

HISTORIC ILLINOIS BUILDING SURVEY

HIBS CK-2023-3

ARLINGTON PARK

- Location: Arlington Park Racetrack was located at 2200 W. Euclid Avenue in Arlington Heights, Illinois. The property is part of Sections 23, 24, 25, and 26 in Township 42 North, Range 10, East of the Third Principal Meridian in Cook County (Palatine Township). The irregular-shaped parcel, which is approximately 326-acres in size, is bounded by W. Euclid Avenue on the south; N. Wilke Road on the east; the Metra tracks and Northwest Highway on the northeast; IL 52 on the northwest; and Rohlwing Road and commercial development on the west.
- Present Owner: CBFC Development, LLC
- Present Use: All buildings documented in this report were razed during the summer of 2023.
- Significance: Arlington Park, which operated from 1927 to 2021, served as one of the premier thoroughbred racetracks in the United States for much of its history, attracting worldclass jockeys, trainers, and stables. Racing highlights included the 1955 Swaps-Nashua duel and a 1973 race won by the “superhorse” Secretariat—then famous as the first horse to win the Triple Crown in 25 years—which was watched by 41,223 spectators. In 1981, Arlington was the host to the world's first million-dollar race: *The Arlington Million*.
- Arlington Park was established on 1,000 acres of farmland in Palatine Township assembled by its founder—Harry D. “Curly” Brown, a California racing executive—with funding by a group of wealthy Chicago business leaders. The beautifully landscaped property was adjacent to a commuter railroad line and the newly constructed Northwest Highway, making it accessible by train and automobile. It originally included a racetrack with a one- and one-eighth mile dirt oval; a grandstand and clubhouse building, designed by Scipione del Campo; the member-only Post and Paddock Clubhouse designed by Benjamin Marshall; a polo field; a steeplechase course that was later converted to a one-mile turf oval; and a golf course. Stabling in the backstretch eventually accommodated over 2,000 horses.

A series of firsts in the horseracing world were introduced at Arlington Park during its nearly 100 years of existence. It installed the first all-electric totalizator (tote board), which automatically logged bets and figured payoffs, in 1933, and a photo finish camera in 1936. It was the first Chicago area racetrack to use an electric starting gate, in 1940, and introduced the largest closed-circuit color television system in all of sports in 1967.

Arlington offered large purses and prestigious stakes races to attract the nation's top stables while continually upgrading its facilities and grounds. Its original grandstand was extensively remodeled and greatly enlarged over the years. The 1,000-acre property was reduced to about 326 acres in size in the post-World War II era, when land was sold for residential and commercial development.

Arlington received a new, state-of-the art grandstand in 1989 after its original grandstand and the Post and Paddock Club were destroyed by fire four years earlier. The new edifice featured a dramatic, 200 by 600-foot cantilevered roof, which was believed to be the world's largest structure of its kind and allowed unobstructed views of the racetrack. The architectural firm was Skidmore, Owings & Merrill with Diane Legge Kemp as lead designer. Arlington assumed a new identity as an international racetrack in the 1990s, attracting stables outside the U.S. for top-quality races. In 2002 it hosted the first Breeders' Cup World Thoroughbred Championships, the first ever held in the Midwest. Horseracing in Illinois struggled in the 21st century due to competition from casinos and other venues for sportsmen's gambling dollars. Arlington Park closed in 2021, and its purchase by the Chicago Bears was completed in 2023.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Dates of construction

Original Grandstand/Clubhouse: 1927

New Grandstand/Clubhouse: 1988-89

Wood stables: late 1920s to 1940s

Stable with concrete block walls with dormitory rooms on either end:
unknown; sometime between c. 1930s and c. 1950s

Stables with walls of precast concrete panels: c. 1975

Stables with metal modular construction: c. 2000

3 dormitories with communal bathrooms: 1972, 1975

5 dormitories with private bathrooms, 12 rooms per floor: c. 1985
3 dormitories with private bathrooms: c. 2005

2. Architect

Original Grandstand/Clubhouse: Scipione Del Campo
New Grandstand/Clubhouse: Skidmore, Owings & Merrill/Diane Legge
Kemp lead designer

The architects of the stables and the dormitories from the 1970s and 1980s are unknown.

The architect of the c. 2000 stables was Jorik Associates, Ltd., Medinah, Illinois.

The architect of the c. 2005 dormitories was Charles Bennett, Jr., Algonquin, Illinois.

3. Builder

Original Grandstand/Clubhouse: unknown
New Grandstand/Clubhouse: James McHugh Construction Company

The builders of the stables and the dormitories from the 1970s and 1980s are unknown.

The architect of the c. 2000 stables and the c. 2005 dormitories was DeMarsh Construction Co., East Dundee, Illinois.

4. Alterations and additions:

Grandstand/Clubhouse Building experienced no major alterations or additions since its completion in 1989 and its floor plans generally stayed intact. Changes were mainly limited to interior design updates in 1999, following a two-year closure of Arlington Park. The Governor's Suite and the Paddock Pub dining areas on level 3 were remodeled with new carpeting, furniture, upholstery, and wallpaper. The three dining areas on Level 4—the Million Room, the Turf Club, and the International Room—received similar upgrades. And on Level 5, the Sky Suites and two corporate meeting rooms were gutted and remodeled with new carpeting, wallpaper, and furniture.¹

¹ “No Expense Spared in Preparation for Opening Day,” *The Daily Herald* (7 May 2000).

B. Historical Context:

1. Overview History of Horse Racing in the Chicago Region

Horse racing took place in the Chicago metropolitan area as early as the 1850s and the ensuing decades saw a variety of venues open, close, and burn to the ground on a regular basis. While all the Chicago region's racetracks—except Maywood Park—featured thoroughbred racing, some also later included harness racing, which involves the more durable Standardbred horse pulling a driver sitting on a two-wheeled vehicle, called a sulky.

Chicago's earliest racetracks included the Garden City Track at 36th Street and Indiana Avenue, on Chicago's Near South Side (1854 to 1862); Brighton Park, located six miles southwest of the Loop at 48th Street and Western Avenue (1855 to 1872); Dexter Park at 42nd and Halsted Streets, which was established by the Union Stock Yard Company (mid-1860s to 1877); and the West Side Driving Park on Pulaski Road (then 40th Street), between Madison and Harrison Streets (1878 to 1891).² These racetracks offered a means for the general public to gamble, which accounted in large part for their great popularity.

Chicago's most prestigious thoroughbred horseracing track in the nineteenth century was Washington Park, which was established in 1883 on a nearly 400-acre parcel at 61st Street and Cottage Grove Avenue in the Woodlawn community. The racetrack—which featured a three-story clubhouse and a 500-foot-long grandstand—was established by Chicago's leading merchants and industrialists and offered large purses that attracted the country's best thoroughbreds.³ *The History of Thoroughbred Racing in America*, the definitive book on this topic and its history through the 1950s, highlighted the importance of Washington Park:

The top of the Midwest circuit is Chicago. There were brief meetings at various tracks there and elsewhere in Illinois beginning in 1864, but full development was not achieved until 1884 when Washington Park was opened with General Phil Sheridan as president. A beautiful racing plant, comparable to the best in the East, it featured a 1 1/8-mile course (at that time equal to the largest in America) with a concentric track of conventional size in the infield. The American Derby, more than double the Kentucky Derby in value, was inaugurated, and the day it was run

² "Early Chicago Racetracks," in: <https://chicagology.com/racetracks/>.

³ "The Washington Park Club," *The Inter Ocean* (12 July 1884).

was practically a public holiday in Chicago, in 1893, the year of the World's Fair, it was the richest race in the nation.⁴

In 1890, a half-mile trotting track was established in the Ravenswood neighborhood on Chicago's Northwest Side, in the area bounded by Clark Street, Kedzie Avenue, Montrose and Foster Avenues, but its tenure was short-lived.⁵ In 1891, Edward J. Corrigan established Hawthorne Race Course at the southeast corner of Laramie Avenue and 35th Street in the present-day Stickney, just west of Chicago's city limits. Its grandstand was destroyed by fire in 1902 and subsequently rebuilt.⁶

Harlem Park—located nine miles west of the Loop—was established in 1894 by gamblers George Hankins and John Condon on an 80-acre parcel at on Roosevelt Road (then Twelfth Street) and Hannah Street in present-day Forest Park. This venue switched to automobile racing from 1905 until 1910 when it closed.⁷ Worth Racetrack, located on 111th Street between Ridgeland and Central Avenues in the Chicago Ridge community, operated from 1898 until 1911.

Horse racing was banned in Illinois in 1905 due to a crackdown on gambling and all racetracks were closed. When the ban was lifted in 1922, pent up demand for horse racing spurred the reopening of Hawthorne Race Course in Stickney, which introduced races restricted to Illinois-bred horses. Washington Park reopened in 1926 in Homewood on 175th Street, just west of Halsted Street, about 28 miles south of the Loop.

Several new racetracks were established in the Chicago region during the 1920s, including Aurora Downs in west suburban Aurora, where a one-mile track was built on the site of the newly constructed Exposition Park. In 1926, a one-mile track was established at Lincoln Fields (later called Balmoral) near south suburban Crete, Illinois. California horse breeder Harry D. "Curly" Brown established Arlington Park in 1927, which soon became the premier thoroughbred facility in Illinois, in conjunction with Washington Park. Sportsman's Park opened in 1932 on Laramie Avenue in Cicero, just two blocks north of the Hawthorne Race Course, with a half-mile thoroughbred oval.

⁴ William H.P. Robertson, *The History of Thoroughbred Racing in America* (New York: Bonanza Books, 1964) 109.

⁵ Kimberly Rinker, *Chicago's Horse Racing Venues* (Charleston, South Carolina: Arcadia Publishing, 2009)

8.

⁶ "Grandstand at Hawthorne Track Destroyed by Flames," *The Inter Ocean* (31 May 1902).

⁷ "The Harlem Race Track," *Forest Park Review* (27 October 2021).

Chicago racing was put on hold during World War II, during which time all Chicago area horse racetracks were closed except for Hawthorne. Maywood Park was established in 1946 on the former Cook County Fairgrounds near west suburban Melrose Park as a harness racing venue. Aurora Downs reopened in 1946 but closed in 1952 when its harness races shifted to Maywood Park. Sportsman's Park in Cicero, which had been the exclusive domain of the thoroughbreds, introduced harness racing in 1949 to great success.⁸

Benjamin Lindheimer, owner of Washington and Arlington Parks since 1935 and 1940, respectively, purchased Lincoln Fields in 1955 and renamed it Balmoral Park. When Lindheimer died in 1960, his daughter, Marjorie Lindheimer Everett, established Chicago Thoroughbred Enterprises and ran the three tracks until she sold Balmoral in 1967, after which time it was converted to a half-mile harness track. After moving its thoroughbred meeting to Arlington Park, Washington Park in Homewood became a harness track in 1962. This venue permanently closed in 1977 after a fire destroyed its grandstand. Sportsman's Park rivaled Maywood Park as the premier Chicago area harness racing venue from the 1970s through the 1990s.⁹

Hawthorne Race Course, which originated as a thoroughbred track, introduced harness racing in 1970. This venue's historic grandstand was destroyed by fire in 1978 and a new grandstand was completed in 1980. The Arlington Park grandstand and clubhouse was consumed by fire in 1985. Skidmore, Owings & Merrill was selected to design a new grandstand, which featured a dramatic cantilevered roof, and the facility reopened in 1989 with a new name: Arlington International Racecourse.

Horse racing began a rapid decline as a spectator sport in the Chicago area, and nationwide, during the 1980s and 1990s, due in large part to competition from off-track betting parlors, state lotteries, and casinos. Owners of Chicago's remaining horseracing tracks faced heavy losses, spurred by declining attendance and betting.

Financial problems forced Sportsman's Park to close in 2003. Its 68-acre plant was leveled and redeveloped as big-box retail space in 2009. Video gaming machines at bars, restaurants and truck stops were legalized in Illinois by 2012, cutting deeper into horse racing's popularity. Maywood and Balmoral Parks both closed in 2015.¹⁰ Since Arlington Park closed in 2021, there is

⁸ "Horse Racing," in: www.encyclopediachicago.org/horseracing.

⁹ Rinker, 8.

¹⁰ "Maywood Park could be torn down this summer, auction completed," *Village Free Press* (13 May 2016).

only one racetrack left in the Chicago area: Hawthorne Race Course. Hawthorne still offers horseracing on limited dates, and it received approval by the Illinois Gaming Board in 2020 to operate as a racino—a combination racetrack and casino—although construction is currently (March 2024) at a standstill.

2. Establishment of Arlington Park: 1920s

The establishment in the late 1920s of a premier track for thoroughbred horse racing in the farm fields northwest of Chicago was the vision of Harry D. “Curly” Brown, a Californian, who had been in the racing business for 50 years. Brown built racetracks in Havana, Cuba; Jacksonville, Florida; and New Orleans, Louisiana, among other locations, prior to shifting his attention to the Chicago region after 1924, when oral betting on racing in Illinois was legalized.

Brown tried in 1926 to gain control of the syndicate that built the Washington Park Racetrack in south suburban Homewood. When those efforts failed, he quietly secured options on 14 farms in unincorporated Palatine Township, between the villages of Arlington Heights and Palatine. He selected the area for its strategic location: it was adjacent to both the Chicago and Northwestern Railroad and the newly constructed Northwest Highway, which paralleled each other, and thus was accessible to Chicagoans by train and automobile.¹¹

Brown had ambitious plans to construct an outdoor sporting complex, featuring a track for horse racing, a grandstand and clubhouse, a steeplechase course, a polo field, and a golf course. He secured six wealthy Chicago business leaders to help fund the costly venture: Laurance Armour, John D. Hertz, Weymouth Kirkland, Otto Lehman, Major Frederick McLaughlin, and John R. Thompson, Jr. Together with Brown they established the American National Jockey Club in 1926. McLaughlin, a sportsman and leader in Chicago society and business, was appointed president of the fledging organization.¹²

Over the next year, the new club purchased about one thousand acres of land assembled by the Brown at prices ranging from \$1,100 to \$1,700 an acre. Total consideration in the deal was one million dollars, and half was paid in cash. The huge site, which encompassed an area approximately one mile by a mile and a half, was bounded by Northwest Highway on the north, Central

¹¹ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 35.

¹² Ibid; “Palatine Invites Race Promoter to Establish There,” *The Daily Herald* (18 June 1926).

Street on the south, Wilke Road on the east, and Rohlwing Road on the west.¹³

Scipione del Campo was selected as architect of the grandstand and clubhouse building, which was to face southwest and sited at an angle “that will keep the setting sun out of the eyes of the spectators.”¹⁴ T.A. Evans was the consulting engineer.¹⁵ Construction of Arlington Park began in June 1927 and was directed from the former John Haemker farmhouse on the property. More than 500 workers were engaged in the project around the clock in anticipation of its first meeting in mid-October. One contemporary writer noted the breakneck pace of construction as of August 12, 1927:

All records for the assembling of a steel structure in this part of the county have been broken at the Arlington track in the erection of a grandstand which will be completed Saturday night. The first steel beam was erected July 16. The last piece of steel was set in place last week. This means that 600,000 tons of steel were erected within 18 days.

The racetrack project has made a lot of business for many of the Arlington Heights business places, but probably none of them are as busy as the railroad depot. The business of that station the past month has increased over 300 percent.¹⁶

The *Chicago Tribune* reported on August 22, 1927, that the American National Jockey Club was two weeks ahead of schedule in the construction of its new \$2 million racing plant, which featured two racetracks, one inside the other: a mile and an eighth main track and a one mile inside track for shorter races. The grandstand was nearly finished, while work on the paddock and stables was being rushed to completion for readiness to receive horses by September 1. Frank Bruen, general manager of the track, had requests for stable reservations for more than 1,200 horses, including several leading eastern and Canadian stables.¹⁷

¹³ *Arlington Heights Herald* (17 June 1927).

¹⁴ Scipione Del Campo (1895-1957) was identified as architect of the Arlington Park grandstand in the following article: “Begin Work on New Million Dollar Track,” *The Daily Herald* (18 June 1926) and in Del Campo’s obituary, which states that he “designed and supervised construction of Arlington Park racetrack.” Del Campo’s obituary states that he “retired as a city architect in 1952. It was in this capacity that he designed the Art Deco style relief panels on bridge houses associated with both the Ogden Avenue and North Ashland Avenue bridges in Chicago. He has also been credited with designing the French-inspired balustrades, luminaires, and pylons along Wacker Drive. “Scipione Del Campo.” *Chicago Tribune* (3 August 1957); “Wacker Artistry,” *Chicago Tribune* (9 March 1998).

¹⁵ “Begin Work on New Million Dollar Track.” *The Daily Herald* (18 June 1926).

¹⁶ *Arlington Heights Herald* (12 August 1927).

¹⁷ “New Arlington Heights Track Opens September 21,” *Chicago Tribune* (22 August 1927).

H.D. Brown's intention to race before the 1927 season closed by law on October 31, 1927, caused a "turf war" with the owners of the Washington Park and Hawthorne Park racetracks. Brown won the battle at the end of August when each track gave up three days to the new club, paving the way for a 16-day meeting to begin in mid-October.¹⁸ Horses began to move from Hawthorne Racetrack to Arlington Park on October 11, when 1,500 men were working to ready the grounds for opening day on October 13, which featured seven races and was attended by a crowd of 10,000.¹⁹ Joe Bollero, a young jockey wearing the black and white silks of Raphael Farm and riding a three-year-old gelding named Luxembourg for trainer Frank Rector, won the first race at the new park.²⁰

The first meeting was run to great critical acclaim, although the grandstand and grounds were far from complete. The approaches to the track, the lawns, the paddock, and surrounding landscape work had not been finished. Stalls were fitted up beneath the grandstand and pressed into service. Work continued after the close of the 1927 season, in anticipation of two meetings in 1928, one in June and one to begin in August.

Arlington Park was transformed by the start of the June 1928 meeting, as described in *The Daily Herald*:

There is not in this country a racing establishment embracing the originality and magnitude of Arlington Park. The infield, once a cornfield, as was the entire site of 1,000 acres, has been graded. Its carpet is the product of Kentucky blue grass seed. Soon this will be a steeplechase course, available for Fall racing. This enclosure will serve as a polo field.

The open spaced paddock is adorned with hedges, blossoms, and tall barked paths, flanked by miniature grandstands with mutuel wickets, the horseshoe fashioned approaches brilliant in flowering insignia of the American National Jockey Club, the Egyptian room sleek and trim for the social gatherings on the tea terrace to welcome the elite. Both the racing strips are in splendid shape, the inner at a mile, being employed for the first time, and the outside mile and 1/8 for the greater distance and its 100-foot stretch accommodating all finishes.

Arlington Park's grandstand proper can accommodate 30,000 persons. The terrace in front of the grandstand is 800 by 150 feet. It is 135,000

¹⁸ "Turf War Off; Brown, Winn Recard Dates, *Chicago Tribune* (31 August 1927).

¹⁹ "New Racing Plant Pleases Crowd." *Chicago Tribune* (14 October 1927).

²⁰ "Track traces roots to prairie farmland," *Chicago Tribune* (June 28, 1989). Joe Bollero later became one of the foremost trainers in the Midwest.

feet square allowing 3 square feet per person. It can take care of 45,000 spectators without any one of them even touching each other's elbow, and as the mammoth terrace slopes from a height of 25 feet to the track level, everyone can get an unobstructed view of the entire racecourse no matter how large the crowd.

The Chicago & North Western Railroad Company will in addition to those trains used in the regular schedule have 25 trains of 10 cars to handle Chicago's thousands of racetrack bound. As for motor travel there is less chance than ever for congestion. The highway department has completed its 40-foot pavement to the course. Two thousand feet of 40-foot pavement has been built on Wilke Road, which passes Arlington on the east. Forty-three thousand feet of pavement, with a standard intersection has been built on Euclid Avenue, where it intersects the Northwest Highway, and 5,600 feet has been widened to 40 feet on the Northwest Highway at Euclid Avenue. It is estimated the parking space at Arlington Park will accommodate 20,000 automobiles.²¹

The financial statements for the American National Jockey Club's 1927 season at Arlington Park came to light during the running of the June 1928 meeting. They revealed a loss of \$107,474 for the club, while H.D. Brown personally profited by \$283,000 during negotiations for land leases. Brown also made profits from selling motor equipment, furniture, and provisions to the club for the first meeting. In tandem with these startling revelations was a tremendous public flap over the conduct of the races and the betting during the June 1928 meeting. Totalisator equipment, which today automatically logs bets and figures payoffs, was not then in use and the "certificate" betting of the day left large regulatory problems.²²

Sportsmen complained they were not getting a return on their wagers, money bookies wired to the track was dumped into the pools as the horses were racing down the stretch, and races were "in the bag" daily. The last straw was in August 1928 when H.D. Brown tried to sell his controlling interests in the track to a syndicate headed by individuals who reportedly represented Chicago gangsters Terry Druggan and Frankie Lake.²³ Thus ensued a battle for control of Arlington Park between Brown and the Board of Directors.

In late October 1928, John R. Thompson, Jr., one of the original stockholders, began discussions that eventually led to the purchase of Arlington Park by some of Chicago's most influential citizens. The deal was delayed until

²¹ "Arlington Park Ready for Opener." *The Daily Herald* (1 June 1928).

²² *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 36.

²³ *Arlington Heights Herald* (August 7, 1928); "Arlington's Stockholders to Meet Today." *Chicago Tribune* (15 August 1928).

