

HART, SCHAFFNER & MARX
WAREHOUSE BUILDING AND FACTORY ADDITION
1680 E. Touhy Ave.
Des Plaines
Cook County
Illinois

HABS IL-1255

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

FIELD RECORDS

HISTORIC AMERICAN BUILDINGS SURVEY

National Park Service
U.S. Department of the Interior
1849 C. St. NW
Washington, DC 20240

HISTORIC AMERICAN BUILDINGS SURVEY

HART, SCHAFFNER & MARX WAREHOUSE BUILDING AND FACTORY ADDITION

HABS No. IL-1255

Location: 1680 E. Touhy Ave., Des Plaines, Illinois

Present Owner/

Occupant: 1680 Touhy Investors, LLC

Present Use: Not Applicable (demolished)

Significance: The building at 1680 E. Touhy Ave. was built in two stages for Hart, Schaffner & Marx, a Chicago-based manufacturer of men's clothing. The one-story warehouse building was constructed at the south end of the site in 1966 as a distribution center for the company; a one-story factory addition was constructed northwest of the warehouse building in 1981-82. The warehouse building was designed by Holabird & Root, and the factory addition by A. Epstein & Sons. At the time of the construction of the warehouse building in 1966, Hart, Schaffner & Marx was the largest manufacturer of men's clothing in the United States. Founded in Chicago in 1887, the company established a national presence in the early twentieth century through its innovative advertising program and dual distribution strategy. In 1910, Hart, Schaffner & Marx was rocked by a wide-spread strike of garment workers in its Chicago plants; the company's subsequent collective bargaining agreement with its workers was the first of its kind in the industry and paved the way for broader unionization of Chicago's garment workers in the late 1910s. In the decades following World War II, Hart, Schaffner & Marx grew exponentially, expanding into sportswear, discount clothing, and women's clothing. The company's flagship tailored men's clothing line, which it retained as a subsidiary under the Hart, Schaffner & Marx name after its reorganization as Hartmarx in 1982, remained a cornerstone of the business through the turn of the twenty-first century, surviving the dissolution of Hartmarx in 2009.

Historians: Lara Ramsey and Emily Ramsey

Project

Information: This project was undertaken in compliance with the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420). This building was recorded as a stipulation of the Memorandum of Agreement between 1680 Touhy Investors, LLC and the Illinois State Historic Preservation Office.

Part I: HISTORICAL INFORMATION

A. Physical History:

1. Date of erection:

1966 (original warehouse building). Original drawings for the building (dated October 1965) and newspaper articles from 1965 and 1966 indicate that the building was constructed in 1966 to provide a warehouse facility for Hart, Schaffner & Marx, a clothing manufacturer based in Chicago.¹

1982 (factory addition). Original drawings for the addition (dated January 1981) and research resources indicate that the addition was begun in 1981 and completed in 1982 as a manufacturing facility for the Hart Schaffner & Marx Company.²

2. Architects:

Holabird & Root (1966 warehouse building)
A. Epstein & Sons (factory addition)

3. Original and Subsequent Owners:

Hart, Schaffner & Marx/Hartmarx Corporation (1966-2009)
HMX Corporation (2009-2012)
W. Diamond Group (2012-2018)

4. Builders:

Not known

5. Original plans and construction:

Original drawings for the Hart, Schaffner & Marx warehouse building were prepared by Holabird & Root in October 1965, and construction of the building was completed in 1966. Drawings for the warehouse show a one-story structure with flat roof and brick exterior. The interior plan as shown on the drawings was largely open, with the west end of the floor designated as a storage area and the northeast as a shipping and receiving area. The boiler room and loading dock are located at the southeast corner of the floor. East of the loading dock are a suite of smaller rooms clustered around the main entry of the building, which is roughly centered on its south exterior wall. This suite includes a small lobby, office, lunchroom, uniform sales room, men and women's locker rooms and lavatories, first aid room, and lounge.

¹ "Hart, Schaffner and Marx Will Build Des Plaines Warehouse," *Des Plaines Suburban Times*, 3 March, 1966, p. 36.

² "Throwback Thursday—Hart, Schaffner & Marx," Epstein website (accessed November 14, 2019 at <https://www.epsteinglobal.com/whats-new/2017/throwback-thursday-hart-schaffner-marx>).

Original drawings for the factory addition were prepared in 1981 by A. Epstein & Sons. Construction on this addition was completed in 1982. Drawings for the addition show an enclosed office area with mezzanine level at the southwest corner of the building; the remainder of the building is shown on the drawings as primarily open space dedicated to the cutting and assembly of clothing. Directly north of the office area is a large storage area for piece goods and a sponging room. The receiving area and loading dock are located at the northwest corner of the building. The main lobby at the southeast corner of the office area opens into a circulation aisle that extends north along the entire width of the building and is lit by a curving skylight. This aisle divides the office spaces, storage, and receiving areas at the west end of the building from the larger manufacturing spaces at the east end.

6. Alterations and additions:

Because both the building and addition were demolished in 2018 and photographic evidence, particularly of the interiors, is extremely limited, the extent of alterations to the structures is largely unknown. Drawings prepared by the architecture firm Krueck & Sexton in 1993 indicate that a small addition was built to the existing office mezzanine at the northwest corner of the building at that time.

A ca. 2010 plan of the warehouse building and factory addition included with a property information report dated January 13, 2011 shows the original plan largely intact. The warehouse building is listed in this report as a distribution center.

B. Historical Context:

Summary

The 1966 warehouse building and 1982 factory addition at 1680 E. Touhy Ave. in Des Plaines were constructed for Hart, Schaffner & Marx, which at the time was the largest manufacturer of men's clothing in the United States. Founded in Chicago in 1887, the company established a national presence in the early twentieth century through its innovative advertising program and dual distribution strategy. In 1910, Hart, Schaffner & Marx was rocked by a wide-spread strike of garment workers in its Chicago plants; the company's subsequent collective bargaining agreement with its workers was the first of its kind in the industry and paved the way for broader unionization of Chicago's garment workers in the late 1910s. In the decades following World War II, Hart, Schaffner & Marx grew exponentially, expanding into sportswear, discount clothing, and women's clothing. The company's flagship tailored men's clothing line, which it retained as a subsidiary under the Hart, Schaffner & Marx name after its reorganization as Hartmarx in 1982, remained a cornerstone of the business through the turn of the twenty-first

century, surviving the dissolution of Hartmarx in 2009. The Des Plaines warehouse and factory continued to manufacture and distribute Hart, Schaffner & Marx suits until 2018, when the building was demolished.

History of Hart, Schaffner & Marx

Early History

The origin of Hart, Schaffner & Marx can be traced back to 1872, when brothers Harry and Max Hart founded a men's clothing shop on State Street in Chicago called Harry Hart & Brother. The shop thrived in its early years, and Hart & Bro. opened a second store on South Clark Street in 1875. Around this time, Hart & Bro. began to have ready-to-wear garments made for sale in their stores. Max Hart, who had learned of the importance of branding while working at his father's butcher shop, began asking their tailors to place Hart brand labels into the suits sold in the shop. A retailer in downstate Illinois requested Hart-brand suits for its own store, and the firm began a small manufacturing and wholesale operation.³

In 1879, Harry and Max Hart entered into partnership with Levi Abt and Marcus Marx to form Hart, Abt & Marx. Under the new partnership, the firm expanded its manufacturing and wholesale business, "employing dozens of women around the city to manufacture close to \$1 million worth of garments a year."⁴ Levi Abt left the company in 1887. That same year, Joseph Schaffner, a cousin of Harry and Max Hart who worked as a bookkeeper in a wholesale dry goods company, joined the firm, which was renamed Hart, Schaffner & Marx. The new partnership set up operations at the Farwell Block on South Market Street (now South Wacker Drive), in the heart of Chicago's garment district.

