

Scrapbook

1996

Page 4 The Reporter Thursday, Jan. 18, 1996

Community



Chamber gala starts Golden Year

The installation of its officers at the Oak Lawn Chamber of Commerce gala dinner dance Saturday, Jan. 20 at the Oak Lawn Hilton Hotel will start the year-long celebration of the chamber's 50th anniversary. Tickets are \$40, available at the chamber office, 5314 W. 95th St. (424-8300)

Chamber leaders to be installed as officers are (seated) Joann Buschbach, president, Jim Brady, first vice president; and (standing) Laura Shallow, second vice president; and Doris Marks, treasurer.

Reporter, Thurs - Apr 4 '96



Chamber after hours

Marquette National Bank's new Oak Lawn branch, 10423 S. Cicero Ave., played host to this month's Oak Lawn Chamber of Commerce's after-hours party last Thursday. Among those who joined the celebration were bank Vice President Laura Shallow (left) and chamber President Joann Buschbach. (Photo by Jack Murray)

Our Neighborhood

Chamber draws winning logo from young talents

By Kristin Kochanek

The Oak Lawn Chamber of Commerce called upon area youth to design its 50th anniversary logo, and the young artists have come through.

Richards High School senior Randall Roach, 17, of Oak Lawn, was named first-place

winner of the logo contest last week. His design will be printed on the village of Oak Lawn's 1996-97 vehicle stickers to be issued in June. Roach will also work with chamber officials to possibly modify his design for the chamber's letterhead, chamber executive director Joan Kennedy said Monday.

Taking second place in the contest was Richards senior Nick Sheehan, 17, of Oak Lawn. Catherine Mueller, 16, a junior at Oak Lawn Community High School, took third place. Richards senior Steve Karlson, 18, of Oak Lawn earned fourth place.

Some 39 students submitted entries in the contest.

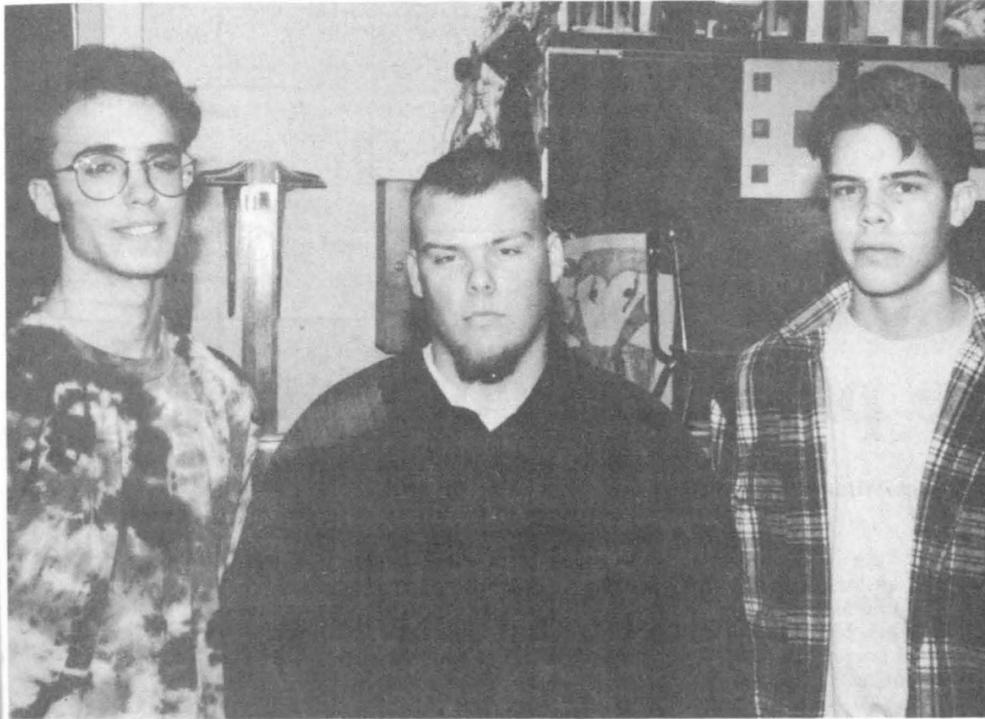
Roach, Sheehan and Karlson each created their designs with computers in their commercial art classroom at Richards.

It took Roach about 15 minutes to think up his first-place design. He worked on and off for two weeks creating it, he said.

While some students spent part of their Christmas break doing research on Oak Lawn symbols representing 50 years of progress, Roach opted to design his logo around Oak Lawn's initials, using the letters, not symbols, to represent Oak Lawn, he said.

Roach said he created five or six versions of the logo before choosing to enter the winning entry. "Some [designs] were conservative and some were liberal," he said. "I picked one that was more conservative."

Sheehan and Karlson both said they spent more than a week of research for inspiration to create their logo designs. Sheehan said he decided to make oak leaves the focal point of his after reading that the oak leaf represents glory, honor and strength.



Top finishers in the contest to design Oak Lawn Chamber of Commerce's 50th anniversary logo are (from left) Randall Roach, 1st place; Nick Sheehan, 2nd place; and Steve Karlson, 4th place, all seniors at Richards High School. (Photo by James Dudlicek)

Karlson thought of symbols representing the village. The arrow on his logo represents 50 years of progress, he said. His silhouette of a farm and silo represent yesterday's Oak Lawn, while the streetlight and stores next to them represent the village today, he added.

Kennedy said Mueller got the inspiration for her design after looking at a photograph of her grandparents' car, taken in 1946.

Roach, Sheehan and Karlson each said they would like to have a career in the commercial art and graphic design fields. Roach is considering studying at Northwestern University or North Park College in Chicago. Sheehan is undecided. Karlson expects to attend North Park College next fall, he said.

The entries were judged on Jan. 30 by Mayor Ernie Kolb, Village Manager Joe Faber and Village Clerk Jayne Powers. All the entries were put on display all day at the municipal building, allowing the judges to view them at their own convenience, Kennedy said. Some of the village trustees also dropped by to look at the entries, she added.

New Logo Chosen ^{OL Independent}

The Oak Lawn Chamber of Commerce announced winners for the 50th anniversary logo contest: first place, Randall Roach, Richards H.S.; second place, Nick Sheehan, Richards H.S.; third place, Catherine E. Mueller, O.L.C.H.S.; fourth place, Steve Karlson, Richards H.S.

Art classes from O.L.C.H.S. and Richards H.S. participated in the contest along with others. Art teachers Pat Huss and Penny Erickson were very enthusiastic as were the students. Much creativity and research went into this project.

Judges included Mayor Ernest Kolb, Village Clerk Jayne Powers and Village Manager Joseph Faber. All agreed that the entries were excellent and the decision was most difficult to make.

"The new logo will be displayed on the 1996 Oak Lawn Village stickers," says Joan Kennedy, executive director of the chamber. Marquette National Bank was the sole sponsor for prizes given to the winners.



Richard High School senior Randall Roach's first-place design for the Oak Lawn Chamber of Commerce's new logo will appear on the village of Oak Lawn's vehicle stickers for 1996-97 that go on sale starting June 1.



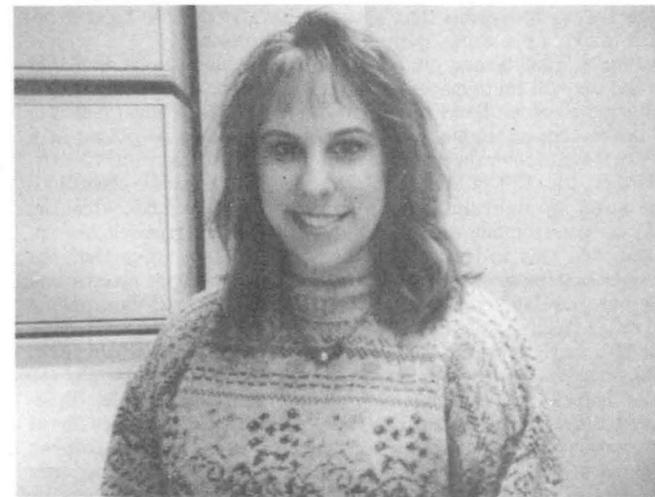
2nd place Nick Sheehan



3rd place Catherine Mueller



4th place Steve Karlson



Catherine Mueller, 16, a junior at Oak Lawn Community High School, whose logo design placed third in the contest.

Chamber President Joann Buschbach awarded the \$75 top prize to Roach, \$50 to Sheehan, \$25 to Mueller and \$20 to Karlson. Kennedy said the students were interviewed by Multimedia Cablevision following the awards presentation at the Oak Lawn municipal building Wednesday last week.

Roach, Sheehan and Karlson each said they were pleased

that they won and found it interesting to be interviewed by Multimedia.

"It's an honor," Sheehan said of his second-place award.

"I'm glad they decided to have the contest and to try our artwork in the real field," Karlson added.

landmarks, looking to the past for symbols representing 50 years of progress, she added.

