Rest Haven.

Conclusion

St. Johannes Cemetery and Rest Haven Cemetery are physical and spiritual links to Addison County's and Bensenville's earliest settlers. They contain the remains of many of Bensenville's most important early founders. Established and laid out in accordance with Church doctrine, they were and are considered to be sacred ground to those who were buried there and the descendents of those individuals. The grave markers are physical reflections of those same beliefs. They include intact examples of forms of grave markers favored by the German Protestants who settled in this area. Individually and together they reflect in a tangible form the early settlement patterns and religious and cultural values the defined the character of Addison Township and Bensenville for nearly a century.

Cemeteries, perhaps especially those that remain in active use like St. Johannes and Rest Haven, are powerful spiritual and religious symbols. In the case of these two cemeteries they not

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only reflect the history of their associated institutions but they also reflect the history and development of the town and township that grew up around those institutions. Clearly the two properties are eligible for listing in the National Register under Criteria A and B and Criteria Consideration D: Cemeteries. The are places and symbols associated with individuals and families significant to the history of Bensenville and Addison Township and who have no other extant associated structure by which to be remembered. Given the obvious adverse effects the proposed expansion of O'Hare International Airport would have on these historic resources, the FAA must explore real and viable alternatives to this Undertaking that would avoid or at least mitigate these adverse effects. Given the historical, religious, and cultural significance of these properties, and that the two cemeteries are sacred ground, the only legitimate solution before the FAA is to leave the cemeteries intact as active burial grounds.

As we identify and clarify additional areas of significance associated with St. Johannes Cemetery and Rest Haven Cemetery we will share that information with you. Should you have any questions about any of the above, please feel free to contact me.

Sincerely,

Anne H. Adams

Anne H. Adams
Architectural Historian

cc: Barry Cooper
Charles Prock
Andrew Steinberg
Daphne Fuller
Perry Kupietz
William Wheeler

CORRESPONDENCE LOG

ADDISON

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:00am	Call to Historical Museum	Fax No.	Spoke with person & got number
9/3/04	2:03pm			Sent initial fax – request for information
9/8/04	2:01pm	Received email from Jeanette Paradiso listing Possible identified resources and questions	Clarification and possible historic structures	
9/15/04	11:00am	Call to Jeanette Paradiso	re: email sent on 9/8/04	Discussed & clarified request – will email list after reviewing with Village
9/17/04	11:33am	Email from Jeanette Paradiso	Re: Request for info	Sent list of locally recognized historic resources
9/22/04	4:06pm	Email from Jeanette Paradiso	Re: More historic resources	Sent list of additional historic resources

ARLINGTON HEIGHTS

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:02am	Call to Historical Museum	Fax No.	Spoke with person & got number
9/3/04	2:07pm			Sent initial fax – request for information
9/3/04	2:10	Call from Kristina Christie at Arlington Heights Historical Museum	re: illegible fax	Resent fax
9/3/04	2:17pm	Call to Kristina Christie	Re: fax re-sent	Fax went through & she was passing it along to curator
9/16/04		Call from Ted Balcom of Arlington Heights Historical Museum	Re: request for information	Left message = will call back on 9/17/04
9/17/04	11:19am	Call from Ted Balcom	Re: clarification regarding request	Discussed request for information – will be in touch next week after conference with staff & time to gather info

BENSENVILLE

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/

				RETURN CALL/ FAX
8/27/04	11:04am	Call to Historical Society	Fax No.	No answer/no message
9/3/04	2:40pm	Call to Historical Museum – to speak with Janis Arquette	Initial Request for information	Janis Arquette is only in the office Wednesday & Thursday mornings
9/8/04	9:34am	Call to Janis Arquette	Initial request	Left message with return contact information
9/8/04	9:40am	Call from Janis Arquette	Returned message	Discussed request and fax information
9/8/04	10:46am	Fax to Bensenville Historical Society	Initial Request	Sent initial Fax
9/9/04	10:21am	Email from Janis Arquette at Bensenville Historical Commission	Requested info	Sent list of houses with plaques
9/15/04	10:38am	Email to Janis Arquette	Response to info sent	Follow-up regarding list of historic resources sent

CHICAGO

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
9/13/04		commission list @ website consulted	local landmarks	

DES PLAINES

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:05am	Call to Historical Society	Fax No.	Spoke with person & got number
9/3/04	2:10pm			Sent initial fax – request for information
9/7/04	10:38am	Email from Des Plaines History Center	Research on Historic Structures	Received email re: research hours to compile list of historic structures
9/15/04	11:47am	Call to Shari Caine	Response to email	Left message – waiting for reply
9/15/04	12:05pm	Call from Shari Caine	Response to message	Left message
9/15/04	1:21pm	Call to Shari Caine	Reponse to message	Left message
9/15/04	1:30pm	Call from Shari Caine	Response to message	No formally designated local landmarks. However 2 properties, Methodist Campgrounds & Des Plaines Theatre, that are in the process of National Nomination. Mentioned

				by the Village President, which is significant due to its location. Will follow through with contact info on fax sheet
9/8/04	2:39pm	Fax to Itasca Village Hall	Initial Info Request	Sent initial fax
9/16/04	8:12am	Fax from Joyce Usher of Village of Itasca	Historic Structures	Response to request

MOUNT PROSPECT

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:43am	Call to Historical Society	Fax No.	Machine – no message
9/7/04	10:43pm			Sent initial fax – request for information

NORRIDGE

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:22am	Call to Village of Norridge	Fax No.	Spoke with person & got number
9/3/04	2:28pm			Sent initial fax – request for information

NORTHLAKE

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
9/3/04	2:30pm			Sent initial fax – request for information

NORWOOD PARK

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
9/7/04	10:23pm	Call to Historical Society	Fax No.	Machine – no message
9/8/04	9:57am	Call to Norwood Park Historical Society	Initial Info Request	Machine – left message regarding request and contact information

PARK RIDGE

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:25am	Call to Historical	Fax No.	Spoke with person – do not have

		Oulund of Schiller Park Historical Society	request	in Schiller Park (do not have funding to implement program); however, Eden cemetery is over 100 years old, there are a number of older residential buildings, and the town of Schiller Park was owned by Pottawatomi Indian Chief.

WOOD DALE

DATE	TIME	CORRESPONDENCE	REGARDING	LEFT MESSAGE/ RETURN CALL/ FAX
8/27/04	11:37am	Call to Historical Society	Fax No.	Spoke with person & got number
9/3/04	2:37pm			Sent initial fax – request for information

Illinois Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

Rod R. Blagojevich, Governor
Joel Brunsvold, Director

RECEIVED
JAN 10 2005
CMT, INC.

TO: Laura Sakach

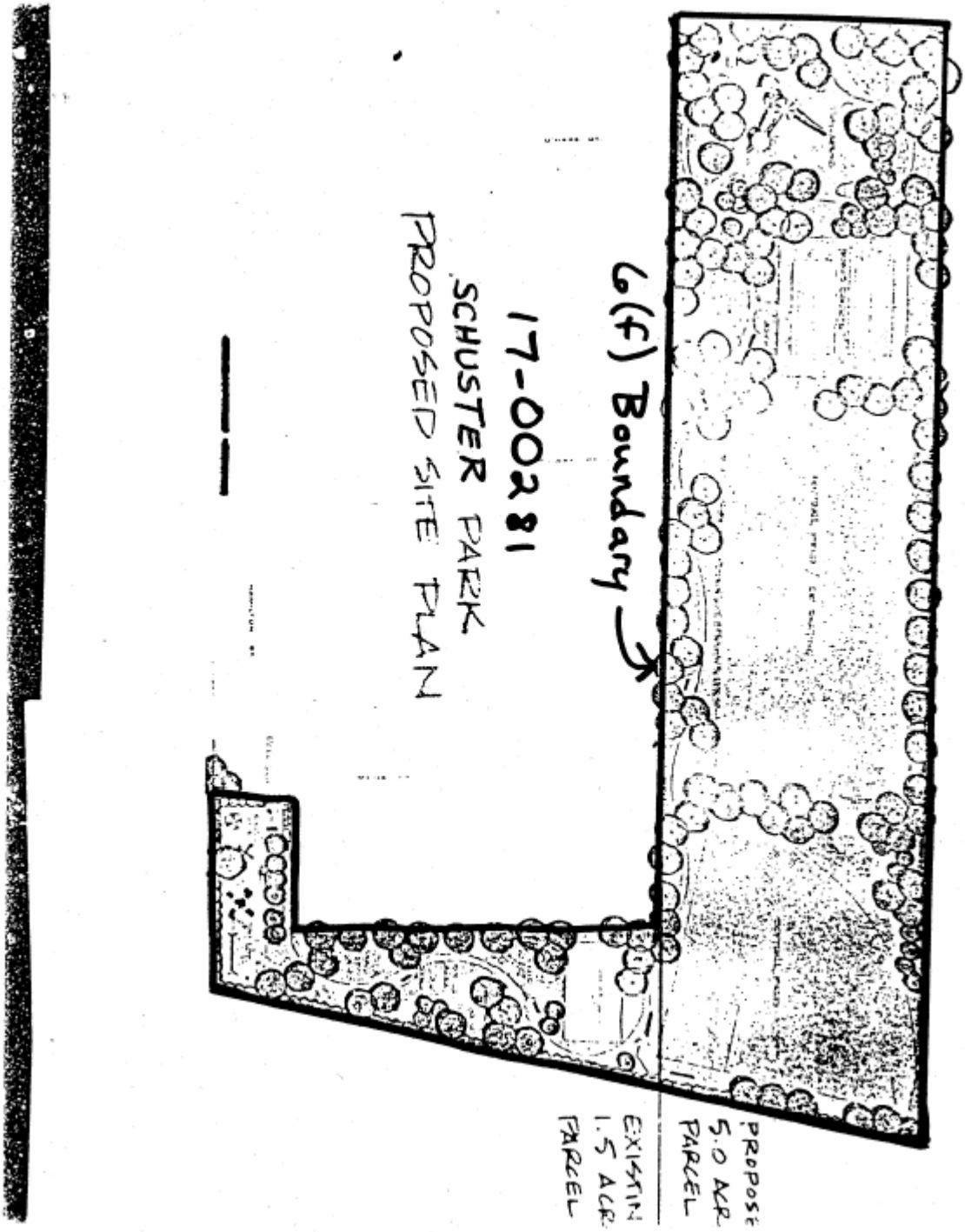
FROM: Jan Nation

DATE: 1/6/05

RE: Bensenville Park Property

It was a pleasure meeting you and Mike on Tuesday. This project is quite complex, but interesting to say the least. Enclosed are some documents about Schuster Park you might find helpful. Please note that the acquisition project was for 5 acres, but we also included an adjacent existing 1.5 acre park in the official boundary. The total that must be compensated is 6.5 acres. If you need anything else please let me know. Good luck!

Printed on recycled and recyclable paper


PROPOSE
5.0 ACR
PARCEL
EXISTIN
1.5 ACR
PARCEL
6(f) Boundary
17-00281
SCHUSTER PARK
PROPOSED SITE PLAN

ILLINOIS DEPARTMENT OF CONSERVATION
Division of Grant Administration
PARCEL TABULATION
17-00281
Bensenville Park District
Seekar Park

Parcel	Acreage	Certified Fair Market Value	Purchase Price
1	5+-	$59,125.00	$59,125.00
		16.64% Indirect	$ 9,838.40
		Total Project Cost	$68,963.40
		50% Federal Reimbursement	$34,481.70

Seekarr Park
Attachment #1

LEGAL DESCRIPTION:

The South 971.93 feet (as measured on the East and West lines thereof) of the following described property: That part of the West 257.63 feet of the East Half of Section 13, Township 40 North, Range 11, East of the Third Principal Meridian, and the East 162.93 feet of the West Half of said Section 13, lying South of the center of Irving Park Boulevard and North of the North line of the Chicago, Milwaukee and St. Paul Railroad, also known as Tract "C" on Plat made by H.H. Bremer in the Township of Addison, except the West 93.84 feet of said Tract "C" lying North of line parallel with and 317.41 feet North of the Quarter section line of said Section 13, and except the East 196.47 feet thereof, in DuPage County, Illinois, containing 5.00 acres.

T R U S T E E ' S D E E D

This Indenture, made this 25th day of July, 19 77, between the Regional Board of School Trustees of DuPage County, Illinois, a body politic and corporate of Illinois, grantor, as trustee, for the use and benefit of School District No. 2, under and by virtue of the Statutes of the State of Illinois, and Bensenville Park District A UNIT OF LOCAL GOVERNMENT, grantee,

WITNESSETH, That the grantor, in consideration of Fifty Nine Thousand, One Hundred Twenty Five and No/100'S Dollars receipt of which is hereby acknowledged, and in pursuance of the power and authority vested in the grantor as said Trustees by the Statutes of the State of Illinois in Chapter 30, Sections 156 through 158 inclusive, and proceedings had thereunder, does hereby transfer unto the grantee all of the right, title and interest it now holds in property described below:

The South 971.93 feet (as measured on the East and West lines thereof) of the following: that part of the West 257.63 feet of the East half of Section 13, Township 40 North, Range 11 and the East 162.93 feet of the West half of said Section 13, lying South of the corner of Irving Park Boulevard and North of the North line of Chicago, Milwaukee and St. Paul Railroad, also known as Tract C, Township of Addison, except the West 93.84 feet of said Tract C lying North of line parallel with and 374.41 feet North of the quarter Section line of said Section 13, except the East 196.47 feet thereof, in DuPage County, Illinois.

R77 - 63452

IN WITNESS WHEREOF the Grantor has caused its name to be signed to these presents by its President, and attested by its Secretary, the day and year first above written.

THE REGIONAL BOARD OF SCHOOL TRUSTEES
OF DU PAGE COUNTY, ILLINOIS

BY: John R. Bullard
President

ATTEST: Harold C. Wright
Secretary

STATE OF ILLINOIS }
} SS.
COUNTY OF DU PAGE }

I, Geneviève Arlington, a Notary Public in and for said County in the State aforesaid, DO HEREBY CERTIFY that John R. Bullard personally known to me to be the President of the Regional Board of School Trustees of DuPage County, Illinois, a body politic and corporate of the State of Illinois, and Harold C. Wright, personally known to me to be the Secretary of said body politic and corporate, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and severally acknowledged that as such President and Secretary they signed and delivered the said instrument as President and Secretary of said body politic and corporate, pursuant to authority given by the Regional Board of School Trustees of DuPage County, Illinois, as their free and voluntary act and as the free and voluntary act and deed of said body politic and corporate, for the uses and purposes therein set forth.

Given under my hand and seal this 25th day of July, 19 77.

Geneviève Arlington
Notary Public

xempt under provisions of Paragraph, c, Section 4,
l Estate Transfer Tax Act.

7/77 Edward Martin
Date Buyer, Seller or Representative

U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

Michael Benhar, Director
Bensenville Park District
1000 West Wood Street
Bensenville, Illinois 60106

Re: Request for a Meeting With the Bensenville Park District

Dear Mr. Benhar:

I appreciated the opportunity to speak with you by phone on February 9, 2005 concerning FAA's request to meet with the Bensenville Park District. The purpose of our meeting would be to initiate a dialog concerning potential impacts to Park District properties associated with the proposed modernization of O'Hare International Airport.

As you may be aware, FAA recently released its O'Hare Modernization Draft Environmental Impact Statement (DEIS). FAA's Notice of Availability for the DEIS was published in the Federal Register on January 21, 2005, and a copy of the NOA is enclosed with this letter. Also enclosed for your use and information is a copy of the Executive Summary for the DEIS. As a part of its EIS responsibilities, FAA is required to evaluate and disclose the environmental impacts of its undertakings, including impacts to publicly-owned parks and recreational resources.

In addition to its EIS-related responsibilities, FAA is also required to comply with the provisions of Section 6(f) of the Land and Water Conservation Act (LAWCON). Briefly stated, Section 6(f) applies to properties purchased with LAWCON funds for recreational purposes. FAA believes that Schuster Park is a Section 6 (f) resource. FAA also believes that Shuster Park is the only Section 6(f) resource owned by the Bensenville Park District.

As described in the DEIS, if a build alternative were to be selected for implementation, Schuster Park would likely have to be acquired and converted to a non-recreational use. Any such conversion would have to be described in a conversion plan prepared by FAA. The conversion plan (including a description of appropriate mitigation) must, in turn, be approved by, or on behalf of, the Director of the National Park Service.

While FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its DEIS, FAA is requesting the opportunity to meet with you and such other representatives of the Bensenville Park District as you may determine appropriate. The purpose of the meeting would be initiation of a dialog concerning Schuster Park and FAA's EIS/Section 6(f) processes. FAA will be available to meet with the Bensenville Park District at a time and location of your convenience. Please contact me at: 847-294-7522 to identify possible dates, times, and

2

locations to further discuss these matters. We will be in your area on the mornings of February 23 and 24, 2005, but are agreeable to any other time that you would like.

Thank you very much in advance for your time and consideration of our request to meet together. I look forward to your response.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Enclosures: Notice of Availability of DEIS and DEIS Executive Summary

Cc: Jan Nation, IDNR
John Wassinger, President, Bensenville Park District

U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 2, 2005

Mr. John Geils
Village President
Village of Bensenville
12 S. Center Street
Bensenville, Illinois 60106

Re: Request for a Meeting with the Village of Bensenville

Dear Mr. Geils:

As you aware, FAA recently released its O'Hare Modernization Draft Environmental Impact Statement (DEIS). FAA's Notice of Availability for the DEIS was published in the Federal Register on January 21, 2005, and a copy of the NOA is enclosed with this letter. Also enclosed for your use and information is a copy of the Executive Summary for the DEIS. As a part of its EIS responsibilities, FAA is required to evaluate and disclose the environmental impacts of its undertakings, including impacts to publicly-owned parks and recreational resources.

In addition to its EIS-related responsibilities, FAA is also required to comply with the provisions of Section 4(f) of the Transportation Act. Briefly stated, Section 4(f) applies to publicly-owned recreational properties and/or nature preserves. FAA analysis indicates that Bretman Park is a Section 4 (f) resource owned by the Village of Bensenville which would be directly impacted through acquisition, if an O'Hare Modernization "Build" Alternative were to be implemented. Please advise if you believe there are any additional Section 4(f) resources that may be potentially impacted.

While FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its DEIS, FAA is requesting the opportunity to meet with you to initiate a dialog concerning Bretman Park and FAA's EIS/Section 4(f) processes. Please contact me at: 847/294-7522 to schedule a meeting to discuss these matters.

Thank you very much in advance for your time and consideration of our request to meet together. I look forward to your response.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Enclosures: Notice of Availability of DEIS and DEIS Executive Summary

Cc: Jan Nation, IDNR
Joseph Karaganis, Karaganis and White, LLP

U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 2, 2005

Mr. D. "Dewey" Pierotti, Jr.
Forest Preserve District President
Forest Preserve District of Du Page County
Post Office Box 5000
Wheaton, Illinois 60189-5000

Re: Request for a Meeting with the Forest Preserve District of Du Page County

Dear Mr. Pierotti:

As you may be aware, FAA recently released its O'Hare Modernization Draft Environmental Impact Statement (DEIS). FAA's Notice of Availability for the DEIS was published in the Federal Register on January 21, 2005, and a copy of the NOA is enclosed with this letter. Also enclosed for your use and information is a copy of the Executive Summary for the DEIS. As a part of its EIS responsibilities, FAA is required to evaluate and disclose the environmental impacts of its undertakings, including impacts to publicly-owned parks and recreational resources.

In addition to its EIS-related responsibilities, FAA is also required to comply with the provisions of Section 4(f) of the Transportation Act. Briefly stated, Section 4(f) applies to publicly-owned recreational properties and/or nature preserves. FAA analysis indicates that the Silver Creek property is a Section 4 (f) resource owned by the Forest Preserve District of DuPage County. Approximately 9.3 acres of the Silver Creek property would be directly impacted through acquisition, if an O'Hare Modernization "Build" Alternative were to be implemented. Please advise if you believe there are any additional Section 4(f) resources that may be potentially impacted.

While FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its DEIS, FAA is requesting the opportunity to meet with you to initiate a dialog concerning the Silver Creek property and FAA's EIS/Section 4(f) processes. Please contact me at: 847/294-7522 to schedule a meeting to discuss these matters.

Thank you very much in advance for your time and consideration of our request to meet together. I look forward to your response.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Enclosures: Notice of Availability of DEIS and DEIS Executive Summary

Cc: Jan Nation, IDNR

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 11, 2005

Mr. Craig B. Johnson, Mayor
Elk Grove Village
901 Wellington Ave
Elk Grove Village, Illinois 60007

Mr. Bill O'Malley, President
Elk Grove Park District
499 Biesterfield Road
Elk Grove Village, Illinois 60007

Re: Request for Information on Lake LGK/Property in Elk Grove Village

Dear Mr. Johnson and Mr. O'Malley:

As you may be aware, FAA recently released its O'Hare Modernization Draft Environmental Impact Statement (DEIS). FAA's Notice of Availability for the DEIS was published in the Federal Register on January 21, 2005, and public hearings were subsequently held on February 22, 23, and 24, 2005. As a part of its EIS responsibilities, FAA is required to evaluate and disclose the environmental impacts of its undertakings, including impacts to publicly-owned parks and recreational resources. In addition to its EIS-related responsibilities, FAA is also required to comply with the provisions of Section 4(f) of the Transportation Act. Briefly stated, Section 4(f) applies to publicly-owned parks, recreational properties and/or nature preserves open to public use.

During the last public hearing in Niles on February 24th, it was brought to FAA's attention that one of the properties in Elk Grove Village, which would be directly impacted through acquisition if an O'Hare Modernization "Build" Alternative were to be implemented, may include a park. As a result, a site visit to this location was conducted to investigate the information provided at the hearing and to identify the uses of this facility. During this visit, it was identified that the site included one park bench. A sign on a chain-link fence that surrounds the large detention basin on this property indicated "Park Temporarily Closed for Renovation." No public parking was observed, and no facilities associated with a park, recreational area, or wildlife refuge were identified.

Please provide any additional information regarding the use of this site that you believe would aid the FAA's evaluation of this site as a potential Section 4(f) resource, including the following:

Who has jurisdiction over the area?
Has the site been designated as a park and/or recreational area for public use?
If yes, what types of activities occur there?
Who are the patrons who would use the facility?
What is the size of the area that would be available for public use?
What renovations are currently being implemented and when is the site scheduled to open or reopen?
What activities are available to the public at this facility?
What access does it have and is public parking available?
When was this site established and when was it opened to the public?
What qualities does it have and what is its relationship to other resources in the vicinity?
Does this facility have a specific name and does this facility have a specific park name?
Is this site identified as a park on any Village maps or Park District maps?

Please advise if there is any additional information that the FAA should consider with respect to this property's status as a Section 4(f) resource.

While FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its DEIS, FAA is requesting further information for potential inclusion in FAA's EIS/Section 4(f) processes. Please contact me at: 847-294-7522 to discuss this information further or to schedule a meeting regarding these matters.

Thank you very much in advance for your time and consideration of our request. I look forward to your response.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Cc: Jan Nation, IDNR
Joseph Karaganis, Karaganis and White, LLP

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 28, 2005

Mr. John Giles
Village President
Village of Bensenville
12 S. Center Street
Bensenville, Illinois 60106

Re: Follow-Up Request for a Meeting with the Village of Bensenville

Dear Mr. Giles:

By our letter dated March 7, 2005, FAA requested that the Village contact us to schedule a meeting to discuss Bretman Park and FAA's EIS/Section 4(f) processes. Bretman Park appears to be a Section 4(f) resource owned by the Village which would likely be impacted through acquisition and conversion, if an O'Hare Modernization "Build" Alternative were to be implemented. To date no response to our letter has been received. Please contact me at 847/294-7522 to schedule a meeting to discuss these important matters.

You are requested to provide any information that you believe would aid FAA's Section 4(f) evaluation of Bretman Park, including the following:

When was the Park established, and when was it opened to the public?

When does the public have access to the Park?

Is the Park identified as a park on any Village maps?

What types of facilities are provided, and what is the patronage and types of activities occur, in the Park?

What is its relationship to other similarly used lands in the vicinity and does it have any unique or irreplaceable qualities.

Please advise me if there is any additional information that FAA should consider with respect to the Park's status as a Section 4(f) resource.

While the FAA has certainly not made any decisions or approvals concerning alternatives evaluated in it O'Hare Modernization DEIS, the FAA will be discussing potential impacts as well as potential mitigation measures for alternatives in its Final EIS. Accordingly, you are also requested to provide any information that you deem to be relevant regarding potential mitigation for this resource.

2

I continue to look forward to your response and to the initiation of a productive dialog between the Village and FAA.

Sincerely,

Amy B. Hanson (for MWM)

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Cc: Jan Nation, IDNR
Joseph Karaganis, Karaganis and White, LLP

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 28, 2005

Mr. Craig B. Johnson
Mayor, Elk Grove Village
901 Wellington Avenue
Elk Grove Village, Illinois 60007

Dear Mr. Johnson:

By our letter of March 11, 2005, FAA requested information concerning the Lake LGK Property in Elk Grove Village. In the March 11 letter, FAA also offered the opportunity to meet with the Village concerning FAA's EIS/Section 4(f) processes. To date, FAA has received no response from Elk Grove Village.

While FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its O'Hare Modernization Draft EIS, FAA continues to request information from Elk Grove Village concerning the Lake LGK Property. Any information received on this Property will be considered for potential inclusion in the Agency's EIS/Section 4(f) processes.

Please contact me at: 847/294-7522 to discuss the requested information or to schedule a meeting concerning these matters. I continue to look forward to your response.

Sincerely,

Amy B Larson (for MWM)

Michael W. MacMullen
Airports Environmental Program Manager
Chicago Airports District Office

Cc: Jan Nation, IDNR
Joseph Karaganis, Karaganis and White, LLP

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 13, 2005

Mr. Joseph V. Karaganis
Karaganis White & Magel, Ltd.
414 North Orleans Street
Chicago, Illinois 60610

Re: Follow-up Request for a Meeting with the Village of Bensenville and Elk Grove Village

Dear Mr. Karaganis:

In our letter dated March 7, 2005 and our follow-up letter dated March 28, 2005 to the Village of Bensenville and Elk Grove Village, FAA requested a meeting to discuss the Section 4(f) resources and FAA's EIS/Section 4(f) processes. Recently, FAA received your letter stating that "Bensenville and Elk Grove Village would be happy to meet with [FAA] to discuss FAA's 4(f) responsibilities for these properties. Please call me to arrange a meeting." Thank you for your willingness to meet with the FAA. Calls were made to your office by Mr. MacMullen on April 7, 2005 and again on April 12, 2005 to schedule a time to meet on this issue. In our brief telephone conversation with Mike MacMullen on April 13th, we agreed to a teleconference to be conducted on Wednesday April 20, 2005, at 1:00 PM (Chicago Time). You agreed to send us an email, and we agreed to respond to your e-mail with the call-in number and the passcode. Please send your e-mail to Mike MacMullen at the following address: michael.w.macmullen@faa.gov.

FAA analysis as presented in the O'Hare Modernization DEIS indicates that Bretman Park is a Section 4(f) resource owned by the Village of Bensenville which would be directly impacted through acquisition, if an O'Hare Modernization "Build" Alternative were to be implemented. Please advise if you believe there are any additional Section 4(f) resources that may be potentially impacted.

A number of questions were provided in our March 28, 2005 letters to Bensenville and Elk Grove Village. The FAA's requests that the information requested in these letters, as well as the Villages' ideas concerning potential mitigation measures on impacts to Section 4(f) resources, be addressed in this teleconference. We further request that any information over and above that presented in the teleconference be provided to us no later than April 27, 2005.

The FAA has certainly not made any decisions or approvals concerning alternatives evaluated in its DEIS, and we look forward to participating with you in the April 20, 2005 teleconference.

Sincerely,

Charles R. Prock

Cc: Jan Nation, IDNR
Mr. John Geils, Village of Bensenville
Mr. Craig B. Johnson, Elk Grove Village

KARAGANIS, WHITE & MAGEL LTD.
ATTORNEYS AT LAW
414 NORTH ORLEANS STREET - SUITE 810
CHICAGO, ILLINOIS 60610
TELEPHONE
(312) 836-1177
TELEFAX
(312) 836-9083

JOSEPH V. KARAGANIS
A. BRUCE WHITE
BARBARA ANNE MAGEL
MARK D. ERZEN
JOHN W. KALICH
CHRISTOPHER W. NEWCOMB

April 27, 2005

VIA FAX AND E-MAIL
Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Elk Grove LGK Pocket Park

Dear Mr. MacMullen:

Per our telephone discussion and agreement last week to provide you information regarding the recreational facility with the informal name: "Lake LGK" by April 27, 2005, we hereby submit the following information:

The property designated as "Lake LGK" is a parcel of property containing a body of water that currently holds a fishery of unknown characteristics. The water body was formed some time ago by the failure and blockage of a discharge pipe.

The "Lake LGK" property was acquired by Elk Grove in 2003 and is intended by Elk Grove Village to be developed, used, and maintained as part of Elk Grove's Business Park "Pocket Park" program. Elk Grove's "Pocket Park" program includes a number of sites in the industrial areas of the Village that Elk Grove intends to use as combination recreational park and storm water retention facilities. In certain wet weather conditions, several "pocket parks" serve to hold, contain, and manage storm water. However, when the storm water conditions are not present, these pocket parks are designed and used as active and passive park recreational facilities and include such activities as sports, picnicking, and enjoyment of nature.

The LGK site is currently closed and fenced because the water body on the site represents an unsupervised water hazard. Elk Grove Village has plans to fix the broken discharge pipe, drain the site, and renovate the site for the combined recreational park and storm water purposes described above.

Directing your attention to the questions you raised in your letter of March 11, 2005, here are our answers:

Mr. Michael W. MacMullen
April 27, 2005
Page 2

1. Elk Grove Village has jurisdiction and ownership of the LGK property.
2. The site has been acquired and designated by Elk Grove Village for development as a "pocket park" in the Elk Grove system of "pocket parks" throughout the Business Park.
3. The activities that are planned for the pocket park on the LGK property include such activities as sports, picnicking, and enjoyment of nature.
4. The persons using the facility will be employees of companies that are located in the Business Park, and residents of Elk Grove Village.
5. The size of the area available for public use is the entire site, approximately 3 acres.
6. The renovations currently being planned and implemented are drainage and landscaping to create an active and passive park environment and Elk Grove intends to re-open the site in 2006.
7. See answer #3 above.
8. Once proper drainage is restored and renovation is completed the site will be fully open to the public. Public parking will be available on Village streets bordering the site.
9. The site was acquired by Elk Grove Village in the winter of 2003 and will be re-opened to the public after restoration and renovation in 2006. Under prior private ownership the site could be used for fishing.
10. The site is intended for use as a "pocket park" within Elk Grove's "pocket park program".
11. The site currently has the informal designation as "LGK" but will be renamed after restoration and renovation.
12. The site is currently not listed on Village maps since it was recently acquired.

Enclosed with this letter are: 1) a map of the Elk Grove "Pocket Park System" and 2) a photo showing a current pocket park. Per our agreement, we will provide you additional information on other 4(f) resources and comments and information on alternatives by May 6, 2005.

Sincerely yours,

Joe Karaganis

Joseph Karaganis

Enclosure: electronic files transmitted by e-mail and hard copy

cc: Mayor Craig Johnson
Village Manager Gary Parrin
Robert Cohn

EXISTING
UNDER CONSTRUCTION
FUTURE
VILLAGE OF ELK GROVE VILLAGE
POCKET PARKS

Example of Existing Pocket Park

KARAGANIS, WHITE & MAGEL LTD.
ATTORNEYS AT LAW
414 NORTH ORLEANS STREET - SUITE 810
CHICAGO, ILLINOIS 60610
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JOSEPH V. KARAGANIS
A. BRUCE WHITE
BARBARA ANNE MAGEL
MARK D. ERZEN
JOHN W. KALICH
CHRISTOPHER W. NEWCOMB

April 29, 2005

VIA E-MAIL
Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018

Re: Correction to Exhibit to 4-27-05 letter re Elk Grove LGK Park

Dear Mr. MacMullen:

On April 27, I sent you a letter on behalf of Elk Grove Village which contained a photo exhibit depicting what was described as an "existing" "Pocket Park". The photo exhibit was incorrectly labeled and the text in the letter to which the photo relates was incorrect.

The photo labeled "Example of Existing Pocket Park" was actually a photo of another park facility owned by the Elk Grove Park District which illustrates (in general) the kind of resource and amenities that Elk Grove Village plans for the Pocket Park at the LGK site.

Enclosed is a photo of an existing Pocket Park on a much smaller site than the LGK site. The LGK site at 3 acres will look more like the Elk Grove Park District facility shown in my April 27th letter.

We apologize for the error.

Sincerely yours,

Joseph Karaganis

cc: Mayor Johnson
Village Manager Gary Parrin
Robert Cohn

BEFORE THE
FEDERAL AVIATION ADMINISTRATION
CHICAGO AIRPORTS DISTRICT OFFICE

In the matter of the	)
	)
DRAFT ENVIRONMENTAL IMPACT	)
STATEMENT FOR THE O'HARE	)
MODERNIZATION PROGRAM (OMP)	)
	)

AFFIDAVIT OF JOSEPH DEL BALZO

I, Joseph Del Balzo, having been duly sworn, on oath deposes and states as follows:

1. I currently serve as President of JDA Aviation Technology Solutions in Washington, D.C. My firm and I provide technical advice and assistance on aviation and airport matters to airlines, airports, municipalities, and other clients.

2. Prior to founding JDA Aviation Technology Solutions, I served for 36 years as an aviation professional with the Federal Aviation Administration.

3. In my career with FAA, I held a number of senior positions including that of Acting Administrator of the FAA. In that capacity I was the highest ranking career professional within the FAA.

4. In addition to service as Acting Administrator of the FAA, I have also served as FAA's Executive Director of System Operations where I and my team were responsible for installing and operating all air traffic control systems throughout the Nation, and overseeing and developing safety regulations for all airports, aircraft, airlines, and airmen in the national aviation system.

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5. While at FAA I also served as the Director of the FAA National Technical Center conducting and supervising research in airport and airspace systems analysis. I also served as FAA's Chief Technical Advisor and liaison with responsibility for coordinating aviation research and development efforts between the United States, Europe, Africa, and the Middle East.

6. In my work in FAA as Acting Administrator and in other positions I held within the agency, I was very familiar with the FAA's role and responsibility under federal law in the promotion and regulation of airport development. In particular, I am familiar with the FAA's prior consideration of airport development options at O'Hare, and the FAA's determination with regard to that airport in its 1984 Record of Decision. In that determination, the FAA found that future aviation demand at O'Hare and in the Chicago region could be efficiently served through a blended alternative that would include use of the existing O'Hare Airport without additional runways, the use of other local regional airports, and the use of alternative connecting hubs in other cities.

7. I was the Regional Director of the FAA's Eastern Region for 8 years and was responsible for FAA's airport development activities and operational issues affecting three of the country's largest commercial airports: JFK, LaGuardia and Newark. These airports function together as a multi-airport system serving the New York metropolitan area. Over the years, both during my tenure and today, FAA has utilized congestion management, in combination with airport development, in a blended regional solution to maximize efficiency, enhance capacity, and minimize delays at the New York area airports.

8. I and my colleagues at JDA Aviation Technology Solutions have been retained by the Illinois communities of Bensenville and Elk Grove Village to assess and

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evaluate Chicago's proposal for a major expansion of O'Hare Airport, including alternatives to that proposal.

9. In order to assess and evaluate the Chicago's OMP proposal, I have held numerous working group discussions with the Air Traffic Controllers working in the O'Hare Tower and at the TRACON controlling the arrival and departure of aircraft at O'Hare.

10. In order to assess and evaluate the Chicago's OMP proposal, I have also held working group discussions with senior airline pilots that regularly operate at O'Hare.

Object of This Affidavit

11. I have been asked to review and comment on the FAA's Draft Environmental Statement for the O'Hare International Airport (the DEIS) and to describe the on-airport alternatives listed in the April 6, 2005 Comments and Objections of Elk Grove Village and Bensenville. The DEIS reviews the City's preferred six parallel OMP runway configuration, and various alternatives thereto. It is my opinion that the alternatives analysis of the DEIS is seriously deficient. The DEIS failed to consider any on-airport development alternatives in conjunction with a blended alternative that could increase airport capacity, reduce current delays, and reasonably accommodate projected future demand. The failure of the DEIS to consider reasonable on-airport runway configurations is a glaring environmental analysis deficiency, since such an alternative would reduce the adverse environmental impacts of the project on neighboring communities and avoid destruction of the religious cemeteries.

12. The FAA's own capacity and delay analysis shows that no matter which option is chosen, demand at the airport will ultimately exceed capacity. Indeed, the Campbell Hill report (April 6, 2005) shows that demand at the airport will likely exceed capacity soon

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after the construction is completed with delays equal to or greater than historic high levels.

13. Thus, it is clear that alternatives C, D, G in the DEIS will necessarily require the use of blended alternatives — *i.e.,* congestion management at O'Hare plus use of other airports, either at other local airports or in other hub cities. In its DEIS FAA, was able to claim that these alternatives would accommodate the forecast demand by erroneously using an understated outdated Terminal Area forecast and by selecting a year (2018) which ignored the time frame used in establishing the parameters of the Master Plan (*i.e.,* the year 2030 and Planning Activity Level 2). Yet even the FAA's own narrative in Appendix R says that use of the 2003 TAF would show that Alternative C (Chicago's OMP proposal) runs out of capacity even under the relaxed 15 minute delay standard used in the DEIS in 2018.

14. The following alternatives should be considered and fully evaluated by FAA, including the detailed modeling conducted by the FAA for each of the other OMP alternatives discussed in the DEIS:

A. Blended Alternatives A-J set forth at pages 59-60 of the Comments on and Objections to the DEIS dated April 6, 2005. Each of these Blended alternatives would accomplish the purpose and need articulated by the FAA (*i.e.,* meeting the forecast demand and controlling delays to whatever level was determined to be cost-effective by FAA). Each of these blended alternatives avoids the destruction of homes, businesses, and parkland and the destruction of the religious cemeteries. Each of these alternatives has the advantage of requiring minimal amounts of capital investment. Each of these blended alternatives is similar in concept to the blended alternative (*i.e.,* the "constrained" alternative) selected by the City of Chicago in its 1983 Master Plan and approved by the FAA in its 1984 Record of Decision. Like Chicago's 1983 Master Plan

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constrained alternative, each of these blended alternatives would use either other local area airports or hubs in other cities or both — in combination with the existing O'Hare — to accommodate all of the forecast demand. The DEIS limited its discussion of a blended alternative to a base case O'Hare which was comprised of Phase I. A competent evaluation of the blended alternatives should start with the existing airfield as the base.

B. Blended Alternatives which employ additional runways at O'Hare which would not require the destruction of homes, businesses, park land, sites of historical significance or require the destruction of religious cemeteries. At p. 60 of the Comments on and Objections to the DEIS dated April 6, 2005, we mentioned at Alternative L. Alternative L is comprised of a series of incremental additional runway alternatives — several of which we have discussed with members of the National Air Traffic Controllers Association (NATCA). None of these ALT L alternatives would require the destruction of homes, businesses, park land, sites of historical significance or require the destruction of religious cemeteries. Each of these ALT L alternatives would be a blended alternative which would use congestion or demand management in combination with the use of either other local area airports or hubs in other cities or both.

(1) **Alternative L-1.** This alternative would involve the westward extension runway 9R-27L to increase the runway length to 13,000 and the construction of a two new runways in the southern section of the airport: a) the construction of a new southern runway of 8,000 ft. (10L/28R) located 1,600 ft. south of existing runway 9R/27L, and, (3) the construction of a new runway with 6,095 ft. (10R/28L) 4,300 ft. south of existing runway 9R/27L. This alternative is depicted on Attachment 1 to this affidavit.

(2) **Alternative L-2** is depicted in Attachment 2. This alternative also involves extension of existing runway 10L/28R, but instead of construction of a new runway 2,300 ft. south of runway 10L/28R, there would be a new runway with 11,760 ft. 2,300 ft. north of existing runway 9R/27L. ALT L-2 also has a new runway with 6,095 ft. (10R/28L) 4,300 ft. south of existing runway 9R/27L.

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15. Each of the **Alternative L** alternatives can also have variations (as determined to be desirable and cost-effective) as long as these variations do not require the destruction of homes, businesses, park land, sites of historical significance or require the destruction of religious cemeteries. Each of the ALT L alternatives should be examined for the cost-effectiveness and suitability of individual elements of the Alternative, *e.g.,* the southern 10R/28L may pass cost-benefit muster with just the southern 10R/28L alone.