By the turn of the twentieth century, Hart, Schaffner & Marx grew rapidly into a nationally recognized manufacturer of men's clothing, with its line sold to retailers throughout the country. This expansion was spurred in large part by the company's ground-breaking sales and advertising programs led by Joseph Schaffner. One of the earliest innovations was in the company's method of selling to retailers. Salesmen at Hart, Schaffner & Marx (and all salesmen throughout the wholesale clothing industry) traditionally brought trunks of sample garments to sales calls with retailers. Traveling with the full-sized samples was inconvenient and time-consuming, with over a dozen trunks often required for a single sales visit. An enterprising Hart, Schaffner & Marx salesman began taking swatches of fabric taken from the company's mill purchases to use instead of full sample garments; the idea quickly became the established sales method within the company and was subsequently adopted by its competitors.⁵ The company was also the first in the industry to adopt a "one price policy" for its garments, which helped it

³ *1887-1987: A Centennial Celebration* (Chicago: HartMarx, 1987), 1-2.

⁴ Janice L. Reiff, ed. *Chicago Business and Industry From Fur Trade to E-Commerce* (Chicago: University of Chicago Press, 2013), 219-20.

⁵ Joseph Egelhof, "Chicago Holds Large Stake in Clothing Field," *Chicago Daily Tribune*, 3 February 1982, p. A7.

gain the confidence of independent retailers and establish its salesmen as representatives of the company.⁶

Joseph Schaffner's insistence on the importance of advertising was also crucial to the company's early success. In 1895, Hart, Schaffner & Marx published its first style book, called "Art in Dress," that it sold to retail merchants for use in their stores. Two years later, Schaffner initiated a \$5,000 national advertising campaign, placing advertisements for Hart, Schaffner & Marx suits in newspapers across the country. Schaffner's investment in advertising was initially met with skepticism by other manufacturers and retailers, who saw it as a waste of money. One of his competitors told him that "if a man wanted to throw money in the lake it was a fine way to go about it."⁷ Schaffner recalled:

We were told very frankly by other manufacturers and by retailers that advertising would not pay us. One of our customers who now owns several very important retail stores could not then be convinced that our advertising would help his sales; he did not believe that we could draw people to his store for our goods. It wasn't long after when this man discovered that the public was acquiring knowledge of our clothes and a belief in their quality. Advertising increased our volume; volume has enabled us to increase our value-giving, both by lower prices and by putting more quality into the goods. Advertising has been, and is, an economy.⁸

Hart, Schaffner & Marx's pioneering advertising campaigns expanded their reach into retail markets throughout the United States, and other companies eventually followed suit. An advertising executive remarked later that "It took a few years for it to permeate and by the time the effect of advertising on the public was fully recognized in the industry Mr. Schaffner's work had progressed far."⁹ National advertising campaigns also allowed Hart, Schaffner & Marx to introduce new products in an efficient manner. In 1900, the company instituted an 'all guaranteed wool' policy to ensure customers that Hart, Schaffner & Marx clothing was of good quality. In 1906, it introduced proportioned suits to fit different body types. An advertisement for department store Maurice L. Rothschild in Chicago proclaimed that Hart, Schaffner & Marx provided "every size of men and young men and extra sizes for the tall, the slim, the stout, the short, and the short stout."¹⁰ The company continued to expand and refine its advertising through the early decades of the twentieth century, commissioning well-known illustrators like Samuel Nelson Abbott and Edward Penfield to "lifestyle art" of its clothing in natural settings, which were used in newspaper and magazine ads, style books, and posters for retail outlets.¹¹

1910 Garment Workers Strike

⁶ 1887-1987, 3.

⁷ *Joseph Schaffner, 1848-1918: Recollections and Impressions of his Associates* (Chicago: publisher unknown, 1920), 40.

⁸ *Joseph Schaffner, 1848-1918*, 41-2.

⁹ *Ibid.*

¹⁰ *Chicago Daily Tribune*, 6 November 1906, p. 6.

¹¹ 1887-1987, 4.

By 1910, Hart Schaffner & Marx had established itself as one of the largest manufacturers of men's clothing in the country. The company's annual sales were approximately \$15 million, and it employed over 10,000 people in Chicago, over one-third of the estimated 38,000 employed by the city's clothing industry.¹² Between 1890 and 1908, the company continually expanded its manufacturing operations into multiple buildings in the city's garment district. In addition to occupying seven floors in the Farwell Block, the company also leased additional space in an adjacent building at Market Street and Jackson Boulevard, as well as an entire eight-story factory building at Market and Van Buren. In 1908, Hart, Schaffner & Marx moved its company headquarters into a new 12-story building designed by Chicago architects Holabird & Roche at 36 S. Franklin St. The first floor of the building contained general offices and shipping rooms, the third through fifth floors stockrooms and salesrooms, and the remaining seven stories manufacturing operations.¹³

In addition to its factory spaces in the garment district, Hart Schaffner & Marx also owned and operated nearly fifty small garment shops scattered throughout the city. Like many other clothing manufacturers in the country in the early twentieth century, the company's larger factory spaces handled the design and cutting of garments; cut pieces that could not be assembled within the factory were then sent out to small independent shops (also called "contract shops" because the work was often contracted out) to be sewn and finished before coming back to the factory for pressing. To streamline its operations and ensure quality control, Hart, Schaffner & Marx eventually purchased many of the contract shops with which it worked.

Because they were cheap to set up and operate, contract shops proliferated in Chicago, concentrating within immigrant communities on the Northwest, Near West, and Southwest Sides of the city. About two-thirds of the several thousands of men and women working in Hart, Schaffner & Marx's contract shops were foreign-born.¹⁴ Increasing competition between large manufacturers like Hart, Schaffner & Marx and smaller independent shops led to increasing cuts in wages for workers in both contract shops and factories in Chicago, and conditions in many contract shops were substandard. The practice of "piecework"—paying workers for each piece that they sewed, rather than at an hourly or daily rate—was manipulated by manufacturers and factory bosses to wring the highest possible production rates at the lowest cost. A history of the clothing workers of Chicago published by the Amalgamated Clothing Workers of America in 1922 described how workers were exploited by the practice:

The fastest workers would be made 'pacemakers' and their rates would be increased until they had reached the highest possible production. This production would then be required of all the workers and the rates gradually reduced. Changes in operations or the combination of what had been two or more operations into one, or other changes that made the work more difficult would be required

¹² *Chicago Business and Industry*, 220; "Garment Workers See Gains," *Chicago Daily Tribune*, 15 October 1910, p. 9; 1887-1987, 7.

¹³ "Clothiers Plan Great Building," *Chicago Daily Tribune*, 16 May 1908, p. 12.