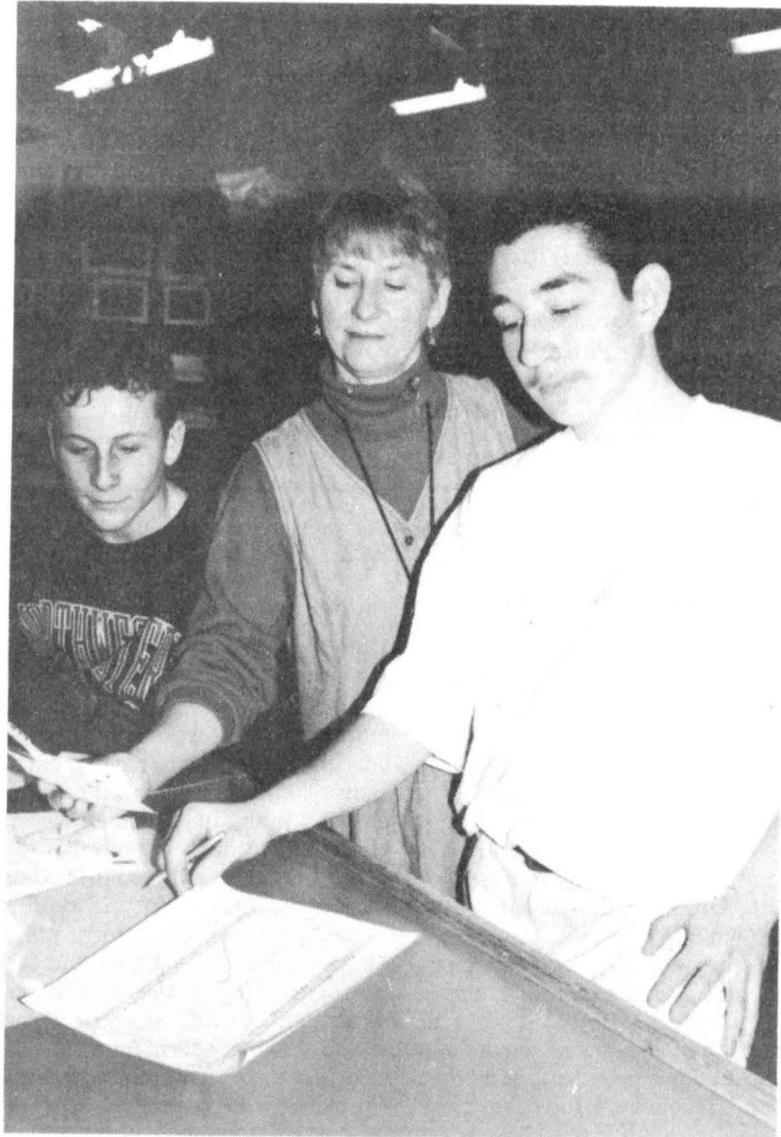
As of last Friday, the students were at the preliminary sketching stage. All sketches must be approved by Huss, meeting guidelines set by the chamber before submission, Huss said.

Kennedy and Huss both said designs should represent Oak Lawn, be legible and free of excessive detail. "Attention-getting, yet not gaudy," Huss advised.

Many students said they'd like to win; to see their work on the windshields of cars belonging to Oak Lawners. However, junior Julia Eckert, 17, of Chicago Ridge, won't be present if she's declared the winner. An exchange student, she is expected to return to her home just outside of the Black Forest in Germany next Wednesday, she said. But it would be a great honor if she won, creating a nice memory of her visit to the States, Eckert added.

Senior Steve Karlson, 18, of Oak Lawn, said that if he won, his design would make a "great portfolio piece" advertising his work as a future graphic designer.

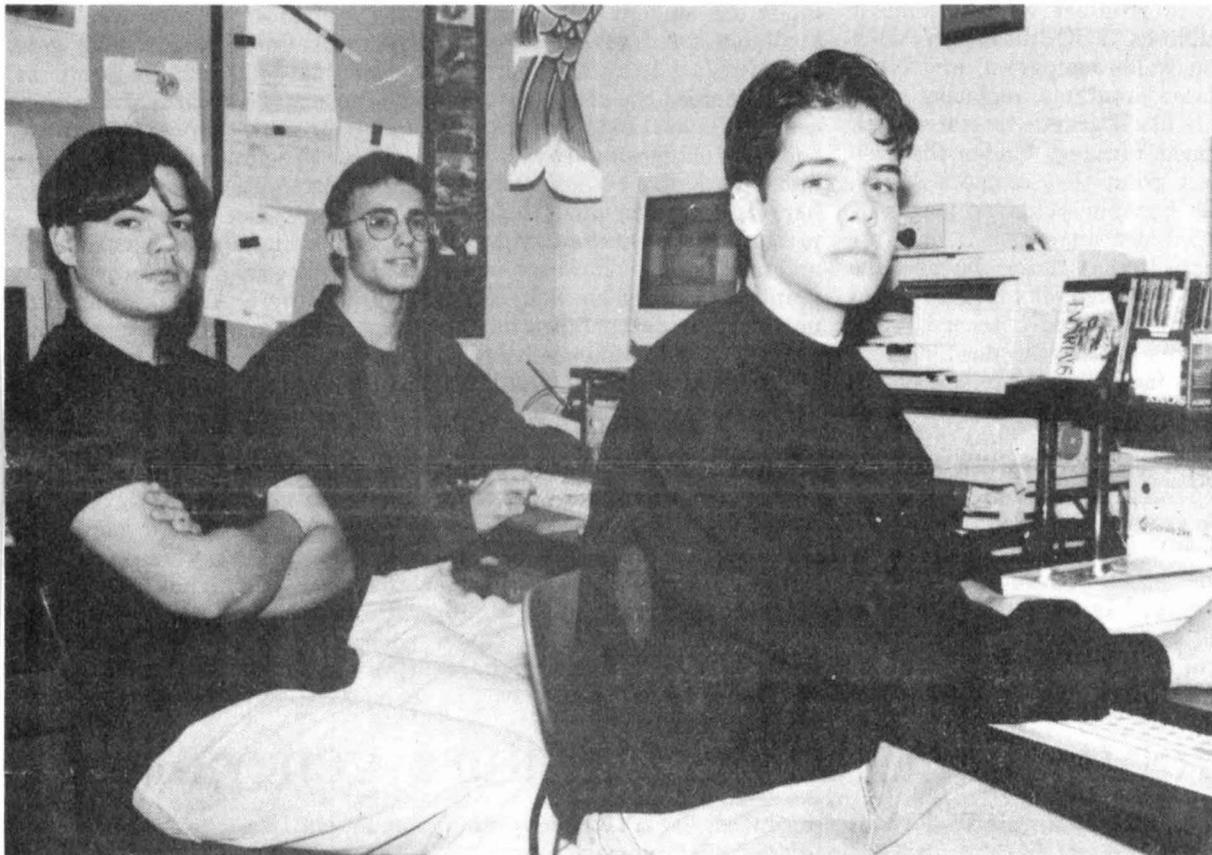
Huss agreed that a winning design would impress a professor or a future employer. Some of her students have had experience outside the classroom, creating artwork for local charities and businesses, she added. The Chamber has asked Richards students in the past to work with them, Huss said. "It's neat. There's a lot of talent within the community," she added.



Richards High School art teacher Pat Huss checks over the works in progress of Eric Woolwine, of Chicago Ridge (left), and Mark Albarran, of Oak Lawn.

Oak Lawn High School commercial art teacher Penny Erickson's 12 students last Friday brainstormed design and slogan ideas, she said. Not only are Erickson's students working on the project, but a few students in two other art classes are submitting designs for extra credit, she said.

Erickson likes the idea of the contest because it ties in with District 229's mission statement, she said. Students are to set and achieve specific goals and assignments, have a sense of ownership and accountability, employ cooperative skills and to learn that what they do makes a difference, Erickson said.



Three seniors from Oak Lawn use computers to create their contest entries (from left) — Randall Roach, John Urbanski and Steve Karlson.

Oak Lawn Chamber of Commerce draws on young talent for new logo design

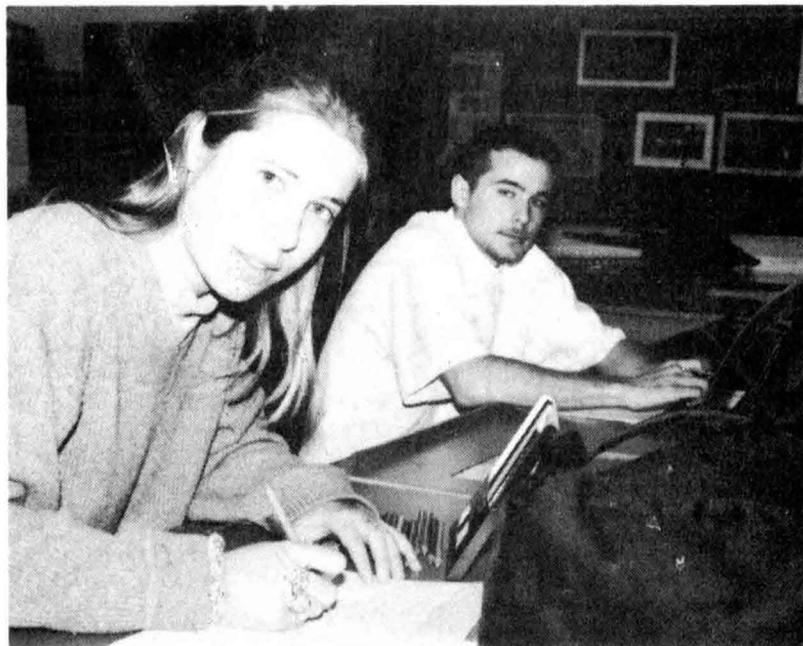
By Kristin Kochanek

"Proud of our past, focused on our future - 50 years of progress."

As the Oak Lawn Chamber of Commerce celebrates its 50th anniversary, it calls on young artists, students at Richards and Oak Lawn Community high schools, to design the chamber's new logo.

The chamber has invited Richards and Oak Lawn high school students to compete in the logo contest. The winner will get not only a cash prize, but his or her design will be pictured on the village of Oak Lawn's 1996 vehicle stickers, as well as on the chamber's letterhead, chamber Executive Director Joan Kennedy said.