January 3, 1929, when \$2 million of the purchase price of \$2.5 million was raised in fifteen minutes at a luncheon in Chicago's Blackstone Hotel.²⁴

The manner of the purchase received headlines in all the Chicago papers. One writer noted that the transaction "took the track out of the hands of professional promoters and gamblers." The new owners brought to Arlington an altruistic program of non-profit racing. They announced that, going forward, Arlington Park would be conducted strictly as a civic enterprise from which no one, not even the underwriters, would ever receive a profit.²⁵

Charles McCulloch, head of worldwide operations of the Yellow Cab Company, was elected chairman of the board. Otto Lehman—who was so successful in business he was retired though still in his forties—became president. Laurance Armour, vice president of Armour & Company, John R. Thompson, Jr., president of the Thompson Restaurant Company, and attorneys Roy D. Keehn and Weymouth Kirkland were elected vice presidents; and Leonard S. Florsheim, industrialist and co-founder of the Yellow Cab Company, was the new treasurer.²⁶

John D. Hertz, co-founder of the Yellow Cab Company, was named chairman of the executive committee as well as a director. Other directors included Silas H. Strawn, former president of the American Bar Association; Charles S. Pearce, president of Palmolive-Peet; Thomas E. Wilson, Wilson Packing; Warren Wright, Calumet Baking Powder; Britton I. Budd of the Public Service Corporation and the Chicago Rapid Transit; and Albert D. Lasker, chairman of the U.S. Shipping Board under President Wilson.²⁷

Intent on establishing "the finest and most honest racing in the world," the new owners hired Roy Caruthers as managing director. Carruthers was well known to the eastern racing world as president of the Phoenix Hotel in Lexington Kentucky, the favorite resort of horsemen nationwide. He formerly served as director of the Waldorf-Astoria Hotel in New York, the Book-Cadillac Hotel in Detroit, and the Palace Hotel in San Francisco.²⁸

An ambitious stakes program was outlined for the 1929 season to get the best horses in the country to come to Arlington Park. The 1929 season saw Blue Larkspur—three-year-old of the year—win the inaugural running of the

²⁴ "Race Track May be Taken by Syndicate," *The Daily Herald* (26 October 1928); "Armour Rescues Arlington," *Collyer's Eye* (5 January 1929).

²⁵ "Chicagoans To Run Club on Sporting Basis." *Chicago Tribune* (4 January 1929).

²⁶ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 36-37.

²⁷ *Ibid*, 37.

²⁸ "Chicagoans To Run Club on Sporting Basis." *Chicago Tribune* (4 January 1929).

Arlington Classic; Misstep take the first Arlington Handicap; Dowaglac win the first Stars & Stripes; and Capture score in the initial Arlington Lassie. All these races continued as national classics until at least the late 1970s.²⁹

John D. Hertz, a nationally prominent horseman, who raced such notables as Kentucky Derby winner Reigh Count and the filly Anita Peabody, positioned the summer 1929 meeting between the closing of Belmont Park and the opening of Saratoga Racecourse in New York, establishing a pattern that brought the great eastern stables to Arlington for the summer. Hertz especially loved the paddock at Belmont Park and was instrumental in having a parklike area built at Arlington in 1929, where the horses were saddled under huge trees and walked in an English style ring, with fans watching.³⁰

Other improvements completed at Arlington Park for the start of the 1929 season included the construction of a concrete terrace between the grandstand and the track, which accommodated 10,000 spectators. A polo field and a lake were created in the infield. The former mile-long inner track was sodded down and transformed into a steeplechase course designed by H.I. Pels, who built the steeplechase course at New York's Belmont Park. The hurdles were mounds of earth with plantings upon them; the last hurdle before the stretch run to the finish was a water jump.³¹

It was John D. Hertz who secured Benjamin H. Marshall—a prominent society architect and designer of Chicago's Blackstone Hotel, Drake Hotel, and the Edgewater Beach Apartments—to design the Post & Paddock Clubhouse north of the grandstand. The two-story, Colonial Revival style edifice was built at a cost of \$300,000 and opened in time for the 1929 season. The hip roofed edifice had brick walls and measured 160 by 75 feet in size. The façade facing the racetrack had French doors on both levels which opened onto a veranda (first floor) and a full-façade balcony (second floor). Interior walls were graced with oil paintings of famous racehorses from the collection Arlington Park president Otto W. Lehmann. The members-only club was frequented by wealthy members of Chicago and North Shore society over the ensuing decades.³²

3. Early Decades of Arlington Park: 1930s to 1950s

The American National Jockey Club, owners of Arlington Park, changed the name of their club to the Arlington Park Jockey Club in early 1930. The new

²⁹ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 37.

³⁰ *Ibid.*

³¹ "New Owners to Open Arlington Park Tomorrow." *Chicago Tribune* (30 June 1929).

³² "Architectural Art and Fine Painting Vie with Horses," *The Daily Herald* (16 July 1929).

name was reportedly adopted as “being shorter and indicating the location” of the park.³³ Arlington kept racing throughout the Great Depression years, maintaining a position of leadership in the national racing community, although purses were reduced. Hall of Fame horses such as Blue Larkspur and Equipoise ran in those early years, along with Triple Crown winner Omaha. The first steeplechase races were held in 1930, and, although they proved popular, it was almost impossible to get horses for them and after 1931 they were discontinued.

The 1930s ushered in a series of firsts for Arlington Park, and for the horseracing world. In 1933, Arlington took one of the boldest steps in racing history when it installed the first all-electric totalisator (commonly known as a tote board) in time for its 30-day meeting starting June 24. The \$250,000 contract was awarded to American Totalisator, the company that later operated the wagering systems in nearly all United States racetracks. More than 230 miles of wire were used to connect some 150 electric betting machines installed in the grandstand/clubhouse and the Post & Paddock Club to the calculating apparatus, and from there to the main tote board in the infield as well as boards in the grandstand/clubhouse. Not only was the system faster, but fans now could see the volume of betting and the pools as well as the amount of money wagered on each horse.³⁴

Arlington introduced turf racing to the Chicago area in 1934, when the jumps and hazards were removed from the existing mile-long grass steeplechase course, which was 80 feet wide. The “new” kind of horse racing was instigated by John Hertz, who was impressed by the turf races he viewed at Hialeah Park (Miami, Florida) that winter. He was reportedly “so taken with the reception given them by the horsemen and public alike that he recommended to his fellow directors that they be included in the Arlington Park program.”³⁵ By 1936, Arlington was running three grass races a week; two years later, the park was scheduling one turf race a day.

The year 1936 also marked the advent of the photo finish camera in Chicago racing when Arlington installed the “eye in the sky” developed by Harry I. Day, which was in fact a highspeed motion picture camera. One writer described its first use:

The “eye in the sky,” the new camera picture of the finish got a fine tryout right off the bat in the first race when Tootsiecake and Busy Mae

³³ “Arlington Park Jockey Club is the New Moniker.” *The Daily Herald* (4 February 1930).

³⁴ “Arlington Installs \$250,000 Electric Totalizer,” *The Daily Herald* (30 June 1933); *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 37.

³⁵ “Plan Races Over Turf Courses at Arlington Park,” *Chicago Tribune* (3 June 1934).

came down to the finish line as close on even terms. That finish called for a photo and in two minutes after the horses had passed the line down the wire from the camera booth high on top of the stand to the judges stand came the developed photo showing that Toosiecake had won by an inch or two.

When the numbers went up there wasn't a squawk from the crowd. Everyone seemed entirely satisfied with the decision of the photo. Photos of the finishes are posted in both the grandstand and enclosure just as soon as the judges are thru with them so the public may see for itself just how the finish looked to the machine which is many times faster than the human eye.³⁶

In 1937, Jimmy Jones, who with his father, Ben, attained racing heights as trainers for the Calumet Farm horses, developed an electric camera he called "Lightning Eye." It was installed and used at Arlington for several seasons before the Kuprien camera was introduced and used until at least the 1970s.³⁷ For the 1939 season, Hertz had the entire grandstand re-roofed and repainted, added 500 box seats, and installed the Terrace dining room at the top of the building. Here, fans could dine in comfort while they watched the races.³⁸

As the decade of the 1930s ended, it became apparent the founders of the Arlington Jockey Club, who had forged the track into such strong racing position, were drifting away. John Hertz, for many years the guiding light, lived in New York almost exclusively by that time, and many of the other original directors had moved to other cities or other pastures.

On April 16, 1940, Arlington Park was sold to a syndicate comprised of Chicago businessmen at a price of \$1.6 million, a sum that reflected Depression land values. The group was headed by John D. Allen, vice president of Brinks & Company, and Benjamin F. Lindheimer, who had gained control of Washington Park in 1935.³⁹ (See essay titled, "Benjamin Lindheimer, Owner from 1940 to 1960.")

Arlington Park enjoyed a twenty-year period of growth under the leadership of Ben Lindheimer, who coordinated racing at Arlington and Washington Parks into a single meeting that accelerated the influx of top stables. In 1940, Arlington-Washington offered a greatly increased program of high purses and stakes races. More than \$800,000 was given away to horsemen between the

³⁶ "Rain Greets Opening of Park; Big Handicap Race Saturday," *The Daily Herald* (3 July 1936).
³⁷ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 37.
³⁸ "Arlington Park Dolls Up For Big Meeting," *The Daily Herald* (16 June 1939).
³⁹ "Stockholders To Vote on Bid By Syndicate," *Chicago Tribune* (16 April 1940).

30-day Arlington and 31-day Washington Park meetings, which ran from June 24 through September 2 of that year.⁴⁰ Also in 1940, Arlington Park was the first area track to introduce a revolutionary electric starting gate designed the previous year by Clay Pruett.⁴¹

In 1941, Lindheimer shifted the historic Arlington Handicap from the dirt to the turf track. On July 4 of that year, a record crowd of 50,638 fans turned out to see Steel Heels upset Equifox in the Stars and Stripes. In an even more dramatic upset, Whirlaway, who had won the Triple Crown and was to be Horse of the Year, was ambushed by Attention in that summer's Arlington Classic.⁴²

The Arlington meeting was shifted to Washington Park from 1943 to 1945 due to wartime restrictions. Racing returned to Arlington for the 1946 season, which was well-attended with daily crowds averaging 19,347 for the June 17-July 27 meeting.⁴³

The post-World War II period was the heyday of the Calumet Farm dynasty that was unparalleled in American thoroughbred history, and Arlington Park was Calumet's summer headquarters. In 1947, Calumet's great gelding Armed won the Stars and Stripes and Arlington Handicaps on his way to becoming Horse of the Year. Arlington continued its magnificent program through the late 1940s, serving up richer and richer purses that drew the likes of Citation for the 1947 and 1948 seasons and Coaltown in 1949.⁴⁴

Arlington Park continued to epitomize excellence in thoroughbred racing in the 1950s, attracting fillies and mares of national renown as well as top jockeys. It was the summer home for such future members of the Hall of Fame as Eddie Arcaro, Bill Shoemaker, Bill Hartack, Eric Guerin, Ted Atkinson, Steve Brooks, John Rotz, John Adams.⁴⁵ Eddie Arcaro became the first American-born jockey to ride 3,000 winners of thoroughbred races while at Arlington on June 24, 1952.⁴⁶

Lindheimer and his partners found it necessary to continually increase Arlington Park's stake and purse programs and to improve its facilities during the 1950s to meet continued and growing competition throughout the United

⁴⁰ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 38.

⁴¹ "Arlington Host to Public Today in Preview Race," *Chicago Tribune* (23 June 1940).

⁴² Neil Milbert, *Arlington Park: 1927-1985* (Arlington Park Racetrack, Ltd., 1986) 35.

⁴³ *Ibid*, 35.

⁴⁴ *Ibid*, 36.

⁴⁵ *Ibid*, 38.

⁴⁶ "3,000 Winners for Ed Arcaro! Scores at Arlington on Ascent." *Chicago Tribune* (25 June 1952).

States for the leading stables and the champion thoroughbreds.⁴⁷ In 1952, Lindheimer raised the purse for the Arlington Classic to \$100,000, making it the richest three-year-old race in the world, and did the same for the Lassie, making it the richest two-year-old filly race in the world.⁴⁸ That year, eight of the ten top stables in the country raced in Chicago during the coordinated Arlington-Washington meeting and attendance for the Arlington meeting jumped.

At the start of the 1953 season, one sportswriter, noted that, “It’s a cliché, of course, to observe that Arlington Park, which opens today, will bring the nation’s leading stables and riders here for America’s best summer racing program.” He went on to discuss the impact of competition from racetracks elsewhere in the U.S.:

The directors of Arlington Park and Washington Park, headed by Benjamin F. Lindheimer, have put up approximately \$3,000,000 in stakes and purses this season to help assure the Chicago racing public that it will get America’s best programs during the coordinated meetings, which run until Labor Day. The competition from eastern and western centers keeps the management on its toes. The money, of course, isn’t all, but it helps in getting the finest ingredients you can put into race meetings. Personalities make sports and one of the most thoroughly tested methods of bringing the best performers into your show is to make sure that the recompense is adequate.⁴⁹

The 1954 meeting was one of the most successful since the track opened in 1927. It was the fifteenth consecutive year Arlington had raced a coordinated program with Washington Park, and Lindheimer did extensive remodeling to both plants as he sought to stem the influence of the eastern and western racetracks.

The 1954 improvement program at Arlington was the most expansive in its history. It included the installation of 16 escalators in the grandstand/clubhouse, the largest system in sports until that time. The building’s interior was remodeled and redecorated with new concessions, lounge areas, rest rooms, ventilating, flooring, and lighting. The existing fifth floor mutual facilities were moved to a new and larger area on the fourth floor. A new trailer park for jockeys and trainers was opened on the

⁴⁷ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 39.

⁴⁸ “Leading Horses Nominated for \$100,000 Races,” *Chicago Tribune* (7 January 1952).

⁴⁹ “In the Wake of the News,” *Chicago Tribune* (22 June 1953).

backstretch.⁵⁰ (See essay titled, “Arlington Park’s Backstretch and its Buildings.”)

Seeking funds for further improvements, Allen and Lindheimer in the early 1950s sold 500 acres of property south of Euclid Avenue, which formerly featured H.D. Brown’s golf course, to Kimball Hill & Company, a real estate developer. The land was rezoned to residential use and in 1953, construction began on the first 250 homes in a 1,385-home development that became part of the Village of Rolling Meadows when it was incorporated in 1955.⁵¹ Racetrack officials successfully opposed efforts by the fledgling community to include Arlington Park within its boundaries by filing a petition in Cook County Circuit Court stating that it “would derive no benefits from the incorporation, yet would be compelled to pay municipal taxes.”⁵²

Also in 1955, Benjamin Lindheimer established the Balmoral Jockey Club, which purchased Lincoln Fields in Crete and renamed it Balmoral Park. In that year, the spring meeting previously held at Balmoral Park was shifted to Washington Park. This was the first step in what eventually became a complete realignment of the Chicago thoroughbred racing structure. It established a Washington Park-Arlington Park circuit of 97 spring and summer days, which featured such fabulous racing as the first Chicago appearance of Nashua in the Arlington Classic and the Swaps-Nashua match race.⁵³

Attendance lagged slightly in 1956 and 1957 and Lindheimer met the challenge it with the best horses in the country and the installation of the “largest and most complete air-conditioning system of its kind in the world,” cooling more than 350,000 feet of interior space in the grandstand/clubhouse building. In addition, a completely new clubhouse area was carved out of the old ground level of the grandstand, which was excavated and rebuilt into a new, luxurious floor including refreshment, comfort, and mutuel facilities. The existing clubhouse dining room received a glass-enclosed extension and the all the old mutuel windows on the first and second floors of the grandstand

⁵⁰ “Plan Escalators and Trailer at Arlington Park,” *Chicago Tribune* (29 October 1953); “In the Wake of the News,” *Chicago Tribune* (24 June 1954).

⁵¹ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 40; “Rolling Meadows, IL,” in: <http://www.encyclopedia.chicagohistory.org/pages/1087.html>. “Go Ahead Given N.W. Suburban Home Project,” *Chicago Tribune* (30 May 1955).

⁵² “Ask for Court Ban on Rolling Meadows Vote,” *Chicago Tribune* (10 February 1955); “Incorporation Vote Blocked by Race Track,” *Chicago Tribune* (24 February 1955); “New Petition Asks to Break Tie To Suburb,” *Chicago Tribune* (11 March 1956).

⁵³ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 39.

were replaced with strips of new bank style windows, extending 320 feet in length.⁵⁴

In 1958, with the approval of the Illinois Racing Board, the coordinated Arlington-Balmoral-Washington schedule was revamped completely. The 97 days were split in half—the first 48 days, including Balmoral’s 30, were held at Washington Park; the final 49 days at Arlington. The new schedule cut out one complete move for horsemen and racing personnel and was accepted with enthusiasm by the racing public. Arlington now had the late summer racing dates for the first time and within five years would be racing the entire Balmoral-Washington-Arlington schedule in the northwest suburbs.⁵⁵

A July 1959 article in *The Daily Herald* titled, “Arlington Park is the Pinnacle of American Horse Racing,” lauded Benjamin Lindheimer’s ability to attract the nation’s “finest thoroughbred racing talent.” It stated, in part:

We need look no further than Arlington Park between now and Labor Day to find six \$100,000 added purses begin offered to America’s finest thoroughbred racing talent. The first “pinnacle: is Saturday’s 30th running of the Arlington Classic. No other track in America, summer or winter, offers as many \$100,000 added races as does Arlington Park during its 55-day combined Arlington and Washington Park meetings.

...Establishment of specified racing dates, some of which have stood for more than 20 years, and the offering of a diversified stakes racing program have enticed many stables to Arlington Park. Two of the \$100,000 added races, the Arlington and Washington Park futurities, are designed for the novice two-year-old horses. The Arlington Classic and American Derby are the \$100,000 added for three-year-olds, and the Arlington and Washington Park handicaps are for three-year-olds and up. The Triple Crown, Kentucky Derby, Preakness, and Belmont, are designed only for top three-year-olds. Arlington Park’s racing season is designed for horses of all ages.

...Lindheimer feels that great horses, great stables and great races, such as the 1955 Swaps-Nashua duel he engineered, will bring a greater number of fans to watch the “Sport of Kings.” This year nearly one million fans will pay to see racing during the 55-day season at Arlington.

...Escalators, air conditioning and the many other refinements for local racing fans do not show Lindheimer’s desire to give championship racing to Chicago nearly as well as does the final \$100,000 added race of the

⁵⁴ “Make Major Changes at Arlington,” *Chicago Tribune* (18 May 1957).

⁵⁵ *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) 40.

year, the Washington Park Handicap. “When people come to Arlington Park, we want to show them the best in racing.” Said Lindheimer. “We only hope we succeed.”⁵⁶

4. Years of Transition and a Tragedy: 1960 to 1985

Ben Lindheimer died suddenly on June 5, 1960, and his daughter, Marjorie Lindheimer Everett, took over the reins at Arlington Park. (See essay titled, “Marjorie Lindheimer Everett, Owner from 1960 to 1969.”) Everett, a corporate vice president, had been involved in the daily business of Arlington and Washington Parks since 1941. Marjorie Everett acquired controlling interest in both racetracks for approximately \$4 million in November 1960 by the purchase of all stock held by her mother and her brother, Walter. In 1961, she consolidated Washington and Arlington Parks under the administration of a new corporation called Chicago Thoroughbred Enterprises (CTE), which also owned Balmoral Park.⁵⁷

The golden age of Chicago racing extended into the 1960s with Arlington Park in the forefront, hosting numerous great races and continually updating its facilities. Arlington Park opened its longest season on record on June 19, 1961, launching a 67-day, 11-week meeting that extended until Labor Day, September 4. The new, ultramodern Classic Club was unveiled at the start of the meeting. The luxurious, glass-enclosed restaurant extended the entire 400-foot length of the clubhouse, overlooking the track. Other improvements included the creation of a new paddock structure with colorful, covered stalls for saddling purposes, a semi-circular new winner’s circle area, and a new one-mile chute extension off the backstretch.⁵⁸

The year 1962 saw the inauguration of what at the time was the richest race ever run, the \$357,250 Arlington-Washington Futurity. Candy Spots—ridden by Bill Shoemaker—defeated Never Bend to give owner Rex Elsworth an unprecedented winner’s share of \$142,250. It was the first of five Futurity triumphs for Shoemaker. Fred Hooper, a noted horseman, rebuilt the racing strip for the 1963 meeting, during which time Candy Spots won both the American Derby and the Arlington Classic. Fan interest continued strong with Bill Shoemaker, Bill Hartack, and Walter Blum (the nation’s leading rider) in daily combat.⁵⁹

Golf joined thoroughbred horse racing at Arlington Park in 1963 when an 18-hole course opened at the southwest corner of the property on Memorial Day

⁵⁶ “Arlington Park is the Pinnacle of American Horse Racing,” *The Daily Herald* (16 July 1959).

⁵⁷ “Lindheimer Daughter Pays \$4,000,000 for his Stock,” *Chicago Tribune* (17 November 1960).

⁵⁸ “Arlington to Open 67 Day Race Meeting,” *Chicago Tribune* (18 June 1961).

⁵⁹ Milbert, 38.

of that year, along with a luxurious new golf clubhouse and a double-deck, covered driving range. The golf facilities were adjacent to Rohlwing Road, just north of Euclid Avenue. One writer described the expanded sports complex at Arlington Park:

By the time the entire facility is in operation, Arlington Park will claim one of the most unique entertainment centers in the country. Fans will be able to golf, practice their driving skill and attend a “day at the races” without moving off the track grounds, or spend an afternoon at the track, dine in either the famed “Classic Club” or the golf restaurant and play a round of golf in the evening.⁶⁰

The final shift of thoroughbred racing dates from Washington Park to Arlington Park was made for the 1964 season when the 30-day Balmoral Jockey Club session that opened May 17 was raced at Arlington. Now Arlington had a total of 103 racing dates, from mid-May to mid-September, and Washington Park was used exclusively for harness racing.