¹⁴ *Chicago Business and Industry*, 220.

without any compensating changes being made to piece rates, so that the actual earnings of the workers were decreased. . . The rates to begin with were in most cases so low as to make it impossible for the workers to earn a living without taking work home. Needle workers would take packages of needles home with them to thread at night, so as to be able to get more work done in shops.¹⁵

On September 22, 1910, several workers at Hart, Schaffner & Marx Shop No. 5 walked out over a one-quarter-cent cut in the rate for seaming pants. The walk-out “provoked immediate and enthusiastic responses at other shops. By the next day almost a thousand men and women had left the shops and long before three weeks were over, more than 40,000 were out, and the whole city was affected.”¹⁶ Although Thomas A. Rickert, president of the United Garment Workers (UGW) in Chicago was asked to call a general strike of garment workers in solidarity with the Hart, Schaffner & Marx workers at the beginning of the strike, the union never formally endorsed a general strike; instead Rickert attempted to negotiate an arbitration agreement with the strikers and the company in early November. Hart, Schaffner & Marx’s refusal to recognize the union led strikers to vehemently reject the company’s offer to reinstate workers and form an arbitration committee. Further attempts at arbitration through the end of the year proved futile.¹⁷ Frustrated with Rickert’s failure to adequately support the strike, other union leaders in the city formed a Joint Strike Conference Board made up of UGW representatives and other organizations, including the Chicago Federation of Labor and the Women’s Trade League. The Board communicated with Rickert for the strikers and organized much-needed relief efforts.

In December 1910, Chicago’s City Council passed a resolution to appoint a committee to arbitrate and settle the strike. Representatives of Hart, Schaffner and Marx agreed to meet the committee but “members of the manufacturers’ associations refused to participate in a conference if any union representatives were present” and would not consent to any arbitration.¹⁸ As Mayor Fred A. Busse and the committee sought to reach a settlement with Hart, Schaffner & Marx, violence erupted between strikers and strike-breakers, and at least three workers were killed over the course of the strike.¹⁹

On January 14, 1911, Hart, Schaffner & Marx reached a settlement with the Joint Strike Conference Board. The agreement guaranteed that the company would not discriminate against union workers and called for the creation of a three-person Board of Arbitration “for the purpose of considering and adjusting all other grievances.”²⁰ The settlement later became the model for other industries around the country. Approximately 10,000 Hart, Schaffner & Marx employees returned to work after the signing of the agreement, but over 16,000 workers from other companies remained on strike until February 3, when Joseph Rickert and the Strikers’ Executive

¹⁵ *The Clothing Workers of Chicago, 1910-1922* (Chicago: Amalgamated Clothing Workers of America, 1922), 21.

¹⁶ *Ibid.*, 26.

¹⁷ *Ibid.*, 33-4.

¹⁸ *Ibid.*, 39.

¹⁹ “Strike Weakens; Violence Grows,” *Chicago Daily Tribune*, 21 December 1910, p. 3.

²⁰ *The Clothing Workers of Chicago*, 44.

committee abruptly declared that the strike was over, leaving those strikers without any broader agreement with other manufacturers.²¹ Demoralized workers returned to work, and many were refused employment at their old shops or were faced with the same conditions that had precipitated the strike. Although not a victory for the majority of garment workers in Chicago, the 1910 strike did lead to the organization of the Amalgamated Clothing Workers of America in 1914—under the leadership of Sidney Hillman, a former Hart, Schaffner & Marx cutter. The union organized the entire garment industry in Chicago in 1919.

In March of 1911, Hart, Schaffner & Marx’s newly formed Board of Arbitration, with Clarence Darrow representing the unions and Carl Meyer representing the company, drafted a response to the employees’ grievances, which guaranteed wage increases, a 54-hour work week, safe and sanitary work conditions, and regular work breaks.²² When the company incorporated later that year, it appointed Earl Dean Howard as its first Director of Labor. The following year, Darrow and Meyer selected John E. Williams to serve as the third, impartial member of the Board of Arbitration.²³

As a result of its willingness to negotiate with workers and the unions, Hart, Schaffner & Marx avoided subsequent strikes that roiled the garment industry in Chicago in the mid- and late 1910s. The company continued to expand its product line, introducing the first tropical-weight wool suit, called “Dixie Weave,” in 1917.²⁴ It also continued to focus on refining its marketing and advertising strategies, commissioning Edward Penfield to design its trademark horse-and-rider insignia that quickly became synonymous with the company. Although production was largely diverted to the making of military uniforms during World War I, by 1919 Hart, Schaffner & Marx had again scaled up its facilities in Chicago, leasing two factory buildings on the north side of the city.²⁵

Retail Expansion in the 1920s

In its first three decades, Hart, Schaffner & Marx was primarily a manufacturing and wholesale business. Although the company had retained ownership of the two stores originally opened by Hart & Bros. through the 1890s and subsequently purchased a small number of retail outlets in the early twentieth century, it largely refrained from entering the retail market until the mid-1920s, when it began buying retail chains and independent retail outlets as subsidiaries. The company’s first major acquisition occurred in 1926 with the purchase of Wallachs, a chain of specialty men’s clothing shops based in New York City. In 1927, it acquired the Baskin chain in Chicago, and marked its purchase by commissioning Holabird and Roche to design a new downtown store on Michigan Avenue just south of the Chicago River. Between 1929 and 1931, Hart, Schaffner & Marx bought an additional nineteen retail outlets throughout the country,

²¹ Ibid., 45.

²² Ibid., 51.

²³ *1887-1987*, 8.

²⁴ Ibid., 9.

²⁵ “Clothiers Lease Two Factories Now Being Built,” *Chicago Daily Tribune*, 12 July 1919, p. 19.

including Walker's in Columbus, Jas. K. Wilson in Dallas, Zachry's in Atlanta, and Walker's in Dayton.²⁶

The development of the company's retail division brought Hart, Schaffner & Marx into a new era of dual distribution, acting as both manufacturer/wholesaler to independent retail establishments and retailer. The company would maintain its position as a dual distributor through the 1990s. Dual distribution allowed for Hart, Schaffner & Marx to develop and test new retail systems and advertising, gauge consumer interest in styles and fabrics by placing small test quantities in subsidiary stores, and place orders for its own stores strategically to ensure a more steady manufacturing schedule.²⁷ Speaking at a hearing on dual distribution and vertical integration in the U.S. House of Representatives' Select Committee on Small Business in the mid-1960s, Hart, Schaffner & Marx president John D. Gray stated "I think it is fair to say that the company would have been unable to maintain its position as the leading manufacturer of fine quality clothing. . . if it had not engaged in the retail clothing business as well as in the manufacture of clothing."²⁸

The Great Depression and World War II

The Great Depression brought an abrupt halt to Hart, Schaffner and Marx's retail acquisitions, and the company suffered the greatest financial losses in its history in the early 1930s.²⁹ By the middle of the decade, business had improved, with the company reporting modest profits in 1935 and more substantial gains in 1937.³⁰

With the United States' entry into World War II, the federal government created the War Production Board (WPB) in January 1942 to manage the diversion of domestic production to the war effort. Rationing of certain materials like rubber and gasoline had already begun in 1941, and in April of 1942, the WPB instituted rationing of materials associated with the textile industry, including fabrics like wool and cotton, zippers, and chemicals used in dyes.³¹ The WPB also placed restrictions on the design of clothing made by manufacturers for civilians during the war. Pleats were eliminated and lengths and inseams shortened on pants, jackets, and coats, and

²⁶ 1887-1997, 12.

²⁷ United States, Congress, House, Select Committee on Small Business, *The Impact Upon Small Business of Dual Distribution and Related Vertical Integration: Hearings Before the Subcommittee No. 4, Select Committee on Small Business, House of Representatives, Eighty-Eighth Congress, First Session, Pursuant to H. Res 13* (U.S. Government Printing Office, 1963), p 405-411.

²⁸ Ibid, 405.