The chamber's old logo needs updating, Kennedy said, adding that she got the idea to involve students from Oak Lawn village Clerk Jayne Powers. Powers told Kennedy that Chicago students designed the city's vehicle stickers and suggested that local students be involved in the chamber's new logo design, Kennedy said. From there, Kennedy contacted Richards commercial



Though Oak Lawn's chamber of commerce is sponsoring the logo contest, Richards students from Chicago Ridge like Julia Eckert (left) and Scott Misch are eligible to compete. (Photos by James Dudlicek)

art teacher Pat Huss and Oak Lawn commercial art teacher Penny Erickson, inviting their students to compete in the contest.

Entries must be submitted by Monday, Jan. 29 to the Chamber office, 5314 W. 95th St. Mayor Ernie Kolb, village Manager Joe Faber, Powers and a representative from Multimedia Cablevision are expected to judge the entries the next day.

Multimedia has been asked to interview the winners on Wednesday, Jan. 31 at the Municipal building, where chamber President Joann Buschbach will announce the winners and present the awards. Cash awards will be given to the top three finalists: \$75 for the winner; \$50 for second place and \$25 for third place.

It was quiet last Friday in Room 163 at Richards, except for the sounds of colored pencils sketching, erasers rubbing out mistakes and modems clicking.

The commercial art students are hunched over their desks and seated in front of computers, rising only to ask teacher Pat Huss a question or to show her a sketch of their vision. She tells one student to have his sketch of an hourglass "absolutely perfect" by Monday, and advises another to make her ocean a deeper blue.

Huss' commercial art students, more than 70 of them, have been working on their designs since learning of the contest late last month, Huss said. Some even spent part of their Christmas break at local libraries, talking to friends and relatives and investigating local



An active participant in many chambers of commerce, Marquette National Bank recently assisted the Oak Lawn chamber by sponsoring the prizes for their 50th anniversary logo contest. As a member of the organization for many years, this sponsorship was particularly appropriate, since the bank had marked its own 50 year milestone in 1995, and will soon celebrate the opening of a new office in Oak Lawn.

Some of the contest winners recently stopped at the new Marquette Bank branch, currently under construction, to pick up their prizes. Congratulations were expressed by (left to right) Bank Vice-President Laura Shallow, who serves as Oak Lawn Chamber of Commerce second vice-president. Randall Roach, first place winner, and Steve Karlson, fourth place winner, both of Harold Richards High School, were each presented with a check and a special commemorative Cross pen, compliments of the bank. Chamber President Joanne Buschbach and Executive Director Joan Kenney also extended their best wishes.

Nick Sheehan of Harold Richards High School, and Catherine Mueller of Oak Lawn Community High School, were also honored. Cash prizes were \$100, \$75, \$50 and \$25. The first prize entry is on display in the new village hall, and will be featured on this year's vehicle sticker. The Oak Lawn chamber will use the artist's design on stationery, announcements and other printed materials throughout their anniversary year.

Marquette National Bank maintains six locations in the City of Chicago, and five in the suburbs, for a total of 11 offices. Oak Lawn will soon be added to the list of suburban locations, which include Bridgeview, Summit, Evergreen Park, Orland Park, and Manhattan. This newest branch, to open at 10423 S. Cicero Ave., will include a customer waiting area, new account/customer service desks and teller stations.

It made money and it was fun!

by Carlene E. O'Connor

The Chamber Olympics held at Palos Olympic Club on Sunday, April 28 was attended by six south community Chambers of Commerce and celebrities and local politicians such as former Chicago Bear Dennis McKinnon, State representative Anne Zickus (48th district) and Mayor Jerry Bennett, Palos Hills.

This was all started when the chamber decided about a year ago to raise money for scholarships. Bob Diamond, owner of Palos Olympic, brainstormed the idea and his wife Shari fulfilled the task of uniting the chambers.

Shari Diamond says, "we had the place. It was just using the stuff we had".

The \$30 per individual participation fee included entry to unlimited events, raffle tickets, food and beverages, T-shirt and team picture.

The Oak Lawn team was headed by Joan Kennedy, a Chamber Executive Director, Annette Dixon, Publisher of Village View Newspaper and

continue to page 3



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Saving Cook School *Nov 1995*

The Oak Lawn Parks Foundation and Citizens to Save Cook School are raising funds to assist in the restoration of the Cook School building, built in 1906. It was placed on the National Register of Historic Places in 1990 by the U.S. Department of the Interior, and the National Park Service. The Oak Lawn Park District has begun the restoration. The Oak Lawn Parks Foundation is selling Christmas ornament facsimiles of the building, \$3; Cook School Christmas Cards, \$8 and deeds of ownership for one brick with the brick owner's name permanently engraved on a brass plate on the model, \$10.

Also, businesses or individuals may sponsor a window. The sponsor's name is displayed on a large sign in the window of the actual building on Cook Ave. for six months or more, as well as permanently on the model. People interested in preserving Oak Lawn's historic heritage may call the park district at 857-2200 for the merchandise.

Pictured with the building model are Jayne Powers, Village Clerk; Patty Corcoran, Park District Commissioner; Ernie Kolb, Mayor; Ron Stancik, Marjorie Joy and Michael Walsh, Village Trustees, and Jo Anne Keeney, Foundation Trustee.

Oak Lawn Family Days put back on track by Park Dist.

The Oak Lawn Village Board Tuesday voted unanimously to grant all necessary permits to the Oak Lawn Park District for Oak Lawn Family Days, Aug. 1-4, but voted 5-1 to postpone action on waiving the permit fees until Tuesday, when the village and park boards are scheduled to meet together for a special meeting.

Trustee Cy Holesha, District 1, asked this year's Family Days manager Jim Richards to provide more explicit financial figures for festival costs. Holesha criticized the Park District for electing to close Centennial Pool, in his district, this summer, but shelling out money to sponsor Family Days.

"It absolutely dazzles me they can come up with money for this, which is a gamble," Holesha said.

Richards, owner of Corporate Event Planners Inc. and a member of the Special Events Commission, said he has agreed to cut his fees by 50 percent. Heilmann noted that the Park District and the service clubs have agreed to equally share any losses.

Richards told park commissioners earlier this month that the festival could generate a profit of up to \$30,000 after the Park District chips in around \$50,000 to pay for deposits on entertainment and other expenses.

Streit favored waiving the fees immediately and voted against postponing the vote until Tuesday, when the two boards are also expected to discuss the future of Cook School.

The park board voted April 9 to accept Richards' proposal for the district to sponsor the summer festival after former organizer Fred Stoettner informed the village last February that the six service clubs who used to sponsor it elected to pull the plug, citing diminishing profits. Last summer's blistering heat, and rain at the end of the festival, are blamed for a profit of only \$4,800, far below the \$60,000 to \$80,000 generated in previous years.

Four of the six service clubs returned to work the fest under park district sponsorship: the Oak Lawn athletic, rotary and police department clubs, and Sertoma.

— James Dudlicek

The Oak Lawn Chamber of Commerce offers an evening with **Dave Coady and Company**, 6-9 p.m. Wednesday, March 6 at the Oak Lawn Hilton Hotel, 9333 S. Cicero Ave. in Oak Lawn. Reservations are \$15, cash bar.

The event is among those celebrating the chamber's 50th Anniversary. Dave Coady is a Southside Irishman and Las Vegas showman. He has been a favorite in the Chicago area for many years and has a wide following throughout the country. The program is open to members of the chamber and friends.

Seating is limited. To guarantee reservations, call 424-8300.

• OAK LAWN •

2nd director quits

For the second time in the last year, Oak Lawn is looking for a

terview.

McCarthy named by Chamber

Joseph J. McCarthy, Vice President of the First National Bank of Oak Lawn, has been appointed Treasurer of the Oak Lawn Chamber of Commerce. The Chamber nominating committee made the appointment during a formal banquet.

McCarthy, 42, has been in banking for 25 years and with First National of Oak Lawn, 12 years. He is in charge of all installment loans at First National.

McCarthy is a graduate of the American Institute of Banking, a director of the Oak Lawn Kiwanas Club, a member of the Oak Lawn Elks, and a past director of the Chamber of Commerce. He lives in Oak Lawn with his wife, Carol, and two daughters, Colleen and Patricia.

new business development director.

The current director, Sue Horn, gave her three weeks' notice to the village Jan. 2 so that she could take a job with a communications company, she said Monday.

"It was so hard to tell (village manager) Joe (Faber). I had to wait a day to tell him," Horn said.

Horn was hired seven months ago after the village's first business development director, Jeanne Gettleman resigned after only six months on the job because of several conflicts with the village administration.

Horn's departure was amicable.

She said she accepted a job with Listen Inc. just after Christmas. She had previously turned the marketing and operations manager position down because the company's office was in Arlington Heights, which was too far from her Oak Lawn home.

But just before Christmas, the company called back and said it was moving its office to downtown Chicago and wanted to know what it would take to lure Horn away from Oak Lawn.

Horn said she will get a healthy pay raise in the move, but the decision was still a tough one.

The village has yet to begin a formal search for Horn's replacement.

Architects cost money

A \$250,000 state grant awarded to Oak Lawn to construct a canopy over its Metra train station should provide enough money to finish the project.

But Oak Lawn Trustee Mike Walsh (4th) wants to see if he can

save a few dollars in the project by not hiring an architect.

During Thursday night's quality control committee meeting, Walsh asked village staff to find out if Oak Lawn can just buy pre-packaged canopy plans from some other town or company that already has built a Metra station canopy, because they are so simple and common.

Lynn Krauss, director of quality control for the village, said he'd check on the possibility, but from his experience he said it would be unusual of the Illinois Department of Transportation not to require an architect on a project.

The committee will discuss Krauss' findings at its February meeting.

Airline Executive Says No To Third Airport "Under Any Circumstances"

Southwest Airlines Chairman Herbert D. Kelleher addressed a luncheon meeting sponsored by the Oak Lawn Chamber of Commerce last Thursday. Kelleher's focus was a proposed third airport for the Chicago area near Peotone, some 35 miles south of the City of Chicago.