16. The length of the alternative runways can be adjusted as long as the adjustments do not require the destruction of homes, businesses, park land, sites of historical significance or require the destruction of religious cemeteries. For example, the length of the alternative 10R/28L arrival runway is suggested at 6,095 feet in order to stay within the confines of the existing airport boundaries. This length is sufficient to accommodate most air carrier arrivals.

17. Chicago has suggested that Irving Park Road will be rerouted by the State. If Irving Park Road is rerouted, the alternative 10R/28L runway could easily be longer provided that it does not interfere with the religious cemeteries or the access to the religious cemeteries, and as long as it does not require the destruction of homes, businesses, park land, sites of historical significance in the communities.

18. In conclusion, I believe that Alternatives H, I, J and Alternatives L-1 and L-2 (and variations of these alternatives which do not require the destruction of homes, businesses, park land, sites of historical significance or require the destruction of religious cemeteries) should be subjected to the same detailed modeling evaluations as was undertaken for Alternatives C, D, and G in the DEIS.

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I declare under penalty of perjury that the foregoing is true and correct.

Executed this 5th day of May, 2005

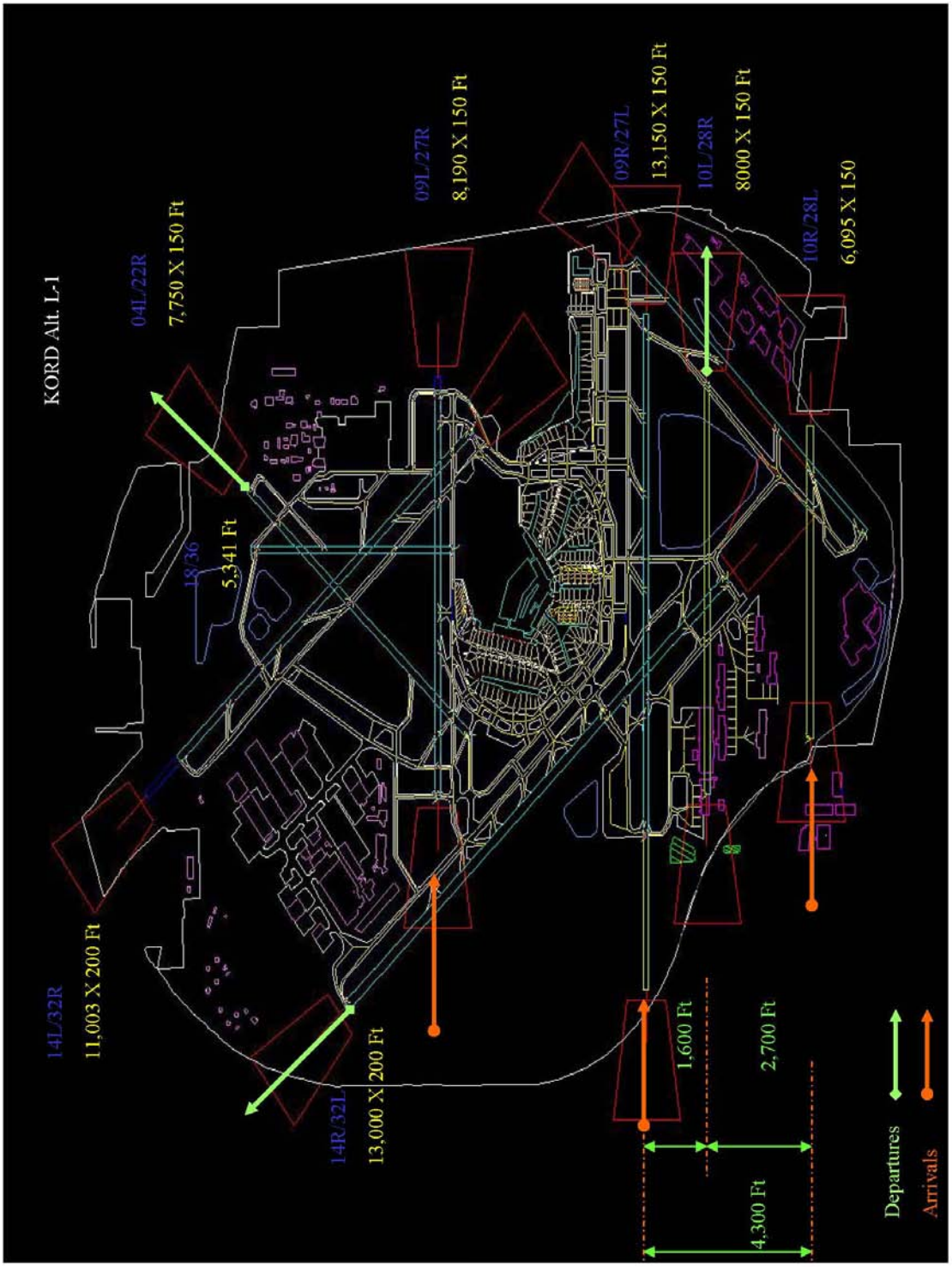
Joseph M. Del Balzo

SUBSCRIBED and SWORN TO before me this 5 day of May, 2005

Notary Public

Washington, District of Columbia
Subscribed and sworn to before me, in my presence,
this 5 day of May 2005
by GUILLERMO FANOLA
Client Financial Analyst
Notary Public
My commission expires May 14, 2008

ATTACHMENT 1
TO
MAY 5, 2005
AFFIDAVIT
OF
JOSEPH DEL BALZO


KORD Alt. L-1
14L/32R
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04L/22R
7,750 X 150 Ft
18/36
5,341 Ft
14R/32L
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09L/27R
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10R/28L
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4,300 Ft
Departures
Arrivals

KORD Alt. L-1
04L/22R
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1,600 Ft
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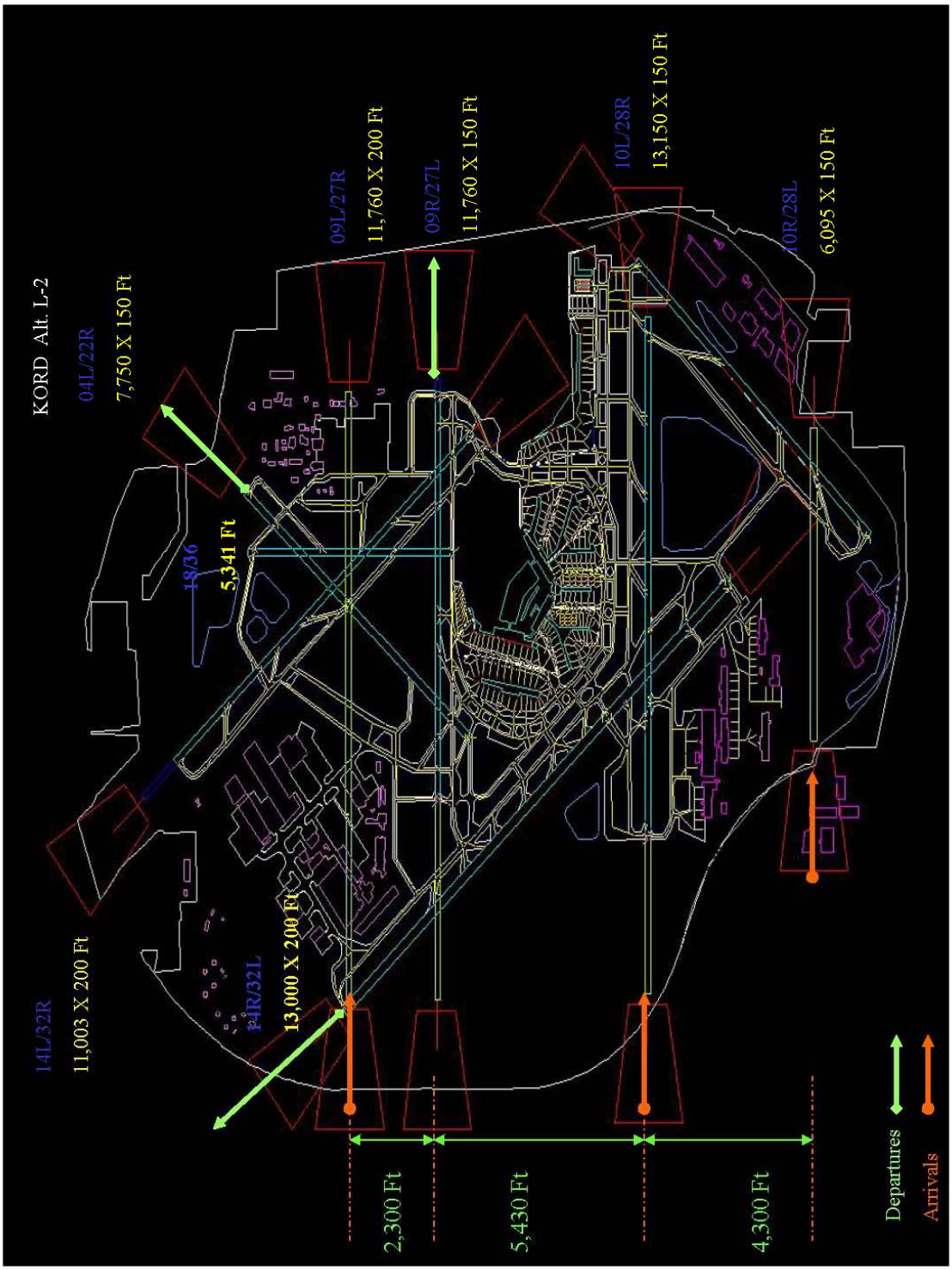
Departures
Arrivals

ATTACHMENT 2
TO
MAY 5, 2005
AFFIDAVIT
OF
JOSEPH DEL BALZO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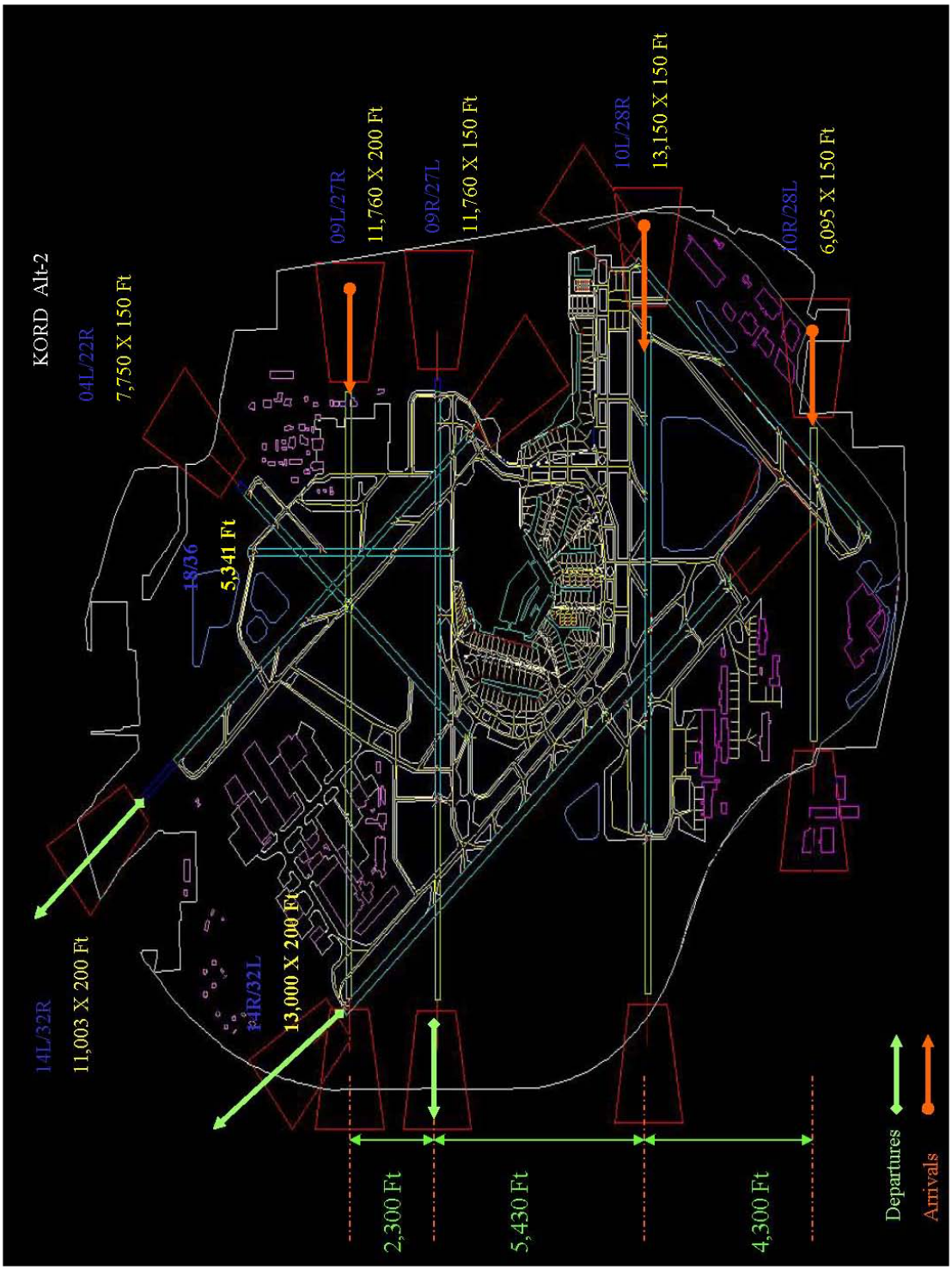
04L/22R
7,750 X 150 Ft
14L/32R
11,003 X 200 Ft
18/36
5,341 Ft
14R/32L
13,000 X 200 Ft
09L/27R
11,760 X 200 Ft
09R/27L
11,760 X 150 Ft
10L/28R
13,150 X 150 Ft
10R/28L
6,095 X 150 Ft
2,300 Ft
5,430 Ft
4,300 Ft
Departures
Arrivals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Departures
Arrivals

BEFORE THE
FEDERAL AVIATION ADMINISTRATION
CHICAGO AIRPORTS DISTRICT OFFICE

In the matter of the	)
	)
DRAFT ENVIRONMENTAL IMPACT	)
STATEMENT FOR THE O'HARE	)
MODERNIZATION PROGRAM	)
(OMP)	)

SUPPLEMENTAL COMMENTS ON
AND OBJECTIONS TO THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE O'HARE MODERNIZATION PROGRAM

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May 6, 2005

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BEFORE THE
FEDERAL AVIATION ADMINISTRATION
CHICAGO AIRPORTS DISTRICT OFFICE

In the matter of the	)
	)
DRAFT ENVIRONMENTAL IMPACT	)
STATEMENT FOR THE O'HARE	)
MODERNIZATION PROGRAM	)
(OMP)	)

SUPPLEMENTAL COMMENTS ON
AND OBJECTIONS TO THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE O'HARE MODERNIZATION PROGRAM

In response to the FAA's request[1], the Community, Religious, and Homeowner Objectors[2] (collectively, the "Objectors") hereby submit these supplemental comments on and objections to the FAA's Draft Environmental Impact Statement ("DEIS") for the O'Hare Modernization Program ("OMP") providing additional comments and information concerning:

(1) Alternatives to the proposed OMP which were ignored or improperly rejected in the DEIS,

(2) Discussions with O'Hare controllers concerning the deficiencies of and alternatives to both the full OMP and Phase 1 of OMP, and

[1] FAA letters dated April 22, 2005, March 28, 2005 and March 7, 2005.

[2] For parties comprising the Community, Religious and Homeowner Objectors are identified in the Objectors Comments and Objections filed on April 6, 2005.

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(3) Defects in the DEIS's identity and analysis of Section 4f properties.

These supplemental comments demonstrate the need for FAA to objectively and fully evaluate a number of viable blended alternatives to the OMP that would avoid the destruction of the homes, businesses and parklands located in the Community Objectors and the religious cemeteries of the Religious Objectors, and reduce O'Hare delays and congestion and enhance local, regional and national capacity.

As demonstrated by the affidavit of Joseph Del Balzo, President of JDA Aviation Technology Solutions attached hereto and the Campbell-Hill Report attached to the Objectors' April 6, 2005 Comments and Objections, both the proposed OMP and Phase 1 of OMP individually and collectively are seriously flawed and will not produce the desired objectives of reducing delays and congestion and increasing capacity at O'Hare. Mr. Del Balzo held discussions with the air controllers at O'Hare, who expressed concerns about the safety and efficiency of the proposed OMP and Phase 1 of OMP. Those discussions also explored alternatives to OMP which would address the controllers' safety and efficiency concerns while avoiding the destruction of the homes, businesses, parklands and religious cemeteries. These alternatives are described in Mr. Del Balzo's affidavit and presented below. The FAA should carefully and objectively evaluate all of the alternatives discussed below,

including undertaking the same detailed level of modeling analysis performed by FAA for the alternatives discussed in the DEIS.

As further explained below, the DEIS's wholesale rejection of blended alternatives including use of other local, regional and hub airports and congestion management is improper and wholly inconsistent with prior actions of both the FAA and the City with respect to O'Hare development.

Finally, these supplemental comments address defects in the FAA's DEIS Section 4f analyses.

I. There Are a Number of Viable Alternatives That the DEIS Improperly Failed to Examine That Would Reduce O'Hare Delays and Congestion, Enhance Capacity at O'Hare and in the Chicago Region, and Avoid the Enormous Social, Economic and Environmental Destruction of the Communities and the Religious Cemeteries.

As the Objectors noted in the Comments and Objections, the DEIS is fatally flawed because it failed properly to evaluate and take an objective "hard look" at the OMP. These deficiencies are most prominent in the DEIS alternatives analysis, which failed to examine numerous viable alternatives to the OMP that would avoid the destruction of the homes, businesses, parklands and historically significant structures in communities and avoid destruction of the religious cemeteries and that would also reduce congestion and delays at O'Hare and meet the projected needs of the Chicago region.

The Comments discussed several reasonable alternatives which the DEIS either ignored or improperly rejected. These alternatives included using the existing O'Hare airport (*i.e.,* the existing runway configuration) combined with use of other local airports, use of other connecting hub airports, use of congestion management, or use of "blended" alternatives involving various combinations of the foregoing approaches.

In addition, the Comments noted that the DEIS failed to consider a single "build" alternative that did not involve the destruction of the homes, businesses, parklands and historically significant structures in communities and the religious cemeteries. Every alternative but the no-build would result in the destruction of the communities and the religious cemeteries.

The existence of viable but unexamined alternatives renders the DEIS legally defective. As our Comments and Objections pointed out, the existing runway configuration at O'Hare, when used with a combination of demand management, use of other hub airports, and/or use of other local regional airports is a "blended alternative" that can provide sufficient capacity to meet the projected demand while controlling delays to acceptable levels. Indeed, as discussed below, it was just such a blended alternative that Chicago adopted in its 1983 Master Plan for O'Hare and which FAA approved in the 1984 Record of Decision.

In addition to using the existing O'Hare runway configuration as a base component of a blended alternative, there are a number of alternative runway configurations that can be located within the existing footprint of the airport and thereby avoid the destruction of the communities and the religious cemeteries and that as part of a blended alternative in combination with other alternatives have the potential to reduce delays and congestion, enhance capacity and meet forecast demand.

A. The DEIS's Rejection of The Use of Other Airports or of Congestion Management Is Inconsistent With the City of Chicago's Previous Master Plan Which Endorsed Reliance on Such Alternatives.

While paying lip service to the importance of objectivity and the importance of conducting a thorough analysis of alternatives, the DEIS results-oriented approach rejected or ignored numerous alternatives, including the use blended alternatives involving a combination of alternatives. The DEIS' rejection of the use of other local airports, use of other hub airports and use of congestion management individually or in combination, stands in stark contrast to and is wholly inconsistent with the City of Chicago's prior reliance, in the City's previous Master Plan issued in 1983 (and approved by FAA in the 1984 Record of Decision), on the very alternatives rejected by the FAA in the DEIS. In that Master Plan, the City

promoted and relied on the very types of blended alternatives to meet the long term needs of the region that the DEIS now rejects.

At that time, the City was faced with the same concerns and objectives with respect to O'Hare as today: rising levels of existing and forecast operations and rising levels of delays and congestion. The City's concerns were reminiscent of today's delay and congestion issues.

In the 1983 Master Plan the City indicated that a combination of the following alternatives would meet the long-term forecast traffic demand:

(i) a cap on the number of operations,

(ii) use of Midway, and

(iii) use of other hub airports[3].

The City prepared a capacity analysis and found that as the forecast demand reached the airport's practical capacity delays will increase exponentially:

> "As can be seen in the exhibit, the pattern of delay appears to be exponential, and undergoes a very rapid change in the rate of increase of delay between 1985 and 1995. The proper conclusion to be reached from the exhibit is that the system would begin to deteriorate very rapidly between 1985 and 1995; and that delay and congestion conditions would become increasingly intolerable after 1985."

---

[3] The "cap" assumed" by the 1983 Master Plan was the market response to growing congestion and delay. Another way to achieve the cap is by congestion management such as were used from 1969-2001 and which are currently in place at O'Hare.

> Chicago 1980s Master Plan, Volume VII, p. III-17.

The City then determined that the huge projected delays would force either a limitation on operations or construction of new facilities: "At some point during that time frame, it would become necessary to either curtail traffic or to begin to rely heavily on the addition of new facilities." Master Plan Volume VII, page III-17.

The City then considered alternatives assuming a cap on operations, *i.e.*, what Chicago called a "constrained" alternative at O'Hare.

> "[T]he O'Hare demand growth was assumed to be curtailed between 1985 and 1995, eliminating the need for the extensive development of the unconstrained case [the "unconstrained case" involved two new runways]."
>
> Chicago 1980s Master Plan, Volume VII, p. IV-9.

The City decided not to pursue additional runways and instead to rely on use of Midway, use of other hub airports, along with the cap on O'Hare operations:

> "On the basis of benefit/cost relationships, coupled with the high level of community concern for airport noise, the attendant social costs and the questionable ability to implement plans requiring new runways, a city policy decision was made to proceed with planning based upon the role identified as Alternative 4 (constrained development with 120-130

> domestic gates) utilizing the existing runway configuration. ... [I]t was decided to use Midway to serve part of the scheduled commercial activity, in selected short-haul markets, that would have to be diverted from O'Hare. Thus Alternative 2 was selected for Midway, effectively postponing the time when new aviation facilities will be needed to serve the balance of the Chicago area demand."
>
> Chicago 1980s Master Plan, Volume XI, page V-6.

As discussed in our Comments and Objections, in addition to Midway Airport, there are a number of airports available to serve the needs of the Chicago region including Rockford, Milwaukee, Gary and the new Abraham Lincoln National Airport in the south suburbs of Chicago. In fact the DEIS acknowledges that "the use of regional airports could potentially relieve demand at O'Hare and reduce the urgency or need for certain improvements" (DEIS at 3-19) but then dismisses this viable alternative without any evidence or analysis to support the rejection.

Significantly, and 180 degrees contrary to the current DEIS, the City's 1980s Master Plan not only acknowledged, but relied on the use of other hub airports to accommodate demand, particularly connecting passengers who have no interest in being in or traversing Chicago:

> "The selection of the constrained role for O'Hare and an Alternative 2 level of development for Midway will not fully accommodate the forecast level of demand for the Chicago Metropolitan Area in the planning time period.

***

> [I]t can be assumed that this unsatisfied demand will... be diverted to other air carrier connecting hubs such as St. Louis, Kansas City and/or Dallas/Ft. Worth." City 1980s Master Plan, Volume XI, pages V-6-V-7.

Thus, in 1983 Chicago concluded that transfer or connecting traffic that could not be accommodated by the "constrained" alternative could and would be accommodated by the use of other hub airports. Moreover, this 1983 conclusion by the City of Chicago that a "blended" alternative — *e.g.,* use of a "constrained" O'Hare without additional runways coupled with use of another local regional airport (Midway) for some portion of the local origin-destination traffic and with use of other hub airports for some portion of the connecting or transfer traffic was approved by FAA in its 1984 Record of Decision.

The Objectors' Comments and the findings of Campbell Hill Aviation Group submitted with the Comments and Objections on April 6, 2005, with respect to the use of other hubs are completely consistent with the City's conclusions in its 1983 Master Plan. Campbell Hill found that "FAA's dismissal of other connecting hubs is... without foundation. Connecting passengers have many options. They provide little economic benefit to the City and they are relatively indifferent with regard to where they make their

connections. Yet the FAA utterly failed to evaluate the potential use of other mid-continent hubs for some of O'Hare's future connecting traffic."

Moreover, O'Hare's two hub airlines--United and American--both argued for, and acknowledged the viability of, relying on other hubs: "The airlines have the ability to route connecting passengers through other hubs thus accommodating local passengers or increase in local demand. Local passengers have the priority." Letter of United and American dated January 22, 1996, Campbell Hill Report, Exhibit 404.

The City's Master Plan also acknowledged that a new air carrier airport would accommodate the forecast demand for the Chicago region:

> "If connections are off-loaded from O'Hare and Midway is used in an air carrier role..., a reduced level of O'Hare development is required to meet the 1995 origin and destination passenger needs, but another major airport will be required to accommodate the remainder of the unconstrained growth thereafter."
>
> 1980s Chicago Master Plan, Volume XI, page V-1.

The Abraham Lincoln National Airport will soon be a reality. Last week the Governor submitted to FAA a plan for the proposed airport near Peotone, Illinois and issued a press statement stating that "This is one of the most important steps we could take in creating the Abraham Lincoln National Airport." As Congressman Jesse Jackson Jr., the key proponent of the new airport, stated: "This project, which we have been fighting for the

better part of a decade, comes at no cost to the taxpayers, and is exactly what is needed. ... Chicago needs new aviation capacity, and the Southland need an economic anchor."

The Illinois Department of Transportation projected that within five years the Abraham Lincoln National Airport could have almost 100,000 annual operations and almost 500,000 annual enplanements. Over the long term, the new airport will have the capability to have 180 gates and handle over 30 million annual enplanements.[4]

The facts belie the DEIS's unsubstantiated claim, which has no evidentiary support, that the Abraham Lincoln National Airport "would not likely function as a significant secondary airport for the region." The same claims were made 25 years ago about Washington Dulles airport, which has now become one of the primary airports serving the Washington D.C. region.

In short, the DEIS's rejection of viable blended alternatives such as use of Midway and other regional airports, use of other hub airports and congestion management techniques to control or manage the level of operations at O'Hare to reduce delays and accommodate projected demand, is inconsistent and cannot be reconciled with the approach previously taken by

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[4] Moreover, the Abraham Lincoln National Airport can be built out to its full potential at far less cost than the extremely expensive OMP. Cost information on the Abraham Lincoln National Airport can be obtained from the developers of that airport.

the City that expressly relied on those very alternatives in lieu of runway expansion.

B. The DEIS Failed to Evaluate Viable Alternative Runway Configurations Within the Existing Footprint of O'Hare That Would Avoid the Destruction of the Communities and the Religious Cemeteries.

A fundamental flaw of the DEIS is its failure to evaluate a single "build" alternative within the existing footprint of O'Hare that would avoid the destruction of the homes, businesses and religious cemeteries.

The Objectors have retained leading aviation experts, Joseph Del Balzo (former Acting Administrator of the FAA) and Dr. Kenneth Fleming (Embry Riddle University) to evaluate alternative runway locations and configurations. These experts have worked with a focus group of air traffic controllers at O'Hare to understand their concerns about OMP and Phase 1 and to explore alternatives to the City's preferred alternative. These discussions with the controllers confirm the validity of the Objectors' concerns about the infirmities of both the full OMP and Phase 1.

1. Controllers' Concerns About OMP and Phase 1.

The controllers have previously expressed the following safety and efficiency concerns about the OMP and Phase 1 in a letter dated November 30, 2001 to Senator Peter Fitzgerald:

First, the removal of the two major Northwest-Southeast crosswind runways is a serious safety and efficiency concern:

> "The [OMP] calls for the removal of the NW/SE parallel runways (Runways 32L and 32R). This is a concern because during the winter it is common to have strong winds out of the northwest with snow, cold temperatures, and icy conditions. During these times, it is critical to have runways that point as close as possible into the wind. Headwinds mean slower landing speed for aircraft and they allow for an airplane to decelerate quicker after landing which is when landing on an icy runway. Without these runways, pilots would have to land on icy conditions during strong cross wind conditions. This is a possible safety hazard."

Second, the addition of a new east-west parallel runway on the far north side of the airport (which is the first step in Phase 1) will have a negative impact on airport capacity. This northern runway is considered by the controllers to be undesirable, indeed virtually useless, for a number of reasons.

The physical placement of the northern runway and its final approach course would effectively cut off the departure runways and the paths of the departing aircraft from runways 32 L and 32R and 4L because otherwise the departure aircraft would cross or interfere with an arrival stream. The only way to make this work would be to significantly increase the final approach spacing for both 9L and the new northern runway. The controller's focus group advised Mr. Del Balzo that spacing would have to be at least doubled, cutting the arrival rate in half for each runway. Runways 4L and 32R

departures would be impacted for the same reasons: the departure path of aircraft on these runways would cross both 9L and the new north parallel while arrivals are coming into the airport.

Thus, the only departure runway that would be available in Phase I would be the new south parallel; however, this runway is too closely located to current 9R and therefore the operations are dependent on one another during IFR conditions. This means that a departure can be cleared for takeoff only when the arrival has touched down on the arrival runway. The impact produces a departure rate less than one-third the arrival rate and this imbalance between arrival and departure rates would cause gridlock on the ground, making this configuration impossible to use.

In sum, neither the proposed northern runway nor the proposed closely space southern runway individually or collectively will enhance capacity; indeed, according to the controllers' focus group those runways will produce marginal to no capacity enhancement and could increase, not reduce delays.

Third, in the focus group discussions and in NATCA's letter to Senator Fitzgerald, the controllers expressed significant concerns about the proposed OMP parallel runway configuration, which the controllers in their letter to the Senator called a "design flaw", which "creates a runway incursion problem, which is a very serious safety issue." This "design flaw" will increase the number of runway crossings and thereby the potential for

runway incursions by over ten-fold, from approximately 100 per day to over 1,700 per day. The greater the number of runway crossings (whether the crossings are "active" or "passive" (i.e. behind departure intersections)) the potential for mistakes increases. Pilots may misunderstand controller instructions and attempt to cross when another aircraft is getting ready to land or takeoff or foreign pilots may not have a good enough command of English to follow complicated controller taxi instructions. Controllers may make a mistake by issuing a clearance when it is not appropriate. The configuration creates a serious potential safety hazard.

DFW's vaunted parallel runway configuration has created the very crossing/incursion problems the controllers identified with respect to OMP. A recent report issued by DFW proposing new perimeter taxiways (a solution unavailable at O'Hare due to footprint constraints) states:

> "On average DFW experiences over 1,700 runway crossings daily. ...Under current operations, the Local Air Traffic Controller conducts all runway crossings before releasing the aircraft to the Ground Controller. This situation increases the Local Controller's workload and creates radio frequency congestion. During major arrival and/or departure pushes, tradeoffs in airfield efficiency have to be made to safely balance all operations.
>
> This balancing partially consists of controllers delaying departing aircraft so that arriving aircraft can cross the departure runways to get to the terminal area. Because arrivals stack up at the various runway-crossing points, the Local Controller must "gap" departures to allow these crossings to occur. These situations are most evident during the peak traffic times.

> In an effort to improve safety and airfield efficiency by reducing the number of active runway crossings (with the added benefit of reducing runway incursion potential and reducing arrival and departure delays), a perimeter taxiway (PT) concept is proposed. The concept includes new perimeter taxiways on the east and west sides of the Airport."

Fourth, the proposed OMP configuration will greatly increase the time and complexity of taxiing aircraft to/from the terminals. The controller focus group expressed concerns that the "simulations" have not taken into account real-world human factors issues with respect to the more complex taxi requirements of OMP. Most simulations assume that aircraft will follow prescribed taxi routes with prescribed aircraft separations. However when pilots are receiving and controllers are giving complicated instructions over congested radio frequencies in a crowded and novel taxi/runway environment, "simulated" taxi models bear little similarity to real world conditions.

Fifth, the entire OMP depends on the implementation of the so-called "high and wide" changes to the airspace redesign. This plan will require two additional radar sites at O'Hare, two new towers, new infrastructure and a large increase in *experienced and fully trained* controllers. At a minimum, the new runways will require 96 fully certified and trained controllers at O'Hare alone compared to the current contingent of only 60 controllers. This is a substantial shortfall and does not take into account attrition. It requires almost 2 years to fully certify a controller.

2. Additional On-Airport Alternatives That FAA Must Thoroughly Evaluate.

Our experts, working with the controller focus group, have explored on-airport alternatives which would address the controllers' concerns about OMP and Phase 1, not require the destruction of the homes, businesses and parkland and the religious cemeteries, and have the potential to reduce delays/congestion, enhance capacity and, as part of a blended alternative with other mechanisms, meet forecast regional demand. See attached Affidavit of Joseph Del Balzo.

These alternatives need to be thoroughly and objectively evaluated by the FAA with the same level of analysis and modeling the FAA employed with respect to the OMP and the other alternatives evaluated in the DEIS.

The following is a table of on-airport alternatives that — in combination with use of demand management, use of other local airports and/or use of other hub airports — would avoid destruction of the homes, businesses and parklands in the communities and would avoid destruction of the religious cemeteries.

Alt H	Existing O'Hare with congestion management (and other airports) to achieve and maintain the 9.3 minute AAAW delay level modeled for 2002 by FAA.
Alt I	Existing O'Hare with congestion management (and other airports) to achieve and maintain the modeled delay level FAA has as a goal in its March

	25, 2005 Notice of Proposed Rulemaking[5].
Alt J	Existing O'Hare with congestion management (and other airports) to achieve and maintain whatever level of AAAW and IFR delay FAA determines is most cost-effective, including delay levels at the 4, 6 and 8 minute AAAW levels reflected in other FAA statements as to acceptable delay.
Alt K	Phase I with congestion management (and other airports) to achieve and maintain any of the AAAW delay levels described in Alternatives H-J
Alt L	Existing O'Hare with additional runways which would not require the destruction of homes businesses and religious cemeteries — with congestion management (and other airports) to achieve and maintain any of the AAAW delay levels described in Alternatives H-J
Alt L-1	Alternative L-1 is depicted in Attachment 1. It involves the following elements: (1) the extension of Runway 9R/27L to 13,000 ft., (2) the construction of a new southern runway of 8,000 ft. (10L/28R) located 1,600 ft. south of existing runway 9R/27L, and, (3) the construction of a new runway with 6,095 ft. (10R/27L) 4,300 ft. south of existing runway 9R/27L.
Alt L-2	Alternative L-2 is depicted in Attachment 2. This alternative also involves extension of existing runway 10L/28R, but instead of construction a new runway 2,300 ft. south of runway 10L/28R, there would be a new runway with 11,760 ft. 2,300 ft. north of existing runway 9R/27L.
Alt L-1 and L-2	These alternatives are variants of L-1 and L-2 that can involve individual elements of these alternatives

[5] Because of the "apples vs. oranges" confusion caused by FAA's use of various delay metrics, it is difficult to determine how the goals of the March 25 NPRM quantitatively compare with the 9.3 2002 AAAW modeled delay

Variants	(*e.g.,* just the southern 10R/28L) or different lengths for individual elements depending on such variables as moving Irving Park Road. Each variant would be examined to see whether each of the elements individually or collectively was cost-effective.

Alternative L-1 would allow for three simultaneous, non-dependent arrival streams in all weather conditions (with arrivals on existing runway 9L/27R, existing (and extended) runway 9R/27L, and the new southernmost runway 10R/28L). The new mid-south runway 10L/28R would increase the departure capability allowing a balanced level of departures during all weather conditions.

Using this alternative configuration as part of a mix of blended alternatives (including use of other local, regional and hub airports (similar to the Los Angeles plan recently approved by the FAA), and if necessary, use of congestion management, could provide an effective solution to O'Hare delays and congestion, meet the forecast needs of the region, and avoid the destruction of the homes and businesses in the communities and the religious cemeteries.

Alternative L-2 alternative will also allow 3 simultaneous arrival streams and enhanced departure capability to allow for balanced arrivals/departures and increase capacity.

Both of these alternatives avoid the substantial safety and efficiency defects of both the OMP plan and Phase 1.

- They preserve the cross wind runways which the controllers and our experts stated is an important safety and efficiency objective.
- They avoid the runway crossing/incursion problems of the OMP. They preserve the current efficient taxi configuration and will avoid the confusion and taxi delays attendant to the OMP proposal.
- They hold the potential of making the airport more efficient, of enhancing capacity and reducing delays/congestion, especially if coupled as part of a mix of blended alternatives as discussed above.
- Significantly, they hold the potential of providing delay reduction benefits without the need to destroy the home, businesses, parkland, historical sites and religious cemeteries

II. The DEIS Fails to Properly Evaluate the Environmental Impacts on Section 4f Properties.

There are a large number of 4(f) properties that have been either completely overlooked, or improperly dismissed by the FAA in the DEIS.

A. 4(f) Properties Not Included in the DEIS

1. Elk Grove Village 4(f) Properties Not in DEIS

The following Elk Grove Village Section 4(f) properties were not included in the DEIS discussion of Section 4(f) properties[6]:

1. Osborne Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a baseball/softball field on 3.3 acres).

2. Udall Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a baseball/softball/soccer/basketball recreational complex along with tennis courts and playground. The Park sits on 6.4 acres).

3. Andrews Park (The Park is adjacent to Rupley Elementary School. The Park is owned by School District 59 and maintained by the Elk Grove Park District through an intergovernmental agreement. The Park functions as a baseball field and neighborhood recreation playground and sits on 4.5 acres).

4. Sanders Park (Property is leased and maintained by the Elk Grove Park District. The Park functions as a soccer and recreational field. The Park sits on 2.0 acres).

5. Appleseed Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a baseball/soccer/basketball/tot-lot recreational complex. The Park sits on 3.3 acres).

6. Salt Creek Field (The Park is adjacent to the Salt Creek Elementary School. The Park is owned by School District 59 and maintained by the Elk Grove Park District through an intergovernmental agreement. The Park functions as a soccer field and neighborhood recreation playground and sits on approximately 4 acres).

7. Marshall Field (The Park is adjacent to the Elk Grove Township Daycare Facility. The Park is owned by Elk Grove Township and maintained by the Elk Grove Park District through an intergovernmental agreement. The Park functions as a competitive

[6] Elk Grove Village officials question why the map shown in the DEIS as Exhibit 5.8-1 fails to extend west to Rout 53 in Elk Grove Village when a new runway is proposed to direct flights right over this area and when the Exhibit extends the 4(f) examination all the way west to Route 53 in the area south of Elk Grove.

soccer field with basketball courts and neighborhood recreation playground and sits on 3.8 acres).

8. Rainbow Falls Recreational Complex including public and private properties. (This Park is owned and maintained by the Elk Grove Park District. It is undergoing complete reconstruction into a water park and in-line hockey rink facility. It may have been included in the DEIS as Lions Park. Lions Park (including Rainbow Falls) is 11.4 acres plus 3 additional acres of privately owned green space owned by the Lutheran Church. The private property is utilized as recreational space along with another approximate 2 acres of privately owned property owned by Queen of the Rosary Church which functions as a baseball diamond).

9. Woodland Meadows (this Park is owned by the Cook County Forest Preserve and maintained by the Elk Grove Park District through an intergovernmental agreement. The Park functions as a soccer field complex and wooded passive recreational area. The Park sits on 23 acres).

10. Huntington Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a soccer field and passive recreational area. The Park sits on 3.44 acres owned by the Park District with another 3.56 acres of quality wetlands owned by the homeowners association).

11. Johnson Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a baseball field, fishing lake, and passive recreational paths. The Park sits on 14.7 acres).

12. Debra Park (Owned and Maintained by the Elk Grove Park District. The Park functions as a soccer practice field with a tot lot. The Park sits on 2.8 acres).

13. Ridge Park (Owned and Maintained by School District 59 and leased by the Elk Grove Park District. The Park functions as a neighborhood playground complex and soccer field. The Park sits on 6.8 acres).

14. Hattendorf Park (The Park is adjacent to the Hattendorf Center Preschool. It is owned and Maintained by the Elk Grove Park

District. The Park functions as a passive recreational area with a tot lot. The Park sits on 5.6 acres).

15. Veterans Memorial Park (Developed in 2003 by Elk Grove Village on two-thirds of an acre. The Park is located at the NE intersection of Biesterfield Road and Wellington Avenue. It includes memorials honoring veterans of military service and a memorial fountain area. The Park serves passive recreation purposes).