²⁹ "Clothing Firm Reports Loss of \$2,994,580," *Chicago Daily Tribune*, 25 January 1932, p. 21.

³⁰ "Hart-Schaffner Co. Reports 1935 Profit Against Losses in 1934," *Chicago Daily Tribune*, 27 January 1936, p. 19;

"Hart Schaffner Marx Report Large Upturn in Profits Last Year," *Chicago Daily Tribune*, 25 January 1937, p. 23).

³¹ Jennifer M. Mower and Elaine L. Pederson, "United States World War II Clothing Restrictions," *Berg Encyclopedia of World Dress and Fashion* (Oxford; New York: Berg, 2010);

the production of vests and extra pants for suits was prohibited.³² Like other clothing manufacturers in Chicago and throughout the country, Hart, Schaffner & Marx adjusted to the reality of war-time production, designing simpler silhouettes, introducing synthetic fabrics like rayon for suit linings, and manufacturing army and navy officers' uniforms under contract with the government. The company's advertising department also produced ads "showing civilians in war plants and in other patriotic situations."³³

Post-War Acquisition and Expansion

When the war ended in 1945, Hart, Schaffner & Marx shifted back to civilian production in its Chicago plants to meet pent-up consumer demand. In 1948, the company purchased the eleven-story building at 728 Jackson Boulevard from the A. B. Dick Company to house its main manufacturing operations, while still retaining multiple plants in the city. The company resumed its acquisition of retail subsidiaries, buying up Leopold Price & Rolle in Houston, Liemandts in Minneapolis, Silverwoods in Los Angeles, Dick Richmond in Miami, and Hastings in San Francisco.³⁴ In 1949, Hart Schaffner & Marx owned twenty-nine subsidiary companies operating forty-six retail stores throughout the country; by 1964, that number had jumped to over ninety stores run by forty subsidiaries.³⁵ Responding to the post-war surge in suburban populations, the company opened its first specialty store in a suburban shopping center in 1949; by 1960, it owned thirty suburban stores.³⁶

In the 1950s, Hart Schaffner & Marx began a period of ambitious expansion of its manufacturing division, purchasing Chicago competitor Society Brand in 1954. In 1964, the company acquired Hickey-Freeman, another merchant-manufacturer based in Rochester, New York. Established in 1899, the company was well-known for its quality menswear, which complemented Hart, Schaffner & Marx's own upper-tier clothing line. In 1967, the company purchased Jaymar-Ruby, a manufacturer based in Michigan City, Indiana, primarily known for its Sansabelt line of men's pants.³⁷ The acquisition of Jaymar-Ruby, along with the creation of the Fashionaire division dedicated to producing uniforms for airlines in 1965, marked the company's first attempt to broaden its share of the clothing market beyond up-market business wear.³⁸

Hart, Schaffner & Marx Warehouse Building

By the mid-1960s, Hart, Schaffner & Marx had become the largest manufacturer of men's clothing in the United States. The company owned and operated nineteen factories in eight states

³² "WPB is Expected to Ease Curb on Men's Clothing," *Chicago Daily Tribune*, 27 September 1944, p. 26.

³³ 1887-1987, 15.

³⁴ Ibid, 17.

³⁵ "Clothier Has Smaller Net for 6 Months," *Chicago Daily Tribune*, 18 July 1949, p. B7; *The Impact Upon Small Business of Dual Distribution and Related Vertical Integration*, 406.

³⁶ 1887-1987, 17.

³⁷ Ibid., 17-18.

³⁸ Ibid.

and 154 stores in fifty-eight metropolitan areas; it also controlled a number of nationally recognized brands in addition to its own eponymous clothing line.³⁹

Although the company's manufacturing operations for the Hart, Schaffner & Marx clothing line remained in Chicago, in 1965 it announced plans to construct a new distribution warehouse in Des Plaines. The company's decision to locate the building outside of downtown Chicago in the northwestern suburbs was a natural one, given the city's proximity to the newly completed Kennedy Expressway, Northwest Tollway (I-90), and Tri-State Tollway (I-294), and to O'Hare International Airport.

Post-War Industrial Development in Des Plaines and Northwest Cook County

In the decade before World War II, Des Plaines was a small city of around 8,500 people, connected to Chicago via the Chicago & North Western Railway and the Wisconsin Central Railway (later the Soo Line). While the city's connection to Chicago via rail allowed it to prosper as a residential suburb, commercial development was largely concentrated within the city's central business district. Industrial development in the city was minimal and confined to its western edge. A number of commercial greenhouses were located on the city's periphery on large, undeveloped tracts; the city was known as "The City of Roses" because of the varieties of roses and carnations grown there.⁴⁰

In 1940, the City of Chicago approved a system of superhighways radiating out from the city to accommodate increasing automobile traffic. Although construction of the system was delayed by World War II, the precipitous growth in long-distance travel—particularly by commercial trucks moving goods between cities—led to a major push to build the system in the 1950s. At the same time, the Illinois Toll Highway Commission began work on a series of tollways that would bypass Chicago but connect to its planned expressways, creating a wide network of superhighways ringing the city. Construction of the expressways and tollways was initially focused on the northwest side of the city and northwestern Cook County.⁴¹

Also under construction in northwest Cook County was Chicago's new O'Hare airport. Planned around a former airfield attached to the Douglas Aircraft Company factory at Orchard Place immediately southwest of Des Plaines, the airport was officially opened for limited air traffic in 1955 while construction was underway. Work on the site continued through the early 1960s.⁴²

With the area emerging as a major transportation hub, it was clear that Des Plaines and the surrounding communities in northwestern Cook County were ripe for development. The location

³⁹ "Success May Be All in Name's Sound," *Chicago Tribune*, November 9, 1967, p. E10

⁴⁰ David Whittingham, *Des Plaines* (Charleston, SC: Arcadia Publishing, 2012), 7.

⁴¹ Dennis McClendon, "Expressways," Encyclopedia of Chicago website (accessed November 12, 2019 at <http://www.encyclopedia.chicagohistory.org/pages/440.html>).

⁴² "The Fascinating History of Chicago's O'Hare International Airport: 1920-1960," *Airways*, 7 April, 2014 (accessed November 12, 2019 at <https://airwaysmag.com/2014/04/07/chicago-ohare-history/>).

was especially attractive to industrial developers, who were drawn to easy access to both existing rail lines and the planned expressways and tollways, as well as to the availability of undeveloped land. The fact that the northwest section of the county was experiencing a population boom also meant that there would be a ready-made local workforce for the new industrial plants.