"We do not want to locate in Peotone, under any circumstances," Kelleher told the gathering of approximately 200 civic and business leaders for the southwest suburban area.

Kelleher pointed out that the country's airlines have been virtually unanimous in opposing the Peotone facility, however Southwest is the first airline to speak out in this manner. To this point, most opposition from the industry has been restricted to TV ads and contact with state legislators.

Kelleher stated that a proposed \$6 million renovation project for Midway Airport is currently on hold. In addition, he is urging City of Chicago officials to reconsider proposed terminal expansion at Midway until the question of a third airport is resolved.

According to Kelleher, "once such investments are in place, that's it. You can pull planes out with no problem, but once the capital investment is made, they're done."

The city announced its plan for terminal improvement in December of 1994, through which the 48-year-old terminal would be extended to the east of Cicero Ave. The new facility would include parking and the number of gates

would be upped from the present 30 to 36. According to the plan, no additional runways would be constructed.

Those in attendance at last Thursday's luncheon were vocal in their opposition to the proposed Peotone facility.

"If Midway closed down, the area would be a ghost town," Mayor Gene Siegel of Chicago Ridge stated, "The industrial park we are in the process of completing would be virtually useless. Peotone is too far away, and Midway serves the southwest suburbs well. We don't need a third airport."

Mayor Anthony Vacco of Evergreen Park, chairman of the Southwest Council of Mayors agreed, "Why shut down Midway for an airport that is almost 25 miles from this area. Midway is convenient and the idea of a third airport should be scrapped."

The Southwest Council of Mayors has gone on record opposing the Peotone Airport.

In addition to cost factors, inconvenience, economic problems and other concerns include the Loop to Midway 'Orange Line' Rapid Transit system which has been in place for a short time would be virtually shut down, if not abandoned altogether, a costly white elephant.

At present, more than 1.75 million passengers pass through Southwest's 18 gates at Midway and next year Southwest has 63 Boeing 737-700 airplanes scheduled for delivery. The planes are quieter than previous models of the 737 and non-stop flights from Midway to both coasts could be made.

Kelleher said that Southwest plans to expand its operations to the northeast coast, as well as to Florida. This expansion would include Chicago, Kelleher said and concluded, "There is no better situated facility to connect with these places than Midway."



Speaker

Southwest Airlines Chairman Herbert D. Kelleher (right) spoke to more than 200 community leaders about the proposed 'third airport' in Peotone. Among those who attended the luncheon last Thursday were Anthony Calderone, first vice-president of the Oak Lawn Chamber of Commerce; Joanne Buschbach, president of the Oak Lawn Chamber, and Joan Kennedy, executive director of the Oak Lawn Chamber. The chamber sponsored the luncheon meeting and those in attendance heard Kelleher's fine presentation in opposition to a third airport in Peotone. (Story on page 7.)

*OL Independent
March 7, 1996*

Oak Lawn Chamber Hosts 3rd Airport Meeting Today

Oak Lawn Chamber Meeting Today On Third Airport Facility

*O.L. Independent
Thurs - Feb 29, 196*

What impact will a proposed Peotone third airport have on Oak Lawn and Evergreen Park and other communities around the south of Midway Airport?

The Oak Lawn Chamber of Commerce is hosting a noon meeting today at the Hilton Hotel, 9333 S. Cicero, Oak Lawn with speakers from the Southwest Airlines, Chicago Chamber of Commerce and the Department of Aviation voicing their views.

Invited to the event are members of surrounding chambers of commerce, business associations, village mayors, trustees, aldermen and other officials.

Speakers scheduled are Herb Kelleher, president of Southwest Airlines; Mark Pufundt of the Chicago Chamber of Commerce and Barrett Murphy of the Department of Aviation.

There are many who believe if the Peotone Airport is approved the results will be devastating to the surrounding communities because it will cause Midway to cease to exist.

Congressman William Lipinski (D-3rd) in an editorial last week in this publication reported "This is a sneak attack on Midway--creation of a Regional Airport Authority for Peotone is nothing more than to take over control of the aviation industry within the Chicago area."

"In this case, the Trojan Horse is being called a Regional Airport Authority-- harmless sounding but it carries a hidden danger aimed at the heart of Midway Airport."

Evergreen Park Mayor Anthony Vacco, a former Chairman of the Southwest Council of Mayors, said he "has no objection to an airport in Peotone... if it does not mean that Midway would close or become no more than a cargo facility." He added, "Midway is in the heart of Chicago and is convenient to most city dwellers and to residents of the south and southwest suburbs. As long as Midway is here for the convenience of the people, a third airport is OK."

The Southwest Council of Mayors has gone on

record as opposing a third airport, in Peotone or elsewhere, if it means a negative impact on Midway. Midway's convenience, its positive influence on the economic well-being of the area, are just two of the reasons the council is urging legislators to take into consideration before they commit to a third major airport in the southwest suburbs.

Oak Lawn Mayor Ernie Kolb said that there are many things that have to be considered and ironed out before even thinking of a third airport. He said a firm commitment must be made to keep Midway open and a commitment must be obtained from the big airlines to continue to serve both Midway and O'Hare before considering Peotone.

Al Salvi, Republican Primary candidate for the US Senate, has firmly opposed a Peotone Airport. "The impact of a third airport would be devastating," said Salvi, "in terms of lost jobs, higher taxes, and less business in the area."

"As a US Senator I will stand with the taxpayers, as well as the workers and businesses who depend on Midway and O'Hare to stop it."

"You remember when Midway shut down, the Clearing area was a ghost town," said Chicago Ridge Mayor Gene Siegel, "If there is no guarantee that Midway will remain open, the entire economic well-being of the south side of the City of Chicago, as well as of the south suburbs will be in jeopardy."

"We're trying to promote an industrial park here in Chicago Ridge, and if Midway goes, we're in trouble with it," Siegel added, "Also, why continue talking about an airport at Peotone if the major airlines won't fly in there. They have said, up to now, that they are not interested in Peotone. Let's continue to expand and promote Midway."

The Oak Lawn Chamber will also discuss the possibility of a turn around legislative trip to Springfield to meet with the legislature which is considering the Peotone project.

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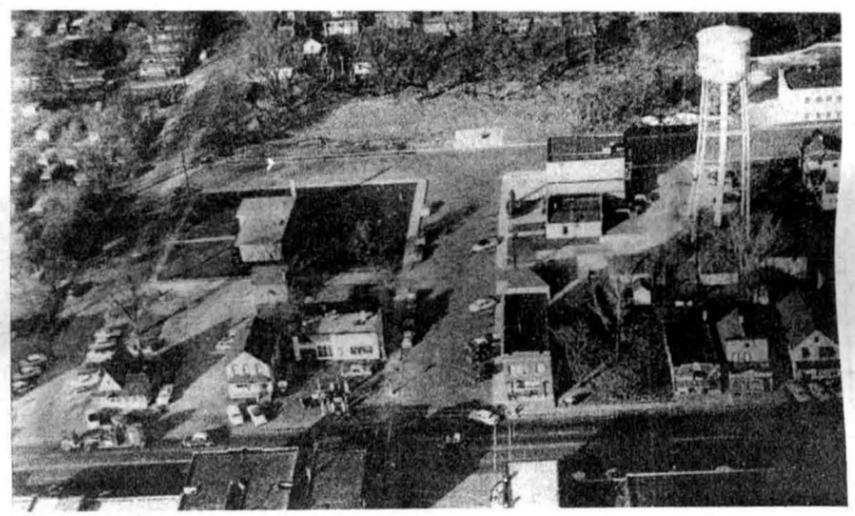
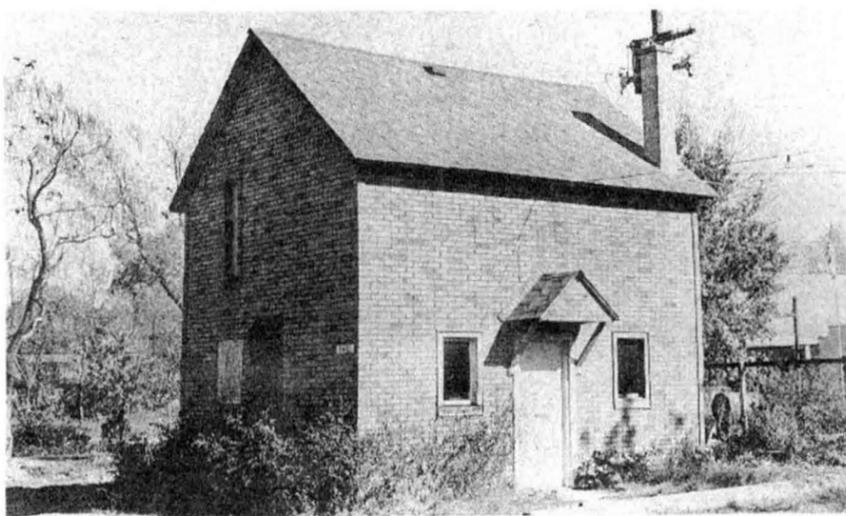
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December 28, 1999

A View of the Century

Pictorial view of Oak Lawn from the early part of the century



(Picture 1) 95th Street looking west in 1912 showing Behrend's store (new building) on the north side of the street (5300 W. 95th Street). On the south side: Larson's Building at 5305 W. 95th Street. Residence at 5317 W. 95th Street. This house was build on East Shore Drive and then moved to 9515 Minnick Avenue and then to 95th Street. Note the location of Stony Creek crossing 95th Street. Photo courtesy of Ms. William B. Gaddis

(Picture 3) Exterior of the original a building used as the Oak Lawn Public Library, located at 95th Street and 54th Avenue, c.1936. Torn down in 1966.