The fourth running of the Futurity in 1965 was won by Buckpasser, a colt owned by Ogden Phipps, trained by Bill Winfrey, and ridden by Braulio Baeza, the Panamanian who served as Arlington’s newest jockey sensation. After being selected as the champion two-year-old of 1965, Buckpasser missed the 1966 Triple Crown races because of injuries. He returned to the races at Arlington in early June 1967 with Baeza in the saddle and won the Arlington Classic; then he went on to win the Chicagoan and the American Derby at Arlington, continuing a brilliant campaign that made him Horse of the Year.⁶¹

The Arlington Matron, meanwhile, continued to showcase the elite of the filly and mare ranks. Smart Deb, champion two-year-old filly of 1962, won the race as a three-year-old. In 1964, Tosmah, who later became a member of the Hall of Fame, captured the Matron and the Arlington Classics. Two other future Hall of Fame horses, Damascus and Dr. Fager, basked in the Arlington limelight in the late 1960s. Damascus won the American Derby in 1967 and Dr. Fager set the world record for the mile at Arlington’s Washington Park Handicap in 1968, winning by 10 lengths.⁶²

The most expensive remodeling of Arlington Park’s grandstand/clubhouse took place between 1967 and 1971, when a full-height, 65-foot-deep addition

⁶⁰ “Golf is Added Starter at Arlington Park; First Phase of Complex Now Open.” *The Daily Herald* (30 May 1963).

⁶¹ Milbert, 39.

⁶² Ibid.

with concrete walls was constructed along the 800-foot length of the building's north side. The addition included a glass-enclosed elevator and the new Futurity Room dining area on the second floor overlooking the paddock, which was large enough to seat 4,000 persons.⁶³

Also in 1967, racetrack officials nationwide traveled to Arlington to view its newly installed closed-circuit color television network in operation. The network featured 45 color sets that were spread throughout the grandstand to televise the races to the public. It also included a camera connected to a stop-action, videotape recorder with an instant reply to help judges spot fouls in the stretch. The system was tested during a 103-day coordinated meeting of that year and deemed highly successful by the public, judges, and jockeys.⁶⁴

Marjorie Everett announced the sale of Arlington Park and the other holdings of Chicago Thoroughbred Enterprises to the New York-based conglomerate Gulf & Western Industries in October 1968. Gulf & Western was interested in developing the vacant real estate holdings at both Arlington and Washington Parks, and Chicago Thoroughbred Enterprises became the first acquisition for its new Gulf & Western Realty Company headed by Philip Levin.⁶⁵

Chicago Thoroughbred Industries continued to manage Arlington and Washington Parks as a division of Gulf & Western and Marjorie Everett initially remained chief executive officer. For Everett, the merger meant ready cash to accelerate the multimillion-dollar modernization program already underway at Arlington and Washington Parks. For Gulf & Western, it meant access to undeveloped and unincorporated land in the fast-growing Arlington Heights area.

Gulf & Western's early development plans at Arlington Park focused on the 18-hole golf course and adjacent land on the property that included a 420-hotel then under construction. The hotel, located at the northeast corner of Rohlwing Road and Euclid Avenue, opened in June 1969 as Arlington Park Towers. One writer noted that it was "the only hotel in the world with its own golf course, racetrack, and commuter station. Mrs. Marje Everett, president of the hotel-racetrack-convention center complex, plans to make Arlington Park a year-round operation with racing in the summer and conventions in the winter."⁶⁶

⁶³ "Arlington to Take On a New Look," *Chicago Tribune* (9 April 1966); "Arlington Opens Tomorrow," *Chicago Tribune* (12 May 1968).

⁶⁴ "The Brass Ring," *Chicago Tribune* (10 September 1967).

⁶⁵ "Arlington Park Deal Closed," *The Daily Herald* (9 October 1968); "Gulf & Western to Acquire Two Chicago Racetracks," *Chicago Tribune* (9 October 1968).

⁶⁶ "Towers Opening Highlighted," *The Daily Herald* (13 June 1969).

Arlington Park was annexed to Arlington Heights in late 1969 following several years of negotiations. The Village guaranteed many concessions to Majorie Everett as part of the deal, such as additional police protection. Arlington Heights also agreed to petition the Illinois Commerce Commission to locate a new passenger station for the Chicago and Northwestern Railway on racetrack property and to pay its share toward the cost of the station. The CTE contribution was limited to providing only the site of the station. The village also agreed to amend its liquor control ordinance to allow “sufficient liquor licenses to be issued” and to not oppose any night thoroughbred racing at the track.⁶⁷

Marjorie Everett was ousted as chief executive officer of Chicago Thoroughbred Enterprises in March 1970 in a corporate power struggle, despite having a ten-year contract. She was replaced the following month by John F. Loome, ending 30 years of management by the Lindheimer family. Loome, a native of west suburban Cicero, previously served as vice president and general manager of Bowie Racecourse in Maryland.⁶⁸

Thoroughbred racing in Chicago went through a year of declines in both attendance and handle and prospects didn’t look bright in 1970 when Loome took over management of Arlington Park. There were some bright spots in this decade, however. The Pontiac Grand Prix, the first commercially sponsored \$100,000 race in American history, was inaugurated on June 19, 1971, replacing the historic Arlington Classic in the Chicago racing calendar. The one-mile race for three-year-olds, held in cooperation with the Chicagoland Pontiac Dealers, was televised live and in color by WBBM-TV (Channel 2).⁶⁹

All Illinois racing suffered through the early part of the 1973 season. Then, in a tremendous racing coup, Arlington lured Secretariat to compete in the Arlington Invitational, his first race after becoming the first horse to win the Triple Crown in 25 years. The reaction to the champion’s appearance was enormous – even the announcement that Secretariat was coming to Chicago resulted in immediate gains in attendance. On June 30, 1973, with 41,223 spectators in attendance, Secretariat defeated My Gallant by nine lengths, effortlessly sweeping past his adversaries. One writer noted that “he came, he saw, he conquered.”⁷⁰

⁶⁷ “Racing’s Scandal Figures Spearheaded Disannex Bill,” *The Daily Herald* (18 October 1971).

⁶⁸ “Talk About Longshots, Arlington Boss Is One,” *Chicago Tribune* (9 April 1970).

⁶⁹ “A Break with Tradition! Pontiac Grand Prix Set,” *The Daily Herald* (14 April 1971).

⁷⁰ “Secretariat – in a runaway,” *Chicago Tribune* (1 July 1973).

Despite the uptick in attendance spurred by the arrival of Secretariat, Arlington Park was in decline by the mid-1970s. One sportswriter noted of this period that the racetrack was a “faint dot on the racing map” and that, “top trainers and jockeys stayed away [from Arlington] as if there were a virus in the stables.”⁷¹ In fact, an estimated turnout of 200 owners, trainers, and jockeys told a special session of the Illinois Racing Board in July 1976 that track and backstretch conditions at Arlington were inadequate. The track, horsemen said, was “inconsistent and full of rocks, while the training track injures someone daily because of holes and being uneven.”⁷²

In the summer of 1976, Joseph (“Joe”) Joyce was recruited from New York’s Madison Square Garden, where he was vice president, to replace John Loome as president of Arlington Park. He was charged with reducing stagnation at the facility, the standards of which had fallen since the Lindheimer-Everett years of management.

Joyce arrived full of promotional ideas for the racetrack, one of which was to host the world’s first million-dollar race: The Arlington Million. The race debuted in 1981 on Arlington’s inner turf course to attract European horses, who weren’t trained to race on dirt. The result of the first Arlington Million was immortalized in bronze at the top of the Paddock, where the "Against All Odds" statue of jockey Bill Shoemaker riding horse *John Henry* to a thrilling come-from-behind victory over 40-1 longshot *The Bart* was placed.⁷³

Arlington Park remained under the control of Gulf & Western and its subsidiaries for 14 years. Then, on August 18, 1983, Richard (“Dick”) Duchossois, Ralph Ross, Joe Joyce, and Sheldon Robbins bought the track putting it back into the hands of Chicagoans.⁷⁴ Duchossois put up nearly all the cash and within three years he bought out his partners. (See essay titled, “Richard Duchossois, Owner from 1983 to 2000.”) Arlington Park was losing money in the 1980s and the new owners had plans to install a team “that will turn things around from a loss situation to a profit situation,” according to Joyce.⁷⁵

On August 26, 1984, John Henry became the only horse to win the Arlington Million twice. He won the inaugural in 1981, missed the 1982 race due to

⁷¹ “Grass, of course, is the Arlington Million’s International Appeal,” *Chicago Tribune* (29 August 1981).

⁷² “Nobody wants to say if Arlington’s sold,” *Chicago Tribune* (16 July 1976).

⁷³ “Grass, of course, is the Arlington Million’s International Appeal,” *Chicago Tribune* (29 August 1981); “Arlington Park’s boss revs up for Million II,” *Chicago Tribune* (9 September 1981).

⁷⁴ “Joyce Group Takes over Arlington,” *Chicago Tribune* (19 August 1983).

⁷⁵ “Arlington bought by local group,” *Chicago Tribune* (27 July 1983).

injuries, then was second in 1983 in a photo finish.⁷⁶ “In each instance, the Million at Arlington Park was an important milestone. John Henry helped make the Million, and to a lesser degree the Million helped make John Henry because it gave him an international stature, transcending his many accomplishments in California,” said historian Neil Milbert.⁷⁷

Disaster struck Arlington Park on July 31, 1985, when an early morning fire in the Post and Paddock Club eventually raged out of control and spread to the grandstand, destroying both buildings.⁷⁸ The day after the fire, Duchossois and his associates had to immediately decide what to do about scheduled August 25 running of Arlington Million, the international horse race that in its five-year history had “become nearly as prestigious as the sport’s traditional spring classics, the Triple Crown races.”⁷⁹

Duchossois decided on August 4 to run the Arlington Million at Arlington Park. The Cleveland Wrecking Company was contracted to remove the 7,000 tons of steel and 14,000 tons of other debris left by the fire. The work was completed by August 18, two days ahead of schedule. In the meantime, 43 red and white tents were erected on 271,000 square feet of new blacktop. Temporary bleachers for 8,180 people were set up.⁸⁰

The Arlington Million, held on its originally scheduled date of August 25, 1985, was appropriately dubbed the “Miracle Million.” A crowd of 35,651 jammed the tents and temporary bleachers to watch Great Britain's Teleprompter stage a late charge to defeat Greinton by less than a length.⁸¹ The outstanding efforts of the entire Arlington team were recognized by the National Thoroughbred Racing Association in 1995 with an Eclipse Award, the first ever awarded to a racetrack.

5. Post-1985 History of Arlington Park

In August 1986—a year after the “Miracle Million,”—Arlington Park hosted the 13-day International Festival of Racing, a thoroughbred version of the Olympics. The extravaganza featured 21 stakes races and daily purses that averaged \$388,123, a state record. It was a magnet that attracted horses from 17 states and five foreign countries, and it drew a daily average of 16,449

⁷⁶ “John Henry Rolls Right On,” *Chicago Tribune* (27 August 1984).

⁷⁷ Milbert, 42.

⁷⁸ “Fight to douse fire turns into a rout,” *Chicago Tribune* (1 August 1985).

⁷⁹ “Owners ponder how to finish season,” *Chicago Tribune* (1 August 1985).

⁸⁰ Milbert, 16-17.

⁸¹ “Teleprompter wins ‘Miracle Million’,” *Chicago Tribune* (26 August 1985); “For the most part, Million pays off,” *Chicago Tribune* (26 August 1985).

fans.⁸² The festival—which included the sixth running of the Arlington Million—was held in a carnival setting. The grounds featured dozens of food tents and 540 mutuel machines. A canopy was built over the 8,000-seat temporary bleacher section and four large aluminum and canvas structures were erected to house the Classic Club, Turf Club, Executive Suite, and Sponsor’s Suite.⁸³

Dick Duchossois announced in December 1986 that Arlington Park would be rebuilt, following approval by the Illinois General Assembly of racing legislation backed by himself and others in the horse racing industry. That legislation reduced the state’s parimutuel tax on horse betting and provided for two off-track betting parlors for each of the state’s seven thoroughbred racetracks. Duchossois had previously raised the possibility of moving the thoroughbred racing enterprise out of state, possibly to Wisconsin, if the legislation wasn’t passed.⁸⁴

Skidmore, Owings & Merrill (SOM), a Chicago architectural firm with no experience in racetrack design, was selected to design the new grandstand. "The architect was purposely chosen so that it wouldn't get into any kind of stereotype," Arlington President Ken Dunn said. In determining the design of the grandstand, Duchossois and representatives of SOM toured nearly every major racing facility in Europe and North America before they drew plans for a state-of-the-art building that would keep the public close to the horses from the moment they entered the gate until the time they left.⁸⁵

Duchossois noted that the new grandstand would be smaller but far more efficient than the old building. "With off-track betting parlors there is no need for the type of facility that we had," he said. The design was also a response to reduced attendance at thoroughbred racetracks in Illinois, due in large part to the introduction of the Illinois Lottery and a dramatic shift in betting to professional and college football and basketball. Although the old grandstand and clubhouse had a capacity of 35,000, daily attendance during Arlington’s 1975 racing season averaged 14,711. In 1985, average daily attendance was down to 10,225 during the two months before the fire.⁸⁶

A groundbreaking ceremony for the new grandstand was held on September 7, 1987, just two days after the last race of Arlington’s 91-day meeting—held for the second year in a tent city—was completed. Duchossois decided not to ask

⁸² “Man of Royalty in the Sport of Kings,” *Chicago Tribune* (29 January 2022).

⁸³ “Miracle II: Arlington racing rises again,” *Chicago Tribune* (17 August 1986).

⁸⁴ “Arlington Park to take a fresh turn,” *Chicago Tribune* (1 July 1987).

⁸⁵ Ibid.

⁸⁶ Ibid.

for dates for 1988 to concentrate on the massive rebuilding project. The grandstand exterior was built by December 1988; the next six months were spent on completing the interior. “We’re still designing as we’re building,” said Duchossois. “When we went to the architects, they told us it would take us 3 ½ to 4 years to build the kind of track we wanted. We’re trying to do it in 18 months.”⁸⁷ At the end, crews were working 24 hours a day 7 days a week to finish the track.

Duchossois changed the name of the racetrack from Arlington Park to Arlington International Racecourse prior to its gala reopening on July 1, 1989, to emphasis its new focus on making racing an international event. The new, five-story, 700,000-square-foot grandstand featured a dramatic, 200 by 600-foot cantilevered roof, which was believed to be the world’s largest structure of its kind and provided unobstructed views of the racetrack. Glass walls/balconies on the four upper levels of the opposite side of the grandstand provided sweeping views of the new paddock area, designed to resemble a French park. The entire facility had seating for 12,000.⁸⁸

Housed in the grandstand were restaurants, concessions, bars, lounges, private dining rooms, and skyboxes that catered to every need. The action could be viewed on one of its 750 television monitors that continually replayed each race. The grandstand also featured a then-unprecedented electronic educational system designed to provide hands-on answers to nearly every question about the sport of racing.⁸⁹ It was in keeping with the facility’s new dedication to the concept of family entertainment, rather than betting, as discussed by Duchossois:

In the old Arlington Park, we were strictly set up as a gambling casino. It was much larger and held many more people. But the old Arlington Park was outdated. It didn’t keep up with the needs and desires of the racing fan of today. We want to have a participating sport rather than a spectator sport. Betting is secondary to first getting people interested in racing. We have high-tech learning centers. Then, we teach them how to do betting. There’s the \$2 bettor, the \$10 bettor, the \$100 bettor, and the \$500 bettor, and they’re all equally important.

We want to give the fan who goes into the grandstand a totally new ambience. We want to make the \$2 bettor feel he’s every bit as important

⁸⁷ “Arlington is on track for grand reopening,” *Chicago Tribune* (December 27, 1988).

⁸⁸ “The New Arlington,” *Chicago Tribune* (23 June 1989).

⁸⁹ *Ibid.*

as all these others. For the sky-high rollers, there are 19 skyboxes that go for \$60,000 a year with a three-year contract. The entire track has been built to be like a club. and this is a club within a club.⁹⁰

Arlington’s main dirt track and its inner grass courses were altered as part of the rebuilding project, the cost of which was estimated by people in the construction industry to be upwards of \$160 million. The grass courses were combined into one sweeping European-style track that was given a name, “the Cramer Course” in honor of the late Bobby Cramer, a trainer who served as Duchossois’ mentor when he broke into racing as a horse owner in the early 1970s.⁹¹

The new grass course was used for the ninth annual Arlington Million, held September 3, 1989. Steinlen, a horse ridden by Jose Santos and owned by the Daniel Wildenstein, a Paris-based international arts dealer, beat 12 foes from three nations by half a length.⁹² Also during the 1989 season, Queen Elizabeth’s Unknown Quantity crossed the Atlantic to score an upset victory in the Arlington Handicap with Jorge Velasquez as its rider.⁹³

Arlington hosted an impressive talent pool of trainers and jockeys immediately following its reopening. Hall of Fame jockey Jorge Velasquez came from New York and became Arlington’s leading rider. Also based in Arlington was Pat Day, who on September 13, 1989, won eight of the nine races in which he rode, a performance unprecedented in North American racing. The jockey colony also included two outstanding young riders: Mike Smith and Shane Sellers.⁹⁴

Notable trainers at Arlington included Bud Delp, who in June 1990 became the ninth trainer in history to win more than 3,000 races. Joe Bollero, who as a jockey won the first race at Arlington when it opened in 1927, was there, as was Bill Mott, the number one trainer in the country at the time. Other prominent trainers included Frank Brothers, Neil Howard, Lynn Whiting, Michael Whittingham, and Phil Hauswald.⁹⁵

During the 1991 season, Black Tie Affair—ridden by Arlington record breaker Shane Sellers for the first time—became the toast of Arlington International Racecourse upon winning the Washington Park Handicap, a

⁹⁰ “New day dawns at Arlington,” *Chicago Tribune* (28 June 1989).

⁹¹ Ibid.

⁹² “Relax, It’s Steinlen,” *Chicago Tribune* (4 September 1989).

⁹³ “Reborn Arlington Galloping into the Future,” *Chicago Tribune* (29 June 1990).

⁹⁴ Ibid.

⁹⁵ Ibid.

\$250,000 Grade II race on the dirt track. The five-year-old horse, who was the pride and joy of owner Jeff Sullivan and trainer Ernie Poulos, went on to receive Eclipse Award in 1991 as North America's Horse of the Year.⁹⁶

The trade publication *Thoroughbred Times* ranked the Arlington Million the No. 1 race in North America in 1992 because of the strength of its field. In the filly and mare division. Arlington's Beverly D race was also on top, as was the Secretariat Stakes in the three-year-old division. Together, they were the only Grade I thoroughbred races on the Chicago circuit and all were held on Arlington's grass track, as was the American Derby.⁹⁷

Arlington's focus on turf racing was in keeping with its new identity as an international racetrack. France, England, and Ireland—the thoroughbred powers across the Atlantic—conducted all their running on the grass. The 1993 Arlington meeting ran from May 9 through August 8 and featured 42 races, 20 of which were on the grass. The July 4 Arlington Classic was that month's only stakes race on the dirt track; the other six were on the turf.⁹⁸

The decline of racing at Arlington in the mid-1990s coincided with its diminished purses due to competition from riverboat casinos in Illinois, one of which was just 12 miles away in Elgin. At the same time, the quality of Kentucky racing began to increase dramatically. Virtually all the notable jockeys and trainers based in Arlington made Churchill Downs in Kentucky their new summer headquarters by 1994 due to its considerably larger purses.⁹⁹ Arlington's daily distribution of purses in 1994 was \$184,512 compared to daily purchases at Churchill Downs that averaged \$284,255.¹⁰⁰

Duchossois unsuccessfully lobbied the Illinois General Assembly in 1993-94 to grant him a license to branch out into other kinds of gambling at Arlington, such as opening a casino in the infield. After initially announcing his intention to close Arlington for the 1995 season if such legislation wasn't passed, Duchossois relented and agreed to a shortened 55-day meeting after Sportsman's Park President Stormy Bidwill and Hawthorne Racecourse President Tom Carey pledged to keep Arlington's daily purses at \$190,000 if they fell below that amount.¹⁰¹

⁹⁶ "Washington 'Cap a Black Tie Affair,'" *Chicago Tribune* (15 September 1991); "Hawthorne to celebrate with Black Tie Affair," *Chicago Tribune* (12 November 1991).

⁹⁷ "At Arlington, grass just keeps getting greener," *Chicago Tribune* (9 July 1993).

⁹⁸ Ibid.

⁹⁹ "Arlington saddles up," *Chicago Tribune* (26 May 1999).

¹⁰⁰ "Arlington's Future," *Chicago Tribune* (8 October 1994).

¹⁰¹ "Horse Racing's Man on a Mission," *Chicago Tribune* (16 July 1995).

A highlight of Arlington's 1996 season was the arrival in June of Cigar, the 1995 Horse of the Year, fresh from winning his previous 15 races. A crowd of 34,223 crammed Arlington to watch Cigar—ridden by Eclipse Award-winning jockey Jerry Bailey—win the \$1,050,000 Citation Challenge by 3 ½ lengths. In winning, the six-year-old, bred and owned by Allen Paulson and trained by Bill Mott, tied the modern American record of 16 straight triumphs. The record was set by racing champ Citation in 1950.¹⁰²

Arlington celebrated its 70th birthday in 1997 with a trio of top-quality races, running the Arlington Million, the Beverly D, and the Secretariat on the same day rather than stringing them out over the weekend. The decline in attendance and wagering that became apparent in the mid-1990s continued, however. Duchossois continued lobbying state lawmakers to change the tax structure to make horseracing more competitive with other forms of gambling in Illinois and to allow a casino at Arlington. When those efforts were again unsuccessful, he closed the track for the 1998 and 1999 seasons.¹⁰³

The Illinois General Assembly passed legislation in May 1999 that was intended to funnel money from a new riverboat casino in Rosemont into racing purses and provide property tax relief for Arlington and the other thoroughbred and harness tracks. It was predicted that money from casino revenues would increase purses for thoroughbred racing at Chicago area tracks by an average of \$100,000 per day. Illinois Racing Board Chairman Gene Lamb noted that the bill “should allow us to compete better with the other tracks in the country for the best horses available. We’re talking about racing in Chicago for considerably more money than in the past.”¹⁰⁴

Duchossois began making plans to bring the crowds back to Arlington immediately after passage of the pro-racing legislation, launching a \$10 million renovation of the 11-year-old grandstand that was completed in time for its reopening in May 2000. The Governor's Suite and the Paddock Pub dining areas on Level 3 were remodeled with new carpeting, furniture, upholstery, and white, gold, and green wallpaper bearing the Arlington logo. The three dining areas on Level 4—the Million Room, the Turf Club, and the International Room—received similar upgrades. The Million Room was the largest dining room at Arlington, seating 990 people. The Turf Club was a private, members-only space. And on Level 5, the Sky Suites and two

¹⁰² “Arlington hopes Cigar follows in historic footsteps,” *The Daily Herald* (25 June 1996); “Strikes it rich with victory at Arlington,” *Chicago Tribune* (14 July 1996).