16. Village Green (Developed in 1998 by Elk Grove Village. This area is several acres of multiple ownership (Village, Library, and commercial center) and functions as a statuary park with 6 bronze statues, fountains, and clock tower, and it serves as a place for community festivals and gatherings.)

17. Hanson Park (brand-new park developed exclusively as a soccer field. It is located on the east side of Rohlwing Road, just north of Nerge on approximately 2 acres. The park is owned by Elk Grove Village and maintained by the Elk Grove Park District under an intergovernmental agreement.)

18. Godiva Park (Owned and maintained by the Elk Grove Park District. The Park functions as a neighborhood playground complex. The Park sits on one acre).

19. Majewski Metro Park in Des Plaines (It is believed that this property is owned by the Mount Prospect Park District and serves as a large soccer and sports field complex. The park is believed to be in excess of 50 acres. We recommend that the FAA investigate with the Village of Des Plaines and/or the Mount Prospect Park District).

20. Terrace Park in Bensenville boarded by Devon Ave, Spruce Ave, and Iroquois Street (Believed to be owned and maintained by the Wood Dale Park District. Size of this park is unknown. We recommend that the FAA investigate with the Village of Bensenville or Wood Dale Park District.)

21. "Athletic Fields" identified in DEIS are "Community Athletic Fields" located in Itasca, not Elk Grove.

22. Ned Brown/Busse Woods Forest Preserve which has more visitors annually than Yellowstone National Park. (The Ned Brown Forest Preserve was created by an act of Federal Legislation and is said to be one of the oldest Forest Preserves in the nation. The Ned Brown Preserve is a 3700 acre (5.8 square mile) property. This preserved land, also known locally as Busse Woods, surrounds Busse Lake, a 590-acre lake that serves as a place for boating and fishing. The Ned Brown/Busse Woods Preserve has 11.2 miles of bicycle trails and a heard of Elk. The Preserve also offers 32 large picnic groves and a model airplane flying field.)

23. "Salt Creek Marsh" Forest Preserve (Owned and maintained by the DuPage County Forest Preserve District. It consists of 95 acres of quality wetlands and forest. The property is utilized for passive recreation purposes).

24. Elk Grove Cemetery (Located in unincorporated Elk Grove Township and privately owned. The cemetery is estimated at several acres in size with grave markers that date to the 1840s. Its historical significance includes the fact that only five revolutionary war veterans are buried in various cemeteries in the Chicago area. Two of these veterans are buried in the Elk Grove Cemetery. One was Aaron Miner who was one of the first pioneers to settle in the Elk Grove area.)

25. Salt Creek County Club/Golf Course in Itasca. (We recommend that the FAA contact the Village of Itasca or the Itasca Park District regarding information on this facility).

26. Elk Grove Village owned 2 acres of "Preservation Area" just south of Arlington Heights Road on the west side of Salt Creek. (The Village acquired this property in the late 1980s to preserve the Salt Creek area from encroaching development. The property includes a forest.)

27. Elk Grove High School Preserve Area along Salt Creek (This property on the east side of Salt Creek is adjacent to and more extensive than the Village property on the east side of Salt Creek. This property is forested with a trail along the creek utilized for passive recreation. In addition, the High School uses a portion of the property for several baseball/softball/football fields. Open space is estimated at 50 acres.)

28. MWRD Preservation Area consisting of approximately 90 acres located North of Higgins/South of I-90. The property is located in the Mount Prospect Park District and we understand that the District intends to develop the property into a ski hill recreational use.

29. Busse Farm – the only active farm in the NW suburbs and associated 100+ year old farmhouse. (This property is owned and maintained by Allan Busse. He was born and raised in the farmhouse and a descendant of the original Busse Family which bears the name Busse Woods Forest Preserve and Busse Lake.)

30. Elk Grove Park District Farmhouse Museum. The farmhouse is the 2nd oldest in Elk Grove and dates to 1856. The museum includes many artifacts from that same period. The farmhouse and museum are owned and operated by the Elk Grove Park District.

31. Original Farmhouse on north side of Cosman at Cosman. The Cook County Forest Preserve owns this home. It is recommended that the FAA contact Cook County for more information concerning this historically preserved home.

32. Original Farmhouse on east side of Arlington Heights Road at Edgeware. The Cook County Forest Preserve owns this home. It is recommended that the FAA contact Cook County for more information concerning this historically preserved home.

33. SBL Park Site (Owned by Elk Grove Village and Arbor Club homeowners association. Property consists of 1.38 of forested acres owned by Elk Grove Village and another 3+ quality wetland acres that are privately owned. Together, these lands are utilized for passive recreational purposes.)

34.

35. Historic Tonne House – Oldest House in Elk Grove circa 1840. Privately owned by the Berthold Family. It is recommended that the FAA contact the Elk Grove Historical Society for additional information on this home.

36. Elk Grove Village owned and Park District maintained preservation on the east side of Salt Creek from Placid Avenue to south of Walnut

Street. This preserve property of 17+ acres includes pastoral grounds and mature trees. It is utilized for passive and active recreational purposes including, fishing along Salt Creek, canoe launching into Salt Creek, and trail biking amongst the wooded areas. The property may have been labeled in the DEIS as Burbank Park. In that case, Burbank Park will total in excess of 30+ acres. If Morton Park is included as Burbank Park and the Village preserve, the total property will be nearly 50 acres.

2. Bensenville 4(f) Properties Not Included in DEIS

The following Bensenville Section 4(f) properties were also not included in the DEIS discussion of Section 4(f) properties:

1) Lake LGK Pocket Park;

2) Redmond Park;

3) Korthauer Log House Historic Site;

4) Library District Park;

5) Bensenville Library Garden of Knowledge;

6) Legends Golf Course;

7) Veterans Park West (on west side of Church Rd.);

8) Palm-Breiter Park (Church Rd.);

9) Rose Park (at Belmont & York);

10) Kremples Park (at Deloris & Pamela).

As previously discussed, the Lake LGK Pocket Park property was acquired to enhance Elk Grove's system of "Pocket Parks" and is currently being developed for both passive and active recreational uses. Additional

information establishing the 4(f) eligibility of this park is set forth in our letter to Michael W. MacMullen, dated April 27, 2005.

The Bensenville Library – Garden of Knowledge is located on the Bensenville Library property which is adjacent to Varble Park, but owned and operated as a separate entity by the Bensenville Library for outdoor educational purposes. The Bensenville Library also owns and maintains approximately 7 acres of heavily wooded land at this location for passive recreational uses. This land is known as the Bensenville Library District Park and features undisturbed natural habitat, and Potawatomi Indian archeological resources. The Korthauer Log House, also located on the Library property, is a well known historic site built by the Henry Korthauer in 1844, and is currently operated as a living history museum.

The Palm-Breiter Park is being built on Church Road. This is a nature park featuring indigenous flora and fauna native to the pre-settlement prairie.

B. 4(f) Properties Dismissed from Planning to Avoid and Minimize Harm

The FAA's April 13, 2005 letter requesting a meeting or conference call with Bensenville and Elk Grove regarding Section 4(f) properties, referenced only a single property, Bretman Park, as a "4(f) resource owned by the Village of Bensenville which would be directly impacted through acquisition,

if an O'Hare Modernization "Build" Alternative were to be implemented." This overlooks a number of other 4f properties that need to be evaluated.

1. Additional Directly Impacted 4(f) Properties

In addition to Bretman Park, the following seven 4(f)/6(f) properties, all located in Bensenville and initially identified in the DEIS, will also be directly impacted by the OMP build-alternatives and should also be the subject of avoidance and mitigation discussions with Bensenville: 1) Schuster Park (also a 6(f) property); 2) St. Johannes Cemetery; 3) Rest Haven Cemetery; 4) Green Street School; 5) Gas station; 6) Geodesic Dome; and 7) DuPage County Forest Preserve (Silver Creek).

With respect to the DuPage County Forest Preserve (Silver Creek), the FAA has apparently eliminated this site from additional 4(f) analysis because it concludes that there are "no recreational areas within the portion to be acquired." DEIS at 5.8-13. As noted in our April 20 teleconference this is not correct.

It is unclear why the remaining six directly-impacted properties were not included in your April 13, 2005 letter. Because they would be subject to direct impact through demolition or removal under the build-alternatives, these properties must be central to the FAA's review of alternatives, and planning to minimize harm under Section 4(f), and must be included as the subject of consultation with the Village of Bensenville.

2. Additional Indirectly Impacted 4(f) Properties

Bensenville and Elk Grove are also concerned about the potential for indirect impacts on 4(f) properties. We believe that all of the 4(f) properties within the study area are potentially subject to indirect impacts which could constitute a substantial impairment and constructive use of the property, yet none of these properties was included in the FAA's April 13, 2005 letter regarding Bensenville and Elk Grove's 4(f) properties.

In addition to the 8 Bensenville properties that will be directly impacted by the proposed build alternatives, 11 additional properties in Bensenville, and 13 additional properties in Elk Grove are listed in the DEIS as Section 4(f) properties within the study area.

The Bensenville properties are as follows: 1) Churchville School; 2) DiOrio Park; 3) Lions Park; 4) Pines Park; 5) Poplar Park; 6) Sunrise Park; 7) Sunset Park; 8) Varble Park/Water Park & Golf Waters/ Deer Grove; 9) Veteran's Memorial Park; 10) Woodcrest Park; and 11) Woodside Park.

The additional Elk Grove Properties are as follows: 1) Audubon Park; 2) Bartrum Park; 3) Burbank Park; 4) Fairchild Park; 5) Lions Park; 6) Muir Park; 7) Olmstead Park; 8) Athletic Fields; 9) Burbank Park; 10) Jaycee Park; 11) Morton Park; 12) Olmstead Park; and 13) Roosevelt Park.

The DEIS acknowledges that all the OMP build-alternatives will result in substantial impairment and a constructive use of the Locomotive Museum

at Bensenville's Veteran's Memorial Park due noise impacts associated with both the construction and build-out phases of those alternatives. However this property was not referenced in the FAA's April 13, 2004 letter.

We also believe that all of the 4(f) properties within the study area could potentially be substantially impaired by additional $PM_{2.5}$ air pollution generated by construction of the OMP build-alternatives. The majority of these properties are used by young children (and adults) for outdoor recreational purposes. As you know, children are especially vulnerable to the long and short term health hazards associated with air pollutants like $PM_{2.5}$. Therefore, all of these properties are potentially subject to a substantial impairment and constructive use caused by OMP-related air pollution. The Agency has no basis to dismiss these risks and has a duty to conduct further investigation of these well established health risks as a part of both its NEPA review and its Section 4(f) analysis.

The DEIS concluded that there are no 4(f) properties that are even potentially subject to substantial impairment caused by air pollution because: "For each of the future construction phases, there were no Section 4(f) lands that would experience exceedances of the NAAQS as documented in Section 5.6, Air Quality." DEIS at 5.8-11. On our April 20, 2005 conference call, we reiterated out position that the FAA cannot validly reach that conclusion because it simply does not know whether or not this is a true statement. The

FAA has made no analysis of the criteria pollutant $PM_{2.5}$ in connection with this DEIS.

The FAA stated on the conference call that "there were no standards for $PM_{2.5}$." This is not correct. As we indicated in our April 6, 2005 comments on the DEIS, $PM_{2.5}$ is a criteria pollutant for which the EPA has established health-based ambient air quality standards. The National Ambient Air Quality Standard ("NAAQS") for $PM_{2.5}$ were promulgated nearly eight years ago by the EPA on July 18, 1997. See 62 Fed. Reg. 38,652 (1997). The EPA's health-based standard is 15 $\mu g/cm^3$ (annual) and 65 $\mu g/cm^3$ (24-hour). Cook and DuPage counties currently exceed these health based standards. On December 17, 2004, EPA designated Cook and DuPage counties as "non-attainment" for the $PM_{2.5}$ standard.[7] Construction activities utilizing diesel powered construction equipment are likely to generate a significant amount of additional $PM_{2.5}$ in an area that is already in non-attainment for this pollutant. Accordingly, the FAA has no basis for concluding that the 4(f) properties within the study area will not be impacted or substantially impaired by $PM_{2.5}$ pollution.

C. Consideration of Additional Alternatives

[7] The EPA is still developing implementation rules for states to use in demonstrating reasonable further progress towards meeting NAAQS in state implementation plans submitted under the Clean Air Act, but this has no relevance to the FAA's obligation to meet its NEPA and Section 4(f) obligations with respect to a clearly identified and defined criteria air pollutant like $PM_{2.5}$.

During our April 20 teleconference, the FAA appeared to be focused only on mitigating harm from OMP build-options. Before addressing the issue of mitigation, harm avoidance needs to be given a "hard look". Section 4(f) requires the FAA to: 1) evaluate all "prudent and feasible alternatives" to the use of 4(f) properties; and 2) engage in "all possible planning to minimize harm" to the 4(f) resources. Similarly, both NEPA and the National Historic Preservation Act (NHPA) also require the evaluation of alternatives for the purpose of avoiding and minimizing environmental harm. Such evaluations require that alternatives be selected and weighed against the level of environmental harm presented by project alternatives. In order to weigh relative harm, all potentially impacted resources must first be identified. As indicated in our April 6, 2005 DEIS comments, this initial resource identification has not been properly completed pursuant to the requirements of NEPA, Section 106 of the NHPA, or Section 4(f).

We believe that if the resource identification processes under each of these statutes had been properly completed, that any number of blended alternatives, including the on-airport alternatives discussed above would have been identified as viable alternatives to the OMP development alternative.

Therefore, given the existence of more prudent and feasible alternatives to the OMP which would not directly impact 4(f) or Section 106

resources, the DEIS is legally flawed, must be rescinded and a new DEIS prepared which fairly and thoroughly evaluates these feasible alternatives.

On a separate but related set of issues relating to the religious cemeteries, the FAA is affirmatively assisting Chicago in Chicago's violation of the First Amendment Free Exercise rights of the Religious Objectors and is deliberately violating FAA's additional responsibilities under the federal Religious Freedom Restoration Act. The existence of numerous "blended" alternatives and the 1983 decision by the City of Chicago to use what is now called a "blended alternative" (*i.e.,* no expansion of O'Hare boundaries coupled with the use of other local airports and other city hub airports) — a decision that was approved by the FAA in its 1984 ROD — demonstrates:

A. There is no compelling governmental need to destroy these religious cemeteries, and;

B. There are a variety of "blended alternatives" that can accomplish the stated governmental goals articulated by FAA in the DEIS while at the same time avoiding the unnecessary destruction of the religious cemeteries.

III. Conclusion

The DEIS ignored or improperly rejected a number of viable alternatives to OMP. These supplemental comments provide additional evidence demonstrating the defects of OMP and Phase 1 and the need for

FAA to evaluate other alternatives including on-airport alternatives that will address the safety and efficiency defects of OMP without destroying the homes, businesses, parklands and religious cemeteries. The Objectors urge FAA to fully and fairly evaluate the alternatives listed in the April 6 Comments and Objections and in these Supplemental Comments and Objections with the same level of analysis and modeling detail as the FAA performed for OMP.

Respectfully submitted,

Joseph V. Karaganis
KARAGANIS WHITE & MAGEL LTD
414 North Orleans Street
Chicago, Illinois 60610
(312) 836-1177

Counsel for St. John's United Church of Christ, Helen Runge, Shirley Steele, Rest Haven Cemetery Association, Robert Placek and Leroy Heinrich and Roxanne Mitchell

Robert E. Cohn
Alexander Van der Bellen
Hogan & Hartson LLP
555 Thirteenth Street, NW
Washington, D.C. 20004
202 637 4999
202 637 8382

Counsel for The Village of Bensenville and The Village of Elk Grove Village

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U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 10, 2005

Brent Manning, Executive Director
Forest Preserve District of DuPage County
3 S. 580 Naperville Road
Wheaton, Illinois 60187-8761

Re: O'Hare Modernization Section 4(f) Coordination – Proposed Silver Creek Property Acquisition

Dear Mr. Manning:

I am providing this letter as a follow up to our Tuesday, April 19, meeting in your offices. On behalf of FAA, let me take this opportunity to thank you for your time and for allowing us to discuss the FAA's Environmental Impact Statement (EIS)/Section 4(f) processes, and potential Section 4(f) mitigation for O'Hare Modernization. Additionally, we appreciated hearing the District's perspective on the current status of discussions between the Forest Preserve District of DuPage County (District) and the City of Chicago (City) regarding the potential acquisition by the City, of the Silver Creek Section 4(f) property.

As a result of our meeting on April 19th, we understand that the District believes that the establishment of fair market value for the property (via a potential condemnation process by the City) is the appropriate mechanism to establish fair compensation for the Silver Creek property. The Silver Creek property would potentially be acquired if the FAA issues of a Record of Decision approving a proposed Build Alternative. Additionally, we also understand that the District believes that the fair compensation established would represent adequate mitigation for the potential loss of the Silver Creek property.

We understand from our discussion with you that you have no proposed alternatives to present to the FAA in addition to those already presented in the O'Hare Modernization Draft EIS dated January 2005. We also understand that you believe that the proposed acquisition of the Silver Creek property with the mitigation noted above constitutes all possible planning to minimize harm resulting from the use.

Please either confirm in writing the understandings set forth in this letter or further advise me to the contrary, if you believe any of the information discussed herein has been misconstrued in any way.

In the meantime, thanks again for you continued cooperation and input into this matter. Also, please feel free to contact me directly, either by phone at (847) 294-7522 or by e-mail at michael.w.macmullen@faa.gov, if you have any additional questions or comments.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager

Cc: Jan Nation, IDNR

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 11, 2005

Brent Manning, Executive Director
Forest Preserve District of DuPage County
3 S. 580 Naperville Road
Wheaton, Illinois 60187-8761

Re: O'Hare Modernization Section 4(f) Coordination – Potential West Bank Wetlands Compensatory Mitigation

Dear Mr. Manning:

I am providing this letter as additional follow up related to FAA's ongoing coordination efforts.

I understand that the District is presently discussing, with representatives of the City of Chicago's O'Hare Modernization Program, the potential modifications to a portion of the District's West Bank property. I believe that discussions have centered on the concept that a portion of the District's property might potentially serve as a site on which compensatory wetlands mitigation would be located. Subject to the District's approval, the compensatory wetlands would likely be provided via a combination of the processes of enhancement, creation, and/or restoration. Finally, I also understand that, if satisfactory arrangements between the District and City's O'Hare Modernization Program can be worked out, the District would conclude that potential establishment of compensatory wetlands on the West Branch property is consistent with the District's plans for the property, that the establishment would not constitute a physical taking or conversion to a non recreational use, and that such establishment would not constitute a substantial impairment of the resource.

Please either confirm in writing the understandings set forth in the paragraph above, or further advise me to the contrary, if you believe any of the information discussed herein has been misconstrued in any way.

In the meantime, thanks again for you continued cooperation and input into this matter. Also, please feel free to contact me directly, either by phone at (847) 294-7522 or by e-mail at michael.w.macmullen@faa.gov, if you have any additional questions or comments.

Sincerely,

Michael W. MacMullen
Airports Environmental Program Manager

Cc: Jan Nation, IDNR
Kathy G. Chernich, U.S. Army Corps of Engineers

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

MAY 13 2005

Ms. Rosemarie Andolino
Executive Director
O'Hare Modernization Program
8755 Higgins Road
Seventh Floor
Chicago, IL 60631

Dear Ms. Andolino:

This letter is to confirm our understanding that the City will not acquire the property located at 115-119 Green Street (known as Green Street School) in Bensenville, Illinois, if a build alternative is approved in the FAA's issuance of a Record of Decision (ROD) and the City of Chicago decides to proceed with the proposed O'Hare Modernization.

The Federal Aviation Administration (FAA) has been advised by the Illinois Historic Preservation Agency (IHPA) in a letter dated May 10, 2005, that the property located at 115-119 Green Street in Bensenville, Illinois, is eligible for listing on the National Register of Historic Places. In order to avoid and minimize impacts to Section 303(c)/4(f) resources, we understand that the City of Chicago will not acquire the property. However, because the tallest chimney on the structure would penetrate the Terminal Instrument Procedures (TERPS) surfaces for the proposed Runway 10R by 9.1 feet, the City would need to acquire an avigation easement to lower the chimney to be below the TERPS surfaces.

Thank you for your attention to these important matters.

Sincerely,

Barry D. Cooper
Manager, Chicago Area Modernization Program Office

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

MAY 13 2005

Ms. Rosemarie Andolino
Executive Director
O'Hare Modernization Program
8755 Higgins Road
Seventh Floor
Chicago, IL 60631

Dear Ms. Andolino:

This letter is to confirm our understanding that the City will not acquire the Lake LGK property in Elk Grove Village, if a build alternative is approved in the FAA's issuance of a Record of Decision (ROD) and the City of Chicago decides to proceed with the proposed O'Hare Modernization.

The Federal Aviation Administration (FAA) has been advised that the Lake LGK property is in the Elk Grove Village Industrial Park Pocket Park System. Mr. Joseph Karaganis, representing Elk Grove Village, stated in his letter dated May 6, 2005, that the drain pipe for the retention basin will be repaired in 2006 and the basin will remain dry in between rainstorm events. If the basin remains dry in between rainstorm events, the property would not constitute a wildlife attractant concern and would not need to be acquired. Not acquiring the property would also avoid and minimize impacts to Section 303(c)/4(f) resources and minimize land acquisition impacts. If the drain pipe is not repaired in 2006 and the detention basin remains full of water, we may have to revisit this issue then.

Thank you for your attention to these important matters.

Sincerely,

Barry D. Cooper
Manager, Chicago Area Modernization Program Office

Forest Preserve District of DuPage County

3 S. 580 Naperville Road • Wheaton, IL 60187-8761 • 630.933.7200 • Fax 630.933.7204 • TTY 800.526.0857

May 16, 2005

Mr. Michael W. MacMullen
Airports Environmental Program Manager
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

RECEIVED MAY 18 2005 By

Re: O'Hare Modernization Section 4(f) Coordination

Dear Mr. MacMullen:

Pursuant to your request, I am writing in response to your letters dated May 10, 2005, and May 11, 2005, to Executive Director Manning that outline your understanding of the discussions that occurred at our recent meeting concerning the O'Hare Modernization Program and, specifically, the acquisition of property owned by the Forest Preserve District of DuPage County ("District") commonly known as Silver Creek, as well as your understanding of the negotiations that have taken place between the District and the City of Chicago concerning the possible utilization of District property to mitigate certain wetlands that exist on the O'Hare Airport property. Please consider this letter as confirmation that your understanding concerning the acquisition of the Silver Creek property and the possible use of District property for wetland mitigation as described in your two letters is accurate and fairly represents the facts as they presently exist.

On behalf of the District, thank you for taking the time to meet with us and for explaining the status of the O'Hare Modernization Program from the standpoint of the Federal Aviation Administration.

Please feel free to contact either Executive Director Manning or me if you require any additional information at 630/933-7225.

Very truly yours,

D. "Dewey" Pierotti
President

Cc: Brent Manning
Robert Mork

Mailing Address: P.O. Box 5000 • Wheaton, IL 60189-5000 • www.dupageforest.com

CORRESPONDENCE CONCERNING THE DETERMINATIONS OF ELIGIBILITY

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 31, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *St. Johannes Cemetery Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.

Illinois Historic
Preservation Agency

Voice (217) 782-4836
1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

Various Counties
Bensenville
O'Hare Modernization Program, St. Johannes Cemetery Eligibility
Section 12, T40N/R11E
IHPA Log #017071504

April 29, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the St. Johannes Cemetery Draft Determination of Eligibility.

In our opinion, the case has not been made that this cemetery meets Criteria Consideration D for eligibility to the National Register of Historic Places, nor any other criteria. Northeastern Illinois has a rich history of German immigrant settlements. No justification has been presented that this cemetery is more outstanding than others within DuPage or Cook counties. The mere fact that no other German ethnic cemeteries are listed on the National Register of Historic Places is not reason for this cemetery's eligibility. The cemetery is no longer associated with the church that established it, nor is it directly connected with any person responsible for the church or community's founding.

We encourage the FAA to contact the Office of the Comptroller to discuss applicable state laws for registered cemeteries and how they may be of assistance in seeking an acceptable alternate location.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: St. Johannes Cemetery

Location: DuPage County **State:** ILLINOIS

Request submitted by: Amy B. Hanson, Environmental Protection Specialist, Chicago Airports District Office, Federal Aviation Administration

Date received: 05/09/2005 **Additional information received**

Opinion of the State Historic Preservation Officer:

__Eligible X_Not Eligible __No Response __Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

X_Eligible **Applicable criteria:** A,B,C __Not Eligible

Comment: The St. Johannes Cemetery is eligible for the National Register of Historic Places under National Register Criteria A, B, and C and the cemetery meets National Register Criteria Consideration D. See attached Determination of Eligibility continuation sheet for elaboration.

__Documentation insufficient
(Please see accompanying sheet explaining additional materials required)

Patrick Andrus
Keeper of the National Register

Date: 6/9/2005

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

National Register of Historic Places
National Park Service

Name of Property: St. Johannes Cemetery

Location: DuPage County **State:** ILLINOIS

p. 2

The St. Johannes Cemetery is eligible for the National Register of Historic Places under National Register Criteria A, B, and C and the cemetery meets National Register Criteria Consideration D. The St. Johannes Cemetery derives its primary significance from association with historic events, from age, from distinctive design features, and from the presence of the graves of persons of transcendent importance to local, regional, and perhaps State history. St. Johannes Cemetery is an early 19 th century burial ground associated with the German ethnic immigrants who settled in the Chicago area. The cemetery is associated with the earliest period of settlement of Bensenville and DuPage County. The still active cemetery embodies the traditions of design and monumentation of German ethnic settlers through its burial customs and distinctive gravemarkers reflecting German ethnicity in its proper names, common nouns, and use of symbolic themes and mortuary art. The cemetery contains the graves of a number of important early settlers whose activities shaped local and State history and those who were associated with an historically important religious doctrinal controversy.

Patrick Andrus
Keeper of the National Register

Date: 6/9/2005

JUN-16-2005 14:17 IL HISTORIC PRES AGY 217 782 8161 P.01/01

Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Voice (217) 782-4836 Teletypewriter Only (217) 524-7128

June 14, 2005

Patrick W. Andrus
Historian
National Register of Historic Places
National Park Service
1201 I Street, NW, 8th Floor
Washington, D.C. 20005

Re: St. Johannes Cemetery

Dear Patrick:

Thanks for giving us some background on your action with respect to this property. We do not believe the property is eligible under NPS guidelines and we do not believe that we had sufficient opportunity to express our position. Accordingly, we will be filing a request for reconsideration. This will be filed with your office within 10 days.

Sincerely,

William L. Wheeler
State Historic Preservation Officer
217.785.9045

cc: Amy Hanson, FAA
Terry Schaddel, IDOT
Brian Goecken

TOTAL P.01

Illinois Historic
Preservation Agency

500 East Madison Street • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

RECEIVED
JUN 27 2005
By

Report by fax
Original report and attachments by overnight delivery

June 24, 2005

Mr. Patrick W. Andrus
Historian
National Register of Historic Places
National Park Service
1201 I Street, NW, 8th Floor
Washington, D.C. 20005

Re: St. Johannes Cemetery

Dear Patrick:

Enclosed please find additional information on the significance of St. Johannes Cemetery. We believe this information will provide you with sufficient contextual background to reconsider your opinion that St. Johannes Cemetery is eligible for the National Register of Historic Places.

We think that the settlement patterns in northeastern Illinois and the rich German heritage of DuPage County in particular are an important framework for determining a particular property's significance. By the time St. Johannes Cemetery was founded, there were many other German ethnic churches and cemeteries in the township which share this property's association with church events, age and possibly design features as well as the graves of locally important persons.

We understand that you will be providing the enclosed information to the FAA for its review and comment and request that you share any additional response from the FAA with us and give us the opportunity to review and provide comments to you and the FAA.

Thank you for your attention to this matter.

Sincerely,

William L. Wheeler
State Historic Preservation Officer
217.785.9045.

Illinois State Historic Preservation Officer Opinion That St. Johannes Cemetery Is Not Eligible For Listing In The National Register Of Historic Places

Cemeteries have a great personal value to many people. The National Park Service has developed special criteria for determining cemeteries eligible for listing; without special criteria, there would no doubt be many more cemeteries listed in Illinois and throughout the nation. Ordinarily, cemeteries are not considered eligible for listing in the National Register unless they meet the requirements established under Criteria Consideration D. Generally, the cemeteries that are considered eligible possess architectural or artistic value.

Under Criterion A, the events or trends associated with the cemetery must be clearly important and clearly linked to its historic context. Examples of cemeteries that have met this requirement in Illinois include the Union Miners Cemetery in Mount Olive, which contains the gravesites for the many coal miners who lost their lives in the mines or in their struggle to create a union; the Woodlawn Cemetery in Carbondale, where the first Memorial Day service in the country was held; and the Oak Hill Cemetery in Lewistown, which contained the burial places of those immortalized in Edgar Lee Masters' *Spoon River Anthology*. There are also military cemeteries that are listed in the National Register for their association with past wars. These are cemeteries that are dedicated solely to veterans.

Under Criterion B, the persons associated with the cemetery must be of transcendent importance. The tomb of Abraham Lincoln is listed because of his transcendent importance in American history. The gravesite of Free Frank McWorter is listed because it is the only property that survives to represent this former slave's achievements in business, land speculation, and establishment of a frontier community during the 1830's.

Most of the cemeteries that are listed in Illinois are recognized for their designed landscape, or artistic or architectural qualities under Criterion C. Perhaps the most prevalent type of designed landscape in Illinois cemeteries is the Rural Cemetery Movement such as Oak Ridge Cemetery in Springfield. Of the nineteen Illinois cemeteries listed in the National Register, eleven are recognized for their architecture; of those six have also significance for their art objects.

There are cemeteries in Illinois that were listed in the National Register for their association with their age, making them significant for early settlement and exploration. In order for cemeteries to qualify for their age, they must date from an early period within their geographic and cultural context. One cemetery in the Chicago area was listed, in part, for its importance in exploration and settlement. The Catholic Church and Cemetery at Sagganash (commonly known as the St. James, or Sag, Catholic Church And Cemetery) in Lemont was listed for its significance as a burial place of Irish laborers who came to the area to work on the Illinois & Michigan Canal. The earliest known burial in the cemetery dates to 1837.

The St. Johannes Cemetery Draft Determination of Eligibility submitted by the Federal Aviation Administration fails to meet any of the criteria cited above. While assertions are made, there is neither bibliography nor citations within the text of the document to support those assertions. With a very short time period in which to research the topic,

SHPO staff have found numerous sources, some of which we have included as attachments, in order to demonstrate that the cemetery is not of an unusual age, not unusual for its German ethnic heritage, nor that any traditions of funerary design are supported by research making it any more distinctive than the dozens of other German ethnic cemeteries we have discovered in the immediate context of DuPage County. Lastly, the document does not prove that any of the inhabitants of the cemetery were more directly involved in the church schism than other German evangelical congregations in the area.

In the FAA document, the author argues that the cemetery meets Criterion A because it "…contributes to the broad patterns of German ethnic settlement in Northeast Illinois and the Midwest (p. 26)." The document cites the cemetery's importance in German-American settlement history in particular for St. Johannes's association with the development of "The German Evangelical Synod" and the controversy within the church, leading to the Evangelical Church Society of the West. While these events may have been historically significant within the context of religious history, none of the persons documented within the report that were associated with these historic events are buried in the cemetery. On page 1 of the report, it is stated that Reverend Cachand, Francis Arnold Hoffman, and Pastor Selle, "…contributed to the evolution of German ethnicity in the frontier and the nation (p. 1)" Cachand, Arnold Hoffman, or Selle were not affiliated with St. Johannes Church, but with the German Evangelical Lutheran Church in the Missouri Synod, a church in the surrounding area, which is "…purported to be the first German church in DuPage County (p. 10)". Indeed, Cachand left the area in 1839 and Hoffman left the community in 1847 before the establishment of the church and the beginning date of the period of significance. Selles, who is also mentioned as significant in the schism was actually a pastor at a church in Chicago and only marginally associated with St. Johannes congregation.

St. Johannes Church was formed as a result of the schism within the German Lutheran Church. However, the formation of new churches as a result of this church controversy was not uncommon. In *Ethnic Chicago* edited by Melvin G Holli and Peter d'A. Jones, it is estimated that one and a half million German Lutherans came to the United States during the second half of the 19th Century. Many of these founded their own churches:" The majority of Germans affiliated with the doctrinally rigorous Missouri Synod, but many smaller German synods broke off from this group and became separate denominations….By the end of the nineteenth century there were sixty-six separate Lutheran synods in the United States…. Chicago followed this national pattern quite closely." (p. 576) "…the Lutheran Church did grow and prosper in Illinois before the Civil War. New congregations emerged every year during the 1840s, and most of them still exist today." (*Illinois Historical Journal*, Summer 1985, Volume 78, p. 112, E. Duane Elbert, "The American Roots of German Lutheranism in Illinois." pp. 97 – 112.). No context is provided that would substantiate that this congregation played a larger part I the schism than any of the other German protestant churches in the area.

A cursory review of the collections of the Abraham Lincoln Presidential Library (formerly the Illinois State Historical Library and official repository for collection of Illinois' written history) indicates that many German protestant cemeteries exist in the area. The documentation provided fails to develop a context in which to place St. Johannes as significant or even representative. Attached is a document that discusses

Zion Evangelical Lutheran Church, founded in 1837, in Bensenville that is the predecessor to St. Johannes Church which separated from it in 1848. The author does not mention this church or cemetery even though it appears to have a great deal of documentation about its German ethnic heritage as well which would allow the necessary comparisons for establishing context.

To further understand the local significance of the St. Johannes Cemetery, either for its age or its ethnic association, it needs to be evaluated within the context of its surroundings. The report failed to compare this cemetery to other similar cemeteries within any established context. The Geographic Names Information Services developed by the United State Geological Survey, listed 93 cemeteries in DuPage County. In a quick review of files compiled by the Illinois Historic Preservation Agency in 1987, the following cemeteries in DuPage County were identified as having burials dating to the 1850s or before and/or having German surnames:

- Fullersburg Cemetery, Hinsdale, 1847
- Salem Church Burying Ground, Copenhagen,1850 (German Pioneers)
- The Lombard Cemetery (aka Babcock's Grove Cemetery), Lombard, 1851, German, many inscriptions on stones in German, decorative carvings include cross, tree shaft, dove, heart
- Boeger – Brinkmann Cemetery, Lombard, 1880, Hesterman, Boeger, Brinkman were early farm families of DuPage County
- Lisle Cemetery, North of Lisle, 1845, German and English descent
- St. Peters, Elmhurst, German Lutheran, earliest birth date was 1815
- Oak Hill Cemetery, Glenview area, ca. 1827, local families include Blanchard, Staffeldt, Carpenter, Woehrel
- Böger Cemetery, near Yorkville
- Hillcrest cemetery, aka Barber's Corner, Bolingbrook -- old, rural
- St. John's Community Cemetery, Oakbrook, 1890 earliest date, but German Lutheran Cemetery – 75% German burial population.
- St. Stephen Catholic Cemetery, Carol Stream, 1852, basically German Catholic, one man buried there a German aristocrat who was presented with a medal from Napolean III following Franco-Prussian War
- Downer's Grove Cemetery, Downer's Grove, ca. 1840s, Northern European descent, obelisks, tree stumps, roofed blocks, etc.
- Oak Hill Cemetery, Downers Grove, ca. 1880s, German and Northern European
- St. John's Lutheran Cemetery, ca. 1910, all German surnames, distinctive monuments include urns, roofed prisms, obelisks, and cylinders.
- St. John's Cemetery, Oakbrook, ca. 1900, mostly German surnames, draped urn, roofed prisms, cylinders.
- Zion Lutheran Cemetery, Oakbrook, ca. 1891, almost entirely German surnames
- Big Woods, Winfield Township, ca. 1830, Mostly English, with some Northern European surnames.

The following resources are extant and were not considered in the FAA's eligibility report but are of proven significance to the mid-nineteenth century local German population. This is evidence that other resources are better reflective of the significant contributions of the important German ethnic community in the immediate surrounding area:

- The United Methodist Church of Bensenville is the oldest German church in the area (1837)

- The Churchville School in Bensenville Addison Township, Du Page County, (listed in the National Register) was built in 1846 on land donated by the Fischer family, an influential early family who came to the area from the Kingdom of Hanover (German) in 1835. The family is buried in the cemetery of the United Evangelical German Church, located behind the school. The area was heavily German and the school did not become an English-speaking only until 1886.

- Graue Mill, located in Oak Brook (listed in the National Register), was built by an early German settler, Frederick Graue, from the Kingdom of Hanover, who came to Du Page County in 1833. He built the mill beginning in 1847. He opened his business there in 1852. Is also believed to have been a stop on the Underground Railroad.

There may be persons who were important to the area, including past mayors, veterans, and early settlers of the community, who are buried in the cemetery. One would expect that in any cemetery that has been active for 150 years. However, a cemetery containing graves of local politicians is not eligible if they simply performed the daily business of government and did not have an outstanding impact upon the nature and direction of that area's history. That is why these qualities alone would not make it eligible for listing in the National Register under the special criteria consideration required by the National Park Service. The documentation does not demonstrate that any individual within the cemetery is of *transcendent importance* as required by Criterion Consideration D. As demonstrated within this text and with the appendices, for exploration, and settlement, there are other cemeteries within the region that predate St. Johannes cemetery and represent specific development patterns.

As the FAA did not provide research sources to us, we have no knowledge of sources consulted in researching the cemetery. Nor within the document itself, was there any context established by comparing the cemetery in importance, integrity or design features to other similar cemeteries in Bensenville, Addison Township, DuPage County or Illinois.

A list of sources is critical to assess the importance and integrity of the assertion that the lay out and funerary artifact design is significant and exemplary of German traditions specifically and is common practice in technical and scholarly writing. Otherwise, it is little more than a piece of opinion. It is also difficult to judge integrity in light of the fact that original plats do not exist and that an unknown percentage of the headstones have been replaced. The FAA provided no documentation locating the historic portions of the cemetery or distinguishing contributing portions of the property from no-contributing portions.

It is the opinion of the SHPO that there is neither a defensible context provided nor documentary sources cited to evidence that St. Johannes Cemetery meets the exceptional criteria for eligibility to the National Register of Historic Places.

1. Why is the German Lutheran School Teacherage at 129 Army Trail Road in the Village of Addison significant for listing in the National Register?

There are several reasons why we think it should be listed:
1. It is representative of the German Lutheran Community that existed here in the early years of the settlement of this area, beginning in 1834-35, and of the predominantly German Lutheran Community that remained intact until the 1950's. It is one of the few remaining strictly Lutheran buildings which was near the center of that large Lutheran section of the Village which Included a Lutheran Church (1906), Lutheran Elementary School (1849-Present), Lutheran Teacher's College (1864-1913), Lutheran Orphan Home-(1873-present), Lutheran Cemetery-(1908-present), Lutheran KINDERHEIM (1916-1961), Lutheran parsonage (1908-present).

2. In our nation, as you travel, you see a lot of historic buildings: birthplaces of important people, old churches, old institutions, old parsonages and vicarages, but seldom if ever an old "teacherage." This was a typical kind of home that German Lutheran Congregations provided for their teachers of their schools. It was never pretentious, always modest and well-constructed, as ours is. The members of the congregations (some of whom were carpenters and masons) built them, always providing the labor and often the material (wood) from their own woodlots.

3. When this Teacherage was built in 1893, it fronted on a former Indian Trail through this area which had been named St. Charles Road, much later being renamed Army Trail Road when another St. Charles Road farther south came into being. The significance of this Indian Trail and its renaming is due to the fact that this is the trail that General Winfield Scott followed on his trip with his army to quell the uprising by Black Hawk and his tribe. Their wagonloads of supplies and soldiers widened the trail into a road. Therefore today, the road in front of the teacherage is also significant.

4. Directly across that street stands the 1925 KINDERHEIM building which has served as our Municipal Building since 1961.
5. Its location makes it highly visible and readily accessible to all who may wish to visit it.

6. It is the type of building that is no longer being furnished by congregations for their Lutheran School teachers. Nowadays, all Lutheran School Teachers prefer to build up an equity for their old age by purchasing their own homes, generally several blocks away from their schools. Or, if they prefer to rent an apartment, the Congregations give those teachers also an housing allowance.