(Picture 5) 95th Street looking east from Minnick Avenue. Note the early automobiles in the photo.

(Picture 6) "95th Street and Cook Avenue, Dec. 13, 1957", Center of village of Oak Lawn, Oak Lawn Public Library, center left; Village Tower, center right, Behrends Hardware Store, bottom left.

Oxidental Petroleum. Clark sold off their retail business. That is the gas stations, to a company called Apollo. Apollo also has taken possession of the name and logo. The refinery has until 6/2000 to come up with a new name. The wholesale business was sold to a com-

other refineries. The first unit will be in operation in June, 2000, and the entire unit will be finished in December 2001.

Scott Seibert is an engineer in the Environmental Department and coordinator of the odor control team talked about his function. 18

...the use of monitors for workers in confined space, employee training manuals, etc. They talked about even washes and showers throughout the refinery. They talked about training. Every employee spends two weeks in the classroom, and 3 to four months in on the job training.

between incidents, they do maintenance work. This, Mr. Deller explained, gives them an advantage.

These firemen know their jobs inside and out,

Visitors gave opinions on what they saw. Nancy Madrigal of A Good Neighbor Committee, called this a beginning. She feels

is more concerned that Clark Oil still uses hydrogen fluoride, a deadly gas, to raise the octane level in gasoline.

natural gas pipeline pipe and ruptured the pipe, setting off the explosion and fire at the refinery.



Clark Oil entertains neighbors

by Jude Coyle

According to the Environmental Protection Agency, refineries and companies using specific chemicals are required to conduct annual meetings, to assure the public the company is operating safely, and with the public in mind. Representatives from Clark Oil Refinery in Blue Island invited the public on Monday December 20 to the Radison Hotel in Alsip.

According to Plant Manager Frank LaPointe, the ownership has changed. Blackstone Investment (a N.Y. Company) purchased 2/3 of the company in 12/98. The other 1/3 is owned by Oxidental Petroleum. Clark sold off their retail business. That is the gas stations, to a company called Apollo. Apollo also has taken possession of the name and logo. The refinery has until 6/2000 to come up with a new name. The wholesale business was sold to a company named Equilon.

Instrument Control Engineers Bob Thomas and Ken Honeycutt discussed the construction of a control

room located outside the triangle. That is the area where gasoline, kerosene, asphalt and fuel oil is made. New Computer screens are better capable of reading sensory data and displaying more information about the production at one time. Currently, the same type of screens are located in terminals throughout the triangle. When one engineer runs into difficulty, he has to physically lift a phone to check with other engineers. All engineers will be located in the same room once the control room is in operation. This improvement is state of the arts, and already in use at other refineries. The first unit will be in operation in June, 2000, and the entire unit will be finished in December 2001.

Scott Seibert is an engineer in the Environmental Department and coordinator of the odor control team talked about his function, 18 individuals have been trained to differentiate between refinery specific odors and other industrial odors. Twice a week they

walk specific routes within a two mile radius of the refinery. That takes in Blue Island, Robbins and Alsip. They sniff the air. If they smell something they are trained to decide what they smell and how intense it is. Then they inform Mr. Seibert who checks with every unit to find the difficulty.

Dan LoGreco and Ryan Biggs of the Safety Department showed visitors lockout boxes, color coded hoses, gloves, ear plugs and muffs, safety glasses, helmets and the fire retardant uniform each employee is required to wear. They discuss the use of monitors for workers in confined space, employee training manuals, etc. They talked about even washes and showers throughout the refinery. They talked about training. Every employee spends two weeks in the classroom, and 3 to four months in on the job training.

Frank Deller, the Emergency Response Coordinator is in charge of the Refinery Fire Department. He stated several times that

he only wished to bring out the fire equipment for the Fourth of July Parade in Blue Island. He described how, in case of an incident, a response is studied and accessed, and a plan to handle it is formulated. If outside fire departments must be called in, their participation must be coordinated with that of the refinery. According to Mr. Deller, refinery firemen are trained as emergency medical technicians, industrial medical technicians, hazardous materials technicians, can handle rescues in confined spaces and at high angles. Between incidents, they do maintenance work. This, Mr. Deller explained, gives them an advantage.

These firemen know their jobs inside and out,

Visitors gave opinions on what they saw. Nancy Madrigal of A Good Neighbor Committee, called this a beginning. She feels that it is the job of her organization to educate the public. That this opens the door to a closer relationship between A Good Neighbor Com-

mittee and Clark Oil. Earlier, she said that employees had called her saying they were frightened. Since the new owners have taken over, she feels things have improved.

Herman Ruiz worked under two owners, and his son works under a third. He says there is a big difference in management of the plant, in safety and communication.

Lionel Trepanier, ecologist and member of The Blue Island Green Party, disagrees. He wasn't aware that the refinery has changed hands at all, but feels this is a public relations ploy. He is more concerned that Clark Oil still uses hydrogen fluoride, a deadly gas, to raise the octane level in gasoline.

He explained that Clark is the only refinery in the U.S. located in a heavily populated area who is still using this chemical. Clark stores 33,000 gals of hydrogen fluoride in a sealed container. He admits that container itself is formidable, but is still worried what will happen if it is breached. Hydrogen fluoride boils at 67 degrees F. It would form a cloud that would be 19.2 miles in diameter by some estimates, 25 miles in diameter by U.S.E.P.A. standards. He preferred that Clark use sulphuric acid. it is also deadly, but is lighter than air and would rise if released. Since this article was written, there was an explosion at Clark. Water leaking into a Clark Oil natural gas pipeline froze and ruptured the pipe, setting off the explosion and fire at the refinery.




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History of Palos Hills

By Carlene E. O'Connor
Origin of Palos

The first permanent settlers came to Palos Hills in 1835 which is referred to in this story as north Palos. Irish and German immigrant settlers were instrumental in the building of the Illinois-Michigan canal. They came here to farm and purchased their land from the Illinois and Michigan Canal Company.

There was money in the trees and Palos Hills became a logging community. The wood was sent to Chicago and used as railroad ties on the Illinois Central Railroad and other railroads and also planks on the Ogden Plank Road on Ogden Avenue.

Palos Hills got its name from the origin of Christopher Columbus. It is stated that one of the early residents had an ancestor in the crew of one of the boats Columbus used to get here and that the boat sailed from a port on the west coast of Spain called "Palos." In Spanish Palos means "little sticks."

The digging of the Calumet Sag Channel provided jobs for many people during the first 25 years of the twentieth century. During this time the first purchases by the Cook

County Forest Preserves occurred. Half of the entire township of Palos was bought up by the forest Preserve. In 1916 they purchased 50 acres and by 1975 it was well over 7000.

During the 1920's times were good for the residents of Palos Hills. People liked the convenience to nearby Chicago. Chunks of land were being bought up by developers.

When the depression hit in 1929, the farmers did not starve and developers postponed their plans. The WPA built roads that opened up Palos Hills.

As times became better, Palos was no longer isolated and a bus ran from 107th and Roberts Road to 63rd and Halsted Street.

A big change came to the north Palos area in 1945. When the war ended and the big Dodge-Chrysler aircraft engine plant at 75th and Cicero closed with layoffs of thousands of workers, many Palos residents abandoned their war time abodes in pursuit of better opportunity. Some stayed and built homes in the DeLugack subdivision bounded by 105th street on the north, 107th on the south, Roberts on the east and 84th Ave. on the west. There were no streets, sewers or water. People had a camaraderie

and it was not uncommon for groups of men on Sunday afternoon to be seen working on the streets together.

The first Fire Department

The first fire department was built at 106th and Roberts Road in 1946. The cost to the community was only \$1 a year rental. The building was two stories high with living quarters on the second floor while the fire truck was kept in the garage. Today the garage has also become living quarters and the fire department has been remodeled and expanded.

About this time residents from all over were battling out boundaries for their towns.

People of North Palos were not even aware when Hickory Hills annexation of 95th St from 86th Ave to Kean, Roberts Road from 95th St to 107th, 88th Ave. from 95th St to 107th St, and 103rd St from 76th Ave to Kean Ave. They also annexed the area from 103rd to 105th and from Roberts Road to 82nd Ave.

At the same time Worth Annexed 111th Street from 75th Ave to LaGrange Road, Southwest High from 75th Ave to Rt. 83, Harlem from Stony Creek, north to 103rd, Roberts from 107th to 111th, Kean from 107th to Rt. 83, 107th from Roberts to

LaGrange Road, and Rt. 83 from Southwest Highway to LaGrange Road.

People were noticing their land being taken away from them and decided to take action.

The North Palos Hills Community Council which is also called PHCA is born

A man named Harlan Kane organized the residents of Palos against the road annexation. They gathered at the firehouse and there was over 300 people present. Officers were elected and the organization drew up by-laws and prepared a plan to sue the other towns to get their roads back.

In 1958 on a Friday night with over 400 people in attendance it was decided by the people to incorporate Palos Hills into a city.

The City Is Born

On October 25, 1958 there was an election to decide whether or not to incorporate Palos Hills into a city. There were 1060 votes for and 1007 against. Palos Hills became a city with no form of government.

Another election was held on Nov. 6 to decide elected offices. The PHCA (a volunteer government) slate of candidates won. Carlton Inde was the first mayor, Dorothy Lohrens, City Clerk,

Merrill Bain, Treasurer, LeRoy Johnson Police Chief, Ed Hail and Jim Wilson for First Ward Alderman, Elmer Claussen and Ted Merrick for Second Ward Alderman, and Dick Perkowski and Joe Straka for Third Ward Alderman.