¹⁰³ “Big day at track only break in clouds over racing,” *The Daily Herald* (25 August 1997); “No Arlington in '98?” *Chicago Tribune* (9 September 1997).

¹⁰⁴ “Arlington saddles up,” *Chicago Tribune* (26 May 1999).

Corporate Meeting Rooms were gutted and remodeled with new carpeting, wallpaper, and furniture.¹⁰⁵

Arlington reopened in May 2000 with the promise of bigger purses and a lineup of quality stakes races that included the Prairie State Festival on June 17 and the Stars and Stripes Breeders' Cup Turf on July 4. With a crowd of 26,664 watching, Jerry Bailey won the \$2 million Arlington Million riding Chester House on August 19, and he also won the \$500,000 Beverly D for trainer Bill Mott with Snow Polina.¹⁰⁶

Churchill Downs and Arlington International Racecourse agreed to merge in June 2000, giving the home of the Kentucky Derby an entry into the Chicago racing market. The agreement gave Duchossois a nearly 30 percent share of Churchill Downs in return for Churchill's management control of the Arlington facility and the receipt of 80 percent of its handle. Duchossois remained chairman of Arlington's operating board and was one of three Arlington-appointed members on the Churchill's 15-member board of directors.¹⁰⁷ The name Arlington International Racecourse was replaced by the track's original name, Arlington Park, in October 2000. The name change coincided with the release of a new racetrack logo, which identified Arlington Park as a property of Churchill Downs Inc.¹⁰⁸

In 2002, Arlington hosted a sold-out crowd of 46,118 for the 2002 Breeders' Cup World Thoroughbred Championships, which was the first ever held in the Midwest. High Chaparal with Aidan O'Brien riding enjoyed a 1 ¼-length victory in the \$2 million turf race which showcased Arlington on an international stage.¹⁰⁹ Arlington became the first Midwest track to install a synthetic racing surface in 2007 when its \$11 million Polytrack track was unveiled at the start of the season. It was installed after 22 injured horses were euthanized at the racetrack the previous year due to injuries.¹¹⁰ Arlington returned to its former name, Arlington International Racecourse, in 2013 as it continued to pursue world class thoroughbred racing.

Horse racing in Illinois, and at Arlington, continued to struggle in the 21st century, due to competition from riverboat casinos as well as later video poker

¹⁰⁵ "No Expense Spared in Preparation for Opening Day," *The Daily Herald* (7 May 2000).

¹⁰⁶ "Taste of big time thrills local jockey," *Chicago Tribune* (20 August 2000).

¹⁰⁷ "Racetracks agree to merge," *Chicago Tribune* (23 June 2000). Churchill purchased Calder Racecourse in Miami for \$86 million, then obtained Hollywood Park near Los Angeles for \$140 million in deals that closed in 1999.

¹⁰⁸ "Once again, its Arlington Park," *Chicago Tribune* (24 October 2000).

¹⁰⁹ "Lots of glory and a little gloom," *Chicago Tribune* (27 October 2002).

¹¹⁰ "New track off to the races," *Chicago Tribune* (5 May 2007).

and sports betting, for sportsmen’s gambling dollars. Owner Churchill Downs planned in 2021 to apply for a sports betting license for the racetrack, but a state requirement that Arlington would have to play additional taxes on gaming revenues to fund horse racing made a casino there “financially untenable,” according to a company official.¹¹¹

Churchill Downs announced plans in February 2021 to sell all 326 acres of Arlington Park property for redevelopment but committed to Arlington’s race dates for that season. Sister Ruler won the final race held at Arlington, held September 25, 2021. Four days later, the Chicago Bears announced they would purchase the property for \$197.2 million, three months after the Village of Arlington Heights formally approved overlay zoning district for a large-scale football stadium at the site. The Chicago Bears completed the purchase in February of 2023, and all buildings on the property, including the massive grandstand, were razed by year’s end. As of that time, many unknowns remained in the process that may, or may not, lead to a new National Football League stadium on the property.¹¹²

6. Arlington Park’s Backstretch and its Buildings

The magnificent thoroughbred horses that raced at Arlington Park were stabled in the backstretch, a large expanse of land at the northwest corner of the property that was off-limits to the public. Their daily needs were tended by a colony of on-site workers. *Exercise people* were responsible for riding the horses during their workouts. *Grooms* fed and bathed the horses, cleaned the stalls, and held the horses for saddling. *Hotwalkers* walked the horses to cool them down for about 25 minutes after races or workouts. Horses also walked on days they didn’t run. *Pony persons* rode the horses that accompanied racehorses in their workouts and escorted them to starting gates before races. The company of another horse, usually an older thoroughbred, had a calming effect.

Backstretch workers were licensed by the Illinois Racing Board and employed by the trainers, who in turn worked for the horses’ owners. Arlington Park had no purpose-built, on-site living facilities for the jockeys or trainers, or for any of the transient backstretch workers that exercised and cared for the horses during its first quarter century of existence. In 1941, the Village of Arlington Heights allowed trailers to park on private property for the first-time during racing season only, as noted in a contemporary newspaper article:

¹¹¹ “Arlington Park horse race track is up for sale,” *Chicago Tribune* (24 February 2021).

¹¹² “Bears eye Arlington Heights,” *Chicago Tribune* (30 September 2021); “Village will have plenty of say in project,” *Chicago Tribune* (16 February 2023); “Interior demolition begins at Arlington racetrack,” *Chicago Tribune* (31 May 2023).

Visiting trailers are now permissible in Arlington Heights. A thirty-day limit area requirement and permission of property owner and adjacent resident are the new safeguards to prevent the establishment of a trailer park within the corporate limits, but which permit the use of 5,000 square feet for a single trailer.¹¹³

Arlington's backstretch featured several dozen wooden stables with enough stalls to accommodate 1,350 horses in 1941, the year that some of them were replaced by larger stables, also of wood. One of the new barns had 84 stalls, 16 tack rooms, and a continuous, quarter mile-long walking path where horses were cooled out after racing. Two other wooden stables built in 1941 provided 104 additional stalls and had 32 tack rooms. All the stalls at Arlington at that time were twelve feet square. Low-paid backstretch workers lived in the stables' tack rooms. In 1941 a bathhouse building was constructed in the backstretch which provided "20 showers for stable help."¹¹⁴

Arlington Park officials built an on-site trailer park in the backstretch in 1954, as part of a larger modernization program for the property and its grandstand that was spearheaded by owner Benjamin Lindheimer. A sketch of the trailer park was published in the October 29, 1953, issue of the *Chicago Tribune* with a caption noting that it was intended "to help ease the growing problem of housing for horsemen, jockeys, and their families."¹¹⁵

The trailer park accommodated 145 families, who either occupied their own trailer or one of the 50 trailers provided by the racetrack. The trailer park also included "a children's playground, limited commissary, showers, all utilities, comfort facilities, electric laundry, and telephones direct to the track's 24-hours-a-day switchboard."¹¹⁶ Benjamin Lindheimer discussed the trailer park during an interview with *The Daily Herald* in 1959:

To have the best summer racing in the nation, we must have three things. First, there must be the best stables; secondly, we must keep horsemen, jockeys, exercise boys, grooms, and their families contented and happy to be here; and third, we must be friendly with the neighboring communities.

This year, for the first time, outstanding trainers the likes of H.A. "Jimmy" Jones of Calumet Farms, William "Hal" Bishop of Anna,

¹¹³ "Visiting Trailers Permissible for Race Season," *Chicago Tribune* (23 May 1941).

¹¹⁴ "Comfort of Grandstand Patrons Theme of New Race Track Improvements," *The Daily Herald* (13 June 1941).

¹¹⁵ "Plan Escalators and Trailer at Arlington Park," *Chicago Tribune* (29 October 1953).

¹¹⁶ *Ibid.*

Illinois, the only owner-trainer in racing, and William Molter of Kerr Stables, all live in the Park's trailer court. Top jockeys Steve Brooks, Ken Church, John Sellers, Willie Shoemaker, and L.C. Cook, also call the trailer park home. To exercise boys who earn about \$400 monthly and grooms who earn about \$300 each month, the trailer park helps keep their families together.¹¹⁷

Marjorie Lindheimer Everett—who assumed ownership of Arlington Park after her father's death—noted in 1960 that, "Our trailer park is so popular that this year we've become overcrowded; we've been unable to rent enough trailers for the horsemen who haven't brought in their own."¹¹⁸ The backstretch received a stable kitchen in 1963, which was intended not only for dining purposes, but with recreational facilities as well.¹¹⁹

Arlington Park was sold in 1969 to Gulf & Western, a New York-based conglomerate more concerned about the bottom line than the quality of life of backstretch workers. In the same year, the racetrack property was annexed by the Village of Arlington Heights, which allowed local policing of the backstretch if needed, and greater scrutiny of living conditions for both horses and workers.

In March 1971, Arlington Park officials announced the planned construction of three stables of cinderblock construction, each of which was intended to provide stalls for 112 horses and include 16 tack rooms and eight feed rooms. The new fireproof stables were completed in the spring of that year. They featured two-story living quarters at each end with 19 dormitory rooms for stable personnel as well as toilet and shower facilities. The addition of the 342 stalls raised the total number of stalls to 2,500 by year's end.¹²⁰

A June 3, 1971, fire in one of Arlington Park's wooden stables killed 33 horses and caused about \$500,000 in damage, focusing the attention of village officials and the Illinois Racing Board on conditions in the backstretch. In September 1971, the racetrack announced that it was embarking on a five-year \$5 million construction program for the backstretch, which was intended, in part, to replace track's 42 wooden stables with 15 fireproof stables with walls of precast concrete panels, with each containing 138 stalls. One contemporary writer noted the construction method of the new stables: "Wooden forms laid out on the ground are used to mold the steel-reinforced concrete walls. The

¹¹⁷ "Arlington the Pinnacle of American Horse Racing," *The Daily Herald* (16 July 1959).

¹¹⁸ "In the Wake of the News," *Chicago Tribune* (3 August 1960).

¹¹⁹ "Golf Becomes Added Starter," *The Daily Herald* (13 June 1963).

¹²⁰ "Track Construction Begins," *Chicago Tribune* (23 March 1971).

walls are set into place with a crane and then welded together. A steel roof covers each barn.”¹²¹

Many of Arlington Park’s oldest wooden barns that dated to around 1927 were razed during the 1970s. However, the construction program fell short of its promise: only about nine stables with poured concrete walls were built in the 1970s. This was despite that fact that in 1974 the racetrack signed an agreement with the Village of Arlington Heights to replace all its wooden stables and tack rooms with fireproof concrete barns and dormitories by 1979.¹²² Village officials considered the wooden stables and tack rooms a fire hazard and unsuitable for use by stable employees. Arlington later received three modular metal stables manufactured by CECO Building Systems c. 2000. However, nearly half of the 42 wooden stables that existed in 1971 were extant as of July 2023. The remaining wood stables featured sprinkler systems that were installed in recent decades.

In the summer of 1971, the Arlington Park trailer court had 170 mobile homes that were occupied by trainers and jockeys. However, 1,000 of the backstretch workers were then housed in tack rooms in the stables, which were “small, about 11 feet square, poorly ventilated, and usually unkept.” One writer noted that, “A hot walker may share his cramped quarters with a row of harnesses and saddles, a rack of horse blankets and other necessary accessories.”¹²³

Three, two-story motel-style dormitories were built in the early to mid-1970s to house backstretch workers as part of the five-year, \$5 million construction program announced in September 1971. Two were built in 1972 for single occupancy with 159 rooms each, while the third was built in 1975 for double occupancy with 127 rooms.¹²⁴

These standardized dormitory buildings had concrete block walls, flat roofs with overhanging eaves, and a series of hollow metal doors on both sides providing access to the dormitory rooms, each of which was accessed by a metal door and had a pair of sliding glass windows. Exterior metal staircases provided access to full-façade concrete slab balconies with metal pipe railings. At the center of each row of rooms were communal bathrooms, four in each building. Dormitory rooms were twelve feet square with cement floors and concrete block partition walls; they lacked telephone jacks and any kitchen

¹²¹ “Start \$5 Million Track Stable Work,” *The Daily Herald* (23 September 1971).

¹²² “Village pushes new barns at track,” *The Daily Herald* (21 April 1975).

¹²³ “Poverty Way of Life on Backstretch,” *The Daily Herald* (14 July 1971).

¹²⁴ “Living with problems, but hope, at the track,” *Chicago Tribune* (12 August 1979).

facilities. Windows and doors for each unit were on the same wall, offering no cross ventilation.

About 800 people lived in Arlington's three new dormitories in 1980, while another 200 or so lived in the trailer park.¹²⁵ Five additional two-story, motel-style dormitories with concrete block walls were built in the 1980s that were considerably smaller than those built the previous decade. Together, the flat-roofed buildings with full-façade balconies accessed by exterior metal staircases had 160 double-occupancy rooms with cement floors and concrete block walls, each equipped with its own bathroom.¹²⁶

The backstretch was mainly occupied by men through the 1960s. By 1980, however, it was equally comprised of men and women, many of whom were married and accompanied by their children.¹²⁷ Children who resided on the backstretch moved from track to track with their parents. Backstretch workers spent the fall and winter at Hawthorne Racecourse in Stickney, the spring at Sportsman's Park in Cicero, and the summer at Arlington.

Arlington officials banned children from living in the dormitories in 1982, arguing they were overcrowded and unsafe for children. A court ruling allowed children to return soon afterward, but they were banned again in 1989. In 1990, the Illinois Appellate Court ruled that Arlington officials discriminated against the backstretch workers by banning them from its dormitories. Most of the workers at that time were migrants from Mexico.¹²⁸

In 1995, approximately 1,600 backstretch workers lived in Arlington's eight dormitories, including 100 to 200 children. Families lived in the larger dormitories with communal bathrooms that were built in the 1970s. The newer 1980s dormitories with private bathrooms were not assigned to families with children, as they were only steps from the track's stables.¹²⁹

Backstretch workers worked long hours and were among the lowest paid in the horse racing industry. As late as 1995, they made between \$175 (hotwalkers) and \$300 (groomsmen) per week and worked 40 to 50 weeks a year. The number of rooms assigned to each trainer was based on the number of horses they kept at the track.¹³⁰ The dormitory housing was provided free of charge to the backstretch workers, who would otherwise have had trouble

¹²⁵ "Off to the Races," *Chicago Tribune* (20 July 1980).

¹²⁶ "Horse racing's ghetto," *Illinois Issues* (June 1995).

¹²⁷ "Racetrack can't ban children of workers, appeals court says," *Chicago Tribune* (30 May 1990).

¹²⁸ Ibid.

¹²⁹ "Horse racing's ghetto," *Illinois Issues* (June 1995).

¹³⁰ "Arlington's Backstretch: The Wrong Side of the Track," *The Chicago Reporter* (March 1995).

finding affordable apartments in Arlington Heights or other nearby suburbs. Workers without cars were unable to travel to areas where cheaper housing might be available for short terms.

In 2002, under the new ownership of Churchill Downs, Inc., plans were made to construct two new family style dormitories on Arlington's backstretch. They were completed in 2005 as part of a \$3 million construction project to update and improve housing that immigrant advocates and social workers long criticized as substandard.¹³¹ The new cinderblock buildings contained 80 units that were 12 by 16 foot in size. Ninety-six units were planned, but Arlington officials decided to create 16 adjoining units to accommodate larger families. Each new unit had heat and air conditioning, individual thermostat controls, a microwave oven, and its own bathroom—a welcome change from the communal toilets and showers.¹³² A third family style dormitory with 48 units was added in 2007.¹³³

The three post-2000 motel-style dormitories were all two-stories in height and had side-gable roofs. Full-façade balconies accessed by stairways at the gable ends provided access to the second story units. They were fenced off from the stables and adjacent to a soccer field and a summer camp area. All of Arlington's dormitories on the backstretch were extant as of 2023, except for one of the 1970s buildings, which was razed in recent years.

7. Benjamin Lindheimer, Owner from 1940 to 1960

Benjamin (Ben) Lindheimer (1889-1960), a prominent Chicago businessman and sports executive who oversaw Arlington Park during its “golden era” of the 1950s and 1960s, was born on Chicago's South Side on October 1, 1889. His father, Jacob Lindheimer, engaged in real estate and owned an auto dealership. A prominent Cook County Democrat, Ben's father represented Chicago's 3rd Ward as alderman and served as assistant city treasurer.¹³⁴

Ben Lindheimer attended Doolittle Grammar School and Phillips High School, graduating from the latter in 1906. After studying law for three months, he took a job with a Hartford, Connecticut, construction firm, with which he remained for three years. He was next employed by a Chicago real estate company to sell property in Gary, Indiana, leaving there in 1909 to begin developing commercial property on his own.¹³⁵

¹³¹ “Racetrack to build 2 new dormitories,” *Chicago Tribune* (19 June 2004).

¹³² “Housing at track takes a step up from the basics,” *Chicago Tribune* (13 May 2005).

¹³³ “Deal reached on racetrack housing,” *Chicago Tribune* (2 March 2007).

¹³⁴ *Encyclopedia of American Biography*. New Series, Vol. 33 (New York: The American Historical Company, Inc., 1965) 6.

¹³⁵ *Ibid*, 7.

Lindheimer opened a real estate business on the South Side of Chicago in 1912 and rapidly accumulated numerous properties, including theaters and hotels. By 1930, his activities had spread to Chicago's Loop, where he built or acquired control of numerous prominent buildings, including the Franklin-Jackson Building, the State-Lake Building, and the Lake-Michigan Building. Lindheimer's vast experience in choosing good sites for profitable commercial buildings led the Walgreen Drug Company to hire him as a scout for potential locations of their stores in Chicago and New York. He performed a similar task for the Lubliner and Trinz and the Balaban and Katz theater chains in the Chicago area.¹³⁶

Maintaining the family interest in politics, Lindheimer was active in South Side Democratic affairs. In 1930, he was named a member of the South Park Board, serving with Michael L. Igoe, who later became a federal judge, and with Edward J. Kelly, who later became mayor of Chicago. When Anton J. Cermak became mayor of Chicago in 1931, he named Lindheimer president of the Board of Local Improvements. Lindheimer was a close friend and trusted adviser of Governor Henry Horner in his first campaign for state office and upon the insistence of Horner, he accepted an appointment as chairman of the Illinois Commerce Commission in January 1933, serving until 1936. After taking that position, he resigned from his role with the Board of Local Improvements and the South Park Board.¹³⁷

The mid-1930s marked the end of Lindheimer's real estate development and governmental activities. He then turned his attention to a long-time interest, horseracing. As a youth, Lindheimer lived in the vicinity of Washington Park, which he visited occasionally with his father. In the early 1920s, he raced his own stable of horses for a brief period, relinquishing it to devote more time to real estate operations.¹³⁸

Lindheimer began his trajectory as one of the leading racetrack operators in the country in 1935, when he acquired a controlling interest in the Washington Park track. In 1940, he headed a group that purchased Arlington Park. As executive director of both organizations, he drafted a program of richly endowed stake races that annually brought the nation's leading thoroughbreds to these tracks. A profile on Lindheimer described some of his accomplishments:

¹³⁶

Ibid.

¹³⁷

"Ben Lindheimer, 69, Turf Chief, Dies," *Chicago Tribune* (6 June 1960).

¹³⁸

Encyclopedia of American Biography, 8.

He was the first to hold grass races on a banked track for non-jumpers, believing these to be not only colorful, but less taxing on equine legs than dirt tracks. He was the first to schedule races for two-year-old fillies, and for mixed fillies and mares, so that they need not necessarily complete with colts or horses. He was continually alert to any track condition which might contribute to the breakdown of a horse... He and Arlington track superintendent Clarence Brinkman patented a design for a watering truck with an extended boom, which permitting watering down the track without actually driving over it. Tire ruts left by the old-fashioned water trucks had always been a hazard on the course prior to the time of this invention.¹³⁹

No detail escaped Lindheimer's notice. He spent five years trying to find the best grass for the turf course at Arlington Park, finally settling on a blend of four strains that was allowed to grow six to eight inches long. Jimmy Jones of the renowned stable Calumet Farms said that under Lindheimer's direction "Arlington Park became the finest track in the world—certainly the finest I've ever been on."¹⁴⁰

Lindheimer developed the first coordinated meeting of 66 days between Washington and Arlington Parks in 1940. With control of two meetings, he was better able to cut expenses and offer horsemen special luxuries. In 1955, he took control of the Lincoln Fields racetrack in south suburban Crete, renamed it Balmoral Park, and thus acquired a third racing meeting, extending the "Lindheimer season" to 97 days.¹⁴¹ He never failed to get from the Illinois Racing Board the dates he chose, including the three choice holiday dates— Memorial Day, the Fourth of July, and Labor Day.

Always concerned about the comfort of his visitors, Lindheimer undertook extensive modernization programs at Washington and Arlington Parks during the 1950s. He installed banks of escalators and air conditioning in the grandstands, as well as huge TV screens so bettors could get a clearer view of the races on closed-circuit television. Cruising trucks performed minor auto repairs, free of charge, in the parking lots.

Lindheimer built facilities on the backstretch of both Washington and Arlington Parks to provide for the comfort of their workers, many of whom lacked a permanent home and simply followed the racing circuit. These included stable kitchens, laundry facilities, swimming pools, spacious trailer courts, multipurpose buildings for religious services and recreation, and

¹³⁹ Ibid, 9.

¹⁴⁰ William Furlong, "The Boss's daughter," *Sports Illustrated* (June 27, 1960).