5. What is the significance of this building to the Village of Addison?

After World War II ended, in the late 1940's many returning servicemen from the Chicago area, began to move out here to this little country town. They were of all nationalities and religions, so gradually the population mix and the religious mix changed, until today the German population is a minority and the German Lutheran Church has been joined by at least 20 other congregations.

Today's people in the Village are largely unaware that this was at one time a German Lutheran settlement that continued to be a majority until well into the 1950's and 60's.

The farm community and village begun in the 1830's has now become a cosmopolitan Village of over 32,000. Where farms once stood on some of the richest farmland in the nation now stands homes and factories, stores and businesses, churches and schools.

The schoolchildren here know almost nothing of the early history. It is too far in the past even for their parents, as a rule. When adults come to our Historical Museum, they say things like "my grandma had one of those, or used this kind of a gadget."

Therefore, we feel that the main significance of this CENTURY HOME to the Village is to provide a home from the past where they can literally step back into the past of this Village, as they tour the home. These tours will be free to the public, because this Village is essentially a blue-collar area today. The tour guides will provide the early history during the tours they lead, as they point out the furnishings of that era.

This home is right across the Road from the Village Hall or Municipal Building, and our Historical Museum is located in the northwest wing of that building, so both buildings can be reached from one parking lot. School classes will be encouraged to visit both on

one field trip. Both the Museum and the Century Home are within walking distance from at least seven of our local elementary schools.

Eventually the outbuildings of this home will also show early farm implements and tools, harnesses for horses, farm wagons, etc. Most of our Village children today are decidedly unacquainted with these things.

They marvel that people chopped wood to heat their homes; that they pumped water outside to bring in for washing, cooking, bathing; that they went outdoors to a little building to use the toilet. They marvel at the primitive wooden washing machines, the old copper boilers and washtubs and hand-operated wringers; they are intrigued by the spinning wheels and handlooms for making yarn and cloth; the quilting frames and the curtain stretchers; the blue ball canning jars for preserving the garden and orchard produce; etc. All of these and many more things will be on display in our Century House.

I have always felt that the future is linked with the past, so I feel that when our tourers take this step into the past, they will begin to see how it relates to the present and be more thankful to the pioneers who came here in the 1830's to lay this fine foundation for them.

Almost every Village around our area has preserved some old building, or more than one. This will be our first step in this restoration business, and everyone in the Village is excited about it, or getting excited, as they see the progress slowly going on. It has united them in a common interest, which is good, because now the restored home will be "our" building, not just an early part of the Lutheran History of the Village.

I can only see good things coming from this restoration both to the image of the Village itself and to the population here that will make use of it in many ways.

3. Are there other historic buildings or homes associated with the German Lutheran Community in Addison?

Yes, there are and were other historic buildings and homes associated with the Lutheran (German) community in Addison, as you will see.

ZION EVANGELICAL LUTHERAN CHURCH

The Evangelical German Church that was organized in rural Addison Township in 1837, according to the pamphlet published in 1949 and titled A CENTURY OF CHRISTIAN EDUCATION in Addison, was originally open to all Protestant faiths. The main criteria for membership in 1837 was that they be German. In that way, their numbers were sufficient to pay a pastor in their midst.

Excellent records were kept by their first pastor/teacher, Ludewig Cachland Ervendberg from Jan. 1, 1838 through October, 1839, as these excerpts from the HISTORY OF DUPAGE COUNTY, pp. 659-60 indicate,

BIRTHS

January 22, 1838, Louise Dorothea, daughter of Friedrich Thuernan and wife, Sophia.

February 4, 1838, Michael, son of Michael Fippinger and wife, Maria, *nee* Glos.

April 28, 1838, William, son of Friedrich Buchholz and wife, Louise, *nee* Fischer.

May 21, 1838, Henry D., son of Heinrich Diedrich Fischer and wife, Anna Maria, *nee* Franzen.

July 25, 1838, Herman F. L., son of Christian Biermann and wife, Caroline, *nee* Kraegel.

September 28, 1838, Ludewig D. A., son of Friedrich D. N. Stuenkel and wife, Maria, *nee* Knigge.

November 18, 1838, Anna Katherina, daughter of Johann G. Sandmeier and wife, Magaetha, *nee* Hilkere.

July 12, 1839, Herman S. D., son of L. C. Ervendberg and wife, Maria Sophia, *nee* Moench.

MARRIAGES

August 19, 1838, Johann Heinrich Franzen and Elizabeth Dickhoff.

September 2, 1838, Christian Langguth and Magdalene Glos.

September 14, 1838, L. C. Ervendberg and Maria Sophia Dorothea Moench.

March 27, 1839, Johann Heinrich Brettmann and Mrs. Sophia Kreiter, *nee* Leeseberg.

March 28, 1839, Ludewig Schmidt and Mrs. Louise Buchholz, *nee* Fischer.

DEATHS

July 18, 1838, Mrs. Katherina Maria Krage, *nee* Stuenkel, age thirty-six years.

October 9, 1838, Mr. Friedrich Krieter, age thirty-seven years.

February 15, 1839, Mr. Friedrich Buchholz, age thirty-seven years.

March 1, 1839, Caroline Dorothea Louise Lesemann, age four and one-half years.

September 12, 1839, Herman L. D. C. Ervendberg, age nine weeks.

October 1, 1839, Friedrich Grane, age forty-nine years.

Mr. Buchholz was accidentally killed at the building of the Wilhelm Flagge log cabin.

CONFIRMATIONS

A class confirmed April 14, 1839, had the following members:

Johann Friedrich Ludewig Grape, born January 21, 1822, in Landesbergen, Hanover.

Friedrich Carl Christian Fischer, born March 17, 1822, in Estorf, Hanover.

Heinrich Frederich Stuenkel, born February 14, 1825, at Neustadt, Hanover.

Gerhard Heinrich Franzen, born January 7, 1823, in Schaale, Prussia.

Heinrich Wilhelm Boeske, born January 4, 1823, in Heiligenlohe, Hanover.

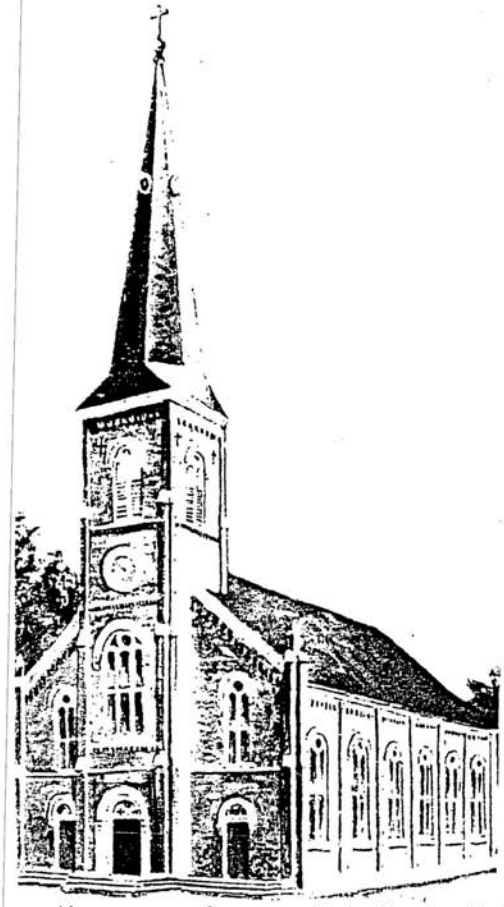
Maria Wilhelmina Louise Schmidt, born December 12, 1823, in Landesbergen, Hanover.

Sophia Louise Dorothea Boeske, born August 25, 1825, in Goldenstedt, Hanover.

CENSUS, JANUARY 1, 1839

Heads of Families.	Number
Friedrich Krage	5
Johann H. Schmidt	6
Conrad Fischer	6
Johannes Bohlander	5
Michael Tippinger	3
Christian Biermann	5
Friedrich Buchholz	5
Ludewig Schmidt	1
Diedrich Lesemann	4
Friedrich Stuenkel	6
J. H. Franzen	2
Johan Franzen	5
John G. Landmeier	7
Friedrich Grane	8
L. C. Ervendberg	2
Diedrich Fischer	3
Johann Glos	5
Friedrich Thuernan	3
Bernhard Koehler	5
Heinrich Krieter	4
Heinrich Schmidt	1
George Lesemann	1
H. B. H. Franzen	3
Schmied Franzen	2
J. H. Brettmann	2
Total	99

The first Congregation formed in what is today Addison Township was the German United Reformed Lutheran Congregation of Dunklee's Grove (a name given to a very large grove named after settler Hezekiah Dunklee in 1833). This congregation met in homes on the east side of the grove until 1842, when they built their first frame block church about 2 miles east (and north) of Addison. By 1861, they had outgrown their church, and built this brick church which still stands there today and is a Lutheran Church.



Pastor Ervendberg married while serving that congregation, became a father of a little son born on July 12, 1839, who later died on Sept. 12, 1839.

Succeeding Pastor Ervendberg as school teacher in the little congregation was Francis A. Hoffmann, another Prussian of the Reformed faith, in 1840. As they had no pastor, he also read sermons. Later he took a year and a half off and went to Ohio to get a ministerial degree, after which he returned to this congregation as both pastor and teacher.

Later he became pastor at a Lutheran Church he founded, moving there in 1847, in Schaumburg, Il.

During the Civil War, he was Lt. Governor of Illinois.

Throughout the years of the pastoring of these two pastors, the Church bore the name above. But their third pastor called was E. A. Brauer, who came in 1847. He was a Lutheran, and before long the Congregation split into a Reeormed/United group and a Lutheran group. Pastor Brauer was a Lutheran, and the Lutherans retained the Church Property, buying out the Reformed and United members.

From then on, the Church has been the Evangelical Lutheran Church of Zion, rural Bensenville (today). And that congregation has been

the mother church of all of the Lutheran churches founded for miles around this area, namely in Addison, Elmhurst, Lombard, Villa Park, Bloomingdale, Itasca, Schaumburg, Niles, etc. Between 1849 and 1880, eight school congregations were organized in this area, all beginning under the direction of Zion Lutheran Church. Eventually the school congregations resulted in new Lutheran Congregations located next to them. Considerable thanks should be directed to Pastors Ervendberg and Hoffmann, who walked for miles in all directions of Zion to establish preaching stations. These all became Lutheran congregations, even as Pastor Hoffmann himself became a Lutheran by 1847.

Rev. Franz A. Hoffmann (1840-1847)

The Lutheran School Congregation founded in Addison in 1849, became necessary to the Lutheran residents of this Village, because they wished their children to be educated in the German language as well as the English language, and they wished them to have daily instruction in religion, which the public schools taught in English homes at that time could not provide.

"On January 14, 1849, twenty men, heads of families in and around the Village of Addison, formulated and signed a document organizing a society for the purpose of operating an English and German Lutheran School," it is recorded in the CENTURY OF CHRISTIAN EDUCATION in Addison, published in 1949.

The pastor at Zion at that time was the Rev. E.A. Brauer. Under his guidance, the school congregation bought 40 acres of land in the heart of Addison for $235.00 and built a one-room school with an apartment above it for teacher Henry Bartling.

The construction of this building was less than $400.00

That building stood on the same site until it was razed in 1974.

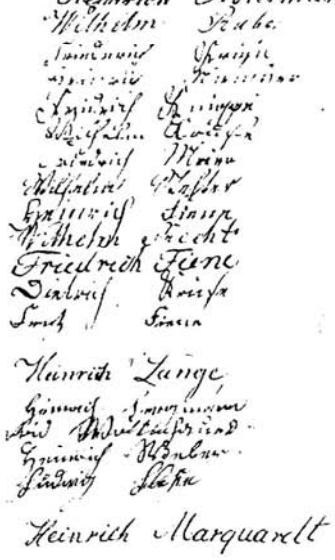
Pastor E. A. Brauer

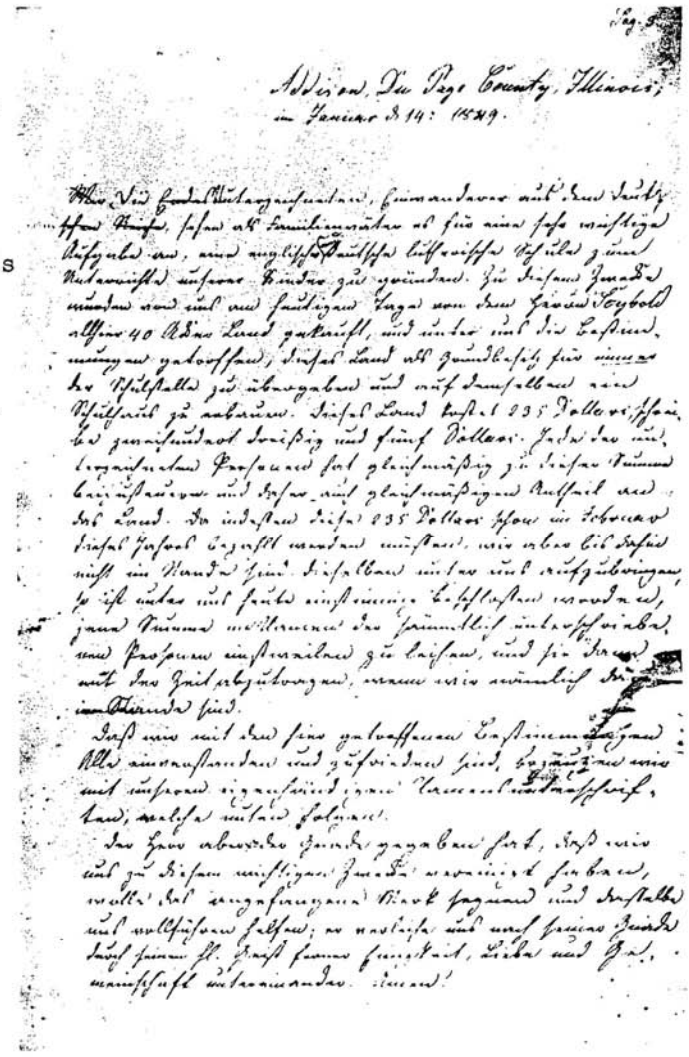
THE LUTHERAN SCHOOL

To the right are the Articles of the school's organization in the Village of Addison.

Below are the signatures of the twenty school parents

At the bottom of the page is a typed list of these parents, though not necessarily in the same order.





Articles of Organization — January 14, 1849

Heinrich Rotermund	Wilhelm Stelter	Heinrich Lange
Wilhelm Rabe	Heinrich Fiene	Heinrich Bergmann
Friederich Kruse	Wilhelm Precht	Friedrich Wolkenhauer
Heinrich Niemeyer	Friedrich Fiene	Heinrich Weber
Friedrich Knigge	Dietrich Kruse	Ludwig Blecke
Wilhelm Kruse	Fritz Fiene	Heinrich Marquardt
Friedrich Meier		Christian Rotermund

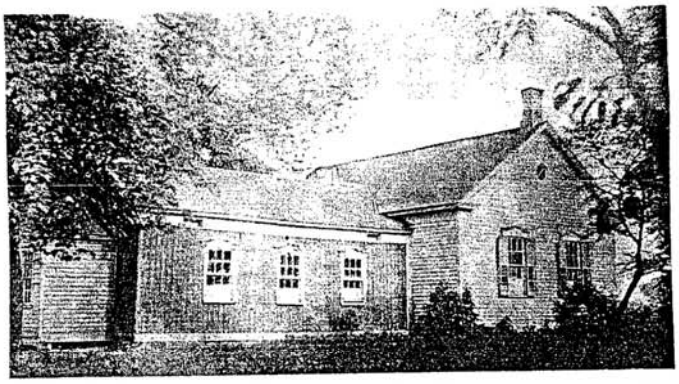
These clippings are from pages 8-9 of A CENTURY OF CHRISTIAN EDUCATION published in Addison in 1949.

The size of the faculty and the number of one-room schoolbuildings varied at the West District/ St. Paul Lutheran School according to need. First there was one schoolroom in 1849, then two in 1865, then three in 1880. After the Teachers College moved to River Forest in 1913, their one-room student-teaching school was also moved over to St. Paul. By that time, there were four one-room school buildings on the location, as well as three teacherages, with a fourth teacherage added in 1917. These all stood on the south side of Army Trail Road (earlier St. Charles Road), taking up nearly two full blocks.

The First School

This is the 1849 school building with the classroom below and the teachers apartment above. The porch was added much later, after it became a teacherage, and eventually half of the porch was enclosed to make another room.

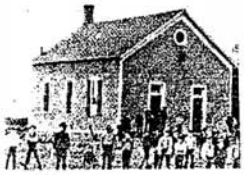
It was razed in 1974, and a memorial garden stands on its site.

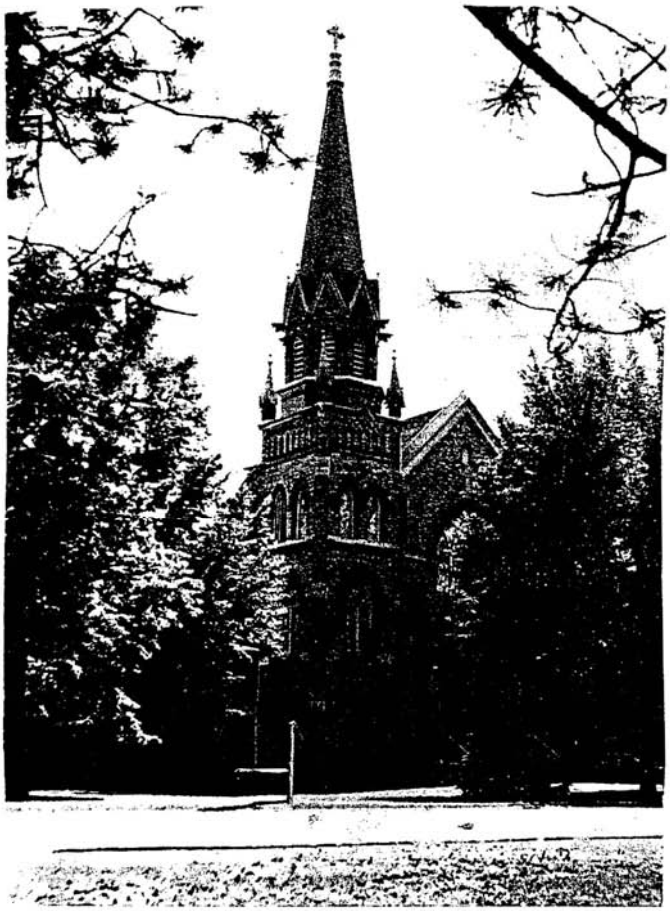


The Second and Third Rooms

The second school was built in 1856 when the first one was converted to a teacher age. In 1865 another classroom was built across the end of the school. These were then called the second and third schools. In 1925 they were sold and moved away.

The fourth frame school classroom was constructed in Addison in 1880. It was destroyed by fire in the 1920's.



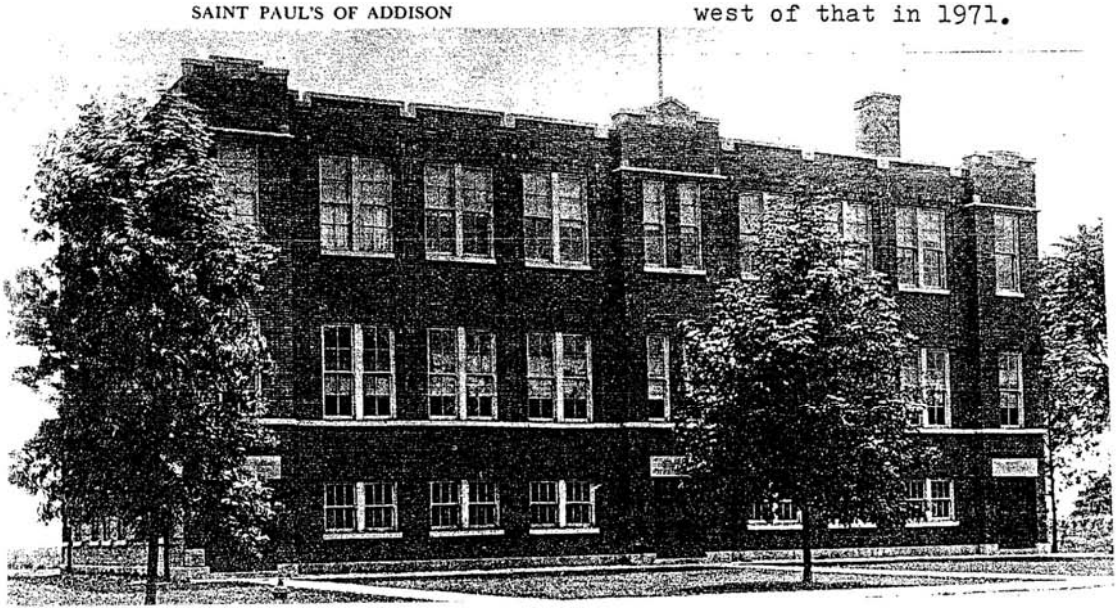


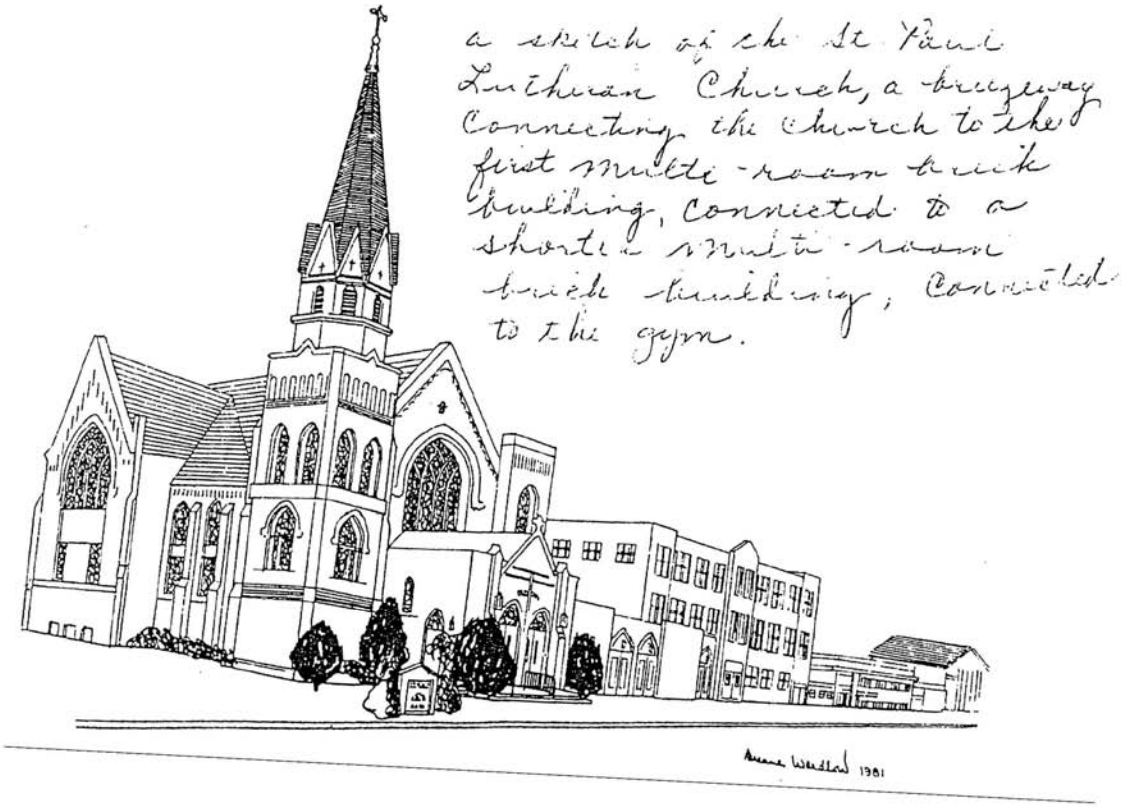
St. Paul Lutheran Church at 37 Army Trail Road in Addison, was constructed in 1906. It still stands at its same location as part of the German Lutheran settlement in Addison.

In 1925, all of the one-room white frame school buildings were removed from the school grounds, after a large multi-room brick building was built just west of the Church building, with the exception of the first school building which was then serving as a teacherage.

Another large brick section was added to the west of the building below in 1952 and a gym was added to the west of that in 1971.

SAINT PAUL'S OF ADDISON



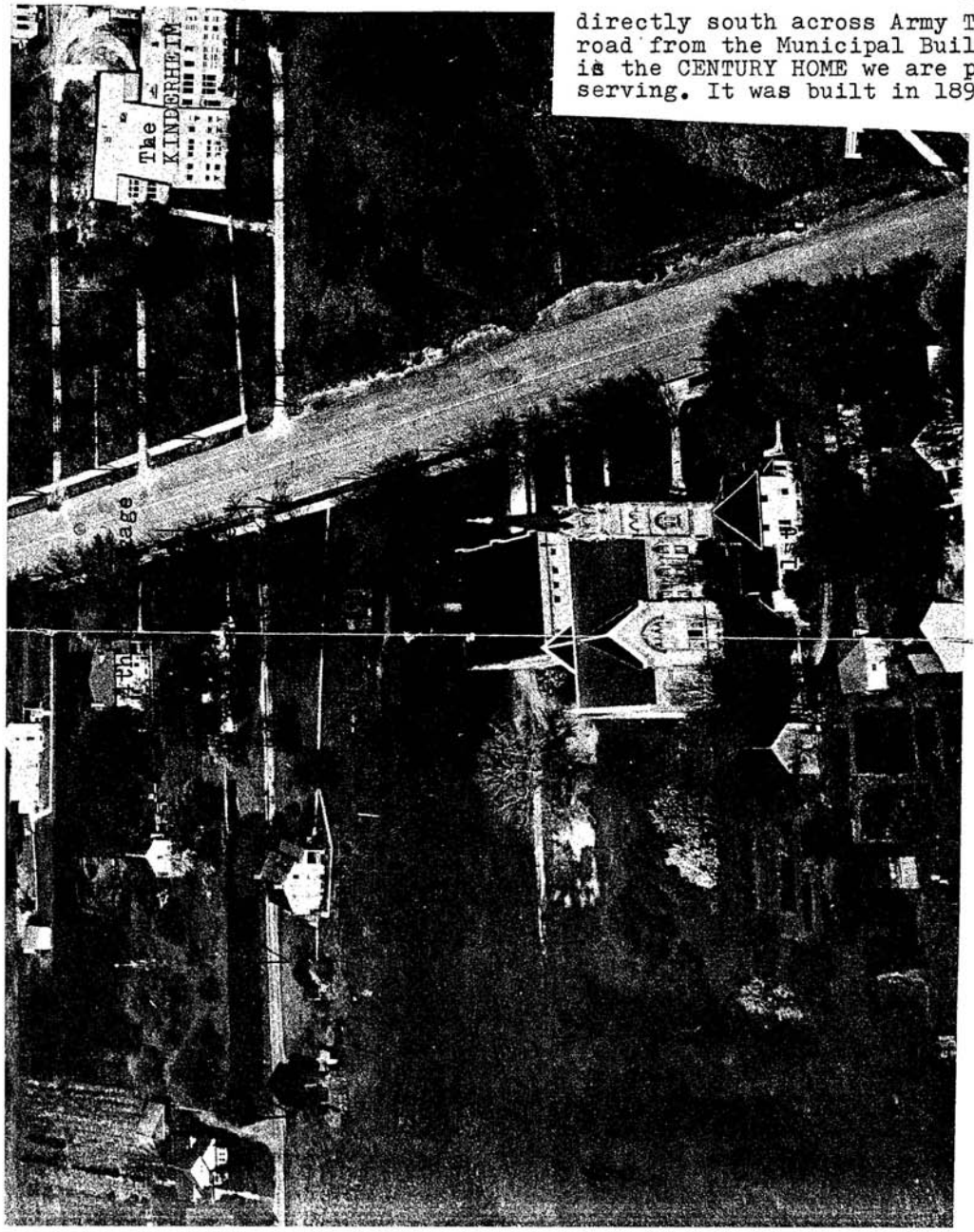

a sketch of the St Paul
Lutheran Church, a breezeway
Connecting the church to the
first multi-room brick
building, connected to a
shorter multi-room
brick building, connected
to the gym.
Anne Wendel 1981

This picture taken from the air around 1930, shows that all of the white frame schoolbuildings except the first, then serving as a teacherage, had been removed. But all four of the teacherages were still intact in the German Community.

The Parsonage east of the Church was built in 1908 and still stands in the same spot in which it was built.

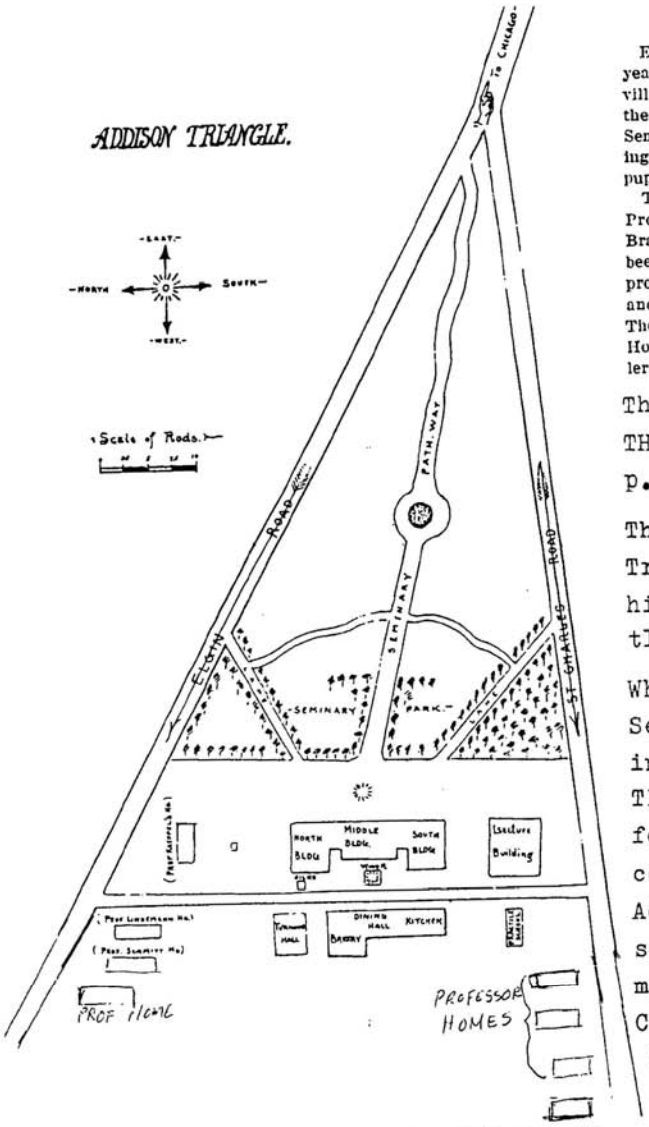
A second parsonage was built west of the third teacherage in 1971, and it still houses one of our pastors.

Both teacherages one and two were razed in the 1970's. Teacherage #3 directly south across Army Trail road from the Municipal Building is the CENTURY HOME we are preserving. It was built in 1893.



THE LUTHERAN TEACHERS COLLEGE OR SEMINARY

Of the 40 acres bought by the school congregation in 1849, six acres were sold to the Missouri Synod in 1863 for $10.00, to encourage the Missouri Synod to build its Teacher-training college in Addison. In 1893, the entire triangle was sold to Synod for $2,000. so that the Teacher's College could expand their campus. In 1917, when St. Paul Lutheran School needed money to add a kitchen to their third teacherage and to build a fourth teacherage, they sold about 22 acres at the south end of their 40 acres.



Map of "Triangle" campus at Addison, Ill. (about 1907). Concordia Teachers College was founded here in 1864, remaining until the move

EVANGELICAL LUTHERAN SEMINARY.—In the year, 1864, about one-half a mile west of the village of Addison, now in its corporate limits, the German Evangelical Lutheran Teachers Seminary was erected. This was a brick building large enough to accommodate some sixty pupils, and two professors with their families.

The first instructors were Prof. C. A. T. Selle, Prof. J. C. W. Lindermann, and Prof. Carl Brauer. Since that time more buildings have been added, as well as nine dwellings for the professors. There are now some 250 students and nine professors, the latter being: Profs. Theodore Brohm, J. S. Backhaus, F. Rechlin, E. Homan, A. Kaeppel, Edward Koehler, A. H. Miller, F. H. Schmidt and C. W. G. Eifrig.

This excerpt was taken from THE HISTORY OF DUPAGE COUNTY p. 662.

The drawing of the College Triangle was taken from the history of the college titled COLLEGE WITH A CAUSE.

When the Lutheran Teacher's Seminary moved to River Forest in 1913, the KINDERHEIM ASSOCITION, operated by Lutheran Pastors, for wards of Cook County Juvenile court purchased this property in Addison in 1914, remodeled it and set up two schools within it and moved the KINDERHEIM children from Chicago to this location in 1916. The teachers and Superintendent of this KINDERHEIM occupied the Former Professors homes, until they were moved or razed in 1962.

Main building on the Addison campus, the center section erected in 1864,

The German Lutheran Teachers' Seminary was begun in 1864 with just the center building. Later wings were added to the north and south. Then a lunchroom/kitchen was built behind (to the west of) the main buildings, A lecture Hall was built and a practice school was built to the south. An exercise building was also added to the west side of the campus.

When the College moved to River Forest, the building was occupied by the KINDERHEIM children. They attended school in four large classrooms within the building. By 1924, the dormitories and classrooms were greatly overcrowded. A new brick KINDERHEIM building was constructed directly in front of the old College buildings. When it was completed in 1925, the the college buildings were mostly razed, while the children occupied their modern new building.

By the 1930's fewer children were being placed in institutions. More of them were being placed in foster homes. With two big costly Lutheran Children homes to run in Addison, it gradually became clear that the two should join forces and use just one institution for school and the other for dormitories. This merging began in late 1930's and was completed by 1941. By 1959, the Orphan Home was razed, and Lutherbrook was built on its premises. When it was completed in 1961, the children still at the KINDERHEIM were moved to Lutherbrook. And the 1925 KINDERHEIM BUILDING became the Village Hall and police Dept. It is still standing in the heart of the German Lutheran area.

Today it houses the Village government, a traffic court, an engineering dept, a water dept., a clothing and food pantry for the needy, the Addison Historical Museum, and many other things, including Addison's own cable TV dept.

THE GERMAN EVANGELICAL LUTHERAN ORPHAN
ASYLUM, Or Home, or WAISENHAUS

The German Orphan Home was established on a farm west of Addison in 1873, but today that farm is in the heart of the Village. At first the farmhouse served as a home for a handful of Lutheran orphans or half-orphans from this area of Northern Illinois.

Die Gesellschaft beschloß in ihrer ersten Versammlung, das Waisenhaus in der Nähe des Schullehrerseminars in Addison, Du Page County, Ill., zu errichten. Am 13. August 1873 erlangte die Gesellschaft staatliche Anerkennung durch gesetzliche Inkorporations-Akte unter dem Namen: "German Evangelical-Lutheran Orphan Asylum Association of Northern Illinois." Folgendes Bild ist ein genauer Abdruck ihres Siegels:

As the years passed, the population of the home grew, and additional buildings were constructed to house the children. Eventually, the local orphanage was sponsored by 42 Lutheran congregations in 1895. That year, there were 61 boys and 48 girls living there.

Every year the Orphan Home Association put out an annual edition, that listed the names of the orphans, the names of the Superintendend of the Home and his staff, the amount of monetary support and clothing and produce supplied by the various congregations and individuals. St. Paul Lutheran Church in Addison has most of these annuals in their archival collection.

School age children from this institution attended school at St. Paul Lutheran School and its predecessor The West District School of Zion

Lutheran Church on the same schoolgrounds, but those who reached confirmation age, were often confirmed by the pastor who served as Superintendent; otherwise, they were confirmed by the pastors At Zion from 1873-1906, and the pastors of St. Paul after 1906. By 1895, 207 young people from the Home had been confirmed.

In 1898, they celebrated their 25th anniversary on June 26th. That year, there were 110 children living at the home, and 238 had been confirmed in the Lutheran faith during those years.

In the 50th Anniversary annual booklet, published in June, 1923, we learn that a total of 918 children had lived there or were living there, and they were all listed by name, in the order of their arrival there. See attached lists.

Through the years, the Waiseneltern, or house parents, and later the Superintendents were as follows:
1873- F. Albers and his wife
1874-1891 Mr. Harmening and his wife
1891- 1902 Teacher Leubner and his wife
1902-1917 Pastor Merz and his wife
1917-1922 Pastor Klaus and his wife
1922- to the merger between the Orphan home and the Kinderheim, in late 1938 through 1939- Pastor M.K.C. Vetter and his wife

There are many views, in both photos and pen and ink sketches of the orphan home on file at our local Historical Museum and at St. Paul's Archives in Addison.

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Das Direktorium.

des verflossenen Zeitraumes von 1873—1923.

Praeses:

Von 1873—1879 Pastor A. G. G. Franke.
Von 1879—1916 Pastor J. T. Große
Seit 1916 Pastor A. Pfotenhauer

Vice-Praeses:

Von 1873—1893 Prof. C. A. T. Selle
Von 1893—1909 Pastor L. Lochner
Von 1909—1912 Pastor A. Bartling
Von 1912—1916 Pastor A. Pfotenhauer
Seit 1916 Pastor H. Voester.

Sekretär:

Von 1873—1903 Pastor M. Große
Von 1903—1922 Pastor E. Zapf
Seit 1922 Pastor Wm. Gahl

Kassierer:

Von 1873—1896 Lehrer H. Bartling
Von 1896—1897 Herr H. Oehlerking
Von 1897—1902 Lehrer G. Ritzmann
Von 1902—1913 Herr Paul Stahmer
Von 1913—1916 Herr Wilh. Balzer
Seit 1916 Lehrer H. W. Koch

Trustees:

a) Chicago:

Von 1873—1921 Herr H. C. Zuttermeister
Seit 1921 Herr C. H. Zuttermeister

b) südlicher Kreis:

Von 1873—1882 Herr G. Brauns, Crete
Von 1882—1891 Herr J. O. Piepenbrink, Crete
Von 1891—1912 Herr H. Rathe, Homewood
Von 1902—1915 Herr M. Becker, Eagle Lake
Von 1915—1917 Herr Jul. Ott, Lemont
Von 1917—1919 Herr W. Schroeder, Lemont
Seit 1919 Herr Fr. Siemering, Kankakee

c) westlicher Kreis:

Von 1873—1896 Herr E. H. W. Lecseberg, Addison
Seit 1905 Herr Ed. Mesenbrink, Addison

Waiseneltern.

1873 Herr F. G. Albers und Frau (provisorisch)
1874—1891 Herr J. Harmening und Frau
1891—1902 Herr Lehrer E. Leubner und Frau
1902—1917 Herr Pastor H. Merz und Frau
1917—1922 Herr Pastor E. A. Klaus und Frau
Seit Januar 1923 Herr Pastor M. K. C. Vetter und Frau

Namen der Kinder, die seit 1873 Aufnahme gefunden haben.