They had no money and started and ran a government by volunteers. The cost of the road annexation law suit and the legal work for defeating the Worth Annexation attempt ran into thousands of dollars which was paid by fund raising activities. During these times neighbors helped each other out and it paid off into what Palos was ultimately to become.

Green Hills Public Library

Dominic Perkowski who served as acting mayor until

the election in April, 1963 planned with PHCA and its president Earl Potter to form a library. Hickory Hills was also considering a library and it was decided to combine the two towns and name it the Green Hills Library. The site was at 86th Ave and 103rd where it now still stands.

Palos Hills Today

Presently the city council of Palos Hills is comprised of Mayor Gerald Bennett and ten aldermen. The city has grown into a population of over 18,000 and houses Moraine Valley Community College and Stagg High School. Residents of Palos enjoy a quiet community with one of the lowest crime rates in Illinois.

Information taken from Green Hills Public Library, Palos Hills, IL William L. Potter, Historian, author - Palos Hills A Pre-History.

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Amazon.comBooks

The following books can be purchased on the web for probably less than the book store. The quickest way to get started reading is also to check with your local library for a copy of the book.

1,000 Maker of the Millennium: The Men and Women Who Have Shaped the Last 1,000 Years-Hardcover/Published 1999,

1,000 Years Ago on Planet Earth: usually ships in 2-3 days Sneed B. Collard (Illustrator), Jonathan Hunt (Illustrator)/Hardcover/Published 1999.

1,000 Years, 1,000 People: Ranking the Men and Women Who Shaped the Millennium: Agnes Hooper Gottliet, et al/Hardcover/Published 1998.

1,001 Advertising Cuts from the Twenties and Thirties (Dover Pictorial Archive Series: Richard Greene (Editor) et al/ Paperback/Published 1987.

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100 Years in Bridgeview

by Jude Coyle

In 1946 August Pape paused at 71st and Harlem and surveyed the area. He saw one or 2 homes, tall grass, corn and the Old Frontier Tavern at 75th and Harlem. In the opposite direction he saw a line of cottonwood trees, unused tracks and the hanger at the Harlem Airport east of Harlem and south of 87th Street.

I am impressed by Bridgeview. It is a tiny town that had not come into existence until 1947, and yet has progressed as far as the towns surrounding it. Bridgeview's motto is 'A Well Balanced Community.' That came into play because the Townships of Worth, Palos, Lyons and Stickney all claim a piece of it.

The railroads, which have played a huge part in the settlement of the Southwest Side, although important in Bridgeview's development, did not bring in settlers. By the end of the last century, two dozen or so trunk lines entered and exited Chicago. In 1884, plans were drawn up to build a yard for them. It would border 65th, 79th, Harlem and two miles east. Construction was delayed for a time, but when finally built, technology had progressed far enough to whittle the size of the yard down substantially.

A number of train lines ran through Bridgeview, including the Belt Line and the Wabash. Like Chicago Ridge, soil was taken from the area, shipped by rail, and used to build up the Lakeshore for the Columbian Exposition in 1893. This caused problems as horses refused to eat from hay grown where the soil was removed. Later, when another attempt was made to remove soil from the area, (1950's) a court order was obtained and the attempt was halted.

The area was used for truck farming. The earliest home was built in the 1830's just as the last of the Natives were leaving the area. It was located just east of the, Archer Trail, on what is now the intersection with Roberts Road. Other homes were built, and land was farmed, but those homesteads were few and far between.

Farmers raised corn for animal and fowl feed, wheat, hay, cats and potatoes. They hauled corn to Blue Island and other crops into Chicago and sold them on the open market. Cows, chickens, ducks, geese and turkeys were raised for milk and eggs, but were also taken to the Chicago Stockyards. Electric streetcars traveling along Archer Avenue carried

eggs to market at one time.

Farmers dealt with flooding from year to year. In the 1890's it was thought an outbreak of yellow fever was caused from stagnant flood waters. In 1900, the Chicago Ship and Sanitary Canal opened. That relieved much of the problems. Lightning caused fires several times (luring the year. Farmer Kipping lost his entire hay crop in 1904.

The Hartman Stickney Area was subdivided in 1891, and the first home built was built in 1912. These people were not farmers. They usually kept a few Farm animals for their own use. During the Depression, many tried to sell eggs openly. But draughts caused the price of feed to rise, making it intractable to continue. Frederick H.

Bartletts & Company bought 60 acres of land in 1924. This subdivision occupies the land between 71st and 75th, from Oketo to Ferdinan. The Stock Market Crash of 1929 ended construction.

Beloit Avenue, a cinder road, was the first to penetrate between 71st and 79th, Harlem and the tracks. It dead ended at 75th.

Emil and Alice Haerr bought property there. They built their garage first, and

lived in it until their home was built. Haerr used timber from old box cars in the Clearing Yard. This was a common practice among new residents. They didn't have utilities, none of the residents did. Existing farm had wells, and new residents carried water in 5 and ten gallon containers. Without paved roads and drainage, swamps and presented never ending problems, especially for those travelling Chicago for work each day.

In 1937, two dozen people attended a meeting at the home of Richard Lutteke. They decided on a name for their small community. One was Oketo. Another was Bridgeview. Mr. Luttecke suggested that because he could see the entire area from the Harlem Avenue bridge. Oddly enough, that bridge was not within the area they spoke of. Bridgeview won by one vote. Officers were chosen and bylaws were adopted. Next, a \$10 fee was paid to the Secretary of State's office to register the Bridgeview Community Club as a non profit organization. This was the first step towards incorporation.

Residents paid 25¢ a week to the Club in an effort to raise money, Bartlett Realty helped out, selling the Club

a piece of property at 75th and Oketo for \$1. The Club conducted fundraising activities like dances. Finally on May 7, 1939, Club President Hubert Shoritt turned the first shovel of dirt. The Club built its Community Center with materials donated by Argo Lumber, Coal and Supply; the Schenk Lumber Company; and used lumber from Loeb Wrecking Co. Residents donated labor.

A referendum to incorporate was voted on June 14, 1947, Clayton Hall in the Community Center served as the polling place. Residents agreed to incorporate by a vote of 132 yes, 19 no and 3 spoiled ballots. George Cizek was elected mayor with 157 votes. William Ohlson was elected Clerk, and Charles Their, Police Magistrate.

The first business before the new Board had to do with electric and gas franchises. A 5 year lighting contract with installation of 17 street lights was approved. And residents complained about poor streets.

Early fire 'protection was shared between Bedford Park and Nottingham Park. That proved to be a problem because of confusion over Jurisdiction. In 1946 resi-

dents petitioned the State for incorporation of the Bridgeview Volunteer Fire Department. merrille Miller was appointed the first Fire Chief. Old Betsy, a 1941 Ford pumper was purchased from Bedford Park for \$3000 in October of '48. A lean to was built onto the Community Center to house the engine, The first major fire burned a hangar at the Harlem Airport. Another fire broke the hearts of old residents. On May 13 1971, the Community Center caught fire. The building was gutted. According to fire fighting officials, the cause was undetermined, and could possibly have been arson. The current Municiple Complex stands an that land now. In September of '47, the Board moved to allow the Village Marhall Joseph Montecke 7 months pay at \$35 a month, and \$15 per month to Special Policemen I.W. Woodky. The First calls wee taken by the Cook County Sheriff's Department and transferred to the Community Building. The police department was established by ordnance on July 27, 1948. by '61, the Police Department installed a new radio transmitter, handled 1,908 complaints, and had seen to a nine week training program through the F.B.I. for every officer.

The Park department was established in 1963, and the Public Library was dedicated in 1965.

Prior to 1968, some industry lined 71st Street. St. Regis Paper, Signode Steel, triumph Metals and Illicon were among those. A boom occurred in 1968. West of the track from 71st to 79th and 78th, Hienz Warehouse Compls, Stienhall Distribution Center, C&W Terminal (which had been considered one of the largest truck terminals on one plot of land in the Country) opened their doors. A number of small machine shops and small businesses located south of 87th and along 78th Avenue. Kresge Company opened a large complex at 77th. Today, Bridgeview offers a large number of retail outlets as well. There is K-Mart, Walmart, Hobby Lobby, Dominicks and many other stores along Harlem.

My thanks to Elsie Mikrut and the staff of the Bridgeview Public Library.

Thanking and giving credit to the various sources used for the articles.

Worth:
The Worth Citizen-Jubilee issue; Worth Township 140 years. Misc. articles from the Tribune and Sun Times about the M.W.R.D. and the Chicago Sanitary District.; Worth Public Library.

Bridgeview:
A History of Bridgeview, IL by Rich Peksa, published in 1974; A collection of interview and transcripts with citizens of Bridgeview, circa 1974; Thank you to Elsie Mikrut, former Head Librar-

ian and the current library staff.
Chicago Ridge:
The Worth Citizen-Jubilee Issue; Cathy Miller of Mayor Siegel's Office.

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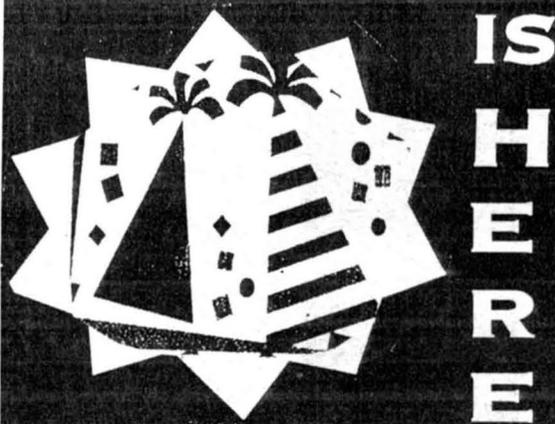
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A Century

Clearing Railroad History

By Rick Techman

The Clearing Industrial District was built not only by air and water but by railroad too. By October, 1850, the first railroad entered Chicago.