By the early 1950s, enterprising real estate developers were already building industrial sites near the planned route of the I-90/I-294 interchange. Among these early developers were Marshall Bennett and Louis Kahnweiler, who founded the real estate company Bennett & Kahnweiler in 1947. Bennett & Kahnweiler began developing small industrial buildings along the Northwest Highway in 1951. Soon after, the firm built its first planned industrial park, called O'Hare Industrial Center, at the northwest corner of Lawrence Avenue and River Road. When all fifty lots in the park sold in just over a year, "We found we were in the path of a population movement of executives and their employees. . .and it is a precept of industrial real estate that a plant tends to be located where the boss lives. You can bet your boots on it."⁴³

In the mid-1950s, Bennett & Kahnweiler partnered with Centex Construction Company to build Elk Grove Village, a community organized around a large industrial park northwest of O'Hare Airport. The team purchased 6,000 acres of land in 1956, 2,000 of which was reserved for Centex Industrial Park directly northwest of the airport. Centex opened in 1957, and by 1965 it was the fastest-growing industrial park in the country, with over 250 firms operating out of the park.⁴⁴

The Touhy & Mannheim Industrial District and the Hart, Schaffner & Marx Warehouse

Although not as large as Centex, industrial parks proliferated in northwest Cook County during the 1950s and early 1960s. Owners of undeveloped land around Des Plaines and other northwest communities rushed to capitalize on the boom, and zoning boards were inundated with requests for zoning changes. In 1955, Mr. and Mrs. Otto Bauske and Premier Rose Gardens, the owners of a combined 138-acre site roughly bounded by Touhy Avenue, Mannheim Road, Howard Avenue, and Maple Street in the far south end of Des Plaines, applied to the Des Plaines Zoning Board to have the zoning of the tract changed from residential to industrial district 1. The site was largely vacant at the time and had been the site of greenhouse businesses operated by the two owners since the mid-1920s. The zoning board denied the reclassification, and Mr. and Mrs. Bauske filed suit against the city. The case made its way to the Illinois Supreme Court in 1957, where the court upheld an earlier circuit-court decision to void the residential zoning classification, stating the "highest and best use of the property is industrial." The court noted in its decision that "the property now is essentially industrial, and that transportation facilities surrounding the tract have made it a focal point of rail, highway, and air traffic."⁴⁵

⁴³ "Centex Proves Magnet to Industry," *Chicago Tribune*, 26 September 1965, p. E1.

⁴⁴ *Ibid.*

⁴⁵ "Rule Industry Zone O.K. in Des Plaines," *Chicago Daily Tribune*, 1 December 1957, p. NW1.

With the land now zoned for industrial use, the parcel was purchased by J. Emil Anderson & Son, Inc. for development as the Touhy & Mannheim Industrial District. The firm specialized in the development of “built-to-suit” industrial parks and had recently built a smaller 65-acre park at the southwest corner of Howard Avenue and Wolf Road.⁴⁶ The first building to open in the Touhy & Mannheim park was a 180,000-square foot plant at 2070 Maple St., built for the Federal Pacific Electric Company for its Midwest regional sales office and distribution warehouse.⁴⁷

In 1965, Hart, Schaffner & Marx purchased a thirteen-acre tract in the southeast corner of the Touhy & Mannheim Industrial District, with plans to build a distribution warehouse on the site. The company retained Chicago architects Holabird & Root to design the one-story, 100,000-square foot building. The warehouse, which was completed in the spring of 1966, featured a 32' high ceiling with “an interior network of racks and catwalks” that made full use of the two million cubic feet of space within.⁴⁸ The building was outfitted with air conditioning and humidity controls and featured an automated trolley-routing system to store and dispatch the garments.⁴⁹ With the new warehouse strategically located just north of the I-90/I-294 interchange, the company was able to easily deliver finished clothing from its plants in Chicago for distribution to stores throughout the Midwest.

Factory Addition to Hart, Schaffner & Marx Warehouse Building

In the years immediately following the completion of the warehouse building, Hart, Schaffner & Marx continued its aggressive program of acquiring additional retail stores. Between 1965 and 1968, the company purchased forty-eight addition outlets, nine of which were in the Chicago area. This rapid accumulation of stores led the U.S. Justice Department to bring an anti-trust suit against the company in November 1968, charging that Hart, Schaffner & Marx had created a monopoly in the production and sale of “better priced” men’s suits in violation of the Clayton Act.⁵⁰ On June 1, 1970, the U.S. District Court for the Northern District of Illinois ruled against Hart, Schaffner & Marx, ordering the company to divest thirty of its retail outlets within three years and issuing an injunction barring any further acquisitions without court approval for ten years.⁵¹

Despite the anti-trust ruling, Hart, Schaffner & Marx continued to thrive. The company pivoted from acquisitions to a focus on creating new lines under licensing agreements with celebrities like Johnny Carson and Jack Nicklaus and designers like Christian Dior and Nino Cerruti. The

⁴⁶ James M. Gavin. “Schedule 1961 Completion of Des Plaines Facility,” *Chicago Tribune*, 23 August 1960, p. B4.

⁴⁷ *Ibid.*

⁴⁸ “Hart, Schaffner and Marx Will Build Des Plaines Warehouse,” *Des Plaines Suburban Times*, 3 March, 1966, p. 36.

⁴⁹ *Ibid.*

⁵⁰ Rudolph Unger, “Hart Anti-Trust Charge Brought by Government,” *Chicago Tribune*, 14 November 1968, p. C7.

⁵¹ *United States v. Hart, Schaffner & Marx*, Civil Action No. 68-C2167 (IL 1970).

company also expanded into international markets through licensing agreements. By the late 1970s, annual sales topped \$600 million.⁵²

Hart, Schaffner & Marx Factory Addition

In January 1981, Hart, Schaffner & Marx announced that the company was selling its office and manufacturing building at 36 S. Franklin St. to Cadillac Fairview Corporation, a Toronto-based development company that planned to build a new office tower on the site. Hart, Schaffner & Marx planned to move its office headquarters to 101 N. Wacker Dr.⁵³ Later that year, construction began on a 173,000 square-foot manufacturing plant addition to the existing warehouse at 1680 E. Touhy Ave. in Des Plaines. The new plant, designed by the Chicago architecture and engineering firm A. Epstein and Sons, was constructed to house manufacturing operations displaced by the demolition of the building at 36 S. Franklin St., including the receiving and treatment of cloth from textile mills and assembling of pieces to be sent to sewing operations in Chicago. The building also contained storage space for cloth and administrative offices. The building's most notable feature was its curving skylight, which ran the length of the building and provided natural light to main traffic areas.⁵⁴

The design of the building, with its sleek metal exterior punctuated by ribbon windows, referenced the Corporate Modern-style buildings rising in office parks around O'Hare Airport at the time. Epstein received a 1982 Society of American Architects national design award for the design, which combined "the economies of an industrial building with the ambiance of a suburban office complex."

Recent History of Hart, Schaffner & Marx Warehouse and Factory (1981-2018)

When the ten-year consent decree expired in 1980, Hart, Schaffner & Marx immediately began another period of acquisition. At the time, the company was increasingly losing ground to discount brands, which by the early 1980s accounted for approximately eighty percent of the market for men's suits. To further broaden its market reach, Hart, Schaffner & Marx acquired the Kuppenheimer Manufacturing Company in December 1982. A major discount manufacturer based in Chicago, Kuppenheimer was the leading producer of inexpensive suits in the country. Hart, Schaffner & Marx's purchase of Kuppenheimer included a retail arm with forty-one outlets.⁵⁵ The company also expanded into women's clothing, acquiring Country Miss in 1981.

⁵² *1887-1987*, 17; "Firm Reports Income," *Chicago Tribune*, 18 January 1979, p. B5.

⁵³ Gary Washburn, "Major Office Building Planned," *Chicago Tribune*, 9 January 1981, p. 54.

⁵⁴ "Clothiers Building Des Plaines Plant," *Chicago Tribune*, 26 July 1981 p. N_B2F; "Throwback Thursday—Hart, Schaffner & Marx," Epstein website (accessed November 14, 2019 at <https://www.epsteinglobal.com/whats-new/2017/throwback-thursday-hart-schaffner-marx>).

⁵⁵ "Hartmarx Corporation History," Funding Universe website (accessed November 13, 2019 at <http://www.fundinguniverse.com/company-histories/hartmarx-corporation-history/>).