¹⁴¹ Ibid.

outdoor playgrounds for the children. He was awarded the Horsemen's Benevolent and Protective Association's 1957 National Award for "the care and comfort of people who live and work on the backstretch of racetracks."¹⁴²

Lindheimer's sports activities also branched into professional football. He helped form the All-American conference and was one of the key men in its operation from its first season, in 1946, until it was consolidated with the National League in 1949. He was chairman of the conference's executive committee. Lindheimer was principal owner of the Los Angeles Dons, in which he was associated with Don Ameche and other members of the Hollywood movie colony. The team engaged in spirited competition for popularity with the Rams, who represented Los Angeles in the National League.¹⁴³

Ben Lindheimer married Vera Miriam Burnstine of Chicago on April 3, 1912. The couple had three adopted children: Walter, Patricia, and Marjorie. Lindheimer died at the age of 69 on June 5, 1960, in Beverly Hills, California, where he maintained a winter house. However, up until the year of his death, he returned to Chicago each summer for the racing season.¹⁴⁴

8. Marjorie Lindheimer Everett, Owner from 1960 to 1969

Marjorie Lindheimer Everett, who owned Arlington Park from 1960-69, was a legendary figure in the sport of horse racing for more than four decades. She was born on June 8, 1921, and adopted by Benjamin and Vera Lindheimer at age one. Her father was already a successful Chicago political and real estate operator when she was an infant, and as she grew older, she molded herself in his image.¹⁴⁵

Everett was only seven or eight years old when her father first took her to Arlington Park, and the track served as important in her life in the ensuing decades. She left Northwestern University in 1939, after just two months, and soon thereafter went to work at Arlington. "I suppose I had the best of it, being the boss's daughter, but because of that I tried to work that much harder," she said in 1962.

I started by doing a lot of menial jobs, including operating the switchboard. Then I began taking on more and more responsibility—under dad's supervision, of course. He made me his personal observer and pretty soon he had more going around the country trying to solicit

¹⁴² "Arlington Park is the Pinnacle of American Racing," *The Daily Herald* (16 July 1959).

¹⁴³ "Ben Lindheimer, 69, Turf Chief, Dies," *Chicago Tribune* (6 June 1960).

¹⁴⁴ *Encyclopedia of American Biography*, 11.

¹⁴⁵ "Marje Everett, 1921-2012: Legendary figure in horse racing," *The Los Angeles Times* (24 March 2012).

horses for our meetings. I enjoyed every part of it, and the politics that went along with it. I always loved politics anyway. Dad taught me how to deal with people.¹⁴⁶

Marjorie Lindheimer married Webb Everett in 1958. He held an executive position with Santa Anita Racetrack in California from 1934 to 1953.¹⁴⁷ By temperament, Marjorie was Ben Lindheimer's heir apparent, and when he died in June 1960, she inherited something that interested her vitally—a share of the tracks. Within months, she bought controlling interests in Arlington Park, as well as Washington Park in Chicago and Balmoral Racetrack in south suburban Crete, which together she owned and operated under the name Chicago Thoroughbred Enterprises.

Sports Illustrated published a lengthy article on Everett in 1962, noting that, “her pace is furious and her manner brusque, but Marjorie Lindheimer Everett is bringing new vitality to her sport in the Midwest.”¹⁴⁸

She heads Chicago Thoroughbred Enterprises, Inc., a company that owns three tracks: Arlington Park, Washington Park and Balmoral. Mrs. Everett owns 70% of the company's 300,000 shares, so from the moment in 1960 that she took over most of the holdings of her late father, B.F. Lindheimer, there has been no question about who is boss.

...Mrs. Everett not only works at Arlington, she lives there in a luxurious house attached to one end of the old saddling shed, with a glass enclosed porch looking out on the paddock and clubhouse. Nearby is a five-room cottage where she stables her guests.

She has been married for five years to 65-year-old Webb Everett, a highly respected racing official, who serves as a sort of prince regent, chief consultant, and member of the board. The Everetts employ three full-time cooks, so strenuously do they entertain, and it is as a hostess in her home that Mrs. Everett displays a genuine and generous warmth that is carefully concealed when she is behind her executive desk. On a typical evening at home, she may have as guests visiting owners, perhaps a trainer, a jockey, or two, members of the Illinois Racing Board.¹⁴⁹

Marjorie Everett was an undeniable force in a sport that, for much of her time, was in its prime. She was known for by horsemen for her love of the sport, her

¹⁴⁶ “The Racing Lady of Chicago,” *Sports Illustrated* (August 20, 1962) 40.

¹⁴⁷ “Webb A. Everett, 81.” *Newsday* (Hempstead, New York) (22 September 1977).

¹⁴⁸ “The Racing Lady of Chicago,” *Sports Illustrated* (August 20, 1962) 39.

¹⁴⁹ *Ibid*, 39, 45.

drive for it to prosper and her vision for it. She was usually the first to arrive at Arlington Park in the morning.

She didn't escape controversy. In the late 1960s, Illinois Governor Otto Kerner was indicted and eventually jailed for taking bribes. One version had Everett admitting to officials that she had given Kerner stock in the track in exchange for better racing dates and freeway ramps. Another version said that prominent Illinois racing official William S. Miller had pressured Everett to give favorable track stock prices to Kerner. As recently as two years before her death, Everett identified her role in the Kerner case as "little more than a witness" and angrily rejected the characterization of her as an unindicted co-conspirator.¹⁵⁰

When Chicago Thoroughbred Enterprises was purchased by Gulf and Western in 1969, Marjorie Everett stayed as top manager at the request of Gulf and Western officials. After a year, she was asked to step down. As part of that deal, she was given stock worth 10 percent of Hollywood Park in Los Angeles. Once in charge of Hollywood Park, Everett made it a welcome place for the stars. The important racing days were packed with celebrities, including Ronald and Nancy Reagan, Angie Dickinson, Cary Grant, and John Forsythe. In 1984, Hollywood Park's revenue was \$74 million.¹⁵¹

Marjorie Everett's fondness for racing, and especially for jockeys, never waned. When Bill Shoemaker crashed his car and was left paralyzed, Everett was among the first at the hospital. Laffit Pincay Jr., among the winningest jockeys ever, said after her death, "She was one of my best friends. I admired her because she was 100% for racing."¹⁵² She died in 2012 at the age of 90 at her Los Angeles residence.

9. Richard Duchossois, Owner from 1983 to 2000

Richard L. (Dick) Duchossois (1921-2022), an industrialist, horse breeder, and owner of Arlington Park from 1983 until 2000, was born on October 7, 1921, the son of Alphonse and Erna Duchossois. He grew up in the Beverly neighborhood on Chicago's Far Southwest Side, graduated from Morgan Park Military Academy, and then enrolled in Washington and Lee University. He left after three semesters when called to service during World War II, serving on the European front. He became a tank commander under General George Patton and engaged in major combat operations after the Normandy invasion.

¹⁵⁰ "Marje Everett, 1921-2012: Legendary figure in horse racing," *The Los Angeles Times* (24 March 2012).

¹⁵¹ Ibid.

¹⁵² Ibid.

Twice wounded, he was a major wearing a Purple Heart and a Bronze Star when discharged in 1946.¹⁵³

In July of 1943, Dick Duchossois married Beverly Thrall, who gave birth to their first son Craig in 1944 while her husband was on the frontline in Europe. The couple went on to have three more children: Dayle, Bruce, and Kimberly. They settled in Flossmoor, a southwest suburb of Chicago.¹⁵⁴

After the war, Duchossois joined Thrall Car Manufacturing, a Chicago Heights railroad freight car repairer owned by his wife's family. At 30, he was president of the firm, which over the years expanded into manufacturing railroad cars and acquired a maker of garage door openers and military ordnance. The company bought and sold broadcasting stations in the 1980s and 1990s, becoming Duchossois Industries in 1983, when Duchossois bought out the half-interest of his brother-in-law.¹⁵⁵

Dick Duchossois' involvement with horses began in the 1960s when he purchased a horse for his son, Bruce, an American saddlebred named Royal Amazon. Traveling from Flossmoor to watch Bruce compete in horse shows that mainly took place near Chicago's northwestern suburbs was a hassle for Duchossois so he purchased a 120-acre dairy farm near Barrington "for the weekends." He then began buying adjacent farmland until the property, which he named Hill 'n' Dale Farm, eventually expanded to nearly 700 acres and served for many years as the state's premier thoroughbred breeding facility.¹⁵⁶

Duchossois bought his first racehorse from Arlington Park in the late 1960s. He studied thoroughbred racing with the late trainer Bobby Cramer acting as his mentor. By the 1970s he owned more than 200 horses and was breeding thoroughbreds at Hill 'n' Dale Farm. He also helped transform a group of hobby horsemen into the Illinois Thoroughbred Breeders and Owners Foundation. Over the years, this group, and Duchossois himself, actively worked to influence and shape the racing industry and lobbied the Illinois General Assembly for beneficial legislation.¹⁵⁷

¹⁵³ "Dick Duchossois, 1921-2022: Man of Royalty in the Sport of Kings." *Chicago Tribune* (29 January 2022).

¹⁵⁴ "Duchossois, Richard L." *Chicago Tribune* (6 February 2022). Beverly Duchossois died of cancer in 1980. Dick Duchossois married Mary Judith McKeage of Barrington, Illinois, in 2000.

¹⁵⁵ "Duchossois Industries, Inc." in: <http://www.encyclopedia.chicagohistory.org/pages/2648.html#:~:text=was%20founded%20in%20Chicago%20Heights,the%20head%20of%20the%20firm>. (Accessed February 14, 2024.)

¹⁵⁶ "Horse Racing's Man on a Mission." *Chicago Tribune* (16 July 1995).

¹⁵⁷ Ibid.

Duchossois purchased Arlington Park in 1983, putting up most of the cash. He immersed himself full-time in racing after a July 31, 1985, fire destroyed the grandstand. In 1986 he bought out his partners and championed the construction of a new, state-of-the-art grandstand with a dramatic cantilevered roof. The renamed Arlington International Racecourse reopened in June 1989 and featured high-quality stakes races with enviable purses that attracted top stables worldwide.

In 1988, Duchossois added the now-defunct harness racing track Quad City Downs to his equine empire. He discontinued live racing at Quad City Downs in 1993 and converted it into an off-track betting site. By that time, he had distinguished himself as a thoroughbred owner and breeder. His racing stable had branches in California, Florida, Canada, and England.¹⁵⁸

Duchossois merged Arlington with Churchill Downs in the summer of 2000, when he relinquished management of the track. In exchange, he became a major stockholder in Churchill Downs, and continued as chairman, later chairman emeritus, of Arlington Park.

Duchossois enjoyed one of the highest profiles in the world of thoroughbred racing. His awards included the 1986 American Jockey Club's Gold Medal, the 1988 Special Sovereign Award from the Jockey Club of Canada, the Lord Derby Award from the Horserace Writers and Reporters Association of Great Britain, and the Joe Palmer Award for Meritorious Service to Racing from the National Turf Writers Association.¹⁵⁹

In 2003, Duchossois was the recipient of the 2003 Eclipse Award of Merit for "a lifetime of outstanding contributions and exemplary leadership to the sport of thoroughbred racing and the thoroughbred racing industry."¹⁶⁰ He was inducted into the Chicagoland Sports Hall of Fame in 2019. That same year, Duchossois was voted into the National Museum of Racing and Hall of Fame as one of its esteemed Pillars of the Turf. He was a member of the Jockey Club, which oversees thoroughbred racing in America, and vice president of Thoroughbred Racing Associations.¹⁶¹

Although Duchossois underwent heart and cancer surgeries several times during the last four years of his life, when he was in his late nineties, he was still at Arlington Park between 7 and 7:30 a.m. every day during the racing

¹⁵⁸ "Arlington's Hierarchy." *Chicago Tribune* (28 June 1989).

¹⁵⁹ "Duchossois, Richard L." *Chicago Tribune* (6 February 2022).

¹⁶⁰ "Duchossois Receives Eclipse Award of Merit," January 7, 2004. <https://www.bloodhorse.com/horse-racing/articles/178191/duchossois-receives-eclipse-award-of-merit>. (Accessed February 9, 2024).

¹⁶¹ "Duchossois, Richard L." *Chicago Tribune* (6 February 2022).

season. Dick Duchossois died on January 28, 2022, at the age of 100 in his home in Barrington Hills. A *Chicago Tribune* profile on Duchossois written after death referred to him as “one of the giants in Chicago sports history.”¹⁶²

10. Grandstand Architect Skidmore, Owings & Merrill/Diane Legge Kemp

The grandstand at Arlington Park was designed in 1987-88 by Skidmore, Owings, and Merrill with Diane Legge Lohan (now Diane Legge Kemp) serving as the lead designer. The company’s origins date to 1936 when two young architects and brothers-in-law Louis Skidmore (1897-1962) and Nathaniel Owings (1903-1984) established a partnership after working together on Chicago’s 1933 Century of Progress Exposition. Skidmore and Owings began to draft designs for corporate clients they had met during the exposition. Engineer John Merrill (1896-1975) joined the firm as partner in 1939, and the name was changed to Skidmore, Owings & Merrill (SOM).¹⁶³

During the Depression and War years of the 1930s and 1940s, SOM worked on various New Deal-supported housing projects and received contracts to design the 1939-40 New York World’s Fair and the town of Oak Ridge, Tennessee, which was planned and built from scratch for the Manhattan project. SOM’s multidisciplinary corporate structure incorporated architecture, engineering, and planning, which facilitated the completion of complex projects like the United States Air Force Academy in Colorado Springs, Colorado (1954-1963) and the University of Illinois Circle Campus in Chicago (1961-70).¹⁶⁴

SOM rapidly expanded in the post-World War II era and became one of the largest and most profitable architectural firms in the world, known for its elegant designs, such as the 1952 Lever House in New York. By 1952, the firm had 14 partners and more than 1,000 employees, with offices in Chicago, New York, San Francisco, and Portland, Oregon. Leading design partners included Gordon Bunshaft, who headed the New York office, as well as Walter Netsch, Bruce Graham, and James DeStefano in the Chicago office.¹⁶⁵

SOM became the leading exponent of Modernist glass and steel skyscrapers from the 1950s through the 1970s, which were built in cities worldwide. Its designs for corporate clients in downtown Chicago included the Inland Steel

¹⁶² “Dick Duchossois, 1921-2022: Man of Royalty in the Sport of Kings.” *Chicago Tribune* (29 January 2022).

¹⁶³ Jay P. Pederson (Ed.). *International Directory of Company Histories*, Vol.69 (Detroit, Michigan: St. James Press, 2005) 332.

¹⁶⁴ “SOM – Our Legacy.” In: <https://www.som.com/about/legacy/>.

¹⁶⁵ Pederson, 333.

Building (1958), the Brunswick Building (1965), the John Hancock Center (1970), and the Sear's Tower (1974), then the tallest building in the world. The firm also designed the main libraries for the University of Chicago and Northwestern University, and much of the University of Illinois at Chicago campus.¹⁶⁶

Notable commissions outside Chicago during this period included the library and museum at the Lincoln Center for the Performing Arts in New York; One Shell Plaza in Houston; the Bank of America Building in San Francisco; the Lyndon Baines Johnson Memorial Library at the University of Texas in Austin; the Hirshhorn Museum and Sculpture Garden in Washington, D.C.; and the National Commercial Bank in Jidda, Saudi Arabia.¹⁶⁷

By the mid-1980s, SOM offered a wide range of services, including architectural design, civil engineering, electrical engineering, equipment planning, fire protection engineering, landscape architecture, mechanical engineering, plumbing engineering, site planning, space planning, and structural engineering. The firm continued to grow, relying heavily on increasing commissions from outside the United States. In 1986, SOM opened its first overseas office, in London, and had more than 1,400 employees in nine locations.¹⁶⁸

SOM's extensive portfolio was not populated with sports stadiums or grandstands when the firm was selected in 1987 as the designer of Arlington Park's new grandstand with Diane Legge Lohan as lead architect. The firm's experience with highly complex projects was undoubtedly a consideration in its selection, as well as the recent (1986) completion of the North Building at Chicago's McCormick Place Exposition Center, which featured a massive, suspended roof, creating clear spaces that later became commonplace in world-class convention centers.¹⁶⁹ It was designed by Lohan—one of SOM's rising stars—in association with Bruce Graham, Myron Goldsmith, Hal Iyengar and Fred Lo.¹⁷⁰

Diane Legge was one of only five female architects when she joined SOM's Chicago's office in 1976, a year after receiving a master's degree in architecture from Princeton University. She married architect Dirk Lohan

¹⁶⁶ Pauline Saliga (Ed.). *The Sky's The Limit: A Century of Chicago Skyscrapers* (New York: Rizzoli, 1990) 298.

¹⁶⁷ Pederson, 333.

¹⁶⁸ Ibid. 334.

¹⁶⁹ "McCormick Place Phase 2 – Exposition Center Expansion North Building." In:

<https://www.som.com/projects/mccormick-place-phase-2-exposition-center-expansion-north-building-2/>.

¹⁷⁰ "Chicago's own style takes state at architecture show," *Chicago Tribune* (4 December 1984).

shortly thereafter and changed her name to Diane Legge Lohan. Her husband was the grandson of legendary architect Mies van der Rohe. In 1982, the 32-year-old Lohan was named the first female general partner in SOM's 43-year history. A contemporary article noted that Lohan "wants to design classical, not faddish, buildings that will endure the test of time."¹⁷¹

A 1987 article on Diane Legge Lohan's design for the Manufacturers Hanover Plaza in Wilmington, Delaware, noted that she was raised in Rochester, New York and "has been drawing buildings for as long as she can remember." It also stated:

[Diane Legge Lohan's] grandfather was a small-scale real estate developer who often took her to job sites. Her mother was an artist. Lohan was always interested in architecture but started her schooling in the late 1960s when schools of architecture were not really interested in women, she later said.

She spent two years at Wellesley College before transferring to Stanford University, where he earned a degree in engineering and architecture. Lohan says it always took longer than she wanted to complete her education because she worked her way through school. But later those jobs became an asset.

She spent two years earning a master's degree at Princeton University, where she studied with Michael Graves, a well-known architect and excellent teacher who influenced her more than anyone else and still is her mentor. Princeton scholarships eliminated the need for a job, which allowed her to concentrate on her work.

Lohan distinguished herself early from her classmates by being one of four people in her class to land a job in 1975, during the heart of the oil recession. But it was her experience as lead architect for the Boston Globe newspaper plant that made her career. The Globe asked her to do the building, which meant she brought the business into her firm. The design won awards and led to an addition.

At 32, she was the first woman to be named a partner at the firm. Today, she is one of 40 partners, four of whom are women, at Skidmore, Owings & Merrill, which employs 1,600 people nationwide.¹⁷²

Lohan also served as lead architect for a mixed-use project in Bethesda, Maryland in 1987, which included housing, retail, and office space. One writer noted that in the same year, "Lohan has been jetting all over the

¹⁷¹ "Only woman at the top," *The Odessa American* (Odessa, Texas) (25 November 1982).

¹⁷² "She draws city's spirit into designs," *The News Journal* (Wilmington, Delaware) (24 June 1987).

country. *She has also planned a trip to France and England in the fall to do research for reconstruction of a thoroughbred racetrack in Arlington Heights, Illinois.*¹⁷³ [Emphasis added.] Arlington Park’s Grandstand/Clubhouse—completed in 1989— featured a cantilevered roof that measured 200 by 600 feet and was believed to be the world’s largest such roof at that time.

Diane Legge married architect Kevin Kemp in the late 1980s and changed her name to Diane Legge Kemp. She left SOM in 1989 and established her own firm—Diane Legge Kemp Architecture and Landscape Consulting—in the same year. In 1990, she became a Fellow of the American Institute of Architects. In 1993, Diane merged her practice with that of Howard Decker and her husband, Kevin Kemp, to form Decker, Legge, Kemp (DLK) Civic Design. The firm specialized in the design of large-scale public infrastructure projects that included Congress Plaza Reconstruction, Chicago (AIA National Honor Award), Roosevelt Road Reconstruction (Chicago AIA award), and the Wacker Drive Reconstruction (Chicago AIA award).¹⁷⁴

In 2012, Diane Legge Kemp joined the RTKL Planning + Urban Design worldwide team, using her skills and experience as an architect, landscape architect and planner on complex, large scale projects both in Asia and the United States.¹⁷⁵

PART II. ARCHITECTURAL INFORMATION

A. General Statement

The Grandstand/Clubhouse was a six-level, 700,000 square foot building featuring a dramatic, 200-foot-wide cantilevered roof that sheltered the tiered seating overlooking the racetrack and provided unobstructed views. The north and south facades were almost entirely glazed, and the upper floors of the building’s southwest corner were rounded. Four full-height, rounded stair towers protruded from the north facade, which had continuous balconies that provided views of the paddock. The interior of the multi-use edifice featured restaurants, lounges, bars, concessions, mutuel counters, and over two dozen skyboxes on the fifth floor overlooking the racetrack. The flooring was mainly covered with wall-to-wall carpeting; walls were drywall or concrete masonry units; and ceilings were primarily finished with acoustical tiles and had can lights.

¹⁷³ Ibid.

¹⁷⁴ “Diane Legge Kemp,” in: https://prabook.com/web/diane_legge.kemp/676375.

¹⁷⁵ “Diane Legge Kemp,” press release dated September 27, 2012.

<https://www.chicagobusiness.com/section/people-on-the-move/2765593>

B. Description of Exterior

1. Over-all dimensions

The Grandstand/Clubhouse had a total length of approximately 680'-0" (east-west), a total width of 191'-4" (north-south), and a total height of 126'-6".

2. Foundations

Caissons.

3. Walls

The building was sheathed with a variety of materials including stone; architectural precast concrete panels; clear insulating glass; architectural grilles and louvers; and brick veneer. The walls above the bleacher seating on the south façade facing the racetrack were entirely glazed above the brick-clad paddock level, as were the rounded walls at the southwest corner of the Grandstand's uppermost floors. Four, full-height, rounded stairwells protruded from the north façade, which was also entirely glazed above the paddock level, with the uppermost floors featuring full-façade balconies.