1. Paul Kleinschmidt
2. Louise Bach
3. Friedrich Brasch
4. Clemens Kambeiß
5. Ludwig Ziegenfuß
6. Klara Gustke
7. Gustav Bösel
8. Heinrich Wehrli
9. Wilhelm Köpchen
10. Karolina Rodewald
11. Milda Kleinschmidt
13. Johann Karl Paul
14. Martha Gustke
15. Karl Duchrow
16. Wilhelm Bach
17. Wilhelm Kirschstein
18. Anna Kirschstein
19. Hermann Kirschstein
20. Wilhelm Harder
21. Albert Köpchen
22. Anna Jaffke
23. August Scherff
24. Heinrich Brasch
25. Emil Hergt
26. Friedrich Lügge
27. Heinrich Duchrow
28. Albert Mumm
29. Robert Prötorius
30. Albert Jaffke
31. Hulda Bösel
32. Maria Kleinschmidt
33. Anna Hennig
34. Mathilde Labott
35. Johann Thöne
37. Wilhelm Hennig
39. Alfred Johnson
40. Alexander Wegner
41. Georg Groh
42. Oskar Mumm
43. Karl Schneider
44. Karl Börst
45. Klara Gerlach
46. Emilie Siegel
47. Anna Nickel
48. Karl Hennig
49. August Köpchen
50. Wilhelm Lügge
51. Karl Mumm
52. Auguste Wegner
53. Pauline Winter
54. Johann Groh
55. Wilhelmine Börst
56. Lina Döring
57. Albert Döring
58. Emma Döring
59. Wilhelm Döring
60. Robert Bösel
61. Friedrich Hesse
62. Wilhelm Phillips
63. Albert Thiemer
64. Friedrich Wilhelm Müller
65. Heinrich Siegel
66. Julius Nickel
67. Hermann Reifert
68. Karl Papenbrock
69. Karoline Duncanson
70. Margaretha Bade
71. Louise Rittmann
72. Christine Groh
73. Johannes Wehrli
74. Hermann Müller
75. Karl Sepke
77. Gustav Jaffke
78. Simon Müller
79. Maria Frey
80. Wilhelmine Labott
81. Ida Labott
82. Maria Hanley
83. Louise Ehmann
84. Laura Schneider
85. Wilhelm Kägebein
86. Emilie Wolter
87. Dorothea Heinzelmann
88. Emma Schlie
89. Ernst Bade
90. Karl Rittmann
91. Wilhelm Nickel
92. Louise Linnekugel
93. Friedrich Lüder
94. Heinrich Kägebein
95. Heinrich Wolter
96. Dorothea Papenbrock
97. Minna Appelberg
98. Louise Vogel
99. Wilhelm Hoyer
100. Johann Frey
101. Albert Winter
102. Heinrich Bischoff

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103. Franz Baumann
104. August Thiemer
105. Eddy Wollwage
106. Otto Wordelmann
107. Wilhelm Köhn
108. Maria Paul
109. Elisabeth Vogel
110. Louise Wichmann
111. Otto Plantikow
112. Friedrich Hergt
113. Friedrich Quandt
114. Friedrich Duchrow
115. Matthew LeGrand
116. Louis Papenbrock
117. Eduard Hanley
118. Ernst Siegel
119. August Hoyer
120. Friedrich Bischoff
121. August Nickel
122. August Lügge
123. Maria Sepke
124. Anna Appelberg
125. Minna Kleinsmidt
126. Maria Dannenbrink
127. Ida Wilke
128. Emma Baumann
129. Maria Sturr
130. Anna Vogel
137. Wilh. Johann Heinrich Jakobs
732. Theodore Johnson
133. Karl Krüger
134. Gustav Böhnke
135. Gustav Fleischhauer
136. Adolf Hofmeier
137. Hermann Kägebein
138. Martha Wegner
139. Helena Labott
140. Wilhelm Thiemer
141. Alexander Jakob Stief
142. Albert Phil. Schneider
143. Louise Hansen
144. Karl Burges
145. Johann Hanley
146. Christian Lüder
147. Friedrich Appelberg
148. Wilhelm Röder
149. Albert Frey
150. Georg Steigleder
151. Karl Thiemer
152. Rudolf Wichmann
153. Anna Hoyer
154. Emilie Duchrow
155. Emma Papenbrock
156. Amanda Baumann
157. Minna Köhn
158. Ida Böhm
159. Katharina Bischoff
160. Bertha Wilke
161. Louise Matz
162. Ida Schmidt
163. Minna Fischer
164. Pauline Teschner
165. Helena Stief
166. Emil Quandt
167. Martin Nickel
168. Heinrich Sturr
169. Franz Aicher
170. Wilhelm Plantikow
171. Wilhelm Lindhorst
172. Eduard Bischoff
173. Wilhelm Quasebarth
174. Friedrich Kägebein
175. Maria Lohmann
176. Anna Baumann
177. Josephine Shephens
178. Maria Wordelmann
179. Karolina Telchow
180. Gertrud Linnekugel
181. Mathilde Müller
182. Albert Müller
183. Friedrich Müller
184. Martin Müller
185. Hermann Wegner
186. Gustav Marquard
187. Joseph Thomsen
188. Friedrich Schlie
189. Arthur Wagester
190. Karl Bräm
191. Ludwig Burges
192. Walter Röder
193. Johann Becker
194. Auguste Appelberg
195. Maria Seymour
196. Elmira Vogel
197. Katharina Bretscher
198. Anna Effinger
199. Emilie Döscher
200. Anna Weikamm
201. Ferdinand Herzfeldt
202. Arthur Herzfeldt
203. Bertha Wilhelmine Juliane Wichmann

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204. Friedrich August Plantikow
205. Johann Peters
206. Ludwig Quasebarth
207. Wilhelm Kelling
208. Ludwig Plantikow
209. Paul Franz
210. Ernst Teschner
211. Franz Burges
212. Gustav Lächel
213. Karoline Gottschalk
214. Dorothea Kaste
215. Emma Böhm
216. Elisabeth Hansen
217. Maria Steffens
218. Peter Bojens
219. Mathias Heinzelmann
220. Karl Köhn
227. Wilhelm Schlie
222. Wilehlm Kaste
223. Theodor Krüger
224. Eduard Hoppe
225. Wilhelm Peterson
226. Karl Ravotny
227. Emil Kadaisch
228. August Kiedaisch
229. Friedrich Stabs
230. Ida Heintz
231. Mathilde Döscher
232. Anna Braatz
233. Katharina Seymour
234. Rosa Effinger
235. Bertha Wordelmann
236. Margaretha Gottschalk
237. Wilhelm Thomsen
238. Hermann Bostens
239. Heinrich Wagester
240. Gustav Wiartalla
241. Andreas Wurst
242. Susanna Hansen
243. Elisabeth Heinzelmann
244. Julia Lütge
245. Gustav Morawski
246. Emil Morawski
247. Emil Buffleben
248. Georg Spalding
249. Paul Spalding
250. Wilhelm Hansen
251. Karl Plantikow
252. Karl Döscher
253. Eduard Heintz
254. Clarence Thomsen
255. Karl Kopp
256. Wilhelmine Schneider
257. Wilhelm Hetzke
258. Lorenz Stein
259. Alma Stein
260. Konrad Lächel
261. Wilhelm Stabs
262. Otto Braatz
263. Heinrich Oechslein
264. August Döscher
265. Wilhelm Bojens
266. Albert Westphal
267. Friedrich Meyer
268. Arthur Hetzke
269. Georg Heinzelmann
270. Arthur Nissen
271. Wilhelm Krefft
272. Ottilie Wiartalla
273. Martha Abel
274. Helene Warnacke
275. Anna Hoppe
276. Else Stabs
277. Margaretha Oechlein
278. Wilhelm Behrens
279. Friedrich Behrens
280. Klara Alwina Jürgensen
281. Ernst Grundmann
282. August Ziemann
283. Wilhelm Johansen
284. Ernst Merkel
285. Max Döring
286. Georg Bauer
287. Max Awizzus
288. Karl Sielaff
289. Peter Becker
290. Albert Abel
291. Fritz Kopp
292. Eduard Thomsen
293. Dorothea Hansen
294. Robert Auer
295. Eduard Auer
296. Emil Auer
297. Ferdinand W. A. Sielaff
298. Ernst Bojens
299. Paul Witt
300. Heinrich Westphal
301. Otto Merkel
302. Heinrich Wiartalla
303. Friedrich Stoll
304. Heinrich Hoppe
305. Karl Stabs

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306. Elin Zeitz
307. Bertha Stoll
308. Alma Nissen
309. Sophia Bauer
310. Laura Wilde
311. Heinrich Hübner
312. Max Sielaff
313. Wilhelm Ziemann
314. Minna Mühlhose
315. Anna Skornig
316. Anna Heintz
317. Anna Telschow
318. Rosa Hensen
319. Johanna Braatz
320. Emilie Hermann
327. Ella Hermann
322. Louise Kopp
323. Salome Heinke
324. Johann Johansen
325. Friedrich Wiartalla
326. Karl Barkley
327. Wilhelm Ewald
328. Eduard Döring
329. Anna Warnecke
330. Augusta Westphal
331. Elise Westphal
332. Pauline Frendesen
333. Emilie Rövenstrunk
334. Maria Hoppe
335. Louise Schröder
336. Martha Schulze
237. Margaretha Krebs
338. Louise Ahnemann
339. Meta Stabs
340. Alma Sielaff
341. Wilhelm Beckmann
342. Karl Weißhuhn
343. Hermann Müller
344. Bertha Ewald
345. Edna Ewald
346. Martha Ewald
347. Ella Christine Barkley
348. Lina H. S. Müller
349. Karl Kuffeldt
350. Julius Grundmann
351. Franz Ziemann
352. Adolf Jürgensen
353. Rudolf Rövenstrunk
354. Walter Wilde
355. Max Büsb
356. Robert Morawski
357. Clarence Frost
358. Minna Stumpfhaus
359. Maria Pittelkow
360. Paula Nissen
361. Willie Nagel
362. Karl Klankowski
363. Wilhelm Wunglück
364. Karl Straub
365. Louis Johansen
366. Franz Ewaldt
367. Hermann Schröder
368. Karl Westphal
369. Karl Schienke
370. Wilhelm Kopp
371. Wilhelm Kuffeldt
372. Emma Skornia
373. Augusta Döring
374. Rosa Wiartalla
375. Ludmilla Hewelt
376. Krestine Frendesen
377. Bertha Krefft
378. Frida Rövenstrunk
379. Minna Pittelkow
380. Valma Farmer
381. Charlotte Parlow
382. Wilhelm Hohfelder
383. Erich Ziemann
384. Karl Westphal
385. Alwin Großmann
386. Friedrich Hewelt
387. Wilhelm Krebs
388. Wilhelm Heckmann
389. Eduard Klankowski
390. Arthur Koch
391. Karl Bohn
392. Karl Wunglück
393. Clarence Wilde
394. Albert Glomp
395. Otto Mönch
396. Laust Frendesen
397. Karl Hohlfelder
398. Johann Kuffeldt
399. Friedrich Nessel
400. Friedrich Weißhuhn
401. Arthur Groll
402. Heinrich Johansen
403. Walter Müller
404. Wilhelm Gresens
405. Wilhelm Nommensen
406. Friedrich Kuffeldt
407. Heinrich Krebs

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408. Theodor Nommensen
409. Wilhelm Buchholz
410. Friedrich Groll
411. Julius Selinger
412. Jakob Sandel
413. Johann Kennedy
414. Joseph Ursprung
415. Johann Schinkowski
416. Jakob Albrecht
417. Karl Kennedy
418. Wilhelm Lange
419. Gustav Buchholz
420. Rudolph Schröder
427. Walter Groll
422. Johann Rickert
423. Gottfried Schinkowski
414. Wilhelm Decker
425. Heinrich Döhrmann
426. Alwin Ursprung
427. Alex Koch
428. Wilhelm Meinheit
429. Robert Decker
430. Wilhelm Rickert
431. Karl Nessel
432. Friedrich Schröder
433. Georg Frenze
434. Walter Buchholz
435. Georg Gresens
436. Friedrich Müller
437. Otto Lange
438. Walter Schinkowski
439. Arthur Buchholz
440. Anna Stumpfhaus
441. Dorothea Steinberg
442. Klara Skornia
443. Emilie Döring
444. Sophia Sandel
445. Ida Schulze
446. Olga Rautzke
447. Anna Wiartalla
448. Ida Selinger
449. Elisabeth Sielaff
450. Else Schmidt
451. Stella Frost
452. Else Schröder
453. Elfrieda Hewelt
454. Wilhelmine Abramowski
455. Else Andel
456. Mathilde Pittelkow
457. Else Ziemann
458. Frieda Protzmann
459. Karoline Steinberg
460. Hedwig Parlow
461. Lilly Jürgensen
462. Louise Schröder
463. Auguste Hewelt
464. Anna Schröder
465. Anna Nessel
466. Lora Glomp
467. Anna Hohfelder
468. Adella Koch
469. Rosina Bohn
470. Maria Weißhuhn
471. Helena Pittelkow
472. Katharina Heckmann
473. Mathilde Steinberg
474. Martha Abramowski
475. Meta Hoffmann
476. Klara Müller
477. Auguste Schröder
478. Lilly Parlow
479. Wilhelmine Nessel
480. Anna Bohn
481. Augusta Müler
482. Elsie Hoffmann
483. Anna Schinkowski
484. Klara Bohn
485. Else Nessel
486. Engel Schröder
487. Anna Hoffman
488. Edna Frenze
489. Otto Jakobs
490. Karl Lovum
491. Walter Lorum
492. Louis Lorum
493. Karl Sippemann
494. Franz Sippemann
495. Louise Andres
496. Nikolaus Andres
497. Herbert Hoffmann
498. Rosie Nessel
499. Alvine Koß
500. Elmer Koß
501. Wilh. Schlack
502. Fried. Schlack
503. Edwin Schütz
504. Magdalena Schütz
505. Wilh. Kaitschuck
506. Clara Kaitschuck
507. Arthur Kaitschuck
508. Frank Wickboldt
509. Laura Schuster

510. Edwin Schuster
511. Emma Gresens
512. Emilie Demke
513. Hilde Demke
514. Johann Krüger
515. Louise Krüger
516. Friedrich Krüger
517. Friedrich Wittmann
518. Walter Wittmann
519. Rosa Trattner
520. Wilh. Trattner
521. Anna Trattner
522. Johann Trattner
523. Karoline Grimms
524. Georg Grimms
525. Anna Zarbock
526. Wilhelmine Zarbock
527. Walter Zarbock
528. Catherine Zarbock
529. Georg. Zarbock
530. Anna Ruhnke
531. Martha Ruhnke
532. Meta Ruhnke
533. Alice Jörs
534. Eduard Jörs
535. Martha Jörs
536. Heinr. Gensch
537. Emil Gensch
538. Eduard Gensch
539. Herbert Wienoldt
540. Eugen Wienoldt
541. Wilh. Crämer
542. Carl Crämer
543. Margaretha Crämer
544. Rosa Wright
545. Emil Puls
546. Wilh. Puls
547. Karl Kübler
548. Ed. Schwuchow
549. Helena Schwuchow
550. Wallace Maronde
551. Gustav Pliesche
552. Karl Plieschke
553. Olga Plieschke
554. Harry Bogda
565. Lilly Reifschneider
556. Erwin Bogda
557. Richard Parkin
558. Heinr. Geistlinger
559. Katharina Geistlinger
560. Karl Geistlinger
561. Maria Geistlinger
562. Rosa Geistlinger
563. Jacob Geistlinger
564. Herb. Reifschneider
565. Lug. Reifschneider
566. Elsie Reifschneider
567. Annabell Reifschneider
568. Wilhelm Reifschneider
569. Sophie Burdt
570. Walter Burdt
571. Friedrich Burdt
572. Leonard Lippoldt
573. Wilhelm Kuchenbeißer
574. Hulda Albrecht
575. Wanda Albrecht
576. Elsie Hoffmeier
577. Wilhelm Hoffmeier
578. Werner Hoffmeier
579. Carl Wihting
580. Frederic Rising
581. Oscar Rensch
582. Friedrich Rensch
583. Otto Behnke
584. Oscar Weber
585. Edwin Weber
586. Louise Kuchenbeißer
587. Clara Schmidt
588. Laura Schmidt
589. Tilly Schmidt
590. Edna Lorenzen
591. Louis Lorenzen
592. Adeline Lorenzen
593. Clarence Lorenzen
594. Friedrich Prescott
595. Elsie Prescott
596. Walter Prescott
597. Karl Prescott
598. Clara Niemeyer
599. Ella Niemeyer
600. Louise Niemeyer
601. Walter Hardtkopf
602. Dorothea Hardtkopf
603. Pauline Hardtkopf
604. Therese Rensch
605. Gertrude Schuchmilski
606. Viola Schuchmilski
607. Charlotte Schuckmitzki
608. Arthur Kuchenbeißer
609. Heinr. Bultmann
610. Adolf Bultmann
611. Pauline Bultmann
612. Frieda Bultmann
613. Wilh. Riedel
614. Aug. Schwanenberg
614. Aug. Schwanenberg
615. Carl Schwanenberg
616. Friederike Riedel
617. Arthur Kelley
618. Georg. Kelley
619. Lillian Wettstaedt
620. Christian Wettstaedt
621. Engeline Wettstaedt
622. Nelly Wettstaedt
623. Helene Steinke
624. Carl Steinke
625. Adelheid Modro
626. Martin Kaetz
627. Reinhold Kaetz
628. Elsworth Kaetz
629. Clarence Mellendorf
630. Edwin Mellendorf
631. Chester Mellendorf
632. Bertha Blödow
633. Irma Blödow
634. Emil Blödow
635. Alvin Mellendorf
636. Karl Krüger
637. Bertha Weckwert
638. Reinhold Weckwert
639. Arthur Weckwert
640. Karl Sell
641. Elisabeth Sell
642. Albert Sell
643. Ruth Winger
645. Antonette Damnitz
646. Lillian Damnitz
647. Eduard Müller
648. Heinrich Müller
649. Ella Müller
650. Mabel Müller
651. Olga Strempler
652. Emma Strempler
653. Amalia Strempler
654. Marie Gieseking
655. Harry Gieseking
656. Urban Hubertz
657. Johann Hubertz
658. Cacilia Hubertz
659. Myrtle Hubertz
660. Alma Stade
661. Edward Stade
662. Earl Clifford
663. Edna Clifford
664. Alice Röhl
665. Mabel Röhl
666. Marie Schadeck
667. Katherine Schadeck
668. Theodor Schadeck
669. Francis Schadeck
670. Louise Hubertz
671. Else Potthoff
672. Florence Potthoff
673. Helene Potthoff
674. Loretta Potthoff
675. Herbert Sieck
676. Walter Sieck
677. Rosina Sieck
678. Florence Müller
679. Myrtle Müller
680. Hazel Müller
681. Earl Heintz
682. Friedrich Heintz
683. Raymond Heintz
684. Paul Friedrichs
685. Edwin Kullas
686. Walter Kullas
687. Hermann Kullas
688. Albert Moulton
689. Annabell Moulton
690. Marie Moulton
691. Leroy Halblaub
692. Elmer Hubertz
693. Edwin Peterson
694. Bernice Peterson
695. Adeline Greinke
696. Elmer Greinke
697. Myrtle Greinke
698. Reinhold Streich
699. Ida Streich
700. Allen Witt
701. Georg Dun
702. Donald Morgan
703. Ernst Mölln
704. Ralph Mölln
705. Roy Mölln.
706. Arthur Granz
707. Ernst Granz
708. Herbert Bullock
709. Herbert Bullock
710. Ernst Tews
711. Franz Tews
712. Carl Tews
713. Anna Tews

21

714. Paul Pitts
715. Henry Pitts
716. Robert Pitts
717. Lillian Pittz
718. Raymond Kelly
719. Karoline Buchholz
720. Clara Buchholz
721. Edna Buchholz
722. Wesley Lilja
723. Mildred Lilja
724. Harold Lilja
725. Karl Mogk
726. Florentine Mogk
727. Martin Mogk
728. Maria Strempler
729. Charles Hlovcek
730. Margaretha Hlovcek
731. Walter De Howard
732. Earl Setzke
733. Margareth Gray
734. Nettie Albert
735. Hedwig Albert
736. Edmond Albert
737. Alma Gottschalk
738. Victor Gottschalk
739. Walter Gottschalk
740. Edna Wied
741. Marie Wied
742. Violet Wied
743. Georg Lindemann
744. Willard Lindemann
745. Clara von Rolland
746. Irma von Rolland
747. Elisabeth Miller
748. Irma Waldapfel
749. Laura Waldapfel
750. Lydia Becker
751. Wilhelm Becker
752. Edna Becker
753. Herbert Becker
754. Georg Becker
755. Minna Braasch
756. Edwin Braasch
757. Elmer Braasch
758. Edna Braasch
759. Herman Zoeller
760. Rosa Martens
761. Gertrud Martens
762. Walter Tews
763. Heinr. Tiedemann
764. Raym. Tiedemann
765. Alice Tiedemann
766. Elmer Tiedemann
767. Chrlotte Rhein
768. Roy Rhein
769. Stella Newberry
770. Frank Newberry
771. Margaretha Newberry
772. Alma Newberry
773. Walter Newberry
774. John Mooskie
775. Georg Strohhacker
776. Conrad Strohhacker
777. Dorothea Wiermann
778. Walter Lange
779. Carl Lange
780. Georg Hahn
781. Lucille Lange
782. Philis Lange
783. Walter Gliffe
784. Frieda Gliffe
785. Georg Gliffe
786. Eduard Gliffe
787. Albo Pfannstiel
788. Harold Pfannstiel
789. Earl Schmidt
790. Arthur Schmidt
791. Rosa Lammar
792. Francis Lammar
793. Hazel Kiehl
794. Christine Kiehl
795. Lavera Kiehl
796. Harold Kiehl
797. Wilh. Flickinger
798. Johannes Roßberg
799. Eduard Roßberg
800. Violet Carpenter
801. Harry Carpenter
802. Sophie Hahn
803. Friedrich Seelig
804. Frank Seelig
805. Tilly Krüger
806. Robert Krüger
807. Harry Fick
808. Vermetta Fick
809. Clifford Kiehl
810. Pauline Schneider
811. Walter Schneider
812. Paul Karkutt
813. Georg Karkutt
814. Aug. Krumm
815. Waldorf Tilly
816. Harold Tilly
817. Ottomar Tilly
818. Anna Chreno
819. Pavel Chreno
820. Samuel Majercick
821. Arthur Hackbardt
822. Walter Hackbardt
823. Lois Hackbardt
824. Louise Hackbardt
825. Johanne Drachenberg
826. Arthur Drachenberg
827. Hannah Sayad
823. Louis Hackbardt
829. Eddie Raddatz
830. Wilh. Raddatz
831. Albert Jahn
832. Anna Jahn
833. James Salmond
834. Alma Haupt
835. Elsie Haupt
836. Rosella Kelly
837. Francis Kelly
838. Hilgart Kelly
839. Oscar Kelly
840. Grace Kelly
841. Rudolf Krämer
842. Marie Krämer
843. Heinr. Krämer
844. Johann Krämer
845. Walter Gerike
846. Florenz Devens
847. Elvira Schäfer
848. Loretta Schäfer
849. Carl Schäfer
850. Alexander Kraus
851. Friedrich Kraus
852. Heinrich Kraus
853. Albert Dundeck
854. Clarence Dundeck
855. Eleonore Dundeck
856. Heinr. Kein
857. Johann Kein
858. Herbert Küste
859. Wilard Palm
860. Mabel Palm
861. Gladys Groß
862. Anita Gross
863. Elsie Groß
864. Georg. Groß
865. Alvina Harmel
866. Gustav Harmel
867. Elfrieda Dytloff
868. Arthur Dytloff
869. Magdalena Johannsen
870. Emma Johannsen
871. Adolf Johannsen
872. Heinrich Johannsen
873. Clarence Kurtz
874. Edward Kurtz
875. Dora Kurtz
876. Georg Kurtz
877. Walter Kurtz
878. Frances Ecker
879. Clarence Ecker
880. Charles Faulstroh
881. Erwin Faulstroh
882. Johann Haus
883. Caroline Haus
884. Jakob Haus
885. Adam Haus
886. Eduard Neumann
887. Raymond Neumann
888. Irene Neumann
889. Ermin Harmison
890. Lawrence Harmison
891. Evelyn Harmison
892. William Barth-Seidlitz
893. John Jingling
894. Wanda Jingling
895. Ethel Jingling
896. Eduard Jingling
897. Eduard Dahlke
898. Evelyn Leaman
899. Eleonore Rood
900. Lester Rood
901. Howard Rood
902. Arthur Rood
903. Hazel Rood
904. Myrtle Hasenkeger
905. Leslie Hasenkeger
906. Roy Hasenkeger
907. Grace Hasenkeger
908. Clarence Marx
909. Frida Stübner
910 Ralph Stübner
911. Pauline Gasper
912. Norman Thompson
913. Eduard Thompson
914. Edgar Sprogis
915. Arthur Sprogis
916. Ernst Günther
917. Alfred Günther
918. Margarette Günther

HISTORY

OF

DU PAGE COUNTY,

ILLINOIS.

ILLINOIS
STATE HISTORICAL
LIBRARY.

BY RUFUS BLANCHARD.

ILLUSTRATED.

CHICAGO:
O. L. BASKIN & CO., HISTORICAL PUBLISHERS,
LAKESIDE BUILDING.
1882.

1878, he married Maggie Hamilton, born in Glasgow, Scotland, daughter of David and Jane (Morrison) Hamilton, to whom were born three daughters and one son. James Clark has two children—Adelbert and daughter (unnamed).

LOUIS DIERKS, farmer, P. O. Bensenville, was born July 30, 1835, in Neustadt Amt Rodewald, in the Province of Hanover, only son of John Henry and Dorathy (Preussner) Dierks. In 1841, Louis came to America with his parents, and, in November of the same year, his father located on Section 13. There was a log house and but little improvements. His father is now well up to ninety years of age; he resides with his daughter Caroline, wife of Henry Miller, in Cook County. Louis, being raised on the farm, became attached to that life, and decided to make it his business. July 4, 1855, he was married, in Chicago, to Margaretha Lauing, born September 10, 1833, in Amt Hoya, Province of Hanover; her parents were Detrick and Rebecca Breuning, he born in 1803, his wife in 1815, and he came to America in 1861. She died in the old country in 1855; he in 1865, in this county. Since Mr. Dierks' marriage, he has been located on the homestead, consisting of 155 acres; he has one of the best houses in the township, built of brick and furnished in first class style; his farm adjoins the town of Bensenville. Twelve children have been born to Mr. Dierks, nine of whom are living—Sophia, born April 29, 1856; Ernst, February 11, 1859; Louis, June 26, 1861; Martha, October 20, 1863; William, October 19, 1865; Emma, February 10, 1868; Albert, July 26, 1870; Henry, August 3, 1872; Ida, April 1, 1874. Mr. Dierks is a member of the Lutheran Church.

EDWARD EHLERS, farmer and miller, P. O. Elmhurst, is the owner and proprietor of the wind-mill in the east part of Addison Township; he was born in this township March 8, 1856, second son of Frederick Ehlers, a native of Hanover, who came to this State in 1850; he married Maria Meyers and subsequently located in Cook County, where he died in 1869; his widow yet lives on the homestead. Edward remained at home until his marriage, which occurred May 23, 1877, with Caroline Korthauer, daughter of Esquire Korthauer, of this township. Since his marriage, he located where he now resides, and has been engaged in farming and running the Addison Mill. Having a steam engine of twenty-five horse-power, he is never compelled to cease running his mill, when the wind is not sufficient to propel the machinery. He has two children—Mary Christina and Bertie E.

FREDERICK FISCHER, farmer, P. O. Elmhurst. Henry D., the eldest brother of Frederick, emigrated to this country in 1833; came first to Chicago, and shortly after, took a claim on Section 27, in Addison Township. The remainder of the family came in the fall of 1836, and have since been identified with the interests of Du Page County. Frederick was born March 17, 1823, in Hanover. His father was Conrad Fischer, who married Louisa Reinking, and the fruits of this marriage were three sons and three daughters—Henry D., Louisa, Frederick, Augustus, Caroline and Wilhelmenia; the latter was accidentally drowned while coming to this country. Louisa married Henry Bielfeld, now of Milwaukee; Caroline, wife of Louis Rathje. Conrad Fischer and his family settled where George Fisher now lives, in this township, where he remained until his death, having attained to the age of over fourscore years; he was a member of the Evangelical Lutheran Church, and was a man of substantial character and highly respected. Frederick has been a constant resident of this township, and

has been successful as a farmer, having 630 acres of choice land. He has been twice married—first, in 1847, to Henrietta Meesenbrink, who died in 1880, leaving three children—Louisa, Caroline and Albert. Louisa is the wife of Fred Koch, United States Gauger; Caroline married Fred Buchold, and Albert lives in Chicago. His present wife was Mrs. Dorothe Poehlsen, daughter of Ludwig and Charlotte (Bube) Kluto. Mr. Fisher moved to his present location in 1845.

AUGUST FISCHER, farmer and stock-raiser, P. O. Elmhurst, was born February 26, 1826 at Estorf, in the Kingdom of Hanover, and is the third son born to Conrad and Louisa (Reinking) Fischer. August was but ten years of age when his parents located in this township. He married, May 27, 1849, Eliza Hackrott, who was born December 25, 1828, near the city of Hanover. Her parents were August and Mary (Krueger) Hackrott, who emigrated from the old country and settled in this township in 1842, on land adjacent to the Fischer estate. August Hackrott was born in the summer of 1800; his wife Mary on February 27, the same year. To them eleven children were born, seven of whom lived to be grown, Mrs. Fischer being the only one of the family remaining in Du Page County. Her father died in 1852, her mother in 1849; they were members of the Evangelical Church. After Mr. Fischer's marriage, he located on the farm he now occupies, where he had then but 200 acres of land; he has now over 1,500 acres in all, 400 in Iowa, the remainder in this and the adjoining county. Farming has been his business since he began life for himself; he keeps a dairy of over fifty cows and is a very successful farmer. Mr. and Mrs. Fischer are parents of five children, four living—Otto, Amelia, Gustave and Charles. Amelia resides in Elmhurst, wife of Adam S. Glos; Otto, a farmer in this township; Gustave and Charles, at home.

GEORGE A. FISCHER, farmer, P. O. Addison, was born on the farm he now owns, January 30, 1851, the seventh son born to Henry Dietrich Fischer, born in 1815 in the village of Esdorf, in the Kingdom of Hanover; he learned the harness-maker's trade, and, in 1834, embarked for America. In 1836, his parents, two brothers and two sisters came to this section from the old country, and determined to engage in farming. In 1837, Henry D. married Ann Maria Franzen, daughter of Bernhard, one of the early settlers of this township. Mr. Fischer was a representative man of his time; he held the office of Justice of the Peace from 1854 up to the time of his death, July 1, 1868. In 1855, he was elected Supervisor, and was re-elected annually until 1859, and again in 1866. He was a stanch Republican. His children were as follows: Henry D., born May 21, 1838; Charles C., March 1, 1840, died 1855; Frederick L., July 30, 1842; Augustus H., October 1, 1844, was killed at Atlanta, Ga., August 13, 1864; Herman A., September 6, 1846; William H., December 18, 1848, died June 9, 1865; George A., June 30, 1851; Eliza C., June 25, 1853; William H., August 17, 1855; A. Henriette, November 27, 1857, died in 1859. George A. has succeeded his father on the homestead; he received good common-school advantages; also attended several terms at Wheaton College. He took charge of the farm in 1876. January 30, the same year, he married Mary C., daughter of B. H. Franzen and Charlotte Buchholz. Mary C. was born May 29, 1856, in Prussia; she has one brother, Augustus H., and two sisters—Louisa and Caroline. Mr. Fischer has 237 acres and the best of farm improvements. He has two children living—Edgar B. H. and Henry F. A.; Flora

died November 15, 1878, born December 27, 1876.

OTTO A. FISCHER, farmer, P. O. Elmhurst, is the oldest son of August Fisher, one of the prominent farmers and early settlers of the township. He was born March 16, 1850, and has been a resident of the township since. His school advantages were such as were obtained in the neighborhood at the common district school, which he completed by attending Dyrenfurth Commercial College, at Chicago; returning home, he continued work on the farm. July 16, 1874, he wedded Mary Weinrebe, daughter of August and Christina (Marges) Weinrebe. After his marriage, he located where he now resides, and engaged in farming and stock-raising. He has 195 acres in this, and 78 in Cook County. Has three children—Alfonso A., Eleanora E. and Alonzo G.

J. H. FRANZEN, farmer, P. O. Bensenville, was born in October, 1813, in Prussia, the eldest son and second child born to Barney H. Franzen and Fenne Adelherd Elfring; he was born October 4, 1782, and married in 1808; his wife Fenne was born March 18, 1781. To them were born Anna Catharine, John Henry, Annie Gesina, John Barney and Gerhard Henry. The family emigrated to the United States in 1834; the father died January 5, 1844; the mother April 3, 1835. July 1, 1838, he married Anne E. Dieckhoff, who was born in Hanover September 13, 1816, and died July 25, 1844, leaving four children, but two of whom are living—Mary and Sophia. Mary is the wife of Henry Kirchhof; Sophia married Henry Fruchli. Herman was struck by lightning July 13, 1859. He was married in October, 1844, to Anna Catharine Deters, who was born September 14, 1824, and by her ten children were born, seven living—Barney, born October 2, 1845; Caroline, born August 11, 1847; Emma C., born April 6, 1849; Carl August, born September 28, 1852; John Henry, born February 27, 1855, died March 7, 1880; Dorothy, born January 25, 1857; Fred W., born March 18, 1861; Herman H., born September 3, 1868. Mr. Franzen has thirty-eight grandchildren. For several years after his coming here he was engaged in running an oil-mill; aside from this, he has given attention to farming. He has about 250 acres here and 600 in Minnesota. He has now retired from active life and is enjoying the fruits of his labor in quiet and contentment.

HENRY FRANZEN, farmer, P. O. Bensenville, is a son of John Franzen, a native of Prussia, who came to Du Page County in 1837, and was identified with the county until his death. He first settled on the farm now owned by George Eiterman, and followed farming. Henry was born June 20, 1836, and has given his time and attention to farming. July 16, 1858, he was married to Louisa Eiterman, born in August, 1842, daughter of John George Eiterman, who came here in 1842. Since his marriage, Mr. Franzen has been located on the farm he now owns. He has had nine children, seven of whom are living—Sophia, the eldest, residing in Elk Grove Township, Cook County, wife of Fred Everding; Elvena, Matilda, Julius, Emil, Lizzie and Hulda; Henry, who died in his sixth year, and a babe who died young. Mr. Franzen has 100 acres here, upon which are nice farm buildings and a residence large and commodious. He has also 120 acres located in Cook County. He is a member of the Evangelical Church.

C. A. FRANZEN, lumber and warehouse Bensenville, was born in this township September 28, 1852, second son of John H. Franzen; he received a good common-school education, and afterward graduated at Bryant

Of the five children living, they are located as follows: Louisa resides in Peabody, Marion Co., Kan., wife of Frederick Seybold; Henrietta is the wife of Fred Graue, of York Township, this county; Caroline resides in Elmhurst, relict of Diedrich Struckman; George resides in Oregon; Henry has always been a resident of the township since he came. His father, being of mechanical turn of mind, taught his son Henry the carpenter's trade, at which he worked while young; soon after coming to his majority, he gave his attention to agricultural pursuits. He has been twice married—first, November 18, 1852, to Mary Kirchhoff, who was born in Hanover, daughter of Henry and Christina (Ofingsten) Kerchhoff; she died May 1, 1874, having borne him three children, viz., Herman, Caroline and William. May 28, 1876, he married Mrs. Mary Stueve, who was born in Hanover October 10, 1827; she was a daughter of Henry Hoppensteat and Doratha Biermann, who came to this country in 1842. Mr. Korthauer has 195 acres of land; he for several years was giving some attention to the nursery business, but farming has been his principal interest. He was elected Justice of the Peace in 1870, and has since been re-elected; was six years Supervisor, and has always been a stanch Republican and a member of the Evangelical Church.

F. L. KRAGE, retired farmer, P. O. Addison. Of the old-time settlers living who came here in 1837, Mr. Krage is one of the few remaining. Frederick Louis Krage was born April 28, 1827, near the village of Laderholz, in the Kingdom of Hanover. He was the only son and eldest child of Frederick William Krage, who was born March 17, 1800, in Rodenwaldt, a farmer and carpenter by trade; his wife was Anna Mary Doratha Stuenkel, born January 4, 1802, daughter of Louis Stuenkel. The family came here in 1837, purchasing a claim on Section 34, of Richard Kingston; upon this the father settled with his family, and remained here until his death, August 18, 1872; his wife died the year after their arrival here, July 18, 1838. The children born to them were Fred L., Louisa, who married Henry Graue; Mary, wife of Peter Meville, of Chicago, and Caroline, who was the wife of August Graue, now deceased. Fred L. has always remained on the homestead, being the only son. He has been thrice married—first, July 24, 1851, to Wilhelmina Graue, daughter of Fred Graue; she died November 20, 1862; but one child now living by her—Augusta, wife of Fred Stuenkel, now of Arlington Heights. His second marriage was, April 24, 1863, to Mary Weber, daughter of Henry Weber; she died November 10, 1866; by her two children were born—Caroline and Mary. Caroline is the wife of Otto Feine. April 5, 1867, he married Caroline Graue, daughter of Fred Graue, of York Township; by her five children were born, viz., Louis, Emily, Fred, Paulina and August. Mr. Krage has over 500 acres of land; is a successful farmer and a Lutheran.

HENRY F. KOLZE, farmer, P. O. Bensenville, was born in Cook County, Ill., in the Kolze settlement June 6, 1856. He is the eldest son and child of Henry and Mary (Resto) Kolze, both natives of Hanover, who, upon their arrival in this country, located in Cook County, where they raised a family—two sons and four daughters. Next in order of birth to Henry is Louisa, who is the wife of Fred Arbecker, residing in Cook County. Elvena resides in Addison Township, wife of George Basenburg. Lillie is also a resident of this township; she is the wife of William Franzen. Amelia resides with her parents in Cook County. Henry Fred remained on his father's farm in Cook County until his marriage, which occurred May 12, 1876,

the town. He cast his first vote for Henry Clay. He has been thrice married—first, February 10, 1841, to Jane C., daughter of Richard Smith, of Herkimer County, N. Y.; she died May 31, 1846, leaving no issue. May 23, 1850, he married Mary, daughter of Deacon Elijah and Anna (Hotchkins) Allen, of Stockbridge, Vt.

D. SCHMIDT, farmer, P. O. Bensenville. Of the substantial families of Addison Township, the Schmidt family stand among the first. Deitrich Schmidt was born April 9, 1826, near Stulznau, in Landesbergen, in the Kingdom of Hanover, and is the youngest of a family of twelve children born to John Henry Schmidt, who moved here with his family in 1835, arriving in June and purchasing a claim; he located on it, and about him afterward settled his sons. Deitrich was first married to Sophia Steager, who was born in Hesse Darmstadt; she was killed by lightning in 1852; his second wife, Louisa, daughter of Yost Turner, who was an early settler in the county. Mr. Schmidt has seven children, six sons and one daughter—August, George, Alexander Deitrich, Edwin, Herman; his daughter Sophia married Barney Franzen. He has several hundred acres here and 305 in Iowa. He is a successful farmer and substantial citizen of the community.

LOUIS SCHMIDT, farmer, P. O. Bensenville, was born January 15, 1840, on the farm he now owns, which his father located in 1839; his father was Louis, born in the Kingdom of Hanover in 1808, who came to this county in 1835, with his brothers and father, all of whom settled in this immediate neighborhood, the land being yet in the possession of the family. The mother of our subject was Louisa Fischer, who bore her husband three children—Louis, Louisa and Caroline; both of the sisters are now deceased. The father died in 1876, the mother in 1854. August 15, 1862, he volunteered in Company I, One Hundred and Fifth Regiment of Illinois Volunteer Infantry, and served until the close of the war, retiring from the service with the rank of Sergeant. He participated in all the battles of the war in which his company was engaged. He was with Sherman on his march to the sea, and it may be said of Louis Schmidt that as a soldier and comrade he knew his duty and performed the same with fidelity and zeal. In the fall of 1867, he was first married, his wife being Hannah Ahrbecker, who died, leaving him four children—Ida C., Herman A., Emma and Louisa. August 29, 1880, he married his present wife, Mrs. Frederica Schutte, by whom he has had four children, three living—Ida, Emma and Annie. Mrs. Schmidt's maiden name was Franzen, daughter of Gerhart and Catharina (Hartbeck) Franzen. Mr. Schmidt has an excellent farm of 213 acres, with stone house and the best of barns and farm implements. In politics, Mr. Schmidt has always been a stanch Republican, and is generally selected by his party to represent them in caucuses and conventions.

ERNST C. SCHROEDER, blacksmith, Itasca; is one of the oldest smiths in Addison Township, having been here since 1856; he learned his trade with his father in Germany, where he was born in April, 1833, and came to America in 1854, making Chicago his home for two years prior to his coming here. His father, Charles Frederick Schroeder, was born in Mechlenburg October 24, 1801, and, April 25, he married Hannah Maria Steuve. Ernest worked at his trade while in Chicago the first year for Peter Schutler; the remainder of the time for Pierce, Tucker & Hicks. After he came to this township, he worked first for Fred Seibold. Afterward, he and

A HISTORY

OF THE

COUNTY OF DU PAGE, ILLINOIS;

CONTAINING AN ACCOUNT OF

ITS EARLY SETTLEMENT AND PRESENT ADVANTAGES,

A SEPARATE

HISTORY OF THE SEVERAL TOWNS,

INCLUDING

OTICES OF RELIGIOUS ORGANIZATIONS, EDUCATION, AGRICULTURE AND MANUFACTURES, WITH THE NAMES AND SOME ACCOUNT OF THE FIRST SETTLERS IN EACH TOWNSHIP,

AND MUCH

VALUABLE STATISTICAL INFORMATION.