Given its increasingly broad share of the market, Hart, Schaffner & Marx reorganized as a holding company in 1983, changing its name to Hartmarx Corporation. The renaming of the parent company allowed the Hart, Schaffner & Marx line to continue as a subsidiary company, preserving the exclusivity of the brand. With flagging sales and debts accumulated from its recent acquisitions, the Hartmarx Corporation began to struggle in the mid-1980s. To increase efficiency, the company consolidated its purchasing, payroll, credit, and distribution operations to offices in Chicago, Dallas, and Columbus. Despite these efforts, sales declined precipitously in the early 1990s, and by 1995 the company had sold off all its retail outlets, including ninety-one Kuppenheimer stores, fourteen Sansabelt outlets, and all of its Country Miss stores. Because sales of up-market tailored clothing remained steady, the company retained Hart, Schaffner & Marx and Hickey-Freeman. The divestments, along with a pivot to sportswear and an infusion of cash from several Middle Eastern investors, returned the company back to profitability, although overall revenues were cut in half by the restructuring.⁵⁶

On more stable ground again, Hartmarx focused on expanding its holdings in men's tailored clothing, acquiring Plaid Clothing Group in 1996 and Copley, Noyes and Randall in 1998.⁵⁷ By the turn of the twenty-first century, with over twenty separate clothing subsidiaries, Hartmarx again struggled to maintain its position in a changing market. While its parent company flailed, sales of the Hart, Schaffner & Marx brand remained strong. In 2008 and 2009, the brand's profile was raised considerably by President Barack Obama, who wore Hart, Schaffner & Marx suits throughout his presidential campaign. The suit that Obama wore for his acceptance speech in Grant Park on November 4, 2008 and his inaugural tuxedo and overcoat were manufactured at the Hart, Schaffner & Marx plant in Des Plaines.⁵⁸

Despite the continued success of the Hart, Schaffner & Marx brand, Hartmarx Corporation filed for bankruptcy in 2009, and was subsequently purchased by British Company Emerisque Brands and the North American branch of Indian clothing company SKNL.⁵⁹ Doug Williams, former president of Ralph Lauren, was brought in to salvage the company, which was renamed HMX. The company continued to struggle, and Williams placed it back into bankruptcy in 2012. Authentic Brands Group purchased the intellectual property assets of the company, including the Hart, Schaffner & Marx brand, and spun off the operating company to Williams under the W. Diamond Group in 2012.⁶⁰ The company divested everything except for the Hart, Schaffner &

⁵⁶ Ibid.

⁵⁷ Ibid.

⁵⁸ Constance White, "State of the Uniform: President Obama Already has Shaken Up the Glacial World of Men's Style," *Chicago Tribune*, 8 February 2009, p. 16; Sandra M. Jones, "Obama's Popularity Suits Hartmarx: Local Clothier Looks to Cash in on Picks by President-Elect," *Chicago Tribune*, 14 November 2008 p. 26.

⁵⁹ "Owner of Hart Schaffner Marx, Which Makes Suits Worn by President Obama, Files for Chapter 11," *New York Post*, October 19, 2012 (accessed November 15, 2019 at <https://nypost.com/2012/10/19/owner-of-hart-schaffner-marx-which-makes-suits-worn-by-president-obama-files-for-chapter-11/>)

⁶⁰ Vicki M. Young, "HMX Group, Authentic Brands Deal Done," *Women's Wear Daily*, December 26, 2012 (accessed November 14, 2019 at <https://wwd.com/fashion-news/fashion-scoops/hmx-authentic-deal-done-6553330/>).

Marx subsidiary and continued to manufacture suits out of the Des Plaines factory, which at the time employed approximately 400 people. In 2015, Hart Schaffner Marx expanded to a second factory outside of Cleveland, bringing the total number employees to over 700.⁶¹

In 2015, 1680 Touhy Investors, LLC (c/o Pritzker Realty Group) acquired the property from W. Diamond Group in a sale/lease back structured deal. In mid-2018, the lease was terminated, and W. Diamond grouped vacated the building and relocated the Hart, Schaffner & Marx manufacturing operations to a newer building at 901 W. Oakton St. 1680 Touhy Investors marketed the site for redevelopment and demolished the warehouse and factory structures; they later executed a ground lease with Iron Mountain Data Centers, which started construction of a new building on the site in 2019.

⁶¹ Jeffrey Bonior, “How a Fashion Industry Veteran Kept American Suitmaker Hart Schaffner Marx in Business,” Alliance for American Manufacturing website, accessed November 15, 2019 at <https://www.americanmanufacturing.org/blog/entry/hart-schaffner-marx>).

Part II: ARCHITECTURAL INFORMATION

The following description is based on existing architectural drawings and photographs of the building. Although the building has been demolished, this description will refer to the building in present tense.

A. General Statement:

1. Architectural Character: The Hart, Schaffner & Marx warehouse building, completed in 1966, is a one-story, mid-century modern industrial building designed by the Chicago architecture firm of Holabird & Root. The design of the warehouse building reflects the popularity of Miesian-influenced modernism among Chicago architecture firms like Holabird & Root in the mid-twentieth century. The building's gray brick panels and recessed strips of black brick reference the black painted steel structure popularized by architect Mies van der Rohe. The design immediately suggests Mies' powerhouse for Illinois Institute of Technology that expresses its structure with thin, recessed, vertical black strips. The building also recalls the Michal Reese Hospital Plant in Chicago, designed in 1953 by Friedman, Alschuler & Sincere in partnership with Walter Gropius' The Architects Collaborative. The design fits well into the work that Holabird & Root and other older, prominent Chicago firms like Graham Anderson Probst & White—which had been celebrated for earlier work in historic revival and Art Deco styles—were designing in the post-war years.

The 1982 factory addition was designed by Chicago architects A. Epstein & Sons in the Corporate Modern style and represents the evolution of modern architecture in the later decades of the 'twentieth century. The curving glazed skylight extending north from the main entrance of the building, as well as the sleek exterior marked by a grid of square metal panels intersperse with single-light windows, are characteristic of this iteration of modernism, which was particularly popular in suburban office parks.

2. Condition of Fabric:

The Hart, Schaffner & Marx warehouse building and factory addition were demolished in 2018.

B. Description of Exterior:

1. Overall Dimensions:1966 Warehouse Building

The Hart, Schaffner & Marx warehouse building is a one-story building with a rectangular footprint. A shallow, offset rectangular entrance bay and loading dock is situated on the north half of the east facade. The building's north and south

elevations are 195'-1" long. The entrance bay/loading dock projects 16' from the east facade and is 192' long. The east and west facades are 355'-1" long.

The building is comprised of a single floor with a flat roof. The total height of the building is approximately 34' from grade. The height of the entrance bay/loading dock on the east facade is approximately 13' from grade at the entrance bays on the north and south ends and 18' at the loading dock entrances along the east side.

1982 Factory Addition

The 1982 factory addition to the Hart, Schaffner & Marx warehouse is a one-story building with a roughly rectangular footprint. The building's north and south facades are 345' long. The west elevation is 461'-7.5" long, and the east elevation is 409'-6" from the north end to the north wall of the original warehouse building. A one-story curved bay, approximately 15' tall, projects from the southeast corner of the addition to provide connection with the existing warehouse building.

The building is divided into two main sections—a shorter one-story section at the east, which rises approximate 17' above floor level, and a taller one-story section with mezzanine to the west, which rises approximately 29' above floor level. Both sections feature a flat roof, and a long, continuous half-arched skylight extends north-south between the two sections. The one-story curved bay at the northwest end has a flat roof and is approximately 15' above floor level.