4. Stairs

The north and south facades had a series of concrete stairways with metal railings that led to entrances on the apron level.

5. Structural system

Structural steel frame.

6. Openings

a. Doorways and doors

The paddock level of the Grandstand/Clubhouse had large door openings, some of which had overhead metal doors, for the horses and equipment (north and south facades), while the loading dock on the east façade had two metal overhead doors. All other levels of the building mainly had paired, aluminum-framed glass doors, which opened onto terraces or balconies.

b. Windows

Both the north and south facades featured glazed window walls.

7. Roof

a. Shape, covering

The Grandstand/Clubhouse had a prefabricated, galvanized steel and aluminum standing seam roof with a dramatic, 200-foot-wide cantilever on the Grandstand side and overhanging eaves on the Clubhouse side.

C. Description of Interior

1. Floor plans

The Grandstand/Clubhouse was comprised of six levels: the paddock and apron levels, floors two through four, and the skybox and penthouse levels. Circulation between these levels consisted of four main tours that protruded from the north (Clubhouse) side of the building, behind each of which were four islands with public toilet rooms and elevators. Two of these circulation islands also included escalators. In-between these islands were large concourses on the apron level and floors two through four, which featured restaurants, lounges, bars, concessions, and mutuel counters. A second-floor information center had interactive TV displays and other educational tools.

The second floor also featured an information center with interactive TV displays and other education tools as well as retail shops. The press club was on the third floor. Spaces on the upper levels on the north (Clubhouse) side of the building opened onto balconies overlooking the paddock. The skybox level had a double-loaded corridor with over two dozen skyboxes overlooking the racetrack on the Grandstand side and large rooms for private parties on the Clubhouse side. The paddock level had a myriad of administrative offices, a passageway for horses that linked the paddock to the racetrack, and a loading dock at its east end. The apron level and floors two through four had tiered seating on the Grandstand side.

2. Stairways/Escalators

Four glass-enclosed, full-height, rounded stair towers with carpeted stairways and metal pipe railings protruded from the north wall of the Clubhouse. The Clubhouse side of the building also had a main public staircase with granite treads and risers between the apron level and second floor that was flanked by fountains. Additional stairways were situated along the south wall of the Grandstand. A U-shaped, carpeted stairwell with knotty pine walls linked the private Turf Club on the fourth floor with the owner's skybox on the floor above.

Circulation areas were situated directly behind each of the four rounded stair towers, each of which had passenger elevators. Two sets of escalators were

placed behind stair towers two and three. One set of escalators extended from the paddock to the third floor, while the other set of escalators extended from the paddock to the fourth level.

3. Flooring

Flooring in most public spaces throughout the building was covered with wall-to-wall carpeting. The flooring in some of the large concourses was covered with tile of various sizes and materials.

4. Wall and ceiling finish

Partition walls were comprised of drywall or concrete masonry units. Ceilings were mainly comprised of 1'x1' square acoustical tiles. Some ceilings were covered with 1'x2' perforated metal pan and others had 2'x2' lay-in acoustical tiles.

5. Openings

a. Doorways and doors

Interior doors throughout the building were primarily either hollow metal or wood with metal frames.

6. Mechanical equipment

a. Heating

Gas forced air.

b. Lighting

Can lighting was used throughout the building.

c. Plumbing

Men's and women's toilet rooms were generally situated within each of the four circulation islands on the various floors of the building and featured a series of toilets and sinks.

D. Site:

1. General setting and orientation

Arlington Park occupies 326 acres of land in the Village of Arlington Heights, Illinois. The irregular-shaped parcel is bounded by W. Euclid Avenue on the south; N. Wilke Road on the east; the Metra tracks and Northwest Highway on the northeast; IL 52 on the northwest; and Rohlwing Road and commercial development on the west. Salt Creek meanders through the center of the property in a north-south direction. The property is surrounded by chain link

fencing, grassy parkways, and mature trees. A sidewalk is situated along its Wilke Road boundary. A two-story restaurant called Ditka's, built c. 1990, was located near the intersection of Euclid Avenue and Wilke Road.

Arlington Park had three public entrances—two on Euclid Avenue and one on Wilke Road—that provided access to the large, paved parking lots that wrapped around three sides of the massive Grandstand/Clubhouse on the east side of the property, the bleacher seating of which faced south toward the racetrack. The one- and one-eighth-mile oval racetrack was surfaced with a synthetic material and had a one-mile inner turf oval. At the center of the racetrack was an electric tote board and a video display board that were installed in 1989.

The rear (north) elevation of the Grandstand/Clubhouse faced the paddock, which featured a grassy, park-like setting and was surrounded by a semicircular stable flanked by a jockeys' building and an employees' building, as well as brick-walled entrance gates with cupolas on either end. All these buildings/structures were completed in 1989, four years after a fire destroyed the original Grandstand/Clubhouse.

An entrance on Rohlwing Road provided access to Industrial Avenue—an east-west, tree-lined road that bisected the backstretch—which was in the northwest section of Arlington Park. The backstretch had facilities to house about 2,000 horses that included original wood stables, as well as later stables with walls of precast concrete panels or modular metal walls. Most of the stables were on the south side of Industrial Avenue, as were five concrete-block dormitories with private bathrooms that were built in the 1980s.

The north side of Industrial Avenue in the backstretch included three concrete block, two-story motel-style dormitories with communal bathrooms that were built in the early 1970s (one was razed prior to the start of this HIBS project), three concrete block, two-story dormitories built post-2000, as well as a one-story, L-shaped auditorium/kitchen building, a water tower, and several other modest, one-story outbuildings that served backstretch workers. The backstretch also featured a large grassy field that was occupied by a trailer park from the 1950s until the late 1980s, and it also had a training track for the horses.

2. Historic landscape design and later changes to the property

Arlington Park was originally situated on a 1,000-acre site that was bounded by Northwest Highway and the Chicago and Northwestern Railroad tracks on the north, Central Street on the south, Wilke Road on the east, and Rohlwing Road on the west. Salt Creek meandered through the expansive parcel in a

north-south direction. Racetrack facilities were situated north of Euclid Avenue, which roughly bisected the property in an east-west direction. They originally consisted of a Grandstand/Clubhouse and the adjacent Post and Paddock Club Building, which were on the east side of the property and faced south toward the one- and one-eighth mile dirt racetrack oval, which had an inner, one-mile turf oval. Paved parking lots were on the northeast corner of the property, along Wilke Road and the railroad tracks. The backstretch—located in the northwest corner of the property—featured rows of long, rectilinear wood stables that originally accommodated about 1,200 horses.

One writer described Arlington Park as it appeared in 1928:

The infield, once a cornfield, as was the entire site of 1,000 acres, has been graded. Its carpet is the product of Kentucky blue grass seed. In the paddock the shrubs and trees are abloom. Here, the horses will be saddled, amid picturesque surroundings. There is a miniature grandstand on either side of this immense enclosure, free to the public.

The grandstand, a great structure, is bright in crimson, black, yellow and red. Its 900 boxes are ready to receive the distinguished and notable... the open spaced paddock is adorned with hedges, blossom, and tan barked paths, flanked by miniature grandstands with mutuel wickets, the horseshoe fashioned approaches brilliant in flowering insignia of the American national jockey Club....

Arlington Park's grandstand proper can accommodate 30,000 persons. The terrace in front of the grandstand is 900 by 150. It is 135,000 feet square allowing 3 square feet per person.¹⁷⁶

Arlington Park's original acreage was reduced by half in the early 1950s when the property south of Euclid Avenue, which comprised 500 acres, was sold for residential development. The property was further reduced to its present-day size of 326 acres in the late 1960s when an additional large parcel at the corner of Euclid Avenue and Rohlwing Road was sold for commercial development.

The backstretch experienced numerous changes over the decades. About half of its approximately 40 original wood stables were razed by the 1980s. About ten stables with walls of either concrete block or precast concrete wall panels were added to the backstretch starting in the 1970s. Four stables with modular metal walls were installed post-2000. A trailer park was situated in a corner of the backstretch from the 1950s through the 1980s. A total of eight two-story,

¹⁷⁶

“Arlington Park Ready for Opener,” *The Daily Herald* (1 June 1928).

concrete block, motel-style dormitories were built in the backstretch in the 1970s and 1980s to accommodate its transient workers. Several other smaller, one-story buildings were built on the backstretch during this period. They included an auditorium/racetrack kitchen, a carpenter shop, and a building with laundry facilities. The backstretch received three additional two-story dormitories with concrete block walls post-2000. A water tower and a practice racetrack for horses were installed on the backstretch on unknown dates. This area was distinguished by its grassy courtyards and tree-lined roads.

A fire on July 31, 1985, destroyed Arlington Park's original Grandstand/Clubhouse and the Post and Paddock Club Building, leaving the inner and outer racetracks intact. A new Grandstand/Clubhouse was built on the site of the old one and was completed in 1989. Its rear (north) elevation faced a new paddock, which was surrounded by twin entrance structures with brick walls and cupolas on either end, as well as a saddling barn flanked by a jockeys' building and an employees' building, all of which were also completed in 1989. The dirt racetrack was resurfaced with a synthetic material in 2007.

PART III. SOURCES OF INFORMATION

A. Early Views

United States Department of Agriculture, Aerial Photograph of Arlington Park Racetrack taken in 1938, 1952, 1962, 1972, 1980, 1987, 2000, 2011, 2021. Historic Aerials by Netronline. <https://netronline.com/> (Accessed January 28, 2024).

B. Architectural Drawings

Skidmore, Owings & Merrill, Chicago, executed a full set of working drawings for Arlington Park's Grandstand/Clubhouse on December 3, 1987. The following floor plans, details, sections, and elevation drawings were reviewed for this report: Site Plan, Paddock Plan; Apron Plan; Level Two Plan; Level Three Plan; Level Four Plan; Skybox Level Plan; Penthouse Level Plan; Roof Level Plan; Building Elevations; Building Sections; Interior Elevations and Details; Room Finish Schedule.

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The journals titled, *Thoroughbred Record* and *The Blood Horse* contain information about thoroughbred racing nationwide and likely includes articles and historic photographs pertaining to Arlington Park. It is possible that Churchill Downs, Inc., which owned Arlington Park from 2000 until its sale to the Chicago Bears was finalized in 2023, may have information pertaining to the property. The Chicago History Museum has extensive archival materials on projects designed by Skidmore, Owings & Merrill, the architect of the 1989 Grandstand/Clubhouse. Over two dozen monographs have been published on the work of SOM, which can be purchased from their website: som.com/publication.
- E. Sketch Plans
Architectural plans, elevation drawings, and sections of the Grandstand/Clubhouse drawn by Skidmore, Owings & Merrill in 1987 are attached to this report.
- F. Supplemental Material
Scans of HIBS photographs taken as part of this recordation are attached to this report, as are a site plan of the Arlington Park property and images published in newspaper articles related to the property or its architects/sculptor. Representative color digital photographs of each building accompany the individual HIBS outline reports.

PART IV. METHODOLOGY OF RESEARCH

- A. Research Strategy
The research strategy was to review a variety of primary and secondary sources, including books, newspaper and journal articles, maps, and historic photographs, to develop a thorough history of Arlington Park, its owners, and architects, within the context of horseracing in the Chicago metropolitan region. Site visits to the project area were planned for photographic documentation, both black and white and color digital, and for reviewing a variety of architectural drawings of the 1989 Grandstand/Clubhouse and its site.
- B. Actual Research Process
The Newspapers.com database was extensively searched for contemporary articles related to thoroughbred horseracing in the Chicago area, the history of Arlington Park over the past century, key owners of Arlington Park, and the architects of the Grandstand/Clubhouse. Architectural plans on file at Arlington Park for the 1989 Grandstand were reviewed, as were recent site plans. The present owners of the property inherited no archival materials on the property,

which may have been destroyed in the 1985 fire that destroyed the original grandstand or thrown out after the property was officially closed in 2021 and the current 1989 Grandstand/Clubhouse was cleaned out.

The Arlington Heights Historical Museum has few archival materials on Arlington Park, aside from some historic news clippings and a few historic photographs. Most of the materials in their file pertain to the 1989 Grandstand/Clubhouse, including articles about its opening and photographs of its construction. However, the museum does contain a booklet titled, *Arlington Park: 50th Anniversary Year* (Arlington, Illinois: *Arlington Park Racetrack*, 1977) which provided useful historical information, as did the book by Neil Milbert titled, *Arlington Park: 1927-1985* (Arlington Park Racetrack, Ltd., 1986), which was also reviewed for this report. The book by Kimberly Rinker, titled, *Chicago's Horse Racing Venues* (Charleston, South Carolina: Arcadia Publishing, 2009) provided useful contextual information, as did the book by William H.P. Donaldson titled, *The History of Thoroughbred Racing in America* (New York: Bonanza Books, 1964).

The Chicago History Museum's Research Center's online catalog was reviewed for materials related to Arlington Park, its owners, and architects. Most relevant were historic photographs of the racetrack that were originally published in the *Daily News*, some of which are included at the end of this report, as are aerial photographs of Arlington Park from varying decades found on the historicaerials.com database and several historic photographs originally published in the *Chicago Tribune* that have been digitized and can be viewed online.

C. Archives and Repositories Used

Arlington Heights Public Library; Arlington Heights Historical Museum; Chicago History Museum; University of Illinois at Chicago's Daley Library; Arlington Park's architectural files.

D. Project Team

1. Supervision and Primary Preparer: All aspects of this project were supervised by Jean L. Guarino, Ph.D., architectural historian, Oak Park, Illinois. Dr. Guarino researched and wrote the HIBS report and took color digital photographs of the property and its buildings.
2. HIBS Photographer: Black and white HIBS photography was taken by Leslie Schwartz, Leslie Schwartz Photography, Chicago.

PART V. PROJECT INFORMATION

This HIBS documentation project was undertaken to mitigate the adverse effect of CBFC Development, LLC's demolition of cultural resources within the project area. The terms of the mitigation were agreed upon and executed to ensure compliance with the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420).

PHOTOGRAPHIC IDENTIFICATION SHEET

Photographer: Leslie Schwartz, Leslie Schwartz Photography
2147 N. Claremont Avenue
773.359.8172
Photos taken in July 2023

- HIBS CK-2023-3.1: Grandstand elevation facing racetrack, view northeast.
- HIBS CK-2023-3.2: Grandstand elevation facing racetrack, view north.
- HIBS CK-2023-3.3: Grandstand elevation facing racetrack, view northwest.
- HIBS CK-2023-3.4: Racetrack and winner's circle, as seen from the grandstand, view southwest.
- HIBS CK-2023-3.5: Stabling barn, jockeys' building, and entrance gateway (right to left), all completed in 1989, as seen from a grandstand balcony, view northwest.
- HIBS CK-2023-3.6: Racetrack and winner's circle, as seen from the grandstand, view southeast.
- HIBS CK-2023-3.7: Grandstand interior, view southwest toward racetrack.
- HIBS CK-2023-3.8: Stabling barn and paddock (right to left), all completed in 1989, as seen from a grandstand balcony, view northwest.
- HIBS CK-2023-3.9: Grandstand interior concourse.
- HIBS CK-2023-3.10: Main entrance stairway in grandstand.
- HIBS CK-2023-3.11: Grandstand elevation facing paddock, view southwest.
- HIBS CK-2023-3.12: Grandstand elevation facing paddock, view southeast.
- HIBS CK-2023-3.13: Exterior of 1989 stabling barn.
- HIBS CK-2023-3.14: Interior of 1989 stabling barn.

- HIBS CK-2023-3.15: Jockeys' building (left) and stabling barn (right), located across the paddock from the grandstand.
- HIBS CK-2023-3.16: One of three motel-type dormitories with communal bathrooms built c. 1973 for transient backstretch workers.
- HIBS CK-2023-3.17: Detail of c. 1973 motel-type dormitory built for transient workers in the backstretch.
- HIBS CK-2023-3.18: One of five c. 1985 motel-type dormitories with private bathrooms built for transient backstretch workers.
- HIBS CK-2023-3.19: Detail of c. 1985 motel-type dormitory built for transient workers in the backstretch.
- HIBS CK-2023-3.20: View of typical grassy courtyard with wood stable (left) and a c. 1985 dormitory (right).
- HIBS CK-2023-3.21: Concrete block dormitory rooms at the end of concrete block stable no. 8.
- HIBS CK-2023-3.22: One of three dormitories with private bathrooms built post-2000 for families in the backstretch.
- HIBS CK-2023-3.23: Detail of dormitory built post-2000 for families in the backstretch.
- HIBS CK-2023-3.24: Two of the three dormitories with private bathrooms built post-2000 for families in the backstretch.
- HIBS CK-2023-3.25: Outbuilding with amenities for backstretch workers with post-2000 dormitory in the background.
- HIBS CK-2023-3.26: Auditorium wing of the L-shaped auditorium/kitchen building in the backstretch.
- HIBS CK-2023-3.27: L-shaped auditorium/kitchen building in the backstretch.
- HIBS CK-2023-3.28: Typical wood stable.
- HIBS CK-2023-3.29: Typical wood stable with windows illuminating the tack rooms.
- HIBS CK-2023-3.30: Single-loaded aisle of typical wood stable showing entrances to stalls.

- HIBS CK-2023-3.31: Typical wood stable showing entrances to tack rooms.
- HIBS CK-2023-3.32: Concrete block stable no. 8 with dormitory rooms on either end.
- HIBS CK-2023-3.33: Interior of concrete block stable no 8.
- HIBS CK-2023-3.34: Interior of concrete block stable no. 8 showing double-loaded aisles.
- HIBS CK-2023-3.35: Typical stable with precast concrete wall panels.
- HIBS CK-2023-3.36: Interior of typical stable with precast concrete wall panels and double-loaded aisles.
- HIBS CK-2023-3.37: Interior of typical stable with precast concrete wall panels and metal truss roof.
- HIBS CK-2023-3.38: Entrances to a typical stable with precast concrete wall panels and double-loaded aisles.
- HIBS CK-2023-3.39: Typical stable with metal modular construction.
- HIBS CK-2023-3.40: Exterior detail of typical stable with metal modular construction.
- HIBS CK-2023-3.41: Interior of typical stable with metal modular construction and stalls in the center.
- HIBS CK-2023-3.42: Stalls in typical stable with metal modular construction.
- HIBS CK-2023-3.43: Single-loaded aisle in typical stable with metal modular construction.



CK-2023-3.1



CK-2023-3.2



CK-2023-3.3



CK-2023-3.4



CK-2023-3.5



CK-2023-3.6



CK-2023-3.7



CK-2023-3.8



CK-2023-3.9



CK-2023-3.10



CK-2023-3.11



CK-2023-3.12



CK-2023-3.13



CK-2023-3.14



CK-2023-3.15



CK-2023-3.16



CK-2023-3.17



CK-2023-3.18



CK-2023-3.19



CK-2023-3.20



CK-2023-3.21



CK-2023-3.22



CK-2023-3.23



CK-2023-3.24



CK-2023-3.25



CK-2023-3.26



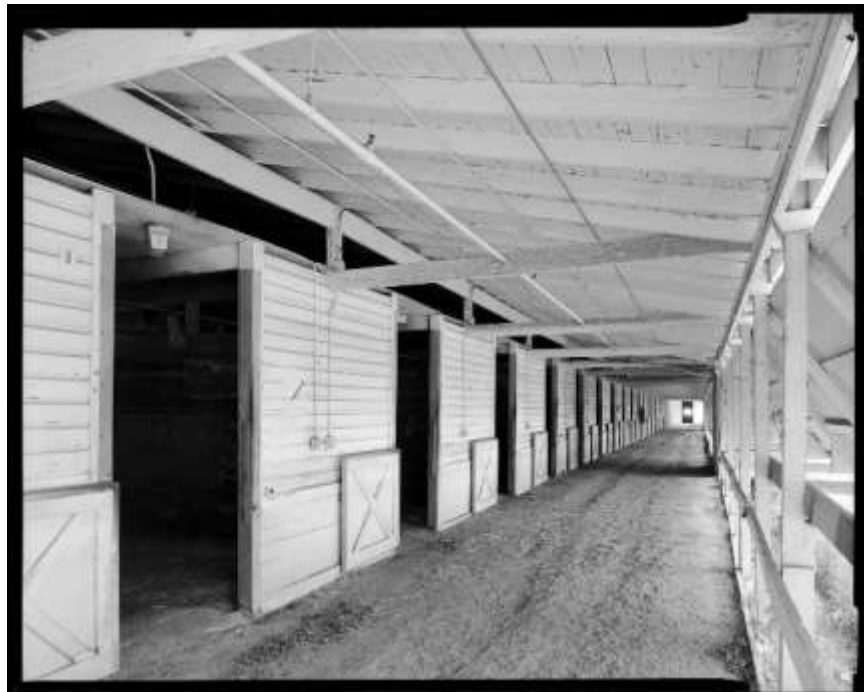
CK-2023-3.27



CK-2023-3.28



CK-2023-3.29



CK-2023-3.30



CK-2023-3.31



CK-2023-3.32



CK-2023-3.33



CK-2023-3.34



CK-2023-3.35



CK-2023-3.36



CK-2023-3.37



CK-2023-3.38



CK-2023-3.39



CK-2023-3.40



CK-2023-3.41



CK-2023-3.42



CK-2023-3.43



Photograph 1: Grandstand elevation facing racetrack, view north.



Photograph 2: Grandstand elevation facing racetrack, view northeast.



Photograph 3: Detail of grandstand elevation facing racetrack, view northwest.



Photograph 4: Detail of grandstand elevation facing racetrack, view north.



Photograph 5: Exterior view of owner's skybox in the grandstand with circular glass wall, view west.



Photograph 6: Grandstand bleacher seating and cantilevered roof, view east.



Photograph 7: Racetrack and winner's circle as seen from the grandstand, view south.



Photograph 8: Bleacher seating and racetrack as seen from the skybox level balcony, sheltered by cantilevered roof, view east.