By C. W. RICHMOND & H. F. VALLETTE.

CHICAGO:

STEAM PRESSES OF SCRIPPS, BROSS & SPEARS, 45 CLARK STREET.

1857.

among the prairie grass
were somewhat disturbed
howled most hideously
part of the night; but
ches, they rested full as
nder the circumstances.
eached Meacham's grove,
ettlers by the name of
ned some instruction in
ey learned how to make
ruct cabins, and how to
rom this place they pro-
ence along the west bank
s grove, and camped for
the house of H. D. Fisher

nber they took a northern
r, and made their claims
rove. The timber claims
s, and the prairie claims
ely around each. Imme-
ide for the erection of a
leveled with a hoe, and
t with an ax, was spread
as made of cotton cloth,
a month, until their cabin
sides of the new cabin
together by the pony —
company, of whom honor-
ade — the floor was formed
oak shingles. The family
August, 1834. The 18th
date of the birth of the

first white child in the town. Three barrels of frozen apples were planted by Mr. Duncklee in the spring of 1836, from which nearly all the region has been supplied with fruit trees. He sold from his own orchard, in 1855, upward of $600 worth of fruit. There is a cotton-wood tree standing in his yard which sprang from seed sown in 1837, and measures five feet two inches in circumference, at a height of fourteen inches from the ground.

The following table gives the names of the early settlers, the date of settlement, and the state or country from which they emigrated:

NAMES.	YEAR.	WHERE FROM.
Hezekiah Duncklee	1834	N. H.
Mason Smith	"	"
E. Duncklee	1835	"
A. Ingals	1834	Mass.
C. Fisher	"	Germany.
H. Smith, sen.	1835	"
Geo. Rouse	"	N. Y.
E. Lester	"	"
M. Lester	"	"
F. Lester	"	"
D. Lester	"	"
J. F. Franzen	1836	Germany.
B. Kaler	"	"
D. S. Dunning	"	N. Y.
D. Gray	1834	Germany.
F. Gray	"	"
H. D. Fisher	1836	"
H. Smith, jun.	1835	"
F. Smith	"	"
J. Thomson	1834	"
Lewis Smith	1835	"
H. Rotermund	1837	"
F. Kragie	"	"
F. Stainkle	"	"
J. Bertman	1836	"
S. D. Pierce	"	N. Y.
C. W. Martin	"	"
W. Boske	1835	Germany.
B. F. Fillmore	1836	Vermont.
Edwin Pierce	1837	N. Y.

HISTORY

—OF—

DuPage County,

ILLINOIS.

COMPILED UNDER THE DIRECTION AND SUPERVISION OF THE BOARD OF SUPERVISORS, 1876.

AURORA, ILL.:
KNICKERBOCKER & HODDER, Publishers, and Blank Book Makers,
Nos. 24, 26 & 28 Broadway.
1877.

SETTLEMENT OF THE TOWNS, AND NAMES OF THE FIRST SETTLERS.

The following table shows when and by whom the several towns were settled:

Addison, - -	1834—H. Duncklee and Mason Smith, Section 9.
Bloomingdale, -	1833—S. L. and H. Meacham.
Downer's Grove,	1833—Pierce Downer.
Lisle, - - -	1830—Bailey Hobson.
Milton, - - -	1831—H. T. Wilson.
Naperville, -	1831—Joseph Naper.
Winfield, - -	1832—E. and J. P. Gary.
Wayne, - - -	1834—John Laughlin.
York, - - -	1834—Elisha Fish, Section 35.

SETTLERS PRIOR TO 1835.

An effort has been made to procure the names of settlers prior to 1835. These are given by townships, and embrace but few who are now living:

ADDISON—H. Duncklee Mason Smith, A. Ingals, C. Fischer, D. Gray, T. Thomson, Ebenezer Duncklee.

BLOOMINGDALE—Silas Meacham, Harvey Meacham, Lyman Meacham, H. Woodworth, N. Stevens, D. Bangs, Elias Maynard, Major Skinner.

WAYNE—John Laughlin, Capt. W. Hammond, Robt. Benjamin, Ezra Gilbert, J. V. King, W. Farnsworth, James Davis, Wm. Guild, Joseph McMillen, Isaac Nash, Daniel Dunham, Ira Albro.

WINFIELD—Erastus Gary, Jude P. Gary, M. Griswold, J. M. Warren, J. S. P. Lord, A. Churchill, Alvah Fowler, Ira Herrick, Ezra Galusha.

MILTON—Harry T. Wilson, Lyman Butterfield, Thos. Brown, Joseph Chadwick, Ralph Babcock, Morgan Babcock, Winslow Churchill.

SETTLERS

YORK—Elisha Fish, I
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DOWNER'S GROVE—Pi
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LISLE—Bailey Hobso
Naper, Isaac Clark, He
Caleb Foster, John Man
gomery, Jeremiah Hunt,
ings, Harmon W. Knicke

NAPERVILLE—Joseph
Murray, Christopher Pai
J. Strong, Nathan Willi
A. H. Howard, George
Lamb, Leonard Lamb, D
ler, Hiram Fowler, Hezel
Bird, Peter Dodd, Benj.
bitt, George Martin.

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Cemeteries in or near DuPage County - ePodunk Page 1 of 1

PLACE SEARCH
Enter a community name:
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CEMETERIES LIST

DuPage County

Allerton Ridge Cemetery, DuPage County
Arlington Cemetery, DuPage County
Assumption Cemetery, DuPage County
Babcock's Grove Cemetery, DuPage County
Big Woods Cemetery, DuPage County
Blodgetts Cemetery, DuPage County
Bloomingdale Cemetery, DuPage County
Boeger Cemetery, DuPage County
Bronswood Cemetery, DuPage County
Calvary Cemetery, DuPage County
Cass Cemetery, DuPage County
Chapel Hills Garden Cemetery, DuPage County
Churchville Cemetery, DuPage County
Clarendon Hills Cemetery, DuPage County
Cloverdale Cemetery, DuPage County
College Cemetery, DuPage County
Downers Grove Cemetery, DuPage County
Elm Lawn Cemetery, DuPage County
Erb Cemetery, DuPage County
Forest Hill Cemetery, DuPage County
Fredens Cemetery, DuPage County
Fredrich Memorial Park, DuPage County
Freinenigreit Cemetery, DuPage County
Fullersberg Cemetery, DuPage County
Glen Oak Cemetery, DuPage County
Glos Cemetery, DuPage County
Hinsdale Animal Cemetery, DuPage County
Illinois Benedictine College Cemetery, DuPage County
Illinois Pet Cemetery, DuPage County
Mount Emblem Cemetery, DuPage County
Oak Crest Cemetery, DuPage County
Oak Hill Cemetery, DuPage County
Oakwood Cemetery, DuPage County
Old Ontarioville Cemetery, DuPage County
Ontarioville Cemetery, DuPage County
Pet Haven Cemetery, DuPage County
Pioneer Cemetery, DuPage County
Pleasant Hill Cemetery, DuPage County
Resthaven Cemetery, DuPage County
Saint Bernard Cemetery, DuPage County
Saint Isadores Cemetery, DuPage County
Saint Johannes Cemetery, DuPage County
Saint John Cemetery, DuPage County
Saint Johns Cemetery, DuPage County
Saint Lukes Cemetery, DuPage County
Saint Marys Cemetery, DuPage County
Saint Marys Cemetery, DuPage County
Saint Michaels Cemetery, DuPage County
Saint Patricks Cemetery, DuPage County
Saint Pauls Cemetery, DuPage County
Saint Stephens Cemetery, DuPage County
Saints Peter and Paul Cemetery, DuPage County
Wayne Township Cemetery, DuPage County
Wheaton Cemetery, DuPage County
Zion Cemetery, DuPage County
Zion Cemetery, DuPage County

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Post cards are vintage images, dating from the early 1900s. They are not intended to depict current views.

Richard A. Thompson
& Contributors

Published by the DuPage County Historical Society

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as Warren Wheaton was to marry Harriet Rickard, daughter of a Gary sister. These were 1837 charter members of the church founded at the home of Charles Gary, who, in addition to operating the sawmill, serving as a county postmaster and justice of the peace, became an ordained lay preacher.

The Wheaton brothers moved east to the 600-acre preemption and plowed a furrow around it, and they took their Methodist convictions with them. In 1840 Jesse Wheaton voted for James G. Birney, the Abolitionist candidate for president. In 1843 the brothers were active in forming the Wesleyan Methodist church, which was organized in opposition to slavery, liquor, and Freemasonry.

The Baptists were also identified with the growing Abolitionist sentiment. The Baptist church in Warrenville was host to the Northwestern Baptist Anti-Slavery Convention in 1845. Among those attending were Baptist members from Bloomingdale, where services were first held in 1840, and where an 1849 building still serves as headquarters for the community's park district.

The German churches prior to 1850 were mostly Protestant. The earliest, Zion Evangelical in Naperville, whose 1840 building remains the oldest church structure in the county and serves as headquarters for the Naperville Heritage Society, began in 1837. The fifteen charter members were from Pennsylvania and were of the Evangelical and United Brethren denomination.

A year later a church composed of Lutheran and Reformed believers was organized at the southern end of Dunklee's Grove. Its extensive influence will be noted in the next chapter.

The Irish Roman Catholics were meeting at St. Patrick's in Cass in 1846. In that same year twenty-five German-speaking families from Alsace-Lorraine constructed St. Raphael's in Naperville, which by 1864, when it was named SS. Peter and Paul, had become the largest church in the county. Among these was Joseph Wherli, who also became the church's financial angel in 1848, when he assumed the indebtedness which threatened to put the building up for auction. One of Wherli's daughters, Mary, married Joseph F. Drendel whose grandfather had run a hotel in Chicago, where the federal building now stands, before buying 300 acres in Lisle Township.

From these Alsatian families, including

Big Woods Congregational Church
Art by A. Gilbert Foote

Alois Schwartz, Xavier Reidy, and Joseph Yackley, came young men who joined hundreds from DuPage as Forty-Niners in the Gold Rush. Sheldon Peck's son Charles painted an eighteen-foot by nine-foot canvas *Panorama of California* which toured the nation. By the time some of these adventurers had returned home, they found that DuPage had passed beyond the pioneer era.

Francis A. (Franz) Hoffman.

Interdenominational church, the Wheaton Bible Church of today. Each of these then could trace its origin to that antebellum Wesleyan church.

The Germans who had come to this country to escape the limitation of freedom contributed much to Abolitionism. The Churchville congregation was pastored from 1842 to 1847 by Francis Arnold (Franz) Hoffmann who, by the time of the Civil War, had become an attorney, helped organize the Republican party, and begun service as lieutenant governor of Illinois.

The turning point in sentiment toward this support of liberation occurred in 1850 with the passage of the Fugitive Slave Act. This law stringently enforced penalties of $1,000 fines or six months in prison for harboring runaways. The legislation came as such a moral challenge to the people of DuPage that the means of hiding slaves became even more developed than before.

Most of the fugitives came into Illinois from Missouri and followed the rivers north. Along the West Branch of the DuPage River in the West Chicago area, a hideaway site was discovered in 1981 in the basement of what had been the John Fairbank's home. This discovery was confirmed by a group of researchers from Northern Illinois University. Farther north, the home of the Guilds in Wayne Center was a well-known place of concealment.

Overland routes from west to east included stops at the William Strong's, located on Aurora Road just east of Eola Road, at Blodgett's home and blacksmith shop in Downers Grove, and also at Pierce Downer's home just off today's Ogden Avenue. The Graue Mill, north of Ogden on York Road, contains an exhibit illustrating its participation in the fugitive operation. Along St. Charles Road Thomas Filer's home served as an ideal hiding place, as it lay adjacent to the East Branch of the DuPage River. A tunnel ran between the house and barn on this property, which was purchased in 1872 by Frederic Barnard. Farther east, where St. Charles crosses Grace Street, Sheldon Peck his as many as eleven runaways at a time in his home. His son Frank recalled conversations with the slaves from whom he learned a number of southern songs. This experience he reported to his daughter Alyce Mertz, who still lives at that location.

Glennette Turner, author of *The Underground Railroad in DuPage County, Illinois*, reports that once the slaves reached the Tremont Hotel in Chicago, the black barbers acted as conductors on the last leg of the trip to Detroit. After crossing into Canada at Windsor, they found certain areas provided for the establishment of black households.

An additional manifestation of fermenting sentiment was the establishment of the Plow Boys in Downers Grove. Prior to the election of Abraham Lincoln in 1860, this group of forty-five young men, riding on a massive wagon to neighboring towns with a great flag flying from a forty-foot pole, organized support for the new Republican party. They were to offer themselves as early recruits in the Civil War, once it began.

ANSWERING THE BUGLE

There were forty regiments served by men from DuPage, and $180,000 in bounties was raised. Four companies from the county, along with six from DeKalb, made up the 105th Infantry Regiment of Illinois Volunteers. The S. F. Daniel Company of Volunteers, the so-called Bryan's Blues, had been funded largely by Thomas B. Bryan of Chicago and Elmhurst. He was also active in the war effort as the builder of Bryan Hall in Chicago, where mass meetings would be held.

Also directly involved in the conflict were

From the 1874 Atlas & History of DuPage County, Illinois

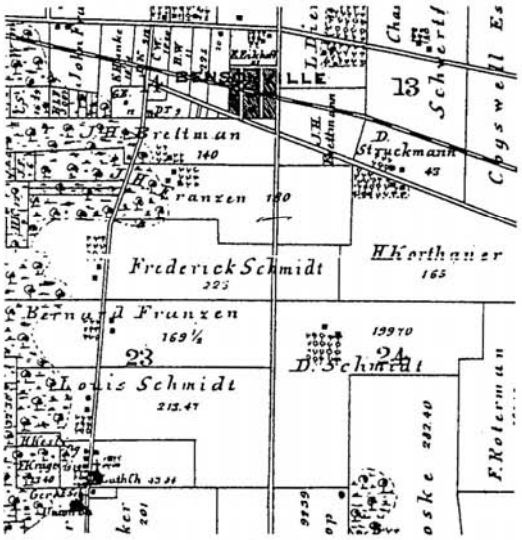
After the first pioneers settled, other friends and relatives came to claim lands. In 1837 there were thirty families living in the Dunklee's Grove area. By 1844 there were 200 people living in the vicinity. Gradually businesses were established, such as a steam grist mill, a general store, a cobbler's shop and a blacksmith shop. In 1867 the Heidemann Mill was constructed in Addison to serve the residents who had been taking their grain to surrounding communities to be ground.

By 1853 state laws enabled school districts to be formed, and District 4 came into being with the building of its first public school in 1858. Peter Nikel was the teacher. The building was located on the southwest corner of Addison and Army Trail roads. Today it is part of the Edward Green home. The German population of Addison township formed a church in 1838 which was called the German United Reformed Lutheran Congregation of Dunklee's Grove. In 1849 the first church school building was erected in Addison, near the corner of Army Trail Road and May Street.

In 1864 the Evangelical Lutheran Teachers' Seminary was built in Addison to train teachers for the Lutheran school system. Their lecture hall, which opened in 1885, included a chapel, and it was here that the residents of Addison worshipped from 1893–1906. In 1906 the Lutheran congregation built the St. Paul Church along Army Trail Road near Lake Street.

In 1874 the Evangelical Lutheran Orphan Home was built to "raise, train, and educate orphans, half orphans and other children entrusted to its care." All children from the Orphan Home who were of school age went to St. Paul's Christian Day School. After graduation from the eighth grade, the girls would remain in the Home for work and future training. The boys were placed on farms, truck farms or in greenhouses to work.

In 1884 the village of Addison became incorporated. The population at the time was 400. The first president was Henry Buchholz, who served in that position from 1884 to 1891. In 1890 five Addison men formed the Addison Railroad Company, Inc. These were William Leeseberg, Louis Stuenkel, Edward Rotermund, Professor Johann Backhaus, and H. Z. Zuttermeister. Stock capital amounted to $5,000. A charter was issued on July 16, 1890, for the right to a stretch of land from today's North Avenue into Addison to build a railroad track. An agreement was made with the Illinois Central Railroad officials to provide the railroad bed and equipment and to maintain and operate the railroad for fifty years from that date. The cost of the whole right-of-way was



From the 1874 Atlas & History of DuPage County, Illinois

from the violence of Black Hawk. After Black Hawk was defeated at the Battle of Bad Axe and Illinois was finally secure against Indian attack, the loyalty and help of the Potawatomi to the white settler was forgotten. White resentment against Black Hawk was transferred to all Indians. They would pay for the actions of Black Hawk by being forcibly removed from Illinois.

A few Indians remained behind for a while. They befriended the early settlers in the Bensenville area, teaching them how to stalk game, fish through the ice, and grow crops. Their instructions in wilderness life included the process of "jerking" meat. In jerking, deer meat was cut into thin strips and stretched over a scaffold. A small fire burned beneath, slowly smoking and drying the meat.

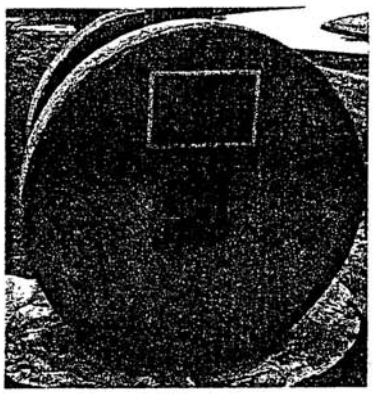
By 1836 all Indians had vanished from the area. Bensenville's Indian legacy survives today in the names of its schools called Tioga, Mohawk, Blackhawk, and Chippewa, and in a number of its present roads and streets which were once Indian trails.

The first permanent white settlers in the Bensenville area came in 1833 from New England. Hezekiah Dunklee and Mason Smith decided to build their log cabin homestead on the east side of Salt Creek at the edge of a wooded area they named Dunklee's Grove. This forest was bordered by what is today Church Road on the east, Third Avenue on the south, Wood Dale Avenue on the west and Lawrence Avenue on the north.

By 1834 Hezekiah Dunklee was joined by the rest of his family. His brother Ebenezer, noticing the lack of fresh fruit in Dunklee's Grove, brought in three barrels of apples and planted them in 1836.

The Yankees from New England were followed by German settlers. By 1835 numbers of Hanoverians, Prussians and Pomeranians began arriving. Conrad Fischer was one of the earliest German settlers near Dunklee's Grove. Mr. Fischer had been a saddle maker in Napoleon's army in the 1812 invasion of Russia. With the help of his sons Augustus, Frederick, and Henry, he built a cabin where West Avenue runs north of Grand.

A feeling of cohesion existed among the families, forming a solid basis for community life. They spoke "Plattdeutsch," or low German; and later they erected the Plattdeutsch Guild Hall in Bensenville. These early Ger-



Franzen Linseed Mill grinding stones.

man families intermarried, so that everyone eventually seemed to be a relative of everyone else.

Church meetings were first held in settlers' homes. In 1847 Rev. E. A. Brauer was called as pastor of the German United Reformed Lutheran Church. The group included Lutherans from Hanover and Reformed members from Prussia. Forty-eight acres were purchased from Louis Schmidt on Church Road on a plot, which came to be known as Churchville. By 1848 the group split, with Reformed members leaving to begin St. John's Church, on a site north of Irving Park Road. In 1858 another split occurred, when the Franzen family built Immanuel Church across the street from Zion.

The Chicago and Galena Stage Line selected Grand Avenue, once called Whiskey Road, as the best route to Chicago since that old Indian path was the highest and dryest trail at all times of the year. Lead from mines in Galena was hauled along this road. The stage line had stopping points every ten miles.

One of these was the Buckhorn Tavern, built by Charles Holt and located at the corner of York and Grand. The tavern provided food and lodging for drivers and passengers, feed and water for the horses. Here the stagecoach would sometimes change teams.

Travelers on early roads sank their wheels in bottomless mud. Following the lead of Russia and Canada, private interests west of Chicago began constructing plank roads in the 1840s. Irving Park Road was once known as Plank Road. These private thoroughfares filled a transportation need until maintenance problems and the coming of the railroad bankrupted the companies.

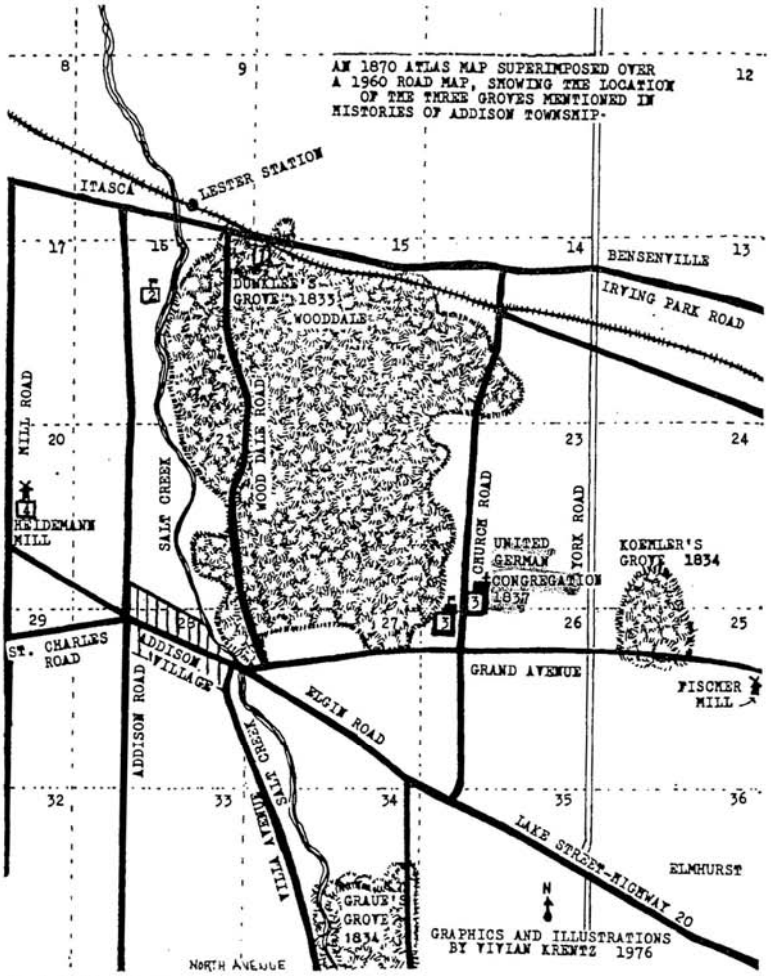
Saw mills in the area soon made frame housing possible. All foundations were made of fieldstone. The Schmidt house on Church Road was built in 1854 from stone hauled by oxen from Aurora. In 1862 the present landmark Zion Church was built with brick, but most dwellings were constructed with framing lumber. The Churchville frame schoolhouse was built between 1843 and 1849.

In 1847 John H. Franzen constructed his flax mill and brick factory at the present location of St. Alexis Church on Wood Street. The two millstones, currently displayed in front of the Bensenville Library, were used to grind flaxseed to produce linseed oil. Flax became an important cash crop for farmers in this area. These farmers often came from a long distance to grind their flaxseed, and were welcomed to stay overnight at the Franzen farm. Women used the flax fiber to make linen cloth. The Franzens continued to make flax tow after they had shut down their mill. Their mill is said to be the first of its kind in Illinois.

The Fischer windmill on Grand Avenue was also begun in 1847. This landmark is located in front of Mount Emblem Cemetery. Henry Korthauer, a cabinet maker and builder of spinning wheels, helped construct the mechanism. Men from Holland also aided in the three-year construction. The family of Edward Ehlers lived in the mill, which was in operation for seventy years.

A steam engine powered the grist mill of Frederick Wolkenhauer on Center Street. This mill was in continued operation until 1922.

The Civil War tended to stimulate grain production in the area. Some settlers joined the army, fought and died on Civil War battlefields. Louis Schmidt held a reunion for fellow Civil War veterans after the war. People felt strongly about the Union cause. A mob of angry farmers came to Zion Church with pitchforks and a rope after Pastor Franke had said that President Lincoln deserved to be shot because he was attending the theatre on Good



Art by Vivian Krentz

school for English speaking children (at Central and Thorndale roads).

Among the early settlers in Sagone was Smith D. Pierce. He became the first supervisor when Addison Township was formed in 1850. He also served as postmaster, justice of the peace and constable. The post office and jail were in his home. While he had held many offices during those formative years, the most important gift he left the area is his diary from 1836 through 1859. In it are the details of his life and that of his neighbors. There are also lists of the plants of the area and home remedies for humans and animals.

The 1850 census conducted, following the organization of Addison Township, showed a population of 818. This was also the first record of family names. Some of the names of the first settlers are not listed because they had moved from the area or had died. A cholera epidemic in 1848 claimed several lives, including that of P. T. Barnum's cousin, Cyrus Barnum, who had settled near Addison Road and Irving Park.

On May 31, 1852, Frederick Lester married Julia A. Dunklee. He built a home for his bride facing Salt Creek at Irving Park Road, the oldest remaining house. Here they raised the four survivors of their eight children. Frederick was the youngest of Edward Lester's sons. Although he had his leg amputated following a threshing machine accident at 18, he went on to become a respected businessman, farmer, and dairyman.

In the two decades before 1860, a large influx of German immigrants came to the area around Dunklee's Grove. These new residents were fleeing a nation in which conscription was mandatory and where parents often saw their sons sent to fight as mercenaries in foreign wars. Those parents who could afford to do so sent their sons and their families to the United States. Another reason for their emigration was that in Europe only the oldest son was the family heir. This new group also produced merchants, doctors, lawyers and teachers. They built churches, schools, hospitals, stores, and banks; thus they brought culture and prosperity to the area. Germans claimed the remaining land in the township and created a bilingual community.

In June 1847 a hail storm swept across northern DuPage, stripping the fruit from the trees in Dunklee's orchard, uprooting or leveling half of the crops. In 1854 another hail storm struck the area causing much destruction. This storm led to the formation of the Addison Farmers Mutual Insurance Company in 1855, which continued as Mutual Fire Insurance Company.

The Civil War was declared in 1861. Not every man could leave his farm, but many did sponsor young men who fought in their names. They rewarded them with a team of horses, a wagon, a cow, and a cash bonus with which to start a new life.

The first enlistee from Addison Township was Frederick Fischer, whose family had settled on the south end of Dunklee's Grove at Church Road and Grand Avenue. Frederick's brother, August, lost his life in the war.

After memorial services and the return of the soldiers, the work of establishing the township continued with only a few differences of opinion, usually over the placement of roads. The deep prairie loam, which made the area a farmer's dream, was a road builder's nightmare. Many methods of road maintenance were tried, such as towing a huge log over the rutted road to "smooth" it. Corduroy roads, made by laying logs across the road, were tried. They were a dismal failure.

What the area needed was a railroad. Frederick Lester joined a syndicate, comprised of businessmen from each community, along a proposed line. This group met with the owners of the Chicago and Pacific Railroad and persuaded them to build the track through their properties. Lester gave the right-of-way across his land and donated the site for a depot next to his home on Salt Creek. He then contributed toward its construction. The line was completed in 1873, a single track from Chicago to Elgin.

Despite the fact that the nation was again in financial trouble, Mr. Lester and Frederick Heuer built a cheese factory next to the depot. This was the first industry in the area.

In February 1874 a postal franchise was granted in the name Salt Creek, and President U. S. Grant appointed Frederick E. Lester postmaster. The area at the north end of Dunklee's Grove became known as Lester's Station or simply Lester. Frederick Lester deserves the title of "founder," because his actions made commercial growth in the area possible. In the spring of 1874 the Lester land east of Salt Creek and north of the railroad was subdivided as residential lots. In 1878 a mercantile store was opened on the second floor of the cheese factory. On July 13, 1886, Newton Lester, Frederick's son, became postmaster of Salt Creek.

The year 1890 brought a change which turned Lester's Station into a business "corner." A request was made of Frederick Lester for property next to the station on which to build an inn. Mr. Lester, a teetotaler, refused to have such an establishment on his property. Because he had done so much for the com-

The American Roots of German Lutheranism in Illinois

E. DUANE ELBERT

The popular image of religion on the Illinois frontier is of a beleagured but undaunted circuit rider bringing the Christian gospel to Methodists, Baptists, and Presbyterians. Few historians mention the role played by American-born Lutheran missionaries in establishing that faith's foundation in Illinois during the 1820s and 1830s. Moreover, they have considered Lutheranism synonymous with the German and Scandinavian immigrants who thronged to Illinois later in the century.[1] Many parishes existing today did indeed originate with those later immigrants, but the state's oldest Lutheran churches have a history conforming more closely to the traditional frontier image.

It all began in 1807, when Jacob Lingle and a pioneer band of German-speaking Lutherans trekked overland from the

E. Duane Elbert joined the History Department at Eastern Illinois University in 1966 after receiving the Ph.D. from Indiana University. He did postdoctoral work in the Cooperstown Graduate Program in Museum Studies. Presently he is a professor of history, coordinator of the graduate program in Historical Administration, and curator of the Greenwood School Museum. His previous works appeared in Indiana Magazine of History, Kansas History, *and the Illinois Department of Conservation Historic Preservation series. He received travel funds from the EIU Council on Faculty Research in the course of preparing this article.*

[1] References to Lutherans are scarce in general works on Illinois history, and when citations do appear they are all to European immigrants. Theodore C. Pease, *The Frontier State, 1818–1848*, Centennial History of Illinois, Vol. 2 (Springfield: Illinois Centennial Commission, 1918), p. 424, cites the "influx of German and Scandinavian immigration in the forties," and he is the only general author consulted who mentions organization of the Illinois Synod in 1846. The same author, in *The Story of Illinois* (1925; rpt. Chicago: University of Chicago Press, 1949), pp. 92–97, covers religion on the Illinois frontier. He does go beyond the traditional approach to Methodist and Baptist activity by including the work of Episcopalians (who had fewer churches than the Lutherans) and Congregationalists (who were about the same size) without even including the word Lutheran! R. Carlyle Buley, *The Old Northwest: Pioneer Period, 1815–1840* (Bloomington: Indiana University Press, 1951), II, 485, associates Lutherans with German immigrants, and the only concentration mentioned in Illinois is around Belleville. In a more recent period, Robert P. Howard, *Illinois: A History of the Prairie State* (Grand Rapids, Mich.: Eerdmans, 1972), pp. 181, 284, also considers that "Lutherans became important after the German and Scandinavian emigration of the 1840's but, like the Episcopalians, did not reach the numerical importance of the Methodists, Baptists, and Presbyterians." Richard J. Jensen, *Illinois: A Bicentennial History* (New York: Norton, 1978), pp. 38, 49, 55, 74–75, 113, 115, 159, 173, recounts the tug-of-war between traditionalists and modernizers but considers Lutherans primarily as traditional German immigrants and refers specifically

North Carolina piedmont to the rolling upland of Union County, Illinois.[2] Those hardy individuals were descendants of the Pennsylvania Germans who methodically moved down from Virginia's Shenandoah Valley and by 1800 had fully occupied the Carolina piedmont.[3] Restless energies of young and old alike could not be suppressed as declining soil fertility, low prices for cotton, and lack of internal improvements combined to increase the lure of greener pastures in the "Far West." Emigration became a matter of hot debate in the North Carolina press. Although some editors warned that the troubles of the West might be even greater than those at home, it seemed clear that thousands of "wealthy and respectable" citizens were moving west annually, "literally driven away by the prospect of poverty." During the next thirty years the out-migration from North Carolina steadily increased from a trickle to a constantly flowing stream, and by 1830 another outpost from that state took root in Montgomery County, Illinois, centering around present-day Hillsboro. Still other Lutherans began coming to Illinois directly from Pennsylvania. It became increasingly difficult for the organized church in the East to keep pace with the swiftly moving frontier tide.[4]

For the Lutheran church, the migration posed a special problem. One nineteenth-century historian observed that the North Carolina church "suffered greatly" from the migrations. The Illinois-bound pioneers posed a "fearful drain" on church resources, largely because the entire Lutheran population of the country was so small. In 1807, there were only three synods on American soil—Pennsylvania, Maryland, and North Carolina. The last was the youngest, claiming fewer than a dozen ordained ministers, each of whom served several congregations.[5]

Within a decade after the start of the Lutheran influx into Illinois, the Union County settlers had established St. John's Church at present-day Dongola, near Jonesboro. The church was organized in 1816 by a "Reverend Murrets" (possibly the missionary Christian Moretz), who served his flock as a part-time minister and teacher for two years.[6]

Meeting in the homes and barns of parishioners, the fledgling congregation

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only to the Missouri Synod. None of these books discuss in any way the pioneering work performed by the American-born German Lutherans from North Carolina and Pennsylvania.

Denominational historians have contributed most to our understanding of pioneer Lutherans in Illinois, but even those accounts are incomplete.

[2] William J. Boatman, "Our Southern Conference and its Antecedents: A Brief History of the Southern Conference of the Illinois Synod of the United Lutheran Church in America," TS (1962), p. 1, copy in author's collection. In another work, Boatman indicates: "Some had come to this new land because of being opposed to slavery. They were attracted to Union county because the hilly land resembled their native North Carolina" ("The Sesquicentennial History of St. John's Lutheran Church near Dongola, Union County: Illinois' Oldest Lutheran Congregation," TS [1966], p. 1, copy in author's collection). Boatman's source was oral tradition, as supplied by Ira Karraker of Jonesboro and Charles Eddleman of Anna (author's interview with Boatman, Oct., 1973).

[3] Robert W. Ramsey, *Carolina Cradle: Settlement of the Northwest Carolina Frontier, 1747–1762* (Chapel Hill: University of North Carolina Press, 1964), pp. 146–51; Carl Hammer, Jr., *Rhinelanders on the Yadkin: The Story of the Pennsylvania Germans in Rowan and Cabarrus Counties, North Carolina* (Salisbury, N.C.: Rowan Printing Co., 1943), pp. 26–29, 35–56.

[4] *Raleigh Register and North Carolina Gazette*, April 29, 1834; *Fayetteville* (N.C.) *Observer*, May 22, 1832; *Western Carolinian* (Salisbury, N.C.), Feb. 27, 1827; William H. Hoyt, ed., *The Papers of Archibald D. Murphey* (Raleigh, N.C.: E. M. Uzzell & Co., 1914), II, 20.

[5] G. D. Bernheim, *History of the German Settlements and of the Lutheran Church in North and South Carolina* (Philadelphia: Lutheran Book Store, 1872), pp. 358, 393.

[6] Moretz is known to have been a pastor in Tennessee and is identified as a missionary to Missouri, Kentucky, and Indiana from 1823 to 1835. See North Carolina Synod of the Lutheran Church in America, *Life Sketches of Lutheran Ministers, North Carolina and Tennessee Synods, 1773–1965* (Columbia, S.C.: State Printing Co., 1966), p. 144 (hereafter cited as *Life Sketches*); Boatman, "History of St. John's," p. 1.

petitioned the North Carolina Synod for a full-time pastor in 1818. Shortly thereafter, Reverend John Ludwig Markert, another itinerant missionary, arrived to serve the Illinois Lutherans. The pulpit was vacant once more in 1825, when forty-three Union County Lutherans petitioned their former neighbors at St. John's Church in Cabarrus County, North Carolina, for a pastor fluent in both English and German.[7]

Reverend William Jenkins, a missionary who was already serving as pastor for at least ten congregations in Tennessee, responded to the call. His visits to Illinois were obviously short, however, for by 1827 the Union County settlers—now identifying themselves as "three congregations"—sent another petition to the synodical meeting. Describing their condition as "destitute," they requested a visit from the synod's premier missionary, Jacob Scherer, who had made great progress in Ohio. Their second choice was for a supply missionary, whom they pledged to support adequately. The Synod responded that it was "impracticable" for Scherer to make the trip, and instead dispatched a licentiate, John C. A. Schoenberg, to visit Illinois immediately and to locate there permanently if possible. Ten dollars was appropriated from the synodical treasury to help defray his traveling expenses.[8]

Schoenberg left for Jonesboro in 1827 but returned to North Carolina the following year for his ordination. He reported to the Synod that the scattered Illinois congregations were "in a desolate condition," with members straying into the folds of other churches. Hundreds of Lutherans dotted the Illinois frontier, he reported, but they were "entirely destitute of preaching by our ministers, and in some places . . . congregations imperfectly organized . . . extend their hands toward us saying, 'Come over into Macedonia and help us.'" He concluded, "How painful it is that we must turn away from such urgent calls with a sorrowful heart, unable to supply them with the bread of life."[9]

The financial drain of serving mission churches was not unique to the North Carolina Synod. The *Lutheran Intelligencer*, published by the Maryland and Virginia Synod, frequently carried appeals for funds. Editor David F. Schaeffer appealed to both the heart strings and the denominational pride of his readers when he wrote: "Have not some of us acquaintances, friends and perhaps even children who have migrated to the west. . . . [C]an we see them remain destitute of the blessings we so richly enjoy . . . and remain indifferent? Can we behold other denominations embarking in the good cause . . . and we who are of the most ancient Protestant church and the followers of the immortal Luther, remain idle spectators?"[10] Even such emotional pleas, however, frequently fell upon deaf ears or empty purses.

The response of the North Carolina Synod to the challenge of the West was the Evangelical Lutheran Missionary Society

[7] Markert's biography refers to him as the first missionary of the North Carolina Synod to Ohio, Indiana, and Illinois after the creation of the Tennessee Synod in 1829; he was also first president of the Indiana Synod in 1848. *Life Sketches*, pp. 127–28; Bernheim, p. 471.

[8] The work of Jenkins was primarily in Tennessee. Although his *Life Sketches* biography does not mention missionary work in Illinois, he is known to have been a founder of the Synod of the West in 1835. *Life Sketches*, pp. 99–100; Bernheim, p. 473; Edmund Jacob Wolf, *The Lutherans in America* (New York: J. A. Hill & Co., 1890), p. 361; *Minutes of the Proceedings of the Evangelical Lutheran Synod, North-Carolina and Adjacent States . . . 1827* (Salisbury, N.C.: Philo White, 1827), p. 10.

[9] *Evangelical Lutheran Intelligencer* (Frederick, Md.), Aug., 1828, p. 133 (hereafter cited as *Lutheran Intelligencer*); *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1828* (Salisbury, N.C.: Philo White, 1828), p. 14; *Life Sketches*, p. 186.

[10] *Lutheran Intelligencer*, Aug., 1828, p. 134.

of North Carolina and Adjacent States, organized on May 6, 1828. Reverend Daniel Scherer, younger brother of Jacob Scherer and pastor of St. John's Church in Cabarrus County, was chosen treasurer. His report for 1829 noted the resignation of Schoenberg because of ill health and reminded his fellow ministers: "If we, whom God has blessed with Ministers and Churches, do our duty, we shall be enabled . . . to procure a Missionary, well qualified and willing to labour among our destitute brethren."[11]

In May, 1830, the Synod presented the missionary group with a letter from the Union County churches "stating their forlorn and destitute condition" and praying that "they may be speedily supplied with a minister." Unable to comply with the request, the society at first recommended that the Illinois Lutherans petition another synod.[12] Before adjourning, however, the delegates found a "well qualified and willing" laborer—Scherer himself—who set out for Illinois in order to "collect all the missionary information possible" about the young state.[13] The resulting seventeen-hundred-mile trip on horseback, which enabled Scherer to preach to scattered Lutherans in Kentucky, Indiana, and Illinois, deeply influenced the course of Scherer's career as well as the future of Lutheranism in Illinois. His report of that trip has not survived, but correspondence from a Hillsboro, Illinois, Lutheran indicates that the tour was a success. Moreover, Scherer brought with him mail from Cabarrus County relatives and was perhaps even accompanied by Carolinians who wished to join relatives in Illinois.[14]

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[11] Born in Guilford County, N.C., in 1790, Daniel Scherer was ordained by the North Carolina Synod in 1821. For more on his early services to the church, see *Life Sketches*, p. 183; *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1828*, pp. 6–8, 12; *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1830* (Salisbury, N.C.: Jones and Craige, 1830), pp. 8, 17. The quotation is from *Lutheran Intelligencer*, Jan., 1830, pp. 325–26.

[12] *Minutes of the Evangelical Lutheran Synod of North-Carolina . . . 1830*, p. 8.

[13] *Ibid.*, p. 20.

[14] *Extract from the Minutes of the Evangel. Lutheran Synod of North-Carolina . . . 1831* (Salem, N.C.: John C. Blum, 1831), p. 16. Joseph Cress, a North Carolinian living in Hillsboro, Ill., recorded his pleasure with that missionary visit and noted that Scherer safely delivered money entrusted to him. Cress advised his relatives at home that when Scherer returned to North Carolina he could truthfully describe the land in Montgomery County better than the writer could "with pen and ink." Scherer was apparently accompanied by Jacob Goodman and Philip File, who were probably considering a move to the West. Joseph Cress to Moses Cress [1831–1832?], Ludwick-Ritchie Papers, Southern Historical Collection, University of North Carolina Library, Chapel Hill; the letters were published in James W. Patton, ed., "Letters from North Carolina Emigrants in the Old Northwest, 1830–1834," *Mississippi Valley Historical Review*, 47 (1960), 263–77.