2. Foundations:

The 1966 warehouse building and 1982 factory addition feature poured concrete foundations.

3. Walls:

1966 Warehouse Building

The 1966 warehouse building features exterior walls clad in rectangular panels of cream-colored face brick laid in running bond. The original drawings for the building show these brick panels separated by recessed vertical limestone bands. Based on the available photographs, these stone bands appear to have been painted or covered with metal panning at some point.

At the south end of the east elevation and on the east side of the south elevation, black metal pin letters on the upper portion of the façades spell "Hart Schaffner Marx," with the company logo above.

The projecting entrance bay/loading dock on the east elevation exhibits exterior walls with exposed painted concrete structural members. On the east elevation,

the two northernmost bays each have a center panel of concrete block in stacked bond, flanked by concrete screening. Moving south along the east elevation, the next four bays contain painted metal overhead doors. The two bays south of these loading entrances are like the two north bays, with a center panel of concrete block flanked by concrete screening. The southernmost bay on the east elevation is open to serve as a covered porch for the primary entrance into the building, which is located on the south-facing end of the loading dock.

1982 Factory Addition

The factory addition features exterior walls clad in insulated metal panels. On the primary south façade, which houses the main entrance, the panels are white with a rectangular pattern interspersed with bands of windows. On the secondary facades (west, east, and north), the metal panels are white with a continuous horizontal rib pattern.

4. Structural system, framing:

Both the 1966 warehouse building and 1982 factory addition are constructed with steel reinforced concrete structural systems.

5. Openings:

a. Doorways and doors:

1966 Warehouse Building

The primary entrance to the 1966 warehouse building is located on the south end of the projecting loading dock enclosure and features a metal and glass storefront system with opaque glass transoms and clear glass sidelights flanking a pair of metal frame doors with large glass panels.

The north-facing end of the loading dock houses a utilitarian metal door at the center, set within concrete block and flanked by metal louvers.

Original elevation drawings show three single-leaf flat metal doors evenly spaced along the west elevation. Photographs indicate that the center and south doors were extant at the time of demolition; the north door on this elevation was removed when the 1982 factory addition was constructed. Similar doors are located on the south and north elevations, with two openings on each elevation. Metal louvers have been added at points along the secondary elevations.

1982 Factory Addition

The primary entrance to the 1982 factory addition is located at the center of the south elevation, under the half-arch skylight that divides the two main sections of

the building. Two sets of painted metal double doors with rounded glass panels are situated within a metal frame, with a large four-light transom with tinted glass above. The south side of the skylight houses panels of grey tinted glass and is separated from the transom by an aluminum panel.

On the west end of the north elevation are four loading dock entrances with painted metal overhead doors. Farther east on the north elevation are two single-leaf pedestrian entrances with metal doors.

On the east elevation are two single-leaf pedestrian entrances with metal doors, evenly spaced at the center of that elevation. Metal louver panels are situated to the north of each entrance, designed to blend with the metal panel wall system.

On the west elevation, seven pedestrian entrances with metal doors are evenly spaced along the façade, with metal louver panels concentrated at the south end of the façade.

b. Windows and shutters:

1966 Warehouse Building

The 1966 warehouse is unfenestrated on all exterior elevations.

1982 Factory Addition

The primary south elevation of the 1982 factory addition, west of the main entrance, is fenestrated with continuous bands of fixed tinted glass panels that fit within the framework of the metal wall panel system. Just west of the main entrance is a grouping of 12 glass panels arranged in two vertical columns of six panels each. Extending west from the top and bottom of this grouping, two rows of glass panels (each two panels high) extend to the west end of the façade. The bottom row expands from two to three panels near the west end.

A similar row of tinted glass panels extends along the curved south face of the projecting bay at the east end of the south elevation.

In addition to these glazed panels, the 1982 factory addition also incorporates a long continuous half-arch skylight with white metal framing and tinted glass, which runs north-south from the main entrance on the south elevation to the north elevation. The exposed east wall of the entrance lobby is also comprised of a grid of glazed panels.

6. Roof:

a. Shape, covering:

1966 Warehouse Building

The roof of the 1966 warehouse building is flat with a membrane roofing system and multiple vents and rooftop mechanical units.

1982 Factory Addition

The roof of the 1982 addition is flat with a membrane roofing system and multiple vents. A portion of the roof is open near the southeast corner to provide ventilation for a large mechanical unit.

C. Description of Interior:

Because there is very little photographic evidence of the existing conditions of the 1966 warehouse building and 1982 factory addition at the time of demolition, the written descriptions of the interior are based on original architectural plans and additional updated plans dating to the mid- to- late-twentieth century. Although the building has been demolished, this description will refer to the building in present tense.

1. Floor plans:

1966 Warehouse Building

The 1966 warehouse contains a single floor with no basement. The original architectural plans for the building show that the interior was primarily large open warehousing space with few enclosed spaces. A small grouping of enclosed office and employee spaces are clustered around the main entrance at the center of the east elevation. The loading dock area and mechanical rooms north of the main entrance were also separated from the main warehouse space. Public access to the building was through the main entrance on the south side of the projecting loading dock. A narrow vestibule led into a small entrance lobby. A short north-south corridor extending north from this lobby gave access to a small group of enclosed office, lunchroom, lounge, sales area, restrooms, and locker rooms. The remaining space in the building was originally divided into two large open spaces, divided at column line 9 by a masonry wall. The area south of the wall is labeled on the original plans as storage. The larger area north of the wall was dedicated to shipping and receiving.

1982 Factory Addition

The one-story 1982 factory addition has no basement and contains primarily large open manufacturing spaces. Enclosed office spaces were confined to a small area at the southwest corner of the addition; this area included a mezzanine accessed by four stairs and an elevator that provided additional space for offices above. The

first level under the mezzanine housed offices at its southeast. The remaining spaces were given over to employee amenities and mechanical rooms. Locker rooms, bathrooms, and a dispensary were located directly south of the offices. An employee cafeteria, lounge, and courtyard were located along the exterior wall at the southeast corner of the building, with a workshop, chiller room, boiler room and electrical room directly north. No plans or photographs were available for the upper level of the mezzanine. Based on the finish schedule included in the original plans, it appears that the space was intended to function as a mixture of enclosed offices, open office space, and storage.

The original architectural plans for the building show a small entrance vestibule at the primary south entrance that opens into the main lobby. The north-south running skylight formed a well-lit arcade that connected the enclosed office spaces at the southwest corner with the manufacturing spaces in the rest of the building. The rounded projecting bay at the east end of the south elevation is labeled on the original plans as a space for return goods; the 1993 drawings for the mezzanine addition show this space in use as a cafeteria.

The east half of the building houses one large open space given over to cutting and assembly. Three small, enclosed offices are located along the center of the east wall, and the northeast corner houses two enclosed computer rooms. The west half of the building, north of the offices, is divided into two roughly rectangular rooms that served as spaces for fabric preparation and storage. Raw materials arrived at the factory through the truck court and receiving area at the northwest corner of the building.

2. Stairways:

1966 Warehouse Building

Steel stairs, regularly spaced throughout the 1966 warehouse building, give access to the roof.

1982 Factory Addition

The 1982 factory addition contains two stairs, both of which connect the first floor to the mezzanine level at the southwest end of the building. The primary stair is located at the east side of the mezzanine, open to the lobby. It is a straight run, metal pan stair with concrete treads and pipe railings. The east-facing side of the stair is clad in gypsum board.