Photograph 9: Racetrack as seen from the grandstand, view southwest.



Photograph 10: East elevation of the grandstand showing cantilevered roof, view west.



Photograph 11: West elevation of the grandstand showing cantilevered roof, view east.



Photograph 12: Rear elevation of the grandstand, view southeast.



Photograph 13: Grandstand elevation facing the paddock, view southeast.



Photograph 14: Grandstand and paddock area, view southwest.



Photograph 15: Grandstand's main entrance from paddock, view southwest.



Photograph 16: Paddock with grandstand on the left, looking toward one of the twin entrance gates with cupola, view west.



Photograph 17: Grandstand main entrance staircase flanked by waterfall features.



Photograph 18: Apron level of the grandstand looking toward the main entrance staircase on the right.



Photograph 19: Typical pair of escalators in the grandstand.



Photograph 20: Grandstand concourse.



Photograph 21: Grandstand window wall opening onto balcony overlooking the paddock.



Photograph 22: Grandstand concourse.



Photograph 23: Cowboy Grill in the grandstand.



Photograph 24: Typical staircase in one of the grandstand's four semicircular stairwells.



Photograph 25: Elevator lobby in the grandstand.



Photograph 26: Grandstand space with window wall opening onto a terrace.



Photograph 27: Grandstand interior seating overlooking the racetrack.



Photograph 28: Typical women's washroom in the grandstand.



Photograph 29: Grandstand concourse.



Photograph 30: Grandstand window wall overlooking the racetrack.



Photograph 31: Winding interior wood staircase in the grandstand at private Turf Club.



Photograph 32: Turf Club in the grandstand.



Photograph 33: Private skybox on the sixth floor of the grandstand with window wall opening onto a balcony overlooking the racetrack.



Photograph 34: Wet bar in private skybox on the sixth floor of the grandstand.



Photograph 35: Conference room in the grandstand.



Photograph 36: Conference room in the grandstand with window wall and doors opening onto balcony overlooking the paddock.



Photograph 37: Grandstand balcony overlooking the paddock.



Photograph 38: View of stabling barn (right), jockeys' building (left), and backstretch area in the distance, as seen from one of the grandstand's balconies.



Photograph 39: Path from the paddock area to the backstretch.



Photograph 40: Typical wood stable.



Photograph 41: Typical wood stable showing windows on short end illuminating the tack rooms.



Photo 42: Typical wood stable.



Photograph 43: Entrance to typical wood stable.



Photograph 44: Typical wood stable showing openings to stalls.



Photograph 45: Typical wood stable with single-loaded aisle.



Photograph 46: Wood stall in typical wood stable.



Photograph 47: Stable no. 8 with concrete block walls and dormitory rooms on either end.



Photograph 48: Entrance to stable no. 8 with concrete block walls.



Photograph 49: Stable no. 8 showing tack rooms on the left and the center rows of stalls on the right.



Photograph 50: Tack rooms in stable no. 8.



Photograph 51: Stable no. 8 with double-loaded aisle opening onto stalls.



Photograph 52: Stall with concrete block walls in stable no. 8.



Photograph 53: Typical stable with precast concrete wall panels.



Photograph 54: Entrances to typical stable with precast concrete wall panels and two double-loaded aisles opening onto stalls.



Photograph 55: Center row of stalls in typical stable with precast concrete wall panels.



Photograph 56: Typical stable with precast concrete wall panels showing metal truss roof.



Photograph 57: Typical stable with precast concrete wall panels showing one of the double-loaded aisles opening onto stalls.



Photograph 58: Openings to stalls within a typical stable with precast concrete wall panels.



Photograph 59: Typical stable built with modular metal construction.



Photograph 60: Entrance to typical stable built with modular metal construction.



Photograph 61: Single-loaded aisle in typical stable with modular metal construction.



Photograph 62: Entrances to stalls within a typical stable with modular metal construction.



Photograph 63: One of three concrete block, motel-style dormitories with communal bathrooms that were built c. 1973.



Photograph 64: Detail of a concrete block, motel-style dormitory with communal bathrooms that were built c. 1973.



Photograph 65: One of the five concrete block, motel-style dormitories with private bathrooms that were built c. 1985.



Photograph 66: One of the concrete block, motel-style dormitories that were built c. 1985 showing metal stairways to balconies.



Photograph 67: Room in one of the concrete block dormitories that were built c. 1985 showing a door to a private bathroom.



Photograph 68: Private bathroom in one of the concrete block dormitories that were built c. 1985 (sink not shown).



Photograph 69: Entrance to room in one of the concrete block dormitories built c. 1985.



Photograph 70: One of three dormitories with concrete block walls built post-2000 with private bathrooms in each room.



Photograph 71: Detail of a dormitory with concrete block walls built post-2000.



Photograph 72: Entrance to a room in one of the dormitories with concrete block walls built post-2000.



Photograph 73: Private bathroom in one of the dormitories with concrete block walls built post-2000.



Photograph 74: Auditorium/Kitchen Building for backstretch workers.

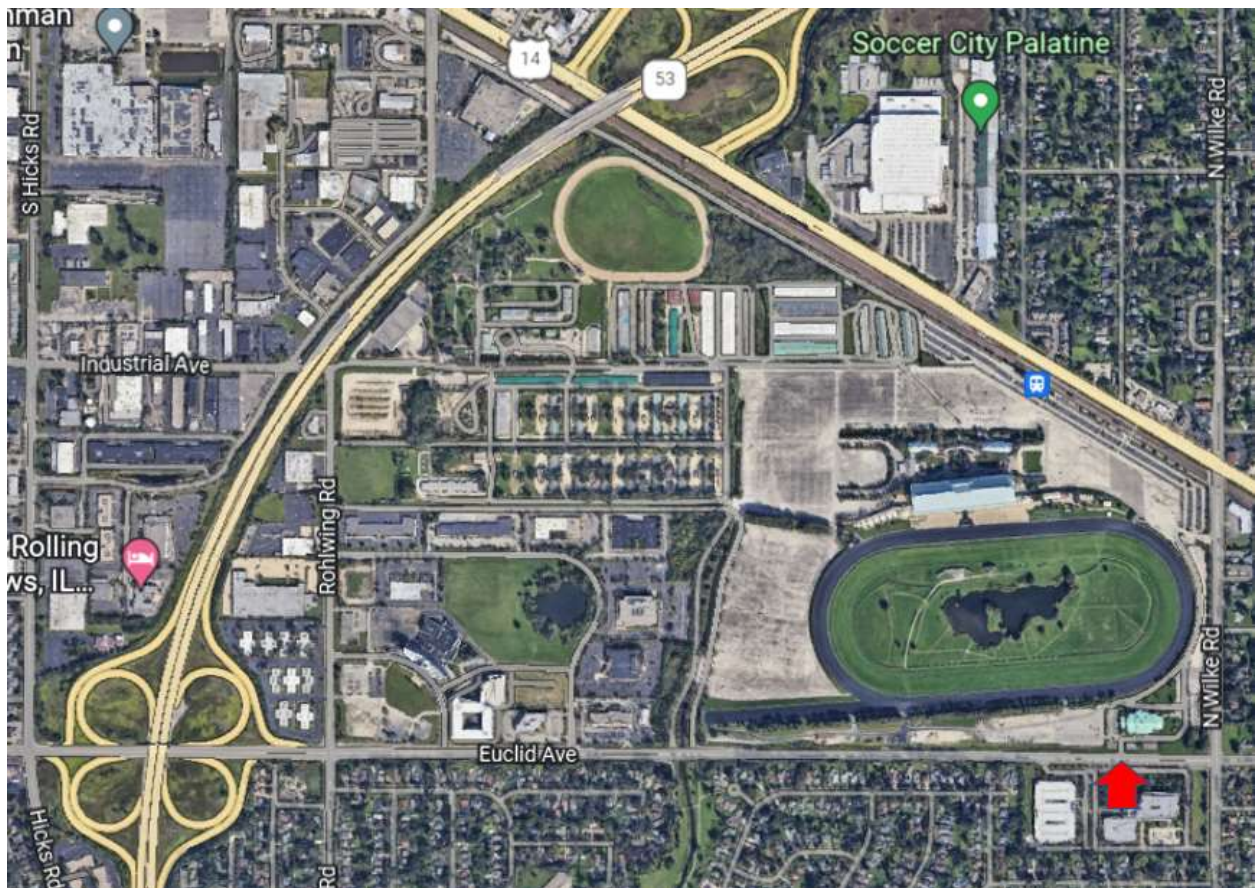


Figure 1: Arlington Park Location Map.

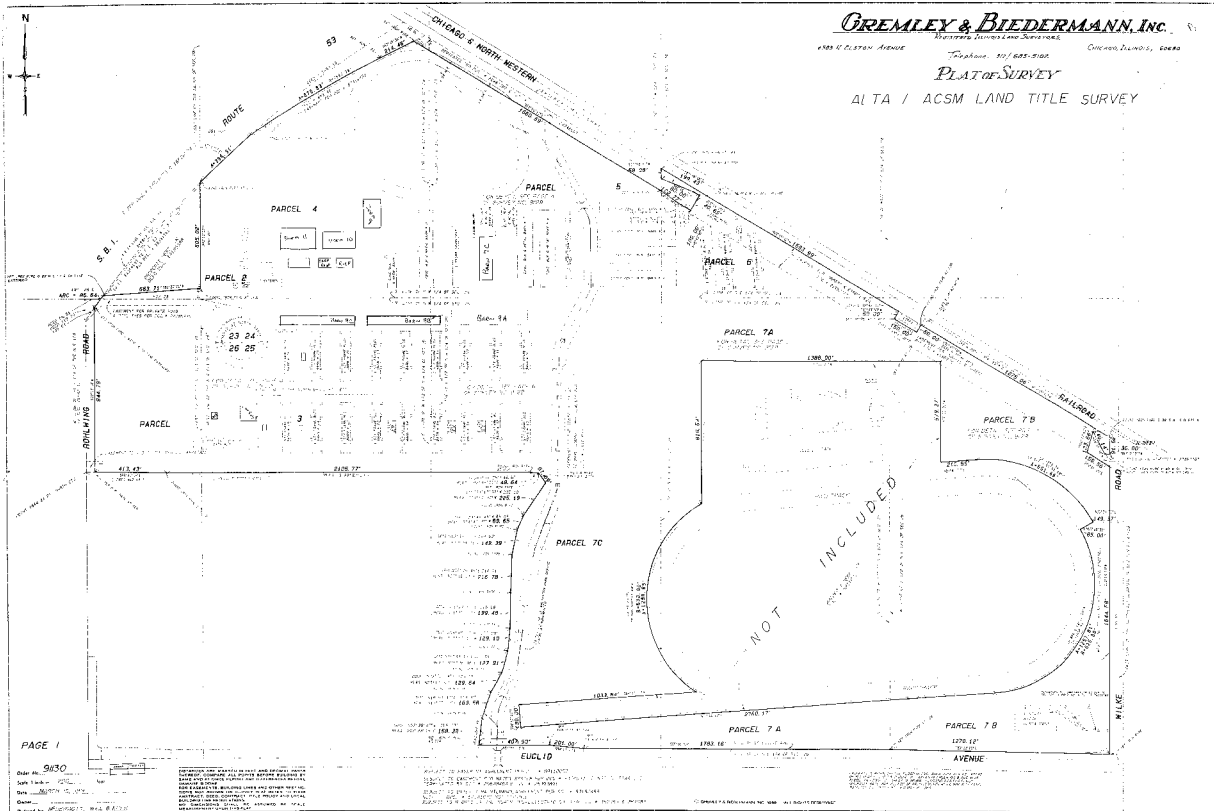


Figure 2: Gremlay & Biedermann, Inc. Plat of Survey for Arlington Park, September 13, 1991.

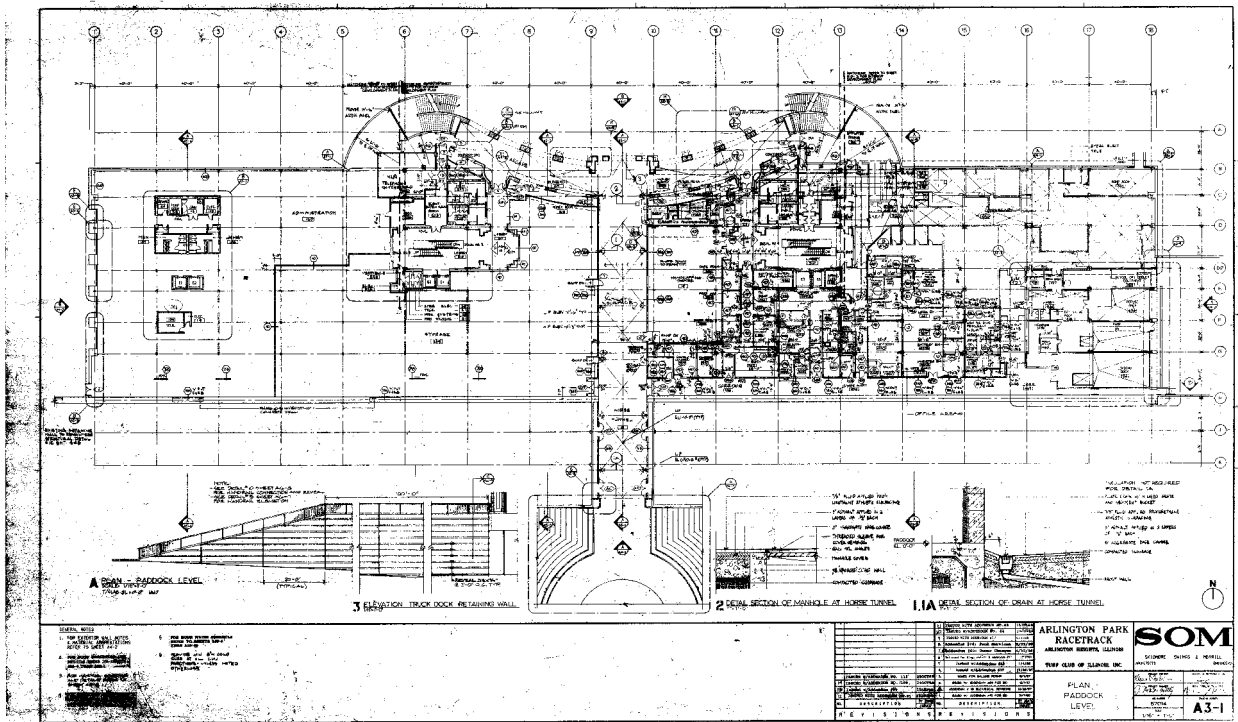


Figure 3: Skidmore, Owings & Merrill. Arlington Park Racetrack, Paddock Level, Sheet A3-1, issued December 3, 1987, for building permit.

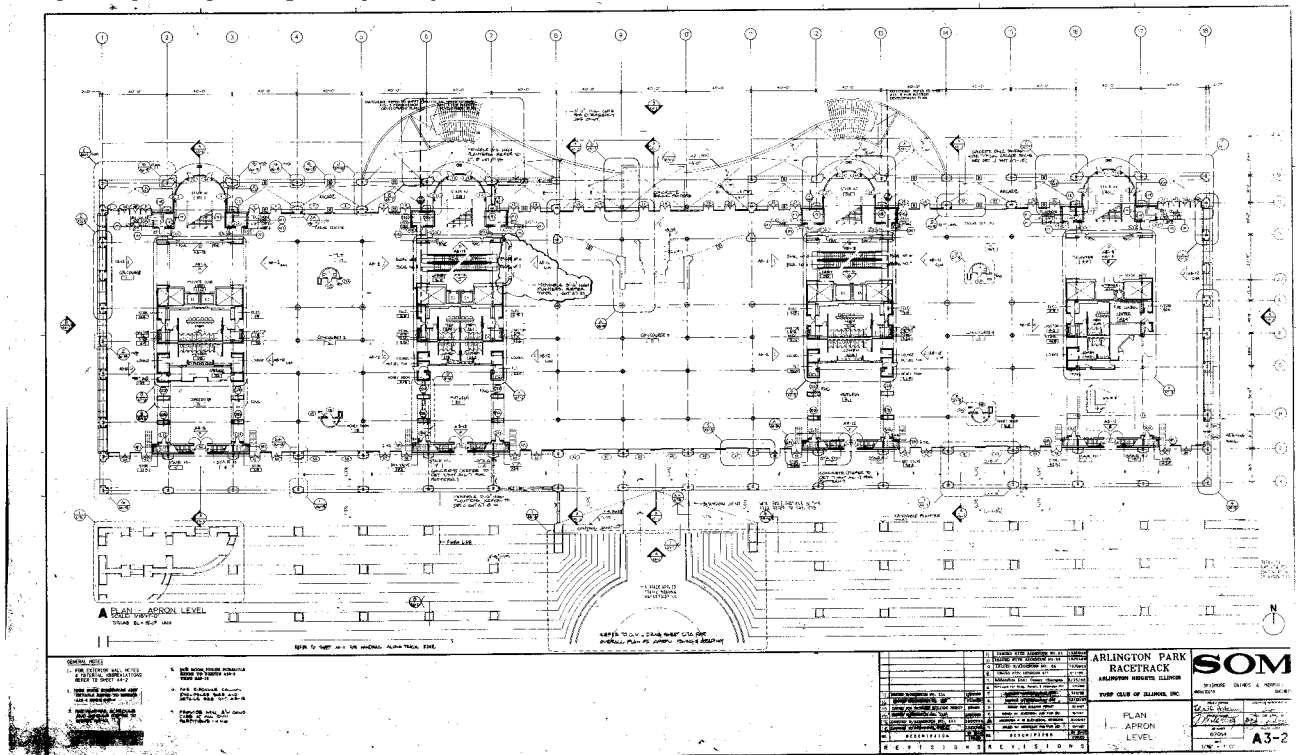


Figure 4: Skidmore, Owings & Merrill. Arlington Park Racetrack, Apron Level, Sheet A3-2, issued December 3, 1987, for building permit.

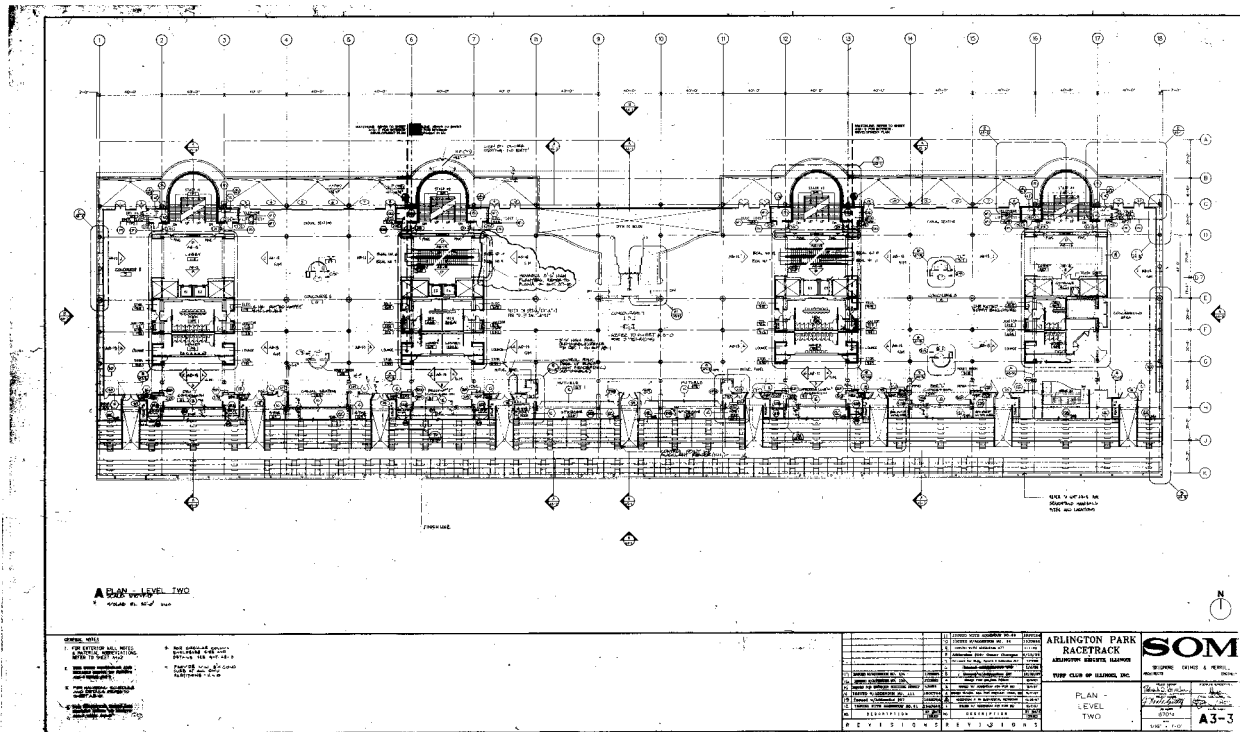


Figure 5: Skidmore, Owings & Merrill. Arlington Park Racetrack, Level Two, Sheet A3-3, issued December 3, 1987 for building permit.