Scherer's exact route is unknown, but other accounts provide some idea of the roads used by North Carolinians migrating to the Hillsboro area. In 1836 Henry Bost left Cabarrus County on Sept. 1 and arrived in Hillsboro on Oct. 12. He passed through Lincoln and Rutherford, N.C., crossed the Blue Ridge at Hickory Gap, and came through Kentucky by way of Been's Station and Crab Orchard to Louisville. From there the trail passed through Orleans and Terre Haute, Ind.; in Illinois the towns mentioned are Paris, Charleston, and Shelbyville. "The Blackwelders and Allied Families of North Carolina and Illinois," TS (n.d.), Bost Family Section, p. 9, copy in author's collection. James Lazenby followed much the same route in 1835. He paid for ferries on the Nolichucky and Holston rivers, passed a toll gate at Cumberland Mountain, had his horses shod at Mt. Vernon, Ky., ferried across the Ohio, paid for a toll bridge over the Blue River and a ferry across the White River (both in Indiana), and finally took a ferry across the "embrox" (Embarras) River, probably near Charleston (reprinted in Walter R. Sanders, *Early Settlers of Montgomery County, Illinois* [n.p., n.d.], Vol. II, p. 138. The Bost and Lazenby routes are rather similar in comparison to that outlined by Joseph Cress, who recommended going from Concord, N.C., to Morganton and the Swannanoa Gap, across the Nolichucky and Clinch rivers, and through Hartsville and Gallatin, Tenn., and Russellville, Ky. Once across the Ohio at Shawneetown, he followed the road to Carlyle, Greenville, and Hillsboro (Cress to Daniel F. Ludewick, April 11, 1830, Ludwick-Ritchie Papers). Ezra Keller, "Historical Sketch of St. Paul's Evangelical Lutheran Church of Hillsboro, Illinois," TS (1942), p. 3, copy in author's collection.

In 1832, the forty-two-year-old Scherer moved permanently to Illinois, taking with him his wife Rachel and several children. He apparently considered the move beneficial to his health as well as to the church, for he complained that he suffered "much bodily indisposition" and hoped to regain his health in Illinois. Following a six-week, seven-hundred-mile trip, he and his family arrived in Hillsboro on April 27, 1832. By December he considered his condition much improved, and he noted that "I have succeeded as well as could be expected . . . where there was neither building nor congregation." Within two weeks of his arrival, thirty-five members created a congregation and resolved to build a church. The minutes of the 1834 North Carolina Synod recognized his success in organizing "a new and flourishing congregation in Hillsborough, Illinois."[15]

Scherer's accounts of his Illinois work were published in the *Lutheran Observer*. He noted that, since Schoenberg's departure, Union County was "awfully destitute of the preached gospel." "A considerable portion of my time," he wrote, "has been devoted to missionating in the Southern part of this state; and in preaching to those congregations already formed, who have petitioned our Synods for ministerial aid."[16]

By 1835 the cry of the West, as heard through the columns of the *Observer*, increased in volume. Information supplied by a "brother now living in Illinois" gave interesting descriptions of the Union County churches. The writer estimated their strength at 150 members, and he noted significantly that "*German preaching*, is not altogether indispensable; but very desirable, with the old members." The Jonesboro Lutherans preferred married ministers and seemed willing to furnish both an adequate salary and "other family necessaries."[17]

Another correspondent advised that missionaries to the "Far West" should be fluent in German "because our church is German, and it will therefore be expected of them. It is a shame for a Lutheran minister not to be able to speak the language of his Fathers. . . . [T]here are many congregations where it is absolutely necessary to preach German as they do not understand English."[18]

An eastern correspondent correctly perceived two needy Lutheran groups in the West: the "emigrants from our revered *Vater-land*" and the "multiplying thousands annually removing from our midst to the distant South and West." Both groups needed much more help from the older synods than they were receiving. He concluded that the eastern congregations had given "so little that we may well blush to make it known."[19]

Those published letters offer a valuable glimpse into the mind of frontier Lutherans struggling to preserve their faith against ignorance, indifference, and defection. Judging from the number of letters printed in the *Observer*, it is quite likely that a steady stream of complaints—as well as cries for help—were arriving from western settlements. The editor pointed out that many Lutherans, "with great reluctance," had said farewell "to the much loved church of their fathers" and had joined

[15] *Lutheran Observer* (Baltimore), Feb. 1, 1833, p. 102; *Proceedings of the Evangelical Lutheran Synod of North Carolina . . . 1834* (Salisbury, N.C.: Western Carolinian Office, 1834), p. 7. Scherer's date of arrival is confirmed in a letter dated May 10, 1832: "Rev. Daniel Sharrer arrived here on the 27th of April and on the first Sunday in May I heard him deliver a sermon to a large assembly in Hillsborough." Seven months later, after the death of young Edward Lippert, Scherer "done a full fatherly duty . . . [and] preached a beautiful sermon for him" (Daniel F. Ludewick to Henry Ludewick, May 10 and Dec. 8, 1832, Ludwick-Ritchie Papers).

[16] *Lutheran Observer*, Feb. 1, 1833, p. 102.

[17] *Ibid.*, Feb. 20, 1835, p. 102.

[18] *Ibid.*, Aug. 7, 1835, p. 198.

[19] *Ibid.*, April 10, 1835, p. 127.

John Christian Frederick Heyer left his congregation in Somerset, Pennsylvania, to serve the scattered Germans in the West. Following his service in Illinois, the Lutheran Foreign Missions sent him to India, where he established a permanent mission.

other denominations. A western layman noted that "Lutherans were sleeping" while Methodists zealously "gave their money and labors to the supply of the destitute." Another writer from the same area wondered if Lutherans had "less love for their distant brethren, less attachment for their church and less active benevolence" than other churches. "It would seem as if they have," he concluded.[20]

An 1835 letter, signed "Sophronius," claimed that eastern Lutherans, who enjoyed "all the spiritual comforts of christianity," could "form no adequate idea of the moral waste that extends itself among multitudes of our Lutheran brethren" in the West. He noted that there was already "a considerable number of churches, built by Lutheran emigrants . . . from Pennsylvania, Maryland, Virginia and North Carolina, some 10, 15, or 20 years ago, [who] pitched their tents amidst [the] heavy timbers" along the banks of the Wabash and Sangamon rivers. The writer also pointed out that the settlements were visited "occasionally" by ministers from North Carolina.[21]

Through the 1830s, the Pennsylvania Synod developed a deeper missionary interest in Illinois than the North Carolinians had been able to do. In 1835 Reverend Henry Haverstick of Philadelphia began a tour, but few details of his journey survive.[22] Following on his heels in the winter of 1835–1836 came Reverend John Christian Frederick Heyer, who left his congregation in Somerset, Pennsylvania, to tour the West for the Central Missionary Society of the Evangelical Lutheran Church in the United States. Heyer wrote to the society secretary, Reverend Samuel Schmucker, that his objective was to spend six months exploring the West "including Jonesboro, Union county, and such other portions of the country as you have reason to believe, abound in Germans, who might be formed into churches." Heyer was instructed to collect money for the mission society and to apply the donations to his salary. "Possibly you may meet with some rich and pious individuals," he was told, "who will do something clever for the cause of the Redeemer."[23]

Heyer left home on December 30, 1835. Because of muddy roads he opted for a steamboat to Cincinnati. From there he traveled to Louisville and then to Corydon, Indiana, where he "proceeded mostly on by-roads, to shun the mud, and through thinly settled parts of Indiana, to the

[20] *Ibid.*, May 8, 1835, p. 148.
[21] *Ibid.*, May 15, 1835, p. 1.
[22] Boatman, "Our Southern Conference," p. 2.
[23] *Lutheran Observer*, Dec. 4, 1835, p. 3.

Wabash river," where he arrived on January 23, 1836.[24] Pastor Heyer was undoubtedly aware of a detailed study of the nearby Lutheran settlements that was earlier published in the *Observer* by a non-Lutheran from Lawrenceville who described himself as "a watchman on one of the outposts of Zion."

> In Wabash Co., which borders this on the South, there is a considerable German population, which is annually increasing by emigration; and at present there is a prospect of a very large accession to their number. There are now about 15 or 20 families, embracing, probably 120 individuals. They are separated into three settlements; at Mt. Carmel, which is the seat of Justice of the County; Coffy settlement, which is five miles South; and Long Prairie, which is ten miles west of Carmel. They are generally, if not all, of the Lutheran order, and perhaps about 12 or 15 of their number have been admitted as regular members in that communion. As they have no preacher of their own order, and as they are mostly inaccessible to those of any other[,] they may be regarded as entirely destitute of the public ordinances of the Gospel.[25]

On the day following his arrival, Heyer preached to twenty-five German families at Mt. Carmel and spent the next three days in the German settlement of Lancaster, twelve miles away. He observed that many of the Lutherans in Wabash County were from Pennsylvania, and Heyer told his host "he felt himself at home, and had not felt so since he left *Old Pennsylvania!*"[26]

From that region he moved on to Union County, arriving in the "German settlement" at Jonesboro on February 14. He easily found the two established congregations and estimated their numbers at 150 to 200 German families "principally from North Carolina, . . . most of them professedly Lutherans." He immediately learned that "Br. D. Sherer, who resides in Hillsboro, Montgomery County, at a distance of 150 miles," visited the area during the preceeding years. "Owing in a great measure to the laborious and self-denying exertions of Brother Sherer," Heyer reported, "the flock in Union County has not been altogether scattered." Although Heyer refused to comment specifically on the rigors of his trip, he did admit: "It requires an excellent constitution and an enthusiastic zeal to persevere in an undertaking of this kind." He concluded that married pastors should not be sent to the West "unless they intend farming. The stations are too weak to support a man with a family."[27] After leaving southern Illinois in early March, Heyer rode toward Hillsboro. Arriving there on the thirteenth, he found Daniel Scherer, "at present the only resident Lutheran Minister in the state of Illinois," and commented upon the "large two-story frame meeting-house" that the congregation was building. His subsequent trip to Sangamon County was slowed by high waters and bad roads. Once there he searched unsuccessfully for the Pennsylvania German colony mentioned in John Mason Peck's Illinois gazetteer. Nevertheless, Heyer was "kindly received" into the cabin of "an old Kentuckian," where he held an English worship service for the neighbors. "There appeared to be no need of German preaching," he noted. "A Lutheran preacher in this county appeared to be a novelty; but very few had ever heard a minister of that denomination." He left for Beardstown on March 21 and there found about two hundred Germans, mostly immigrants. By March 25 he

[24] *Ibid.*, March 18, 1836, p. 2.

[25] *Ibid.*, May 15, 1835, p. 150. He noted also "a German settlement in this state located in Union Co., distant about 150 miles S.W. from this place. Respecting them *I* know but little; and perhaps 'no man careth for their souls.' I hope that your Synod will search them out."

[26] *Ibid.*, Feb. 19 (p. 102), March 18 (p. 2), 1836.

[27] Heyer also mentioned that several Indiana pastors depended on farming for their main support. *Ibid.*, March 18 (p. 2), April 15 (p. 134), May 6 (p. 146), July 29 (p. 193), 1836.

was in Peoria and soon crossed again to the east bank of the Illinois River.[28]

On March 29, Heyer arrived in the Pekin area and ministered "to a few Lutheran families who had been living in Tazewell County, for five years, without hearing or seeing a minister of their Church." By April 9 he was back in Union County, preparing for a six-day trek in Missouri. He returned to the Jonesboro area on April 15, stayed for a few days, and then rode to Mt. Carmel, where he wrote, "In justice to myself and horse, I must rest a few days." His records indicate that in April alone he "travelled more than 600 miles, preached 14 or 15 times, baptised 13 and administered the Lord's Supper to more than 100 communicants." But he concluded sadly: "Unless some of our young brethren can be induced to come to the West and take charge of these new congregations, it cannot be expected that our cause will prosper." The one bright spot was Daniel Scherer, who was "willing to spend two or three months during the summer, as Missionary in the middle and upper counties." Heyer emphasized that the Pennsylvania committee "could not find anyone [more] conveniently situated" than Scherer.[29]

During the following winter, Reverend Ezra Keller undertook a similar fact-finding trip for the missionary society of Gettysburg Seminary. He too passionately pleaded for an end to western neglect. "Our German brethren are fast declining in piety and morality," he warned. "The weeds of wickedness are springing up in every form and in frightful numbers. . . . Who will go to feed these lambs?" Keller predicted that new pastors in the West would be handicapped because settlements were so widely scattered. The outreach work in the West was further hampered because missionaries were "not so much respected as in the East," since imposters often disgraced the Christian ministry. The western missionary must therefore "first show to the people his private character to remove their suspicions and gain their confidence."[30]

"Ahmish Baptists" living northeast of Peoria were the first Germans encountered by Keller in Illinois. During a six-day stay in that area he also located eighty-five Lutherans whose hunger for the gospel dispelled the suffering of his journey. Fourteen miles away he visited people who "had not heard a sermon since they are in this country." On the Mackinaw River outside of Pekin (where "wickedness prevails"), he found the German community visited by Heyer the previous winter. Keller's plan to continue northward to "Attoway" and "Heniken" (Ottawa and Hennepin) was thwarted by impassable roads and ice on the Illinois River.[31]

Turning south, he arrived in Beardstown, where he was pleased to find a recently arrived German-speaking pastor. Keller preached there in both German and English, noting that the services were "tolerably well attended—but scarcely as well as the slaughter-house. . . . [T]here were about 400 hogs slaughtered here yesterday." Furthermore, in a town already famous for the amount of pork processed each winter, the workers received "twenty-five cents more on the Sabbath than on other days." And thus, he noted, "for twenty-five cents they profane the holy day of the Lord."[32]

Travel through Illinois was never easy in the 1830s and, according to Keller's account, winter only added to the misery.

[28] *Ibid.*, May 6, 1836, p. 146. John Mason Peck's description of the town of Germany is in *A Gazetteer of Illinois in Three Parts* (Jacksonville, Ill.: R. Goudy, 1834), p. 243.
[29] *Lutheran Observer*, June 10, 1836, p. 166.
[30] *Ibid.*, March 17, 1837, p. 117.
[31] *Ibid.*, March 24, 1837, p. 121.
[32] *Ibid.*

After graduating from Gettysburg College in 1835, Ezra Keller set out as an itinerant missionary in the western states. He later returned East, becoming founder and first president of Wittenberg College in Springfield, Ohio.

Yet, "in the cause of Christ," he wrote, "toils become delightful and suffering sweet to the soul of the Christian." His trials included not only "travel alone through mud, and snow and ice and rain," but "the piercing winds of the prairies when the mercury . . . is below zero." To cross large rivers on thin ice or "to swim one's horse across rapid streams" were things "unpleasant to the flesh and trying to the spirit," but for Keller an even greater hardship was seeing settlements "entirely destitute of preaching . . . children growing under the destructive influence of bad example and without any religious instruction." "To preach to such people awhile," he wrote, "ascertain their wants and then leave them, as sheep without a shepherd, is a trial which my spirit can scarcely endure." The other side of the coin was equally discouraging. In 1838 the Synod of the West complained that missionary tours merely raised settlers' hopes without fulfilling them.[33]

Lest any eastern pastor venture West expecting too much, Keller warned of the "privations and hardships" of daily life, including "the taunts of mockers and the inveterate suspicions of good people who have been imposed upon and deceived by wicked men." Moreover, the higher standard of living in the East stood in stark contrast to that of the West, where kitchen, parlor, dining room, and study were likely to be lodged in "a cabin 15 feet by 20, the whole one apartment."[34]

In 1838 a fourth Pennsylvanian, Daniel Kohler, traveled through Illinois.

[33] *Ibid.*, March 24, 1837, p. 121; Dec. 7, 1838, p. 2.
[34] *Ibid.*, April 28, 1837, p. 141.

Although he was unique in that he preached only in German, his findings were virtually identical to those of previous investigators. Upon his return, Kohler gave an "interesting report" to the Society of the East Pennsylvania Synod for the Propagation of the Gospel. He recommended that the Gettysburg Missionary Society send the West single men prepared to forego conveniences common in the East, and he expressed his conviction that "if some of our German and English members . . . in Pennsylvania and Maryland, could only see the condition of the church in the West, they would aid more." Kohler's efforts as "itinerant preacher" were appreciated by residents of Wabash County, who sent a letter of thanks to the Pennsylvania Synod and asked that Kohler be returned to Jordan Creek (now Lancaster) as a full-time missionary. He was not reappointed, however.[35]

Throughout the reports of Illinois missionaries there was an emphasis on serving the so-called Germans of the West, both immigrants and the descendants of Germans from the eastern states. That was especially true in Wabash County. Thomas S. Hinde, a Methodist minister in Mt. Carmel and one of the town's founders in 1817, sent several letters over the signature "T. S. H." regarding the lack of preachers for "the German population of this region of the country and the descendants of Germans." J. F. Youngken of Mt. Carmel pointed out in 1835 that many of the Pennsylvania-born emigrants were "principally German" and tenaciously retained their language, rarely attending an English service. "A Lutheran in the West" writing from the same place in 1836 complained, "The Germans . . . resident in this county . . . are destitute of the ordinary means of grace in their own language." Still another writer, Edward B. Olmstead, a Lutheran preacher in Union County, observed of the Germans in Wabash County: "[I]f they ever be attended to, it must be by a [Lutheran]. . . . [Many church members] are not *familiar* with the English language, and some . . . are entirely unacquainted with it."[36] A letter from "A Number of Lutherans" of Wabash County called for "an efficient, pious and experienced shepherd, to exhort and instruct" in German as well as English. Scherer also echoed the need for "men who can speak the German."[37]

The missionary pastor was concerned

[35] *Ibid.*, June 1 (p. 3), Oct. 19 (p. 3), Nov. 9 (p. 1), 1838.

[36] *Lutheran Observer*, April 3 (p. 126), May 15 (p. 150), Dec. 4 (p. 58), 1835; March 11 (p. 115), March 18 (p. 118), 1836; Jan. 11, 1839, p. 3; June 12, 1840, p. 3.

According to Boatman ("Our Southern Conference," pp. 3, 8), Rev. Edward B. Olmstead lived in Union County before his 1839 ordination and served there as pastor from 1843 to 1847. A slightly different version can be pieced together from items in the *Lutheran Observer*. Daniel Scherer advised the 1838 Synod of the West that "brother Olmstead," who had then applied for a preaching license, "be requested to take charge of" the two Union County congregations, who were then without a preacher (Dec. 7, 1838, p. 2). A similar story was related by Olmstead (whose initials were erroneously expressed as "C. B. O."): "I attended the meeting of the Synod . . . was licensed, and directed to visit the congregations. . . . The result of my mission was, that they elected me their pastor. [He then returned to Indiana by way of Vincennes, presumably gathered his personal property, and came back to Illinois via the Ohio River.] . . . On the 13th [of December] I landed at Caledonia—proceeded to Jonesboro', and entered on the duties of my station (*ibid.*, and Jan. 11, 1839, p. 3). Thus, by his own account, Olmstead began his Illinois ministry in the autumn of 1838; Boatman's claim of an 1843 date, probably based on oral tradition, is incorrect. Olmstead's name also appears among pastors in the 1842 listing of the Synod of the West (*Journal of the Eighth Annual Convention of the Evangelical Lutheran Synod of the West* . . . [Springfield, Ill.: Ballard & Roberts, 1842], p. 5). The name of Caledonia was changed to Olmstead in 1876; James N. Adams, comp., William E. Keller, ed., *Illinois Place Names* (Springfield: Illinois State Historical Society, 1969), p. 309.

[37] *Lutheran Observer*, Jan. 10, 1840, p. 3; Scherer to Francis Springer, Jan. 28, 1847, Box 1, "Papers, 1836–1849" folder, Francis Springer Papers, Illinois State Historical Library, Springfield (all Springer letters hereafter cited are from this folder).

about both groups. Foreign immigration also posed an acute problem for the frontier Lutheran church. The editor of the *Observer* wrote of his deep interest in "the welfare of our brethren . . . who have fled from foreign persecution and oppression, [and] have sought a home in the far West, where they may worship God according to the custom of their fathers and the dictates of their conscience." He feared that the newcomers would "be scattered and lost" without a spiritual guide. "Can our brethren of the ministry any longer turn a deaf ear to this important call?" he challenged. "Is there not *even one*, who is willing to devote himself to the interests of the church in the Far West."[38]

Indeed, through the decade of the 1830s the Illinois Lutherans did have the unswerving services of one dedicated pastor—Daniel Scherer, who organized the church at Hillsboro and served there for ten years before relocating at Mt. Carmel. Scherer's name must surely head the list of early Illinois Lutheran pastors.

The fourth son of a prominent North Carolina German family, Scherer approached his missionary task in Illinois with zeal and energy. Almost immediately after arriving in Hillsboro in 1832, he made the long trek down to Union County in order to preach to the North Carolinians at Jonesboro. There he "commenced to instruct some of their young people, many of whom have grown up in ignorance." He found that others had "attached themselves to other denominations, while some are still waiting for an opportunity to have the bread of life broke unto them in their mother church; and there drink the pure milk of the Gospel."[39]

Scherer traveled from Hillsboro to Jonesboro every three months but eventually found the work too much for one man. By 1834 there were several congregations in Union County, all with "most flattering" prospects but suffering from the lack of "an industrious and faithful minister." Scherer was greatly disappointed that no pastor could be persuaded to shepherd those large parishes, which he feared would soon "be beyond recovery, having almost despaired of procuring a minister." He rapidly realized he could not serve both Hillsboro and Jonesboro effectively because the "great distance, together with other circumstances," rendered it impossible to afford them "any satisfactory service."[40]

Resident clergymen, however, could seemingly not be procurred without adequate financial support. Eastern churches contributed very little money, and cash was equally scarce in Illinois, particularly after the onset of the Panic of 1837. In order to build up God's Kingdom in the West, Pastor Scherer solicited help from his fellow Lutherans through the columns of the *Lutheran Observer*. In 1836 he requested aid to finish constructing the Hillsboro meetinghouse and to make it "comfortable in this cold country in the winter season." He later acknowledged receiving more than fifty dollars from two large parishes he had previously served in North Carolina.[41] Typically, however, the concern of this dedicated pastor extended beyond his immediate surroundings. In 1833, only a year after arriving in Illinois, Scherer sent a donation of ten dollars to Gettysburg Seminary for needy students; three years

[38] *Lutheran Observer*, June 26, 1840, p. 2.

[39] *Ibid.*, Feb. 1, 1833, p. 102; Boatman, "History of St. John's," p. 2. The genealogy of the family can be found in Sanders, *The Scherer Family of Montgomery County, Illinois* (Litchfield: Walter R. Sanders, 1945). A Kentucky pastor traveling through Illinois reported being "cordially received by . . . Rev. D. Scherer, and his interesting family," but the writer's definition of an "interesting family" is, unhappily, not included (*Lutheran Observer*, Nov. 8, 1839, p. 3).

[40] *Lutheran Observer*, Feb. 1, 1833, p. 102, Nov. 21, 1834, p. 50.

[41] *Ibid.*, July 1 (p. 179), Nov. 11 (p. 47), 1836.

later his Hillsboro congregation contributed five dollars to the missionary work of Reverend Haverstick; and in 1837 Scherer offered twenty-five dollars to foreign missions whenever one hundred other persons or congregations obligated themselves to pay a similar amount.[42]

In spite of inadequate finances and poor traveling conditions, Scherer valiantly attempted to retain a personal link with the organizational structure of his denomination. Although unable to attend the charter meeting of the new Synod of the West in 1834, he sent a letter expressing his good wishes. His fellow pastors there recognized his activities in Hillsboro and expressed pleasure at learning "a new church has lately been built . . . and that the congregation is in quite a flourishing condition." Meanwhile, the North Carolina Synodical meeting for 1834—which Scherer also failed to attend because of "family circumstances"—expressed its "approbation of the laudable efforts" of the Illinois missionary and admitted his Hillsboro congregation "into connexion with this Synod" as requested. In 1835, Scherer asked to have his name added to the roster of the Synod of the West, and the following year he was granted, at his own request, an honorable dismissal from the North Carolina Synod.[43]

Having cast his lot permanently with the West, Scherer remained committed to ministering to all German-speaking Protestants in the state. The flood of German immigrants from Europe increased throughout the decade and brought new challenges to the pioneer church. To the dismay of Scherer and others, many of the newcomers not only preferred a German pastor but were not willing to worship with American congregations. When invited to attend English services, one immigrant had replied: "We are Germans, we cannot understand your language—we have been confirmed in that language—we have surrounded the altar and partaken of a Savior's love in that language, and want preaching in that same language."[44] Even more discouraging, the few German missionary pastors who accompanied their parishioners to America seemed uninterested in affiliating with their American-born counterparts. When members of the Synod of the West issued a special invitation to German-speaking ministers in Illinois and Missouri, the response was discouraging. Scherer observed that "the larger number of these brethren have but little inclination to attach themselves to any Lutheran Synod. . . . [T]hey belong to the 'Evangelical United Church of Europe' . . . [and] they are so much engaged in teaching school, and preaching the gospel to their people, that they cannot [be] absent from home so long." Scherer also spoke of the activities of Reverend George W. Wall of St. Louis, a Swiss-born missionary whose preference for the fellowship of European Zwinglians over American Lutherans led to the creation of the Evangelical Synod of North America during this era.[45]

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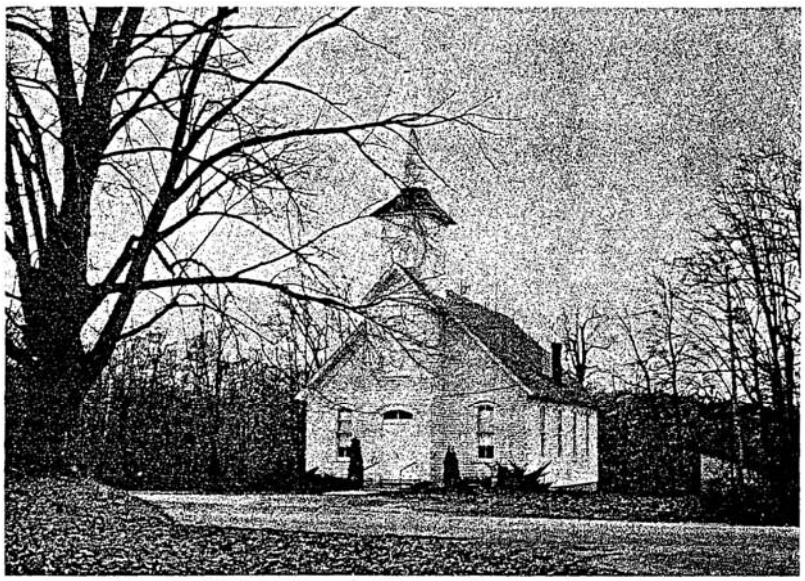
[42] *Ibid.*, Dec. 21, 1833, p. 124, May 6, 1836, p. 146, Feb. 10, 1837.

[43] The "family circumstances" may have been the impending birth of his daughter Rebecca Adaline, born on May 31, 1834. Sanders, *Scherer Family*, p. 52; *Proceedings of the Evangelical Lutheran Synod of North Carolina . . . 1834* (Salisbury, N.C.: Western Carolinian Office, 1834), p. 7; *Lutheran Observer*, March 6 (p. 11), Nov. 13 (p. 47), 1835; *Proceedings of the Evangelical Lutheran Synod and Ministerium of North-Carolina . . . 1835* (Salisbury, N.C.: Western Carolinian Office, 1835), p. 3; *Minutes of the Synod and Ministerium of the Evangelical Church in the State of North Carolina . . . 1836* (Salisbury, N.C.: n.p., 1836), p. 15.

[44] *Lutheran Observer*, Aug. 26, 1836, p. 2.

[45] *Ibid.*, June 26, 1840, p. 2, Dec. 7, 1838, p. 2. The history of the Evangelical Synod of North America, as well as other non-Lutheran German-speaking Protestant groups, is too involved to be included in this article. More information about Wall and the Evangelical Synod can be found in David Dunn et al., *A History of the Evangelical and Reformed Church* (Philadelphia: Christian Education Press, 1961), pp. 166–76.



Current photograph of St. John's Evangelical Lutheran Church near Dongola in Union County

As Illinois grew and developed, the German element became more widespread. An 1840 report published in the *Observer* enumerates most of the early German-American settlements and notes the additional places occupied by the newly arrived Europeans. It records the areas of influence that became the oldest Illinois congregations, affiliating with the Lutheran Church of America, the Lutheran Church-Missouri Synod, and the American Lutheran Church.

A congregation could be formed in Mocupen Co. near Carcenville [Carlinville?] and one near Shelbyville, . . . and a minister would be supported at Mt. Carmel. . . . In Union co. Ill. there are two congregations and two preaching places. In St. Clair co. there are more Germans than in any other part of the State. Bardstown [Beardstown] and vicinity are said to abound with Germans, and is an important station. Taz-[e]well county, Ill. . . . above Peoria, on the Mackinaw River, and Putnam county, west of Hemspn [Hennepin] contains many important settlements of German Lutherans. Chicago and neighborhood, in Cook co. has some Lutherans. Wabash county, with part of Lawrence and Edwards counties afford fine prospects for our church. At Quincy on the Mississippi river, [is] a church of 150 members, which is vacant.[46]

It eventually became obvious to

[46] *Lutheran Observer*, Nov. 20, 1840, p. 2. The earliest Lutheran Church in America congregations included in the observation include Mt. Carmel, Dongola, Jonesboro, and Beardstown; the Lutheran Church–Missouri Synod congregations would be Staunton, Millstadt, Beardstown, Bensonville, and Quincy; and the American Lutheran Church parish is at Shelbyville. The writer mentions Chicago, but he was basically concerned with southern and central Illinois; he omitted congregations at Hillsboro, Springfield, Claremont, De Soto, Vandalia, and Chester (all Lutheran Church in America), as well as others at Columbia, Waterloo, Springfield, Red Bud, Venedy, Collinsville, New Minden, and Evansville (now Lutheran Church–Missouri Synod). All of those towns either had preaching points or contained German concentrations by 1840, and congregations were organized in each place before 1848.

Lutheran leaders that all German-speaking Protestants did not accept the same theological tenets and could not easily be gathered together under one umbrella organization. Daniel Scherer continued to work most closely with those American-born Germans he originally came to Illinois to serve. He traveled to the Mt. Carmel area in 1840, administered the sacraments, and later urged his eastern friends to send that congregation an experienced man who could preach in both German and English, noting that the members would have long ago been lost to other denominations had it not been for the language barrier. By that time the group possessed "a comfortable little brick house of worship," as well as an eighty-acre farm for the pastor's use. Yet the Mt. Carmel Lutherans, like the congregations in Union County, remained basically leaderless.[47] Neither the North Carolina nor the Pennsylvania missionary tours resulted in the permanent establishment of Lutheran pastors on the Illinois frontier.

In 1843 Pastor Scherer moved from Hillsboro to Mt. Carmel, and he spent the last ten years of his life ministering to the scattered congregations of Wabash County.[48] His pioneering contributions to the church were recognized in 1846, when he was chosen first president of the new Evangelical Lutheran Synod of Illinois, the very creation of which reflected the growth of German-American Lutheranism in the state. His former colleagues in the North Carolina Synod, still maintaining an interest in an organization enfolding so many of its former parishioners, prayed "the blessings of God upon these brethren in their arduous labors to build up the Kingdom of Christ in the 'Far West.'"[49]

Despite Scherer's many new responsibilities and the persistent pressures of serving multiple congregations, he maintained an extensive correspondence with fellow clergymen. When a friend complained of being overworked, for example, Scherer recalled the sage advice of his North Carolina mentor: "It is better to wear out, than to rust out—I have been wearing out ever Since; and am like an old Shreaking Wagen, when rooling over roots and Rocks . . . every joint is tryed to its very utmost."[50]

Scherer's latter years in the Mt. Carmel area were not always happy ones—nor were they well provided for. In 1851, for example, he complained to a fellow clergyman that his family's well had gone dry and that none of his parishioners had offered assistance: "I toald the people, that my support here too fore had been insaficient . . . but here they look sower; and instead of increesing their Subscription some do less." The lack of financial support was not the only point of contention. He felt mortified that his Saturday confirmation classes and preparatory services for the Lord's Supper were not well attended because some parishioners preferred the local horse races.[51]

Discouraged by those attitudes, the

[47] Despite those hardships, the Illinois Lutherans, along with the other pioneer churches of the Synod of the West, won the praise of the *Lutheran Observer*. "Probably no Lutheran Synod in the United States has increased so rapidly, nor displayed more zeal and self-denial than this little band of faithful and untiring brethren," the editor wrote (Jan. 17, 1840, p. 3). *Ibid.*, May 20, 1836, p. 153.

[48] Keller, p. 4; *Life Sketches*, p. 183. No extant documents record why Scherer moved to Mt. Carmel. As this paper has demonstrated, however, the churches of Wabash County repeatedly, but unsuccessfully, requested a permanent pastor. Henry Kramer Hennig, a Gettysburg student, was sent there by the Synod of the West but served only four months during the summer of 1842, having been granted a license on April 17. Hennig's stay was temporary because he regarded himself "incompetent to render as much service in the *German* language as the congregations at that place require,—and that those brethren expected shortly to be supplied with a minister, in pursuance of an arrangement which they had made prior to brother Hennig's visit to them" (*Journal of the Eighth Annual Convention of the Synod of the West*, pp. 10, 28).

aging pastor considered moving out of Wabash County. Churches in Davenport and Muscatine, Iowa, were searching for an "American German" who could preach both German and English, and an assignment to Beardstown, Illinois, was likewise offered. The latter post, however, included teaching responsibilities "all the year," which Scherer said "would be death to me, never having been accustomed to such a confined life."[52] Scherer died unexpectedly before he was able to reach a decision about relocation.

By this time in his long career the hard-working frontier missionary perhaps sensed his work was coming to an end. In March, 1852, just one month before his death, the sixty-year-old Pastor Scherer summarized his Illinois years:

> Permit me to Say, that it has been our lot, as well, as our privilige, to plant the Standerd of Lutheranism in Illinois; and be the first Standerd barers of that branch of the redemers kingdom in this great valley of the Mississippi: which has caust much Labour and money. . . . I have Spint a good Wagen and 4 hourse team, and over 14 or 15 hundred dollers braught to this country with the constent Labour of myself & family for the last 19 years to build up the Church of my fathers & my choise and raise my family. And I sometimes feel as if I were redy to be afford up, as Paul said.[53]

More than a century later, the Illinois Synod of the Lutheran Church in America lauded Scherer as "the patriarch of the Lutheran church in Illinois." It further described him as "a true and warm-hearted Lutheran, an able preacher in both the German and English languages . . . [who] did an immense amount of missionary work over half the state—all 'at his own expense' . . . always on horseback, visiting our scattered people and preaching the Gospel of Jesus Christ to them. . . . Both the Missouri Synod and the United Lutheran Church in Illinois owe a debt of gratitude to this self-sacrificing missionary, . . . [who] had to earn his living by farming, and for a while kept a store."[54]

Despite the many wearying years Scherer spent riding the Hillsboro-Jonesboro-Mt. Carmel circuit, the American roots of German Lutheranism did not reach as deeply or spread as widely as he and his contemporaries had hoped. His denomination faced two important problems not shared to the same extent by Methodists and Baptists—both of whom fare much better on the pages of Illinois religious history than do the Lutherans. First of all, Lutheran synods insisted upon some degree of theological training and doctrinal conformity, which effectively eliminated developing a completely home-grown clergy. To solve that problem Scherer struggled to establish a seminary in Illinois. Without an ordained local leadership and sufficient support from the East, thousands of Lutherans drifted from the faith of their fathers. One writer claimed that the real problem was not raising money but finding well-trained pastors. "It is plain that we have them not to

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[49] The Synod of the West was amicably dissolved in 1846 into three parts, one of which became the Evangelical Lutheran Synod of Illinois. Boatman, "Our Southern Conference," p. 7. For the various synodical alignments, see Robert C. Wiederaenders and Walter G. Tillmanns, *The Synods of American Lutheranism* (St. Louis: Lutheran Historical Conference, 1968), pp. 81–82. Many of the German immigrants arriving in Illinois during the 1840s banded together to form the Lutheran Church–Missouri Synod in 1847. More details about the founding of that body as well as the organization of its pioneer congregations in Illinois are found in August R. Suelflow, *The Heart of Missouri: A History of the Western District of the Lutheran Church–Missouri Synod, 1854–1954* (St. Louis: Concordia Publishing House, 1954).

[50] Scherer to Springer, n.d., but marked received by Springer on April 7, 1851, Springer Papers.

[51] Scherer to Springer, Oct. 6, 1851, *ibid.*

[52] Scherer to Springer, March 2, 1852, *ibid.*

[53] *Ibid.*; Scherer died in Wabash County on April 4, 1852, and is buried there. Sanders, *Scherer Family*, p. 47.

[54] *Life Sketches*, p. 183.

spare in this country, and even if we had, it does not follow that they would be qualified for this enterprize." The writer's specific qualifications raise an important second point. He said, "They ought either to be native Germans or able to speak the language with perfect correctness, free from all American admixture; they ought to be well educated men."[55] While the Lutherans sought "well educated men" fluent in German, the Methodists and Baptists were already busy in the field!

Thus the Lutheran church became deeply ensnarled in a web of language and ethnicity that severely hampered denominational growth. Even a cursory reading of missionary instructions, which specifically direct preachers to seek out German communities in the West, validates the accusation that Lutherans were concerned only with Germans and descendants of Germans. Why were some denominations so successful in establishing new churches on the frontier? One correspondent to the *Lutheran Observer* correctly suggested that Methodists and Presbyterians "do not stop to enquire whether there be any English or Scotch at the West, like we do whether there be any Germans, but they dispatch their men with instructions *to hew their own timber.*—Let the Lutheran church do the same[,] for the moral timber with which this Western country abounds, is as free for our use as for theirs."[56]

The language problem was further compounded by synodical allegiances and by personal, state, and nationalistic rivalries—to say nothing of the theological and liturgical disputes that divided German Protestants into conservative and moderate camps. Even Daniel Scherer, who worked so hard for a unified Lutheran church in Illinois, could still write in 1852, after an absence of twenty years from his native state, about "one of my churches in NC."[57]

In spite of such handicaps the Lutheran church did grow and prosper in Illinois before the Civil War. New congregations emerged every year during the 1840s, and most of them still exist today. They serve as a living reminder that American Lutherans actively paved the way in Illinois for the incoming flood of Old World Germans. The responsibility for laying that foundation basically rested upon the shoulders of one man. Thus, when the Illinois history textbooks now being used are revised it is hoped that—as John Mason Peck, Peter Cartwright, and Philander Chase move across the pages of the state's pioneer period organizing Baptist, Methodist and Episcopal churches—future writers will also include the untiring work of a trail-blazing American-born German Lutheran pastor, Daniel Scherer of North Carolina.

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[55] *Lutheran Observer*, Nov. 15, 1839, p. 3.
[56] *Ibid.*, Aug. 7, 1835, p. 198.
[57] Scherer to Springer, March 2, 1852, Springer Papers.

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

July 6, 2005

Mr. Patrick Andrus
Keeper of the National Register
National Parks Service
1201 Eye Street, N.W.
8th Floor
Washington, DC 20005

Mr. Andrus:

The FAA has reviewed the materials submitted to you on June 24, 2005 by the Illinois Historic Preservation Agency (IHPA) regarding additional information on the significance of St. Johannes Cemetery. Specific responses to the IHPA Request for Reconsideration are addressed below.

IHPA Request for Reconsideration 1: IHPA states that St. Johannes Cemetery does not meet Criterion Consideration D. IHPA states that "Generally the cemeteries that are considered eligible possess architectural or artistic value."

FAA Response 1: National Register Bulletin Number 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places Criterion Consideration D, also states that a cemetery is eligible if it derives its primary significance from association with historic events, from age and distinctive design features.