The second stair is located near the center of the mezzanine. It is a quarter-turn stair, metal pan stair with concrete treads and pipe railings.

Details for both stairs are included on Sheet A-6 in the original plans.

3. Flooring:

1966 Warehouse Building

Flooring in the 1966 warehouse building, according to the original plans, was vinyl asbestos tile and concrete. A finish schedule is included on Sheet A-2 in the original plans.

1981-1982 Factory Addition

Flooring in the open manufacturing spaces in the 1981-1982 addition is concrete. The flooring in the vestibule and lobby is concrete. The flooring in the office spaces in the southwest corner is primarily carpet and resilient tile, according to the original plans. A finish schedule is included on Sheet A-2 in the original plans.

4. Walls and ceiling finish:

1966 Warehouse Building

Walls throughout the 1966 warehouse building were primarily painted concrete block, with limited areas of painted gypsum wallboard in the vestibule, lobby, and lunchroom. Ceilings were primarily dropped acoustical tile ceilings, with exposed concrete or metal roof deck in the janitor's closet, storage rooms, shipping and receiving room, loading dock, and mechanical rooms. See finish schedule on Sheet A-2 in the original plans.

1981-1982 Factory Addition

Flooring in the open manufacturing spaces in the 1981-1982 addition is concrete. The vestibule and lobby flooring is concrete. The flooring in the office spaces in the southwest corner are primarily carpet and resilient tile, according to the original plans. See Sheet A-2 in the original plans. Ceilings in the 1981-1982 addition were a mixture of suspended gypsum board ceilings and suspended acoustical tile ceilings in the office spaces and enclosed spaces and exposed concrete in the large manufacturing spaces. The original plans show a suspended gypsum board ceiling in the vestibule and exposed concrete structure in the lobby, which was open to the manufacturing spaces. See finish schedule on Sheet A-2 in the original plans.

The finishes in the office spaces at the mezzanine were upgraded during the 1993 renovations with new carpet and vinyl flooring and new acoustical tile ceilings and gypsum board ceilings, as shown on Sheet A4 of the 1993 plans.

5. Openings:

a. Doorways and doors:

1966 Warehouse Building

Based on the original plans, the exterior and interior vestibule doors at the main entrance to the 1966 warehouse building are plate glass double doors with aluminum frames. The interior doors are primarily flat panel hollow metal doors. Larger openings were fitted with rolling metal fire doors. See door schedule on Sheet A2 in the original drawings.

1981-1982 Factory Addition

The exterior and interior vestibule doors at the lobby entrance doors in the 1981-1982 addition are identical, with pairs of double metal doors with small elliptical inset windows.

No photographs or details of the remaining interior doors have been identified. Based on the plans, the interior doors are primarily single doors, with rolling overhead garage doors at the loading docks.

b. Windows:

See exterior description above.

D. Site:

The Hart, Schaffner Marx Warehouse and Factory Addition at 1680 East Touhy Ave. is located at the northwest corner of Touhy Avenue and Maple on the south side of Des Plaines, just northeast of O'Hare International Airport. The building is located at the north end of the Touhy and Manheim industrial district, on a large rectangular lot bounded on the south by Touhy Avenue, on the east by Maple Street, on the north by Sherwin Avenue, and on the west by the neighboring manufacturing plant. The 1966 warehouse building is situated near the southeast corner of the lot, set back 65' from Touhy Avenue and 85' from Maple Avenue and surrounded by landscaped lawns with mature trees. Large, paved parking lots are located west and north of the warehouse building. A paved semi-circular drive is located at the south end of the warehouse's east elevation, giving access to the main entrance. A large, paved area fronts onto the loading dock at the north end of the east elevation. The northeast corner of the lot is a large open lawn. The 1982 addition is located at the northwest corner of the lot and extends south to connect with the warehouse building. The north elevation of the addition is set back approximately 55' from Sherwin Avenue. A concrete driveway connects Sherwin Avenue to the loading docks at the west end of the addition's north elevation. The west elevation of the addition is set back approximately 26' from the lot line and features a narrow strip of lawn.

Part III: SOURCES OF INFORMATION

A. Architectural Drawings:

1. October 1965. Storage Warehouse: Hart Schaffner & Marx, Holabird & Root, Architects. Sheet Numbers A1-A7 (site plan and first-floor plan, roof plan, exterior elevations, reflected ceiling plans, section details and interior details). Holabird & Root Archive, Chicago History Museum.
2. January 1981. New Manufacturing Addition for Hart, Schaffner & Marx. A. Epstein & Sons, Architects. Sheet Numbers A1-A7 (first-floor factory and office plans, exterior elevations, wall sections, interior details, main entrance details and elevations, roof plan). Drawings provided by current owners.
3. August-September 1993. Hart Schaffner & Marx Manufacturing Consolidation. Krueck and Sexton, Architects. Sheet Numbers A1-A4 (factory and mezzanine floor plans and interior details of 1982 addition). Drawings provided by current owners.

B. Early Views:

1. Photograph of south elevation of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
2. Photograph of partial south elevation of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
3. Photograph of partial south and east elevations of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
4. Photograph of south entry and partial west elevation of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
5. Photograph of south entry of 1982 factory addition showing skylight, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
6. Photograph of north dock elevation of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.
7. Photograph of partial north elevation of 1982 factory addition, ca.1982. Photograph is part of a collection held by Epstein and housed at the company offices.

8. Rendering of 1982 factory addition, 1980. Rendering is part of a collection held by Epstein and housed at the company offices.
9. Photograph of south elevation of 1966 warehouse building, 2018. Photograph provided by current owners.
10. Photograph of east elevation of 1966 warehouse building, 2018. Photograph provided by current owners.
11. Photograph of north elevation of 1966 warehouse building and east elevation of 1982 factory addition, 2018. Photograph provided by current owners.
12. Photograph of interior of the southeast corner of 1982 factory addition, with view of partial west elevation of 1966 warehouse building obscured by addition, 2018. Photograph provided by current owners.
13. Photograph of interior of the southeast corner of 1982 factory addition, view south, 2018. Photograph provided by current owners.
14. Photograph of interior of 1966 warehouse building, 2018. Photograph provided by current owners.
15. Photograph of entry lobby, 1982 factory addition, view south, 2018. Photograph provided by current owners.

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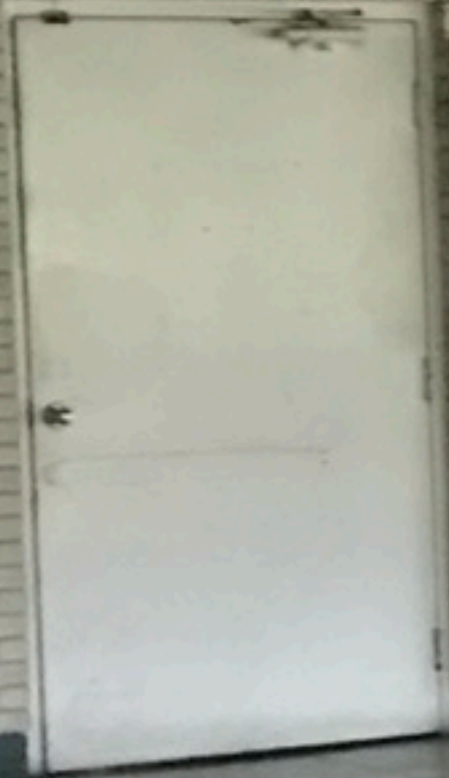


Brandenburg





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