Since Chicago was ideally located as a central hub of transportation from east to west, both private industrialists and each level of government realized a railway system was needed through Chicago.

A railway system could move food, passengers, armies and others from the east coast to the west coast with an unending labor force right in Chicago to make it all happen.

Railroad after railroad came to Chicago and put down track wherever it felt would be in its best interest. But with the railroads moving in and building with no apparent view of the future, Chicago soon saw its first traffic jams and seriously overburdened streets.

With this in mind, the railroads began building "belt lines." A belt line is a local railroad surrounding a congested area. One of Clearing's belt lines was the Chicago & Calumet Terminal Railroad. It was

backed by the Northern Pacific and later became the Indiana Harbor Belt.

The other local railroad was the Belt Railroad Division of the Chicago and Western Indiana Railroad Company of Chicago. This line was part of 5 other major railroads and would eventually become Belt Railway Company of Chicago.

The idea of a belt line was just the answer for the area, yet was vastly under used by small upstart railroads. Railroading was a serious dog eat dog practice at that time. It was easy for a competitor to "misplace" your freight car if he owned or influenced the Belt you parked your freight car on. So easily a west bound car could be hooked to an east bound train if you competitor had control of where your car sat.

Fortunately, every railroad knew it would only get worse unless someone came up with a solution that would expedite freight transfer, cut everyone's cost and assure all of the railroads entering Chicago equality in the new project. Mr. A.B. Stickney had the answer to Clearings railroading woes.

Clearing and Garfield-

Ridge history could not be complete without Midway Airport. By 1941, Mayor Kelly, Judge Boyle and the Roosevelt Administration realized Midway Airport, or Chicago Municipal Airport as it was then known, needed to have its busy half and its unused half united.

However, this could only be done by moving the railroad tracks which divided the airport north of 55th Street to their present location.

By 1942 a source stated "the whole field is in the process of development." A new terminal project was also planned. By now the old single main runway of 4,742 feet was joined by seven new ones the longest being 6,519 feet. Chicago Municipal now could take on more flights than ever dreamed of before. Even the Boeing B-17 Flying Fortress, one of the largest land-based planes of the day, could safely land at Chicago Municipal.

In fact, it was the B-17 that would bring civilian personnel from other sites in the country to the former U.S. Army Transient Hangar (originally located at 60th Place and Central). From there the personnel received a military escort to the

campus of the University of Chicago. And by December 2, 1942, humankind, for the first time since the beginning of the world, created atomic power. The nation's \$2 billion experiment was a success.

Throughout WWII Chicago Municipal broke annual records of passengers and flights in and out. The post-war years saw Chicago Municipal Airport become the busiest airport in the world.

The old terminal, formerly located at 62nd and Cicero became the international terminal while a new, roomier terminal stretching from 56th Street to 58th Place opened to the public on January 9, 1948.

The first hangars on 55th Street began going up in 1947 when the time and money was available to build them.

The name "Midway" airport was connected with the field in 1949 when area veteran's groups asked to change the drab name of Chicago Municipal to a more patriotic name. "Midway" was chosen in Naval history." The new name quickly replaced the old name of 21 years of Chicago Municipal Airport.

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Palos Heights Originally Known As Harlem Heights

By Carlene E O'Connor

"Harlem Heights" was the original name of Palos Heights. Robert Bartlett decided a new name was needed and changed it. He was a real estate developer who built the first homes in the area.

In 1928 the biggest news of the year was the building of Southwest Highway, originally called "Great Southwest Highway." The highway would pass directly through Palos at 123rd Street creating residential communities.

Two busses a day traveled on Harlem Avenue. Palos Heights was the only attraction on the entire southside of Chicago. In the late 1930's Bartlett opened his "Homestead Development" in what is known as the city of Palos Heights.

The first year was very slow in the development. Not until Federal Housing in 1936 did Palos Heights become the outstanding community of its type in the metropolitan area.

The subdivision consisted of property lying east of Harlem Ave. which is farm

land and pasture and the portion west of Harlem bounded by 120th and 123rd streets and 74th Avenue.

One of the first houses of Palos Heights was the home of Mr. and Mrs. Whalen, located at 12216 72nd Ct.

Bartlett was the developer and the house stood in the middle of a cornfield.

The Palos Heights development was the first move to revive a real estate market that had been dead for almost a decade. The depression in real estate started in early 1928 preceding the stock market crash by almost two years.

Bartlett picked Palos because land was cheap. One tract on the west side of Harlem cost only \$165 an acre. The first lots were sold for \$390 a half lot and frontage lots on Harlem Ave cost almost \$1200. The development started right after the depression. Residents were told to raise chickens and have a large garden as an attraction to come here.

Mr. and Mrs. Royal Stephenson's home was one of the first of the popular

three-level homes to be erected in Palos Heights at 12112 73rd Ct. It was built in 1938 as a model home by the Bartlett Co. It was one of the early homes to be built on the west side. Stephenson was president of the community club and Mrs. Stephenson was corresponding secretary of the woman's club.

During 1941 the Robert Bartlett Realty Co. opened the last remaining sections of the subdivision. The territory from 123rd St. to 127th St. and from Harlem Ave to 76th Ave. was opened and before the end of the year 250 homesites in the area were sold. In addition, 85 other homesites were sold in other parts of the community. More than 50 families were added to the population which on Dec 31 had reached a new high of 276 families.

Before the town began to build up residents picked their mail up at the Bartlett Office later the former Palos Regional Building at 123rd and Harlem. Joseph Leonards opened a grocery store where the first Palos Heights Post Office was located, now the Palos Sales.

Soon a separate building was turned into the post office, this one being near the present location on the west side of Harlem Avenue.

The first store built after Leonard's was Rini's drug store. The third was a delicatessen in the building Suburban accounting is now located.

By the end of 1942 Palos Heights had a population of about 1000 and a thriving business community of eight stores. Two groceries, a drug store, a sandwich shop, a bus depot, a variety store and a beauty shop.

Back in 1937 where Palos Heights was getting started a need was felt for an organization to unite the residents. The Palos Heights Community Club was started and was strictly social in purpose.

Another meeting place was the Harry Corsi tavern located at 127th and Harlem. It was the hub of social activity in the growing community.

On April 9, 1937 Kenneth Mattheisen, 12232 S. 69th Ct. was the first baby born in Palos Heights.

Until April, 1938, there was no fire department. When the home of Mr. Carr, 12433 71st Ave burned to the ground the Palos Heights Community Club got together and appointed a fire department organizing committee under the leadership of Clarence Jansen who became the first fire chief of the Palos Heights fire department.

The first fire siren was installed on the Bartlett building which became the home of the fire department.

Today Palos Heights remains a residential community with beautiful parks. The Harlem Avenue business district now has over 50 stores and Palos Heights is considered a very nice place to live.

The present mayor, Dean Koldenhoven and the city council meet every other Tuesday night at city hall. There is a citizen's portion of the meeting where residents are encouraged to speak before and after the meeting.

Palos Heights population is over 18,000 and is still growing.

Excerpts taken from The

WORTH 100 YRS.
continue from page 6

15 feet to an artificial pond. It flows across the width of the pond and cascades down 3 or four concrete steps. Over the years this has become a favorite spot for wedding photos and the like. The Village also contracted with the M.W.R.D. to use the land between 115th Street and the Canal for recreational purposes. Plans began in the mid '80's for a golf course. Water's Edge Golf Course became a reality in 1999.

The Charles Christenson Terrace Center opened at 115th and Beloit in 1989. It was dedicated in honor of one of Worth's first settlers. Meetings, social events, exhibitions and other activities are held there.

As Part of the 1989 Jubilee celebration, the Worth Citizen produced a special 75th Anniversary special edition, commemorating the history of Worth and Chicago Ridge. This is where most of my information has come from.

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History of Palos Park The First 100 Years

By Carlene E O'Connor

As with neighboring communities, Palos Park was mainly farmland and forest preserves during the early part of the 1900's. The residents saw the need for organization and in October, 1900 in a tent formed the Palos Improvement Club. These people both men and women set up civic and social activities for the community.

The first president of the club was Alfered F. Pashley who served on and off for five terms. Those later who held the same office were: Lacle Rodatz, R.J. Haight, O.J. Arnold, Thomas Quin, Ballard Dunn, George B. Ward, Samuel Cassells, Ezra McClaughry, George Weeks, James B. Robertson, Frank S. Liszt, Martin Sprengling, Julia Schweizer, and Frank Mahaffay.

The first problems addressed by these people were highways and railway transportation. The citizens addressed commissioners of highway and railway officials to create streets. A station house was built at 23rd Street, east of 86th Ave.

On August 21, 1902 most two years after the improvement Club organization, the Palos Woman's Club was formed at the home Mrs. Robert Coleman. She is the first president. Preceding presidents who served one or two terms were Mrs. Jacob Rodatz, Mrs. Fred F. Pashley, Mrs. Emily S. Barlett, Mrs. L. G. Spencer, Mrs. Edward M.

Tourtlot, Mrs. Herman Hanink, Mrs. George B. Ward, Mrs. M.J. Hayes, Mrs. James B. Robertson, Mrs. Salina Vincent, Mrs. Walter Perry, Mrs. Morris M. Wells, Mrs. Stuart Patterson, Mrs. McLaren Christie, Mrs. Frank Yonkers, Mrs. Arthur R. Lord, and Mrs. Harry Crowley.

The woman's club worked in conjunction with the improvement club on all public endeavors. Today it still has an important place in the community.

Incorporation

As Palos Park increased in population, the residents fearing detrimental encroachments called for an election to decide whether or not to incorporate under the commission form of government. It was determined in November, 1914 and Palos Park became a village.