As discussed in the (DOE), St. Johannes Cemetery possesses important historic associations from Addison Township's early period of settlement dating from 1836 as the first land claims were established in Northeast Illinois. Early DuPage County histories from 1857, 1877, 1882 and 1913 all mention St. Johannes and the church membership as pivotal to the history of DuPage County which is strongly ethnic German. In particular St. Johannes' history is inextricably tied with the development of the "The German Evangelical Synod" of Missouri, Ohio and other states (Missouri Synod). This synod is still active and historically shaped the German ethnic frontier. St. Johannes' history is also inextricably tied to a controversy between the rationalists and the rise of the *Evangelischer Kirchenverein des Westens* (Evangelical Church Society of the West). St. Johannes' historic associations with these two national events reflect the Addison Township and DuPage County's early period of settlement. The St. Johannes parish was also involved in the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois. The home is an excellent example of the German *vereins* or organization that was formulated by the German ethnic community that was

social welfare safety net prior to government programs. These events are of transcendent importance to the development of German ethnic communities throughout the United States.

Fred Fedderke, Carl Schwerdfeger, and Gerhard Landwehr also purchased claims in Addison Township in the time period between 1842 and 1845. A The Franzen, Fedderke, Schwerdfeger, Landwehr, Landmeir and Korthauer families all established early land claims in Northeast Illinois, established businesses, farmsteads and played pivotal roles establishing DuPage County, Addison Township and the Town of Bensenville. All these settlers are mentioned in the 1877, 1882 and 1913 Histories of DuPage County. Although many of these histories were written after the fact, the collective memory still highlights these individuals as transcendental pioneer families in Addison Township. These families are buried in St. Johannes Cemetery and played transcendental roles in the region.

As stated in the DOE, St. Johannes Cemetery is distinctive as an example of a pioneer ethnic German cemetery whose ethnicity is constant through time with headstones epitaphs inscribed in the German language and mortuary art indicative of German traditions. Epitaphs and mortuary art with a nature theme, indicative of German iconography, are suggestive of imported ideas on trends and philosophy popular in the East and also that were probably imported from the Hannover region in Germany. The nature theme of German mortuary art specifically illustrated with a proliferation of trees, vines, flowers and branches. The sense of sorrow and loss themes in German ethnic mortuary art is also present.

Specifically, St. Johannes meets the justification under Criteria Consideration D, as the cemetery is one of the last physical embodiments of the burial customs, artistic expressions and folkways of the earliest German settlement areas in Northeast Illinois. The German ethnic community is not well documented physically as many of the structures relating to the settlement have been obliterated on the landscape. The cemetery also possesses important historic associations from Bensenville's, Addison Township's and DuPage County's early settlement. No other German ethic cemeteries from Illinois or in surrounding States are known to be listed on the NR and, in general, frontier German ethnic cemeteries do not seem to be well documented or researched in the Midwest or the nation.

IHPA Request for Reconsideration 2: Under Criterion A, the events or trends associated with the cemetery must be clearly important and clearly linked to its historic context.

FAA Response 2: As discussed in the DOE, St. Johannes' history is inextricably tied with the development of the "German Evangelical Synod" of Missouri, Ohio and other states (Missouri Synod). This synod is still active and historically shaped the German ethnic frontier. St. Johannes is also inextricably tied to a controversy between the rationalists and the rise of the *Evangelischer Kirchenverein des Westens* (Evangelical Church Society of the West). St. Johannes' association with these two national events reflects the Addison Township and DuPage County's early period of settlement. The St. Johannes parish was also involved in the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois. The home is an excellent example of the German *vereins* or organization that was formulated by the German ethnic community that was a social welfare safety net prior to government programs. These events are of transcendent importance to the development of German ethnic communities.

IHPA Request for Reconsideration 3: Under Criterion B, the persons associated with the cemetery must be of transcendent importance.

FAA Response 3: Under Criterion B, cemeteries, as well as graves, may be eligible. For instance, Forestvale Cemetery in Montana is one of the many National Register cemeteries that contain the graves of numerous persons who made outstanding contributions to the history of the State or the area in which their graves are located.

As discussed in the DOE, St. Johannes contains graves of a number of settlers of outstanding importance whose activities shaped the course of events in the local and State history. John Gerhard Landmeir was the original community member who partnered with Francis Hoffman to build the original church. Landmeir is noted in Reverend Cachand's church book as early as 1838. John Henry Franzen arrived in the area in 1835, was married by Cachand in 1838 and took communion with him before he died in 1839. Franzen was Addison Township Supervisor from 1859-1860. Both Landmeir and Franzen purchased land in 1842 and 1843, the earliest time period where land claims were available for purchase. Franzen and his brothers established the Bank of Franzen Brothers in 1900; the bank was changed to a State bank in 1911 and renamed the First State Bank of Bensenville. Fred Fedderke, Carl Schwerdtfeger, and Gerhard Landwehr also purchased claims in Addison Township in the time period between 1842 and 1845. These settlers are mentioned in the 1877, 1882 and 1913 Histories of DuPage County as well as local sources. Many of these histories were written after the fact, but the collective memory still highlights these individuals as transcendental pioneer families in Addison Township. These men are buried in St. Johannes.

A letter from the cemetery representatives highlights the achievement of the Henry Korthauer, William Kolze and Duntemann families who are buried in St. Johannes. These settlers are no less important than those noted in the paragraph above. In summary, Henry Korthaeur established the committee to explore the possibility of incorporating the Town of Bensenville. Korthaeur was the Addison Township Supervisor from 1876-1888, the Clerk of the Village of Bensenville Trustees from 1884-1892, President of the Board of Trustees from 1892-1897, Village Trustee from 1900-1913 and a charter member of the Bensenville Volunteer Fire Department. William Kolze was a prominent land owner, official in the Township and County government and was involved in a number of early Illinois legal cases. W.F. Duntemann served as an officer and on the Board of Directors of the First State Bank of Bensenville.

William Boerner was one of the thirteen pastors of the Northern Illinois District of the German Evangelical Synod, who met to discuss the establishment of the German Evangelical Orphan and Old Peoples Home Association of Northern Illinois that was built in Bensenville in 1895. This home was active until 1978 and was a vital German ethnic social service organization. Boerner is buried in St. Johannes Cemetery.

All of these individuals noted above contributed significantly to the establishment of DuPage County, Addison Township and the Village of Bensenville as a German ethnic community in Northeastern Illinois and all are buried in St. Johannes.

IHPA Request for Reconsideration 4: Most of the cemeteries that are listed in Illinois are recognized for their designed historic landscape, or artistic or architectural qualities under Criterion C.

4

FAA Response 4: Criterion C includes properties that have distinctive characteristics of a type, period or method of construction.

As stated in the DOE, St. Johannes Cemetery is distinctive as an example of a pioneer ethnic German cemetery whose ethnicity is constant through time with headstones epitaphs inscribed in the German language and mortuary art indicative of German traditions. Epitaphs and mortuary art with a nature theme, indicative of German iconography, are suggestive of imported ideas on trends and philosophy popular in the East and also that were probably imported from the Hannover region in Germany. The nature theme of German mortuary art specifically illustrated with a proliferation of trees, vines, flowers and branches. The sense of sorrow and loss themes in German ethnic mortuary art is also present. German ethnicity is apparent from the names of the interred, Duntemann, Scharringhaussen, Herman as well as *muter, vater, kinder* (mother, father, children) inscribed on the headstones. Typical inscriptions might read as "*Ruhe in frieden ich habe dich je geliebet darum habe ich dich su mir gezugen aus later guete*" roughly translates as "I loved you ever and ever therefore, I have you to me against pure goodness."

Particularly, St. Johannes Cemetery embodies the folkways, burial customs and artistic traditions of ethnic German Protestants, who as a group are no longer visible on the landscape.

We request that you review the FAA information included above and the June 24th IHPA submittal to make the final determine if St. Johannes Cemetery is eligible for listing on the National Register of Historic Places.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.
William L. Wheeler and Anne E. Haaker; Illinois Historic Preservation Agency
Brian Goeken; Chicago, Deputy Commissioner, Landmarks Commission
Terry Schaddel; Illinois Department of Transportation

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 25, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Rest Haven Cemetery Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Cc: Patrick W. Johnson; Assistant United States Attorney
Joseph V. Karaganis; Karaganis, White & Magel Ltd.

JUN-24-2005 16:53 IL HISTORIC PRES AGY 217 782 8161 P.01/01

Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Voice (217) 782-4836 Teletypewriter Only (217) 524-7128

www.illinois-history.gov

Various Counties
Bensenville
Rest Haven Cemetery Draft Determination of Eligibility
Irving Park Road, Rest Haven Cemetery
IHPA Log #017071504

June 24, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the draft determination of eligibility for Rest Haven Cemetery which was received by our office on May 26, 2005. We understand that if we disagree with FAA's opinion of eligibility, the FAA policy requires that the documents be forwarded to the Keeper of the National Register for a final decision. As we take this obligation on our part very seriously, we want to be very thorough in our response to the FAA.

In assessing significance of a property, it is important to understand the specific context that is being applied to evaluate the resource. Then, within that context comparisons of significance and integrity need to be made with like resources. As such, before we complete our review of this cemetery's significance it is important to understand the context, or contexts, used by the FAA. A bibliography or source notes will be helpful to us to understand what information was relied upon. In the little time we have had to do research, we have found information that would contradict the findings of the report. If we have a bibliography then we can better understand the assertions within the report.

We understand that the FAA is in a tight timeframe moving towards the environmental record of decision, and we will complete our review as quickly as possible, however, more information is needed and a slight delay will save time down the road.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Division
Michael Boland, O'Hare Modernization Program

TOTAL P.01

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 27, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 24, 2005 requesting a bibliography for the Draft Determination of Eligibility for Rest Haven Cemetery. We are providing you with the following information in response to your request.

BIBLIOGRAPHY and SOURCES CONSIDERED

Andreas, Alfred Theodore
A History of Cook County, Illinois, From the Earliest Time to the Present, Chicago: 1884.

Baird, Scott
Language Codes in Texas German Graveyards. Association for Gravestone Studies Journal, IX: 216-256.

Barrington Area Library
Bensenville Cemeteries, Evangelical United Brethren (Rest Haven) Cemetery, June 3, 2004.

Bateman, Newton and Paul Selby
Historical Encyclopedia of Illinois, Cook County Addition. Chicago: Munsell Publishing Company, 1905.

Historical Encyclopedia of Illinois and History of DuPage County. Chicago: Munsell Publishing Company, 1913.

Bethany United Methodist Church
History of the Church, June 3, 2004.

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 15, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Geodesic Dome Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Illinois Historic
Preservation Agency

Voice (217) 782-4836
1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Teletypewriter Only (217) 524-7128

DuPage County
Bensenville
Geodesic Dome Draft Determination of Eligibility
225 Garden Ave.
IHPA Log #017071504

May 3, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the information you have provided concerning the above referenced project.

In our opinion, the structure lacks sufficient significance for listing on the National Register of Historic Places.

This letter does not constitute a State Historic Preservation "Sign-off" on the project for the purposes of Section 106 of the National Historic Preservation Act of 1966, as amended.

If you have any further questions, please contact Cody Wright, Cultural Resource Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 22, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Gas Service Station Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Voice (217) 782-4836 Teletypewriter Only (217) 524-7128

Various Counties
Bensenville
Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare Modernization Program
309 E. Irving Park Road, Gas Service Station
IHPA Log #017071504

May 10, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Gas Service Station Draft Determination of Eligibility report.

Our office concurs with your Agency's draft determination of eligibility for the above referenced property. This property may be eligible for listing on the National Register of Historic Places.

If you have any questions, please contact Cody Wright, Cultural Resources Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

April 25, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Green Street School Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • Voice (217) 782-4836 Teletypewriter Only (217) 524-7128

Various Counties
Bensenville
Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare Modernization Program
115-119 Green Street, Green Street School (Bensenville Public School)
IHPA Log #017071504

May 10, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Green Street School Draft Determination of Eligibility report.

Our office concurs with your Agency's draft determination of eligibility for the above referenced property. This property may be eligible for listing on the National Register of Historic Places.

If you have any questions, please contact Cody Wright, Cultural Resources Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 2, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated May 10, 2005 indicating that the Green Street School may be eligible for listing on the National Register of Historic Places. The City of Chicago's proposed O'Hare Modernization Program would require the removal of the top 9.1 feet of the building's tallest chimney because it would penetrate the Terminal Instrument Procedures (TERPS) surfaces for the proposed Runway 10R. The FAA believes that this proposed chimney lowering would constitute not an adverse impact to the historic nature of the structure and would like to know if the Illinois Historic Preservation Agency concurs with that finding. This proposed chimney lowering activity would only occur if the City's proposal was approved in the FAA's issuance of a Record of Decision.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 20, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Charles Schwerdtfeger Farmstead Draft Determination of Eligibility*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

JUN-22-2005 16:49 IL HISTORIC PRES AGY 217 782 8161 P.01

Illinois Historic
Preservation Agency

Voice (217) 782-4836
1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128
www.illinois-history.gov

Various Counties
Bensenville
Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare Modernization Program
East Irving Park Road, Nursery/Charles Schwerdtfeger Farmstead
IHPA Log #017071504

June 22, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the FAA's draft determination of eligibility for the National Register of Historic Places for the Charles Schwerdtfeger Farmstead.

At this time, there is not sufficient documentation to support eligibility for either criterion "b" or "c". We ask that the FAA provide with more detailed documentation to allow us to better understand the claims made in the report. Specifically, we require the further additional information:

1. There are several sources cited in the text of the report that are not included in the bibliography.
2. The consultant should provide evidence of having checked with state, county and local historical societies and commissions for contextual information concerning the transcendent importance of the Schwerdtfeger family in Addison Township history. A review of the 1877 History of DuPage County does not mention this family as one of the pioneering families of Addison Township.
3. What did Charles Schwerdtfeger accomplish to distinguish himself in the settlement or development of Addison Township or DuPage County?
4. Please document the statement, other than solely through membership in a Protestant church, that Charles Schwerdtfeger "participated in the evolution of the Protestant Churches in Northeastern Illinois".
5. The consultant should provide a context for evaluation of the house. What sources were checked to support the statement that this is one of the few remaining examples of this architectural type in Northeast Illinois? How is Northeast Illinois defined by the consultant?
6. Why is continual occupation by the same family significant? How does that apply toward National Register eligibility? How many other centennial farms are there in Northeast Illinois (as the consultant defines that term)?
7. How many upright and wing houses remain in Northeast Illinois? How many 1840's residences remain in Northeast Illinois?

1

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JUN-22-2005 16:49 IL HISTORIC PRES AGY 217 782 8161 P.02

8. How was the period of significance chosen? How was it determined that the side gable was constructed as an addition in 1868 and why is it not considered significant?

We appreciate your attention to answering these questions and as soon as we receive a response we will complete our review of this property in a prompt manner and inform you of the results.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program

2

TOTAL P.02

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 24, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 22, 2005 indicating that the IHPA felt that there was "not sufficient documentation to support eligibility for either criterion 'b' or 'c'." We are providing you with the following information in response to your eight requests.

IHPA Request 1: There are several sources cited in the text of the report that are not included in the bibliography.

FAA Response to Request 1:

Andreas, Alfred Theodore
A History of Cook County, Illinois, From the Earliest Time to the Present, Chicago: 1884.

Bird, Catherine M.
Chicago O'Hare International Airport O'Hare Modernization Program, MARS, Inc. Archaeological Survey Work, 2002.

Blanchard, Rufus
History of DuPage County. Chicago: O.L. Baskin & Co., 1882.

Crowe, Richard, M. Louik, L. Petkevich, C. Prusank, A. Kraus, and C. Livermore
Historic City: Settlement of Chicago. Department of Development and Planning, Chicago, 1976.

Mansberger, Floyd and C.W. Markman
Historic and Prehistoric Sites within the Elgin-O'Hare (FAP-426) Highway Corridor, Preliminary Report to IDOT, 1985.

Nelson, Ronald E. (editor)
Illinois: Land and Life in the Prairie State. Kendall/Hunt, Dubuque, 1978.

Pierce, Bessie Louise
A History of Chicago Volume 1 The Beginning of a City 1673-1848. Alfred Knopf, London, 1937.

Rees, James
Map of the Counties of Cook and DuPage, the east part of Kane and Kendall, the north part of Will, State of Illinois, 1851.

Wiss, Janney, Elstner Associates, Inc.
Will County Rural Historic Structural Survey, 2005.

IHPA Request 2: The consultant should provide evidence of having checked with state, county and local historical societies and commissions for contextual information concerning the transcendent importance of the Schwerdtfeger family in Addison Township history. A review of the 1877 History of DuPage County does not mention this family as one of the pioneering families of Addison Township.

IHPA Request 3: What did Charles Schwerdtfeger accomplish to distinguish himself in the settlement or development of Addison Township or DuPage County?

FAA Response to Requests 2 and 3:

A full background literature and documents search was conducted to determine whether the Schwerdtfeger Farmstead was a known architectural resource. The literature and documents search included National Historic Landmarks, National and State Registers, the Historical Architectural and Archaeological Resources Geographic Information System (HAARGIS), the Illinois Archaeological Site Recording Forms, the DuPage County Cultural and Historical Inventory, the Commission on Chicago Landmark files (the City of Chicago corporate boundaries historically changed and the farmstead is now within the City of Chicago boundaries) and the Bensenville Historical Commission files. The Schwerdtfeger Farmstead is not currently listed as a National Historic Landmark, National or State Register site, a HAARGIS site, a DuPage County historical site and it is not listed by the Commission on Chicago Landmarks. The background literature search did reveal that the farmstead was assigned an Illinois Archaeological Site number, 11DU74 in 1985. The farmstead was recorded as part of an investigation for the Elgin-O'Hare Highway Corridor. The farmhouse was described as a two-story brick house with an 1850'was recommended for avoidance in 1985. The farmstead was revisited in 2002 as part of the O'Hare OMO project and the report indicated that site may be eligible for listing on the National Register of Historic Places under Criterion C. The Bensenville Historical Commission acknowledged that the Schwerdtfeger family is a known early family in Bensenville. Finally, the Schwerdtfeger Farmstead was recognized as a local site of historic interest in Department of Transportation, Federal Aviation Administration Draft Section 4(f) and Section 6(f) Evaluation released for review in May 2005.

The Newberry Library and the Bensenville Public Library also contained Histories of DuPage County dating from 1857, 1877, 1882 and 1913 that were reviewed. Rufus Blanchard's History of DuPage County published in 1882 mentions the Schwerdtfeger family. This history was written forty years after the arrival of Charles in Addison Township, but the collective memory still highlights Charles and his son August as transcendental pioneer families in Addison Township.

Charles Schwerdtfeger arrived in the United States in 1833. He first settled in Dearborn, Indiana and relocated to Addison Township around 1840. He purchased 160 acres of land in

Section 13 where the farmstead is located on July 8, 1842 for a total price of $100.00. Charles married Catharine Franzen, daughter of Barney H. Franzen. He settled the farmstead which consisted of one hundred and twenty acres of prairie and sixteen acres of timber. Charles died by 1878 and his son August assumed ownership of the farmstead.

Catharine Schwerdtfeger nee Franzen was part of family who in their own right played an important role in the early development of Bensenville. Her father Barney H. Franzen arrived in 1833. He is mentioned in the 1882 History of DuPage County bibliographic sketches in the context of his son, J.H. Franzen. J.H. Franzen by 1847 established a brick factory and flax mill, William Franzen was Village President in 1901, and Vice-President from 1898-1913 and 1919-1921, C.A. Franzen was the Clerk of the Committee organized to study the incorporation of Bensenville, was Village President from 1888-1891, and operated the local coal, lumber yards and the feed store. A.W. Franzen established the Bank of Franzen Brothers in 1900 which was became the First State Bank of Bensenville in 1911.

August Schwerdtfeger was on the original committee organized by Henry Korthaeur to incorporate the Village of Bensenville. He played a role in the subdivision of the community as he added nine lots to Brettman's subdivision in 1905. August was a member of the Village of Bensenville Board of Trustees from 1885-1887, 1896-1898 and was a member of the fire department from 1895-1915. He was a member of St. Johannes Church in 1899, as was his brother Carl and his nephew Carl.

Charles, August and Carl Schwerdtfeger distinguished themselves as farmers whose development parallels changes in the commercial and manufacturing linkages that were developed between Chicago and the Midwest Hinterland. The decentralization of Chicago as the urban core is also reflected in the development of the farmstead. Specifically, the agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming. By the mid-1930's, greenhouses became a vital part of Bensenville's economy which is reflected in the farmstead's usage as a nursery (as noted in the Mansberger report).

Charles is an early German settler and was an important player in the establishment of the Village of Bensenville, the surrounding communities, and DuPage County. He is affiliated with St. Johannes Church and Cemetery which played a pivotal role in the development of German ethnic settlement and religion development in the Midwest. Charles, August and Carl all distinguished themselves, not only as early pioneer settlers in Addison Township, but also as innovative German farmers that were able to reconfigure their farmstead to change with the overall economy.

IHPA Request 4: Please document the statement, other than solely through membership in a Protestant church, that Charles Schwerdtfeger "participated in the evolution of the Protestant Churches in Northeastern Illinois."

FAA Response to Request 4:

Charles Schwerdtfeger is credited in the History of the United-Evangelical St. John Church in Addison on the occasion of their 50th Jubilee as a charter founding member of the church. Schwerdtfeger was an elder and trustee of the church from 1857-1858 and 1860-1862. He is an early German settler and was an important player in the establishment of the Village of Bensenville, the surrounding communities, and DuPage County. He is affiliated with St.

Johannes Church and Cemetery played a pivotal role in the development of German ethnic settlement and religion development in the Midwest. He is buried in St. Johannes Cemetery.

Charles Schwerdtfeger as a member of St. Johannes Church was affiliated with Francis Arnold Hoffman. Francis Arnold Hoffman is credited with establishing the mother-church of Bensenville. The mother-church eventually became the first of three major congregations in or around Bensenville. This mother-church of Bensenville was the German United Reformed Lutheran Church of Dunklee's Grove. A series of local and regional theological schisms that paralleled national schisms created a split in this mother-church congregation. A portion of the mother church congregation was to become Zion Lutheran Church, a member of the Lutheran Church-Missouri Synod. The other portion of the mother-church congregation was to become St. John's Church.

By the end of 1848, the Schale families and some of their friends from Hannover formed the *Ver. Evangelische St. Johannes-Gemeinde* (St. John's United Evangelical Church of Addison in DuPage County). These families included the Charles Schwerdtfeger family. This German congregation became a member of the newly formed Evangelical Synod. One of the goals of the Evangelical Synod was to encourage their churches to accept as communicants all baptized Christians and to practice open communion. This was the major contention that had led to the split with the Lutherans of the Missouri Synod.

In 1919, St. Johannes became a member of the Evangelical Synod of North America (a different entity than the 1848, Evangelical Synod). At an annual meeting on January 3, 1945, the congregation voted and became St. John's Evangelical Church, Addison Township, in DuPage County. This was recorded in the Wheaton courthouse and Church's constitution was revised.

In 1934, the Evangelical Synod of North American united with the General Synod of the Reformed Church at Cleveland, Ohio to become the Evangelical Reformed Church. In 1957, the Evangelical Reform and Congregational Christian Churches merged to become the United Church of Christ. The North Illinois Synod of the Evangelical Church and Reformed Church, of which St. John's was a member, joined the merger in 1962. Though this merger at first glance seems unlikely, the two groups were not far apart. Both groups emphasized education and their concern for the role of God in human affairs. They differed in their interpretations of Christ's truth. Both held high regard for congregational freedom while acknowledging a need for organization and strong programs. This merger was considered in keeping with the original mission of St. John's as a church for all Christians. Thus in 1965, the church was renamed St. John's United Church of Christ.

Reverend Lowell Zuck, of the Eden Theological Seminary, the Archives of Eden curator, a repository of the Evangelical Synod, noted in a personal communication that the Chicago area Evangelical history is extremely confusing and not well documented because of several Evangelical predecessors' attempts at organization. Any development of Chicago area Evangelical history, he noted would be significant. Any information gathered on specific families involved in the evolution of the Protestant church in Northeastern Illinois may contribute to the understanding of the individual role to this evolution.

IHPA Request 5: The consultant should provide a context for evaluation of the house. What sources were checked to support the statement that this is one of the few remaining examples of this architectural type in Northeast Illinois? How is Northeast Illinois defined by the consultant?

5

FAA Response to Request 5:

Northeast Illinois is defined as Lake County on the northeast, Kankakee County on the southeast, McHenry County on the northwest and LaSalle County on the southeast. These designations are based on the Places of the Past map as depicted on the website, www.IllinoisArchaeology.org.

The context for evaluation of the Schwerdtfeger farmstead is based on a review of a variety of different sources: Illinois Archaeological Site Recordation Forms, Archaeological Research Incorporated survey files, HAARGIS Rural History Surveys, County Land Use Data.

IHPA initiated a program in 1992 that required a trinomial archaeological site number (using the Smithsonian Institution Trinomial System) be assigned to any evidence of human occupation over 50 years of age. The trinomial archaeological site number is assigned by the Site File Administrator at the Illinois State Museum. Standing farmhouses, homesteads and rural main street structures also may be assigned coded identification numbers as part of rural or county history surveys and block developer projects. A baseline review of standing farmhouses reported and determination of significance was conducted. The review was not subject to a statistical evaluation; however, the number of farmhouses recorded in relationship to the corresponding number of significant farmhouses appeared to be low. This relationship between recorded farmhouses and significant farmhouses is represented in the survey files of Archaeological Research Incorporated. Informal discussions with IHPA cultural resources manager also indicate that IHPA noted a diminished representation of farmhouses across Northeast Illinois.

Rural history surveys for Northeast Illinois were also reviewed. There are numerous instances of farmhouses noted in the rural history surveys for Northeast Illinois and recorded by ARI in the context of developer projects that were determined not eligible. It should be noted that these farmhouses were various architectural styles, not just upright and wing farmhouses.

County Land Use Evaluations were also reviewed, a primary example is the Will County Rural Historic Structural Survey conducted by Wiss, Jenney, Elstner Associates, Inc. in 2005. This intensive survey documented 405 farmhouses in Will County in six civil townships. A total of 87 upright and wing farmhouses were identified and a total of 2 German farmhouses were identified.

IHPA Request 6: Why is continual occupation by the same family significant? How does that apply toward National Register eligibility? How many other centennial farms aire there in Northeast Illinois (as the consultant defines that term)?

IHPA Request 7: How many upright and wing houses remain in Northeast Illinois? How many 1840's residences remain in Northeast Illinois?

FAA Response to Requests 6 and 7:

The Illinois Department of Agriculture has administered the Illinois Centennial Farms Program since 1975. To qualify as a centennial farm, a farm must have been "…owned by a straight or

collateral line of descendants of the original owner for at least 100 years."[1] The Will County Rural Historic Structural Survey utilizes the centennial farm program as "another measure of recognition."[2] The continuous and long length of time allows the researcher to reconstruct the daily life of one ethnic family in social context. This is further discussed under IHPA Request 8.

There are approximately 7,200 Illinois farms designated as centennial farms since the program's inception in 1972.

TABLE 1: Centennial Farms located by County and Date

COUNTY	Cook	DuPage	Kane	Lake	McHenry	Will
Number of Farms	17	5	38	13	26	106
Number of pre-1842 Farms	3	0	2	0	1	9

A scan of the centennial farms that pre-date 1842 (the purchase date of the Schwerdtfeger farmstead) reveals that none of the owners appear to be German. More importantly, there are only five known centennial farms located in DuPage County and none were established as early as the Schwerdtfeger farmhouse.

The search for known farmhouses in Bensenville was undertaken as well. The Fisher house and the Korthaeur log house represent German ethnic construction. However, the Korthaeur log house was removed from its original location. The Fisher house is a wooden clad house representing a different type of construction. The Schwerdtfeger farmhouse presents a unique opportunity to examine the evolution of farms from an individual and ethnic perspective over a one hundred year time span.

County Land Use Evaluations were also reviewed, a primary example is the Will County Rural Historic Structural Survey conducted by Wiss, Jenney, Elstner Associates, Inc. in 2005. This intensive survey documented 405 farmhouses in Will County in six civil townships. A total of 87 upright and wing farmhouses were identified and a total of 2 German farmhouses were identified.

HAARGIS was also scanned for known upright and wing farms located in Northeast Illinois. A total of six upright and wing farms are noted in Kane, Cook, McHenry and Will Counties.

IHPA Request 8: How was the period of significance chosen? How was it determined that the side gable was constructed as an addition in 1868 and why was is it not considered significant?

FAA Response to Request 8:

The period of significance is based on the continuous length of time that the Schwerdtfeger family owned the farmstead. The continuous and long length of time allows the researcher to reconstruct the daily life of one ethnic family in social context. Charles, August and Carl Schwerdtfeger distinguished themselves as farmers whose development parallels changes in the commercial and manufacturing linkages that were developed between Chicago and the Midwest Hinterland. The decentralization of Chicago as the urban core is also reflected in the

[1] Illinois Centennial Farms Program application form, Illinois Department of Agriculture.
[2] Wiss, Jenney, Elstner Associates, Chapter III-3.

development of the farmstead. Specifically, the agricultural bent of Bensenville changed between 1860 and 1880 from diversified subsistence farming to specialized cash crops, then to commercial dairy farming. By the mid-1930's, greenhouses became a vital part of Bensenville's economy which is reflected in the farmstead's usage as a nursery (as noted in the Mansberger report.

The date of the side addition is based on prior archaeological reports. The addition is considered to be significant as the vernacular architectural style evolved over time. For instance, the addition of the side gable in 1868 may be in response to progressive social ideals in relationship to changing roles of children, home making and women, not to mention changes in status due to land acquisition, technological change, and crop or livestock production. The Schwerdtfeger farmhouse provides a unique opportunity to examine how religious activities, education, mail service, automobiles, electricity, radios, telephones, and televisions affected farm life.

If you have any questions or need any further information, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

U.S. Department
of Transportation
Federal Aviation Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

May 20, 2005

Mr. Cody Wright
Cultural Resource Manager
Preservation Services
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Mr. Wright:

Enclosed you will find a copy of a document entitled, *Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures*.

We request that you consider this report draft. It is the FAA's understanding that before any documents are considered final drafts, you would like to review them and make comments before the document is made public. I would encourage you to do so with this document. Comments you make will be incorporated into a final (public) draft after we receive your review letter.

If you have any questions, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

JUN-23-2005 16:52 IL HISTORIC PRES AGY 217 782 8161 P.01/01

Illinois Historic Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Voice (217) 782-4836
Teletypewriter Only (217) 524-7128
www.illinois-history.gov

Various Counties
Various Locations
Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare Modernization Program
IHPA Log #017071504

June 23, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures. Before we comment on the Draft, we need to have the following structures evaluated for National Register eligibility:

Building Name	Building Number
Rotunda	250
H & R Plant	450
O'Hare Hilton	405

Once we have received this documentation, we will complete our review and inform you of the results.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Division
Michael Boland, O'Hare Modernization Program

TOTAL P.01

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

June 27, 2005

Ms. Anne E. Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Old State Capitol
Springfield, IL 62701

Ms. Haaker:

We received your letter dated June 23, 2005 indicating that the IHPA was requesting that the Rotunda Building (Building Number 250), H & R Plant (Building Number 450), and O'Hare Hilton (Building Number 405) be evaluated for National Register eligibility. Per a subsequent discussion I had with you on June 24, 2005, it is now FAA's understanding that the IHPA's request is no longer applicable, as there are no proposed impacts to these structures under any of the alternatives evaluated in the Draft O'Hare Modernization Environmental Impact Statement.

If you have any questions or need any further information to complete your review of the Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures, please feel free to call me at (847) 294-7354.

Sincerely,

Amy B. Hanson

Amy B. Hanson
Environmental Protection Specialist
Chicago Airports District Office
Federal Aviation Administration

cc: Terry Schaddel, Illinois Department of Transportation
Michael Boland, O'Hare Modernization Program
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Commission

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Results of Phase I Standing Structure Investigation of S.W. Parcel of the O'Hare Modernization Program
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July 14, 2005

Amy Hanson
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

We have reviewed the Draft Architectural Investigation and Determinations of Eligibility for On-Airport Structures. Based on that information and additional information supplied June 28, 2005, it is the opinion of the State Historic Preservation Office (SHPO) that no structures of historic or architectural significance "on-airport" will be affected by the O'Hare Modernization Program.

This includes 3 properties which the FAA considers eligible: the I.M. Pei Control Tower, the Helmut Jahn-designed United Terminal and the CTA Transfer Station. Based upon guidance from the National Register of Historic Places concerning application of Criterion "G", the Illinois SHPO must disagree with this opinion. We are enclosing National Register guidance on a building in Chicago designed by I.M. Pei that will be of interest to you.

If the FAA still wishes to consider these structures eligible and decides to go to the Keeper for a formal determination, please inform our office and we will provide more substantive comments.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy state Historic
Preservation Officer

Cc: Terry Schaddel, Illinois Department of Transportation
Brian Goeken, Chicago, Deputy Commissioner, Landmarks Division
Michael Boland, O'Hare Modernization Program

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: University Apartments

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Cook

DATE RECEIVED: 10/28/04 DATE OF PENDING LIST: 11/19/04
DATE OF 16TH DAY: 12/04/04 DATE OF 45TH DAY: 12/11/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001301

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	Y
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Return

REVIEWER Boland DISCIPLINE Historian

TELEPHONE _____ DATE 12/10/04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

University Apartments
Cook County, IL

National Register Comments:

The National Register is returning the nomination for University Apartments because we have questions before we can complete our evaluation. As you know, properties that have achieved significance within the last fifty years must be demonstrated to be exceptionally significant to meet National Register Criteria. It is not yet clear that the University Apartments meet that standard under either Criterion A or C.

Under National Register Criterion C, the current nomination does not provide sufficient justification for exceptional significance in the area of Architecture. It is not entirely clear on what basis the claim for exceptional significance is made under Criterion C. It appears to be for the innovative design and engineering elements I. M. Pei incorporated into high-rise building construction, but possibly is based on the Apartments as an example of successful lowcost housing design of the 1950s and 60s urban renewal movement in Chicago. Please specify the "type, method, or period of construction" of which the University Apartments form an exceptionally significant example. What are the characteristics of the "type" and how do these towers constitute an exceptional example of that type?

The fact that the architectural design of the buildings employed structural and design "innovations" needs more elaboration to suffice as a justification for exceptional significance, including a fuller discussion of the impact and influence of those innovations in the evolution of American and/or Chicago architecture to help explain the exceptional significance of these innovations. Similarly, the exceptional individual significance of these buildings as the pivotal and signature component and design anchor of the first stage of Hyde Park's redevelopment effort needs to be further explained.

One way in which a case for significance or exceptional significance sometimes can be made is to demonstrate the degree of influence a particular design solution or innovation had on the works of other architects and their designs or on trends in the larger field of architecture, and/or–in this case–planning. Such influence must be able to be traced through documentation, of course. How much influence did the University Apartments have on architects and architecture? Or on designs for inner city housing and/or urban development? Or on engineering design for high rises, public housing, or other buildings? What is the evidence for that influence?

Finally, I. M. Pei, the architect of the University Apartments is still a practicing architect. Some portions of the nomination suggest that the University Apartments are important partly for reflecting aspects of I. M. Pei's evolving career and design preferences, although there is not enough information to support the buildings' exceptional significance as the work of a master. Regardless, the National Register rarely lists works of living architects or other properties whose significant associations are with individuals who are still alive. The Register is reluctant to list the works of living architects, especially those still active in their fields, in part because it is

difficult to assess individual examples of their work within the complete contexts of their productive careers, especially if those careers are ongoing.

Under Criterion A, exceptional significance appears to be based on the innovative redevelopment design of Land Clearance Project A of the Hyde Park redevelopment or conservation area.. This "new approach" emphasized the preservation of neighborhood character and the desire to make sure that the University of Chicago and the Museum of Science and Industry stayed in the neighborhood. The documentation needs to more explicitly focus on what makes these particular buildings exceptionally significant within the context of redevelopment in the neighborhood and in Chicago. In the area of Social History, what else was built specifically as part of publically-supported redevelopment? How are University Apartments (not the whole development) significant in maintaining the presence of the University of Chicago and the Museum of Science and Industry? Similarly, how do these paired buildings, under Politics and Government, represent legislative efforts to promote cultural and racial diversity and affordable housing in comparison with other resources associated with those efforts?

In the area of Community Planning & Development, the summary statement of significance states that the University Apartments were part of an "effort which provided a template for the most successful urban renewal programs carried out in Chicago and in the nation under a federal law written by University of Chicago staff and pushed through Congress by influential members of the University Board of Trustees, staff, and faculty"(Section 8, p. 6). This context needs to be further explored, and the exceptional significance of these particular buildings as they embody the characteristics of that template and convey the significant associations needs to be more specifically explained in comparison with other examples.

The documentation raises the question of whether the significance of the University Apartments is best appreciated in the context of a historic district, either as part of the larger Hyde Park-Kenwood Historic District or as a key element within a smaller district consisting of the buildings constituting the cohesive design unit for redevelopment in Hyde Park Area A. That is, an area including not only University Apartments, but also the nearby rowhouses and shopping center designed by Harry Weese and Associates, and perhaps other components of the redevelopment area as well. Quite a bit of the documentation suggests that significance is embodied either in the Hyde Park-Kenwood district as a whole, or in the smaller areas (and potential historic districts?) of Land Clearance Projects A and/or B, rather than just the University Apartments buildings. For example, the first paragraph of the statement of significance says that "Land Clearance Projects A and B were distinctive because community groups along with the University of Chicago requested them." (Section 8, p. 6) Also, the redevelopment project "involved grass roots participation by community groups, religious leaders, and University administrators, who exerted considerable influence on the plan that eventually emerged" (Section 8, p. 6). Why wouldn't the whole district, or at least selected redevelopment areas, best represent the "broad patterns of Chicago's history and the path-setting federal, local, and University of Chicago efforts to use public powers and public money to promote neighborhood redevelopment, to preserve the viability of the near-south Hyde Park-Kenwood communities, and to secure affordable housing while maintaining the historic character of Hyde Park" (Section 8, p. 6)?

Similarly, the nomination explains that plans to revitalize Hyde Park-Kenwood (not just to build these towers) influenced new state legislation that allowed governments to acquire land by eminent domain for the purpose of creating "conservation areas" and prevent the wholesale demolition that characterized earlier revitalization projects. This state legislation, in turn, was incorporated into the Federal Housing Act of 1954. The Hyde Park-Kenwood plan called for "the conservation of some of the existing building stock and this concern, while evident in plan A and B, was even more apparent in the larger renewal plan of the area," which encompassed some 900 acres. "At the time, it was the largest federally-funded renewal project in the country" (Section 8, pp. 22-23). This information, too, along with much of the narrative concerning the history of urban renewal in Chicago, seems to argue for the significant associations being attached to the Hyde Park-Kenwood district as a whole, or specific revitalized areas, rather than to one building.

An important indication that an achievement has had a truly exceptional impact is sustained or repeated recognition through time, in the form of critical peer review and/or honors and awards. Generally the National Register looks for a pattern of recognition through time–including awards and/or discussion in scholarly works–to support exceptional significance.

Concerning either the University Apartment's architectural merits or their role in urban renewal, have other architects, architectural historians, planners, or other related professionals provided critical praise or bestowed honors or awards on the buildings? Who, when, and for what? A footnote indicates that Ira Bach, in his 1969 edition of *Chicago On Foot*, mentions Pei's innovative use of fiberglass forms and the incorporation of Le Corbusier's "garden-in-the-city" concept, but what other scholars, critics, etc. have commented on the buildings? What did they say? Did architectural and engineering journals, or literature on public housing or city planning, write about the buildings before, during, or immediately after their construction? Have scholars in any of these fields assessed the significance of the buildings over the past four decades? If so, please explain. If not, this raises the question of whether or not sufficient time has passed in which scholars have had an opportunity to consider and evaluate the relative architectural and social significance of this example of recent modern architecture.

The nomination also says that the buildings "became an icon of new construction that reassured community that the City of Chicago, the University of Chicago, and the Museum of Science and Industry were committed to the long-term stability of Hyde Park" (Section 8, p. 19). How soon after construction were they so regarded? Who characterized these buildings as an "icon" for the community and when? Or what other evidence demonstrates that status? What is the evidence that this assessment has held over time? The nomination discusses the interest and involvement of the University of Chicago in the neighborhood's redevelopment, but what was the Museum of Science and Industry's role in all of this and how did it demonstrate its commitment to the neighborhood and to urban renewal (other than by not moving)? How was that commitment related to the University Apartments?

Some technical issues: What are the dates of Maps 1 ("19A") and "19B"? To what does the word "Excluded" refer in several places on Map "19B"?

Let me know if you have any questions about these comments.

Beth Boland, Historian
National Register of Historic Places