The first officials elected April 20, 1915 were mayor Ballard Dunn, four commissioners, Edward M. Tourtelot, J. W. Mahaffay, Ray Bumstead and Bruch Summers. They served four year terms.

A mayor and four commissioners make up the village board. They are elected every four years and have no party affiliation. They in turn appoint the clerk, attorney, members of the library board, members of the planning commission and zoning board of appeals. The only official who is paid is the clerk. The attorney has an annual retainer.

Each of the four commissioners is appointed by the mayor to administrative

functions. One is designated treasurer, one is commissioner of public health and safety, one is property commissioner the other is commissioner of roads.

Village board meetings are held at the Village Hall, 123rd St and 89th Ave. every other Monday night. Palos Park's legislative powers are regulated by the cities and villages act of the state legislature.

Also appointed by the mayor with consent of the board is the zone board of appeals. These members hear requests on variations of ordinances and are appointed for five year terms.

Since Palos Park became a village many improvements have been made. With state and county aid, they had concrete and hard surfaced roads. Electricity and gas were also introduced.

Palos Park as late as the mid 70's still had no major business district, no sidewalks or curbs, no central sewers or water supply. It remained a farm community. Its ideology was simple; that of rolling hills and wilderness.

The present mayor, Jean Moran, won the election of 198 with a mere 17 votes with her slogan "Keep the Park in Palos Park." Residents in Palos Park like the wide open spaces and want to put restrictions on developers who want to change the format. It still has no central business district and is mainly a residential community.

Landmarks

One cannot talk about a landmark of Palos Park

without thinking about the Plush Horse.

The Plush Horse ice cream shop opened its doors in 1937. It's located at 12301 S. 86th Ave. People drive in from all over for the homemade ice cream.

The store was built in 1893 to occupy the time of a housewife while her husband was away during the Spanish American war. Before ice cream it was a butcher and general store shop, and even housed antiques.

Presently, the Plush Horse is an ice cream shop/gift store which is open year round.

Little Red Schoolhouse

In 1952 for \$600 the Forest Preserve District bought the one room school building at 9800 S. Willow Springs Road. It was converted into a mini zoo where wildlife of Palos are displayed.

According to the Forest Preserve district, 450,000 people visit the nature center each year.

The Little Red Schoolhouse is a landmark in that it's over 100 years old. Originally it was a school for the farming population of Palos Park. Students went up

to the eighth grade. Between 1941 and 1943 the oldest pupil was in sixth grade. There was only one student, Jack Treadway when it closed in 1948. The last graduating class had two members.

The schoolhouse was used for storage for about four years before the county bought it.

Palos Park a History Excerpts taken from Palos Regional, Thursday, November 25, 1965

Palos Park Public Library.

CHICAGO RIDGE continued by page 4

class to graduate in worth, was in 1927. Helen Bernicepaus, Winnifred Cridge, Anita Bizzotto and Louise Meyers made up part of that class. That year, Chicago Ridge was included into High School District 218. The first grade school was built at 105th and Oxford. All eight grades fit into four rooms. In 1945, a P.T.A. chapter was formed in Chicago Ridge, with Patricia Ginn as President.

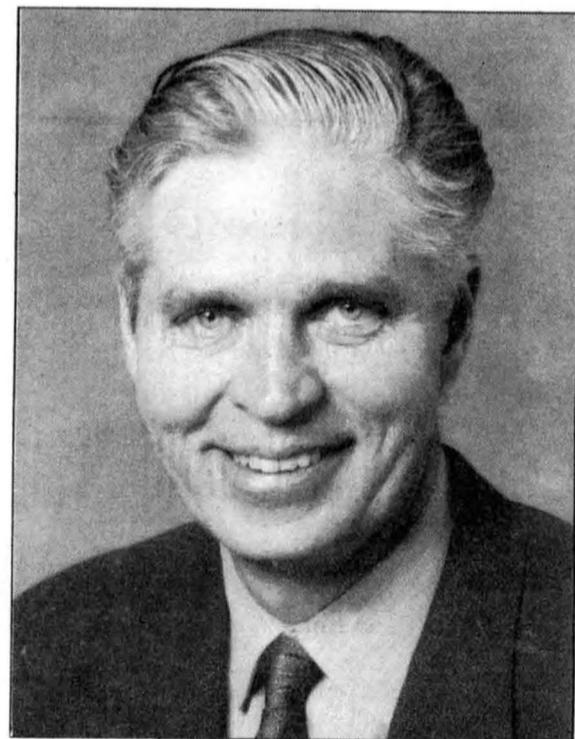
In 1965, Ridgeland School and Henry Ford II School was built. Henry

Ford II is now called Ridge Central. And Elden D. Finley Jr. High School was dedicated by SAW Board President David Ober, in 1971.

CHURCHES:

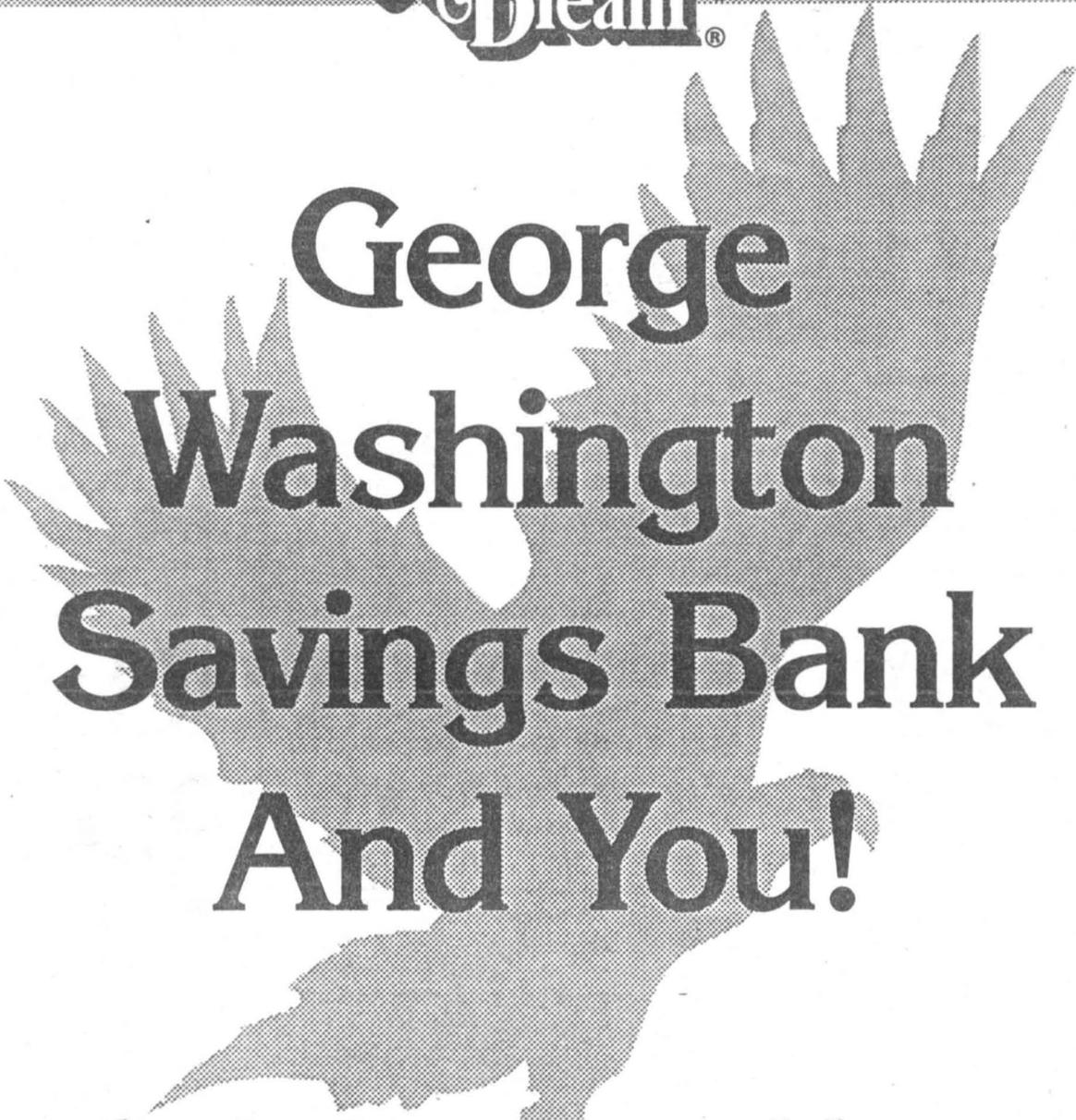
The first Church was established in 1927 when Bessie Cridge spearheaded a movement to bring a Presbyterian Church to the Village. The next Church to come along was a Catholic mission from St. Christiana in Mt. Greenwood. Mass was said in the school basement. That was 1932. In 1948, Our Lady of the Ridge became a Parish. Father William Gentleman was Pastor. The Church and School was built in 1954. Faith Baptist and Ridge Bible Churches were built. Later Ridge, Bible Church merged with Worth Bible Church, becoming Ridge-Worth Bible Church.

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Business showcase planned

The Oak Lawn Chamber of Commerce will sponsor its third annual Business Showcase on Saturday, March 23, from 10 a.m. to 4 p.m. at Oak Lawn High School, 95th Street and Southwest Highway. This event will take place along with the school's Spring Arts & Crafts Fair.

More than 50 area businesses will be represented in the Spartan Gym of the school and will be available to meet and greet the public.

Residents may take advantage of free photos of children (or adults) with the Easter Bunny and free ID bracelets for children. The children's identification program will be presented by the Oak Lawn Police Department.

For more information or to inquire about exhibitor space, call the Oak Lawn Chamber of Commerce at (708) 424-8300.