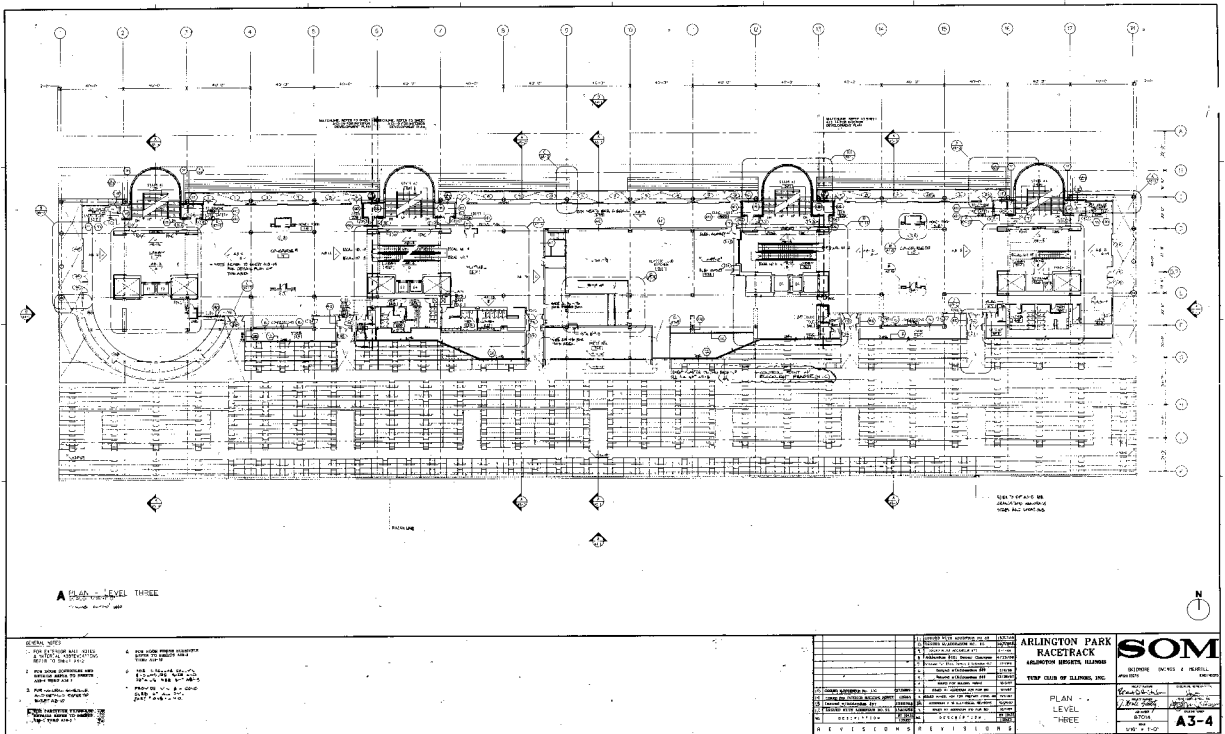


Figure 6: Skidmore, Owings & Merrill. Arlington Park Racetrack, Level Three, Sheet A3-4, issued December 3, 1987, for building permit.

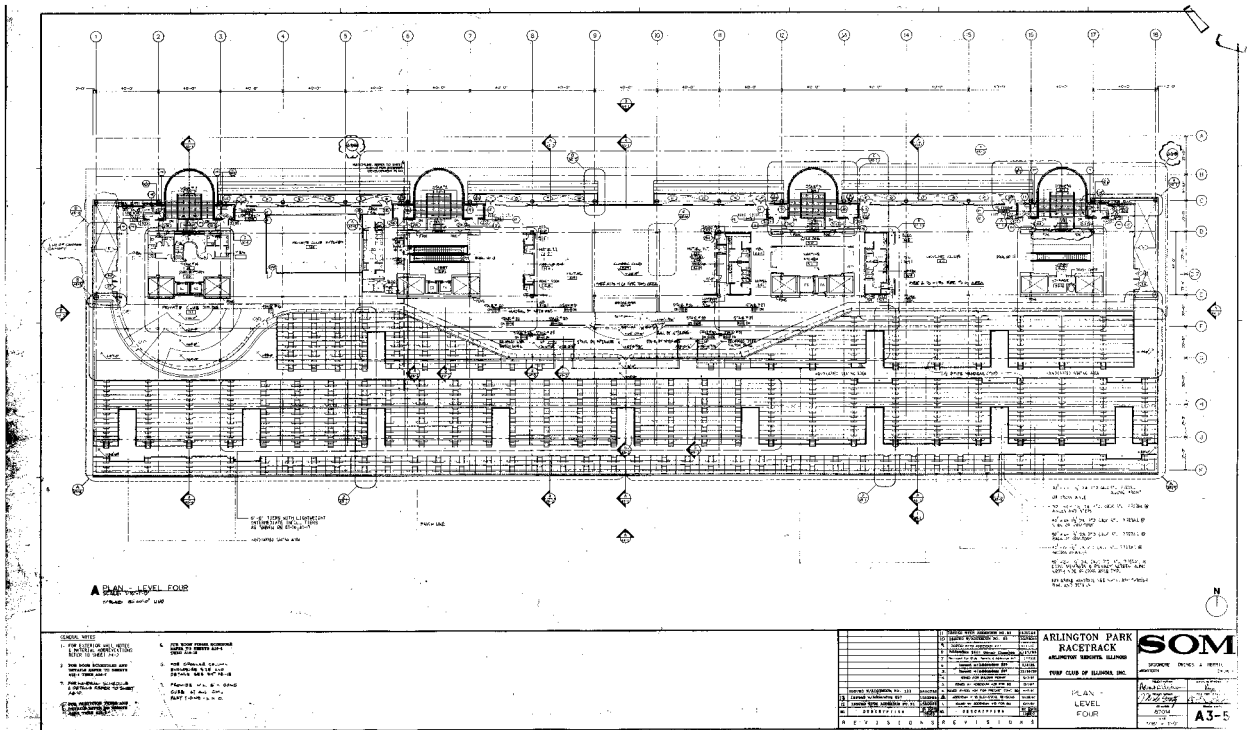


Figure 7: Skidmore, Owings & Merrill. Arlington Park Racetrack, Level Four, Sheet A3-5, issued December 3, 1987, for building permit.

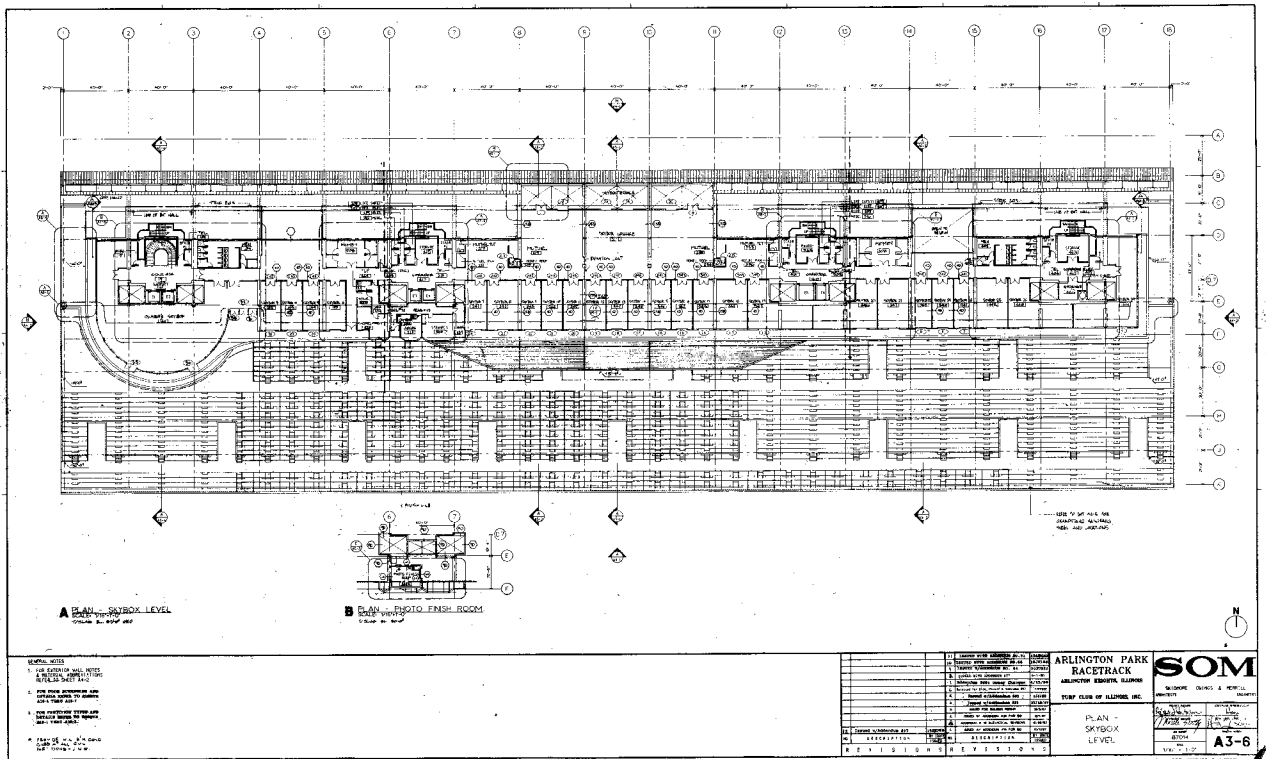


Figure 8: Skidmore, Owings & Merrill. Arlington Park Racetrack, Skybox Level, Sheet A3-6, issued December 3, 1987, for building permit.

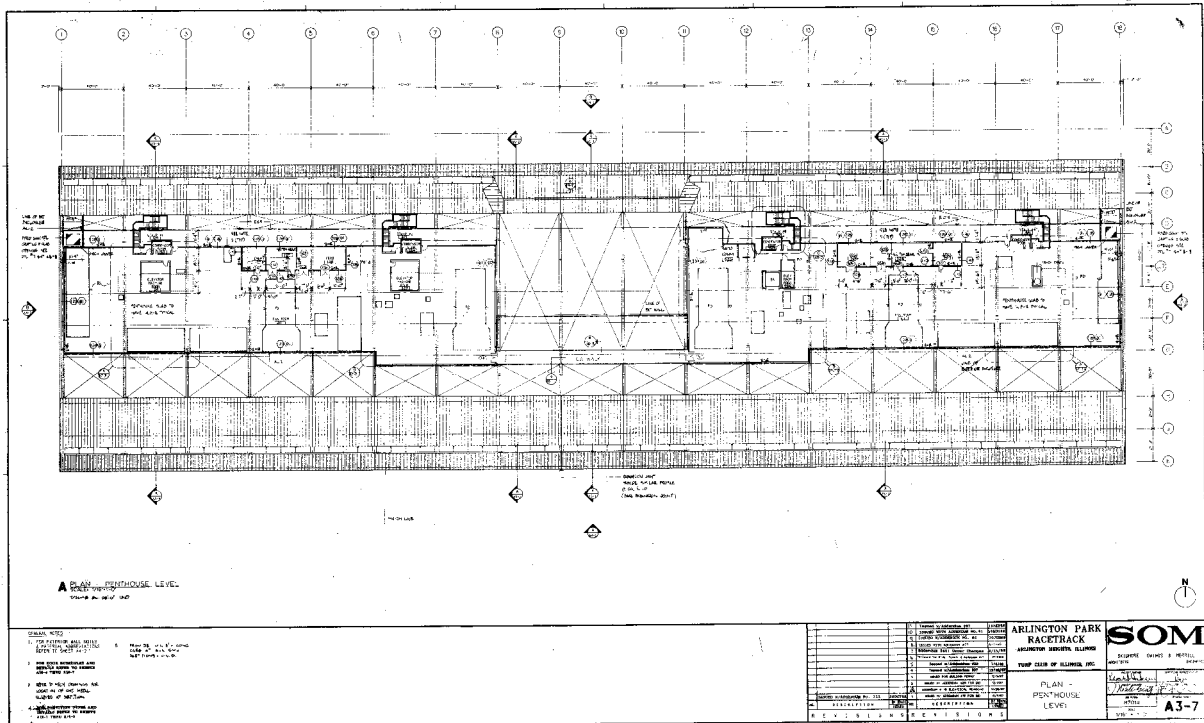


Figure 9: Skidmore, Owings & Merrill. Arlington Park Racetrack, Penthouse Level, Sheet A3-7, issued December 3, 1987, for permit.

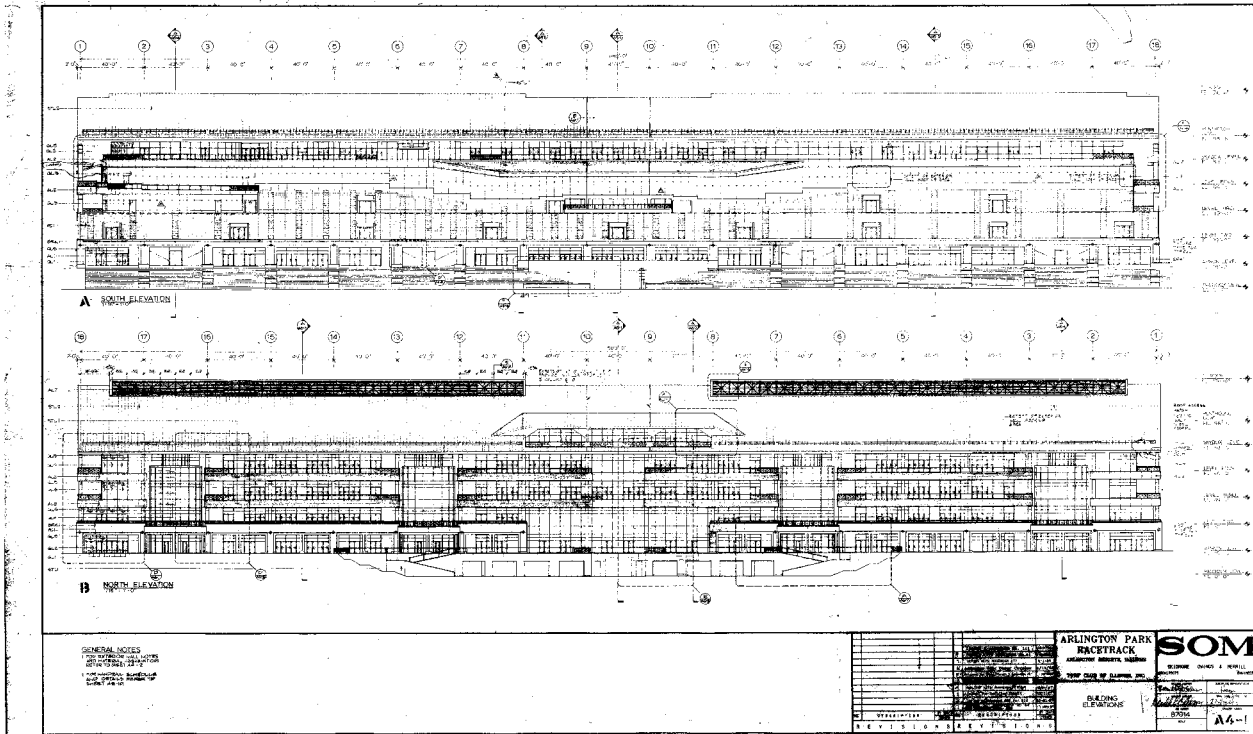
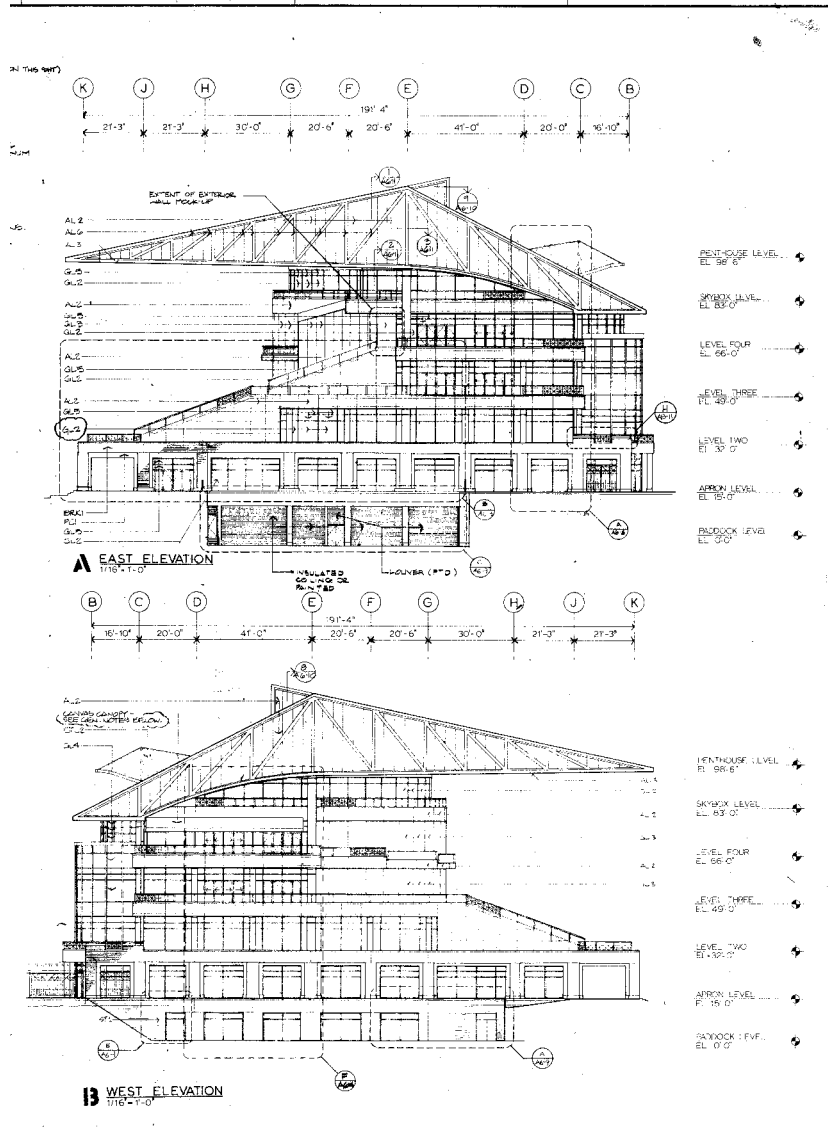


Figure 10: Skidmore, Owings & Merrill. Arlington Park Racetrack, Building Elevations, Sheet A4-1, issued December 3, 1987, for building permit.



11	ISSUED WASHINGTON NO. 123	1/20/87	1/20/87
12	ISSUED WASHINGTON NO. 121	1/20/87	1/20/87
13	ISSUED WITH ADDENDUM NO. 11	1/20/87	1/20/87
14	RECEIVED FOR BLDG. PERMIT	6/10/88	
15	ISSUED WITH ADDENDUM #2	5-1-88	
16	ADDENDUM #40: OWNER CHANGE	6/10/88	
17	ISSUED FOR BID: PERMIT & LICENSE #1	1/20/88	
18	ISSUED WITH ADDENDUM #35	10/19/88	
19	ISSUED WITH ADDENDUM #37	10/19/88	
20	ISSUED THE BUILDING PERMIT	12/17/87	
21	ISSUED WASHINGTON #25 FOR BID	12-10-87	
22	ISSUED WASHINGTON #24	12-10-87	
23	ISSUED WASHINGTON #23	12-10-87	
24	DESCRIPTION	DATE	DATE

ARLINGTON PARK RACETRACK
ARLINGTON HEIGHTS, ILLINOIS
TURF CLUB OF ILLINOIS, INC.

SOM
SKIDMORE OWINGS & MERRILL
ARCHITECTS ENGINEERS

BUILDING ELEVATIONS

87014

11-2

Figure 11: Skidmore, Owings & Merrill. Arlington Park Racetrack, Building Elevations, Sheet A4-2, issued December 3, 1987, for building permit.

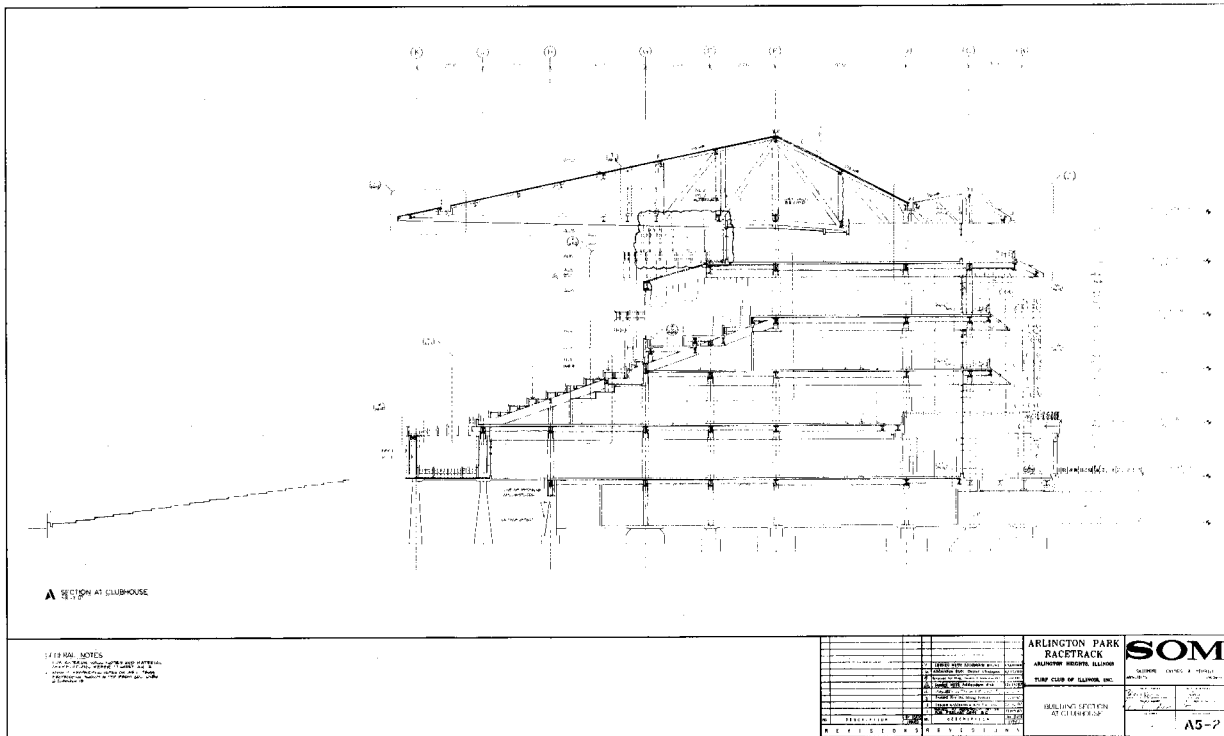


Figure 12: Skidmore, Owings & Merrill. Arlington Park Racetrack, Building Section at Clubhouse, Sheet A5-2, issued December 3, 1987, for building permit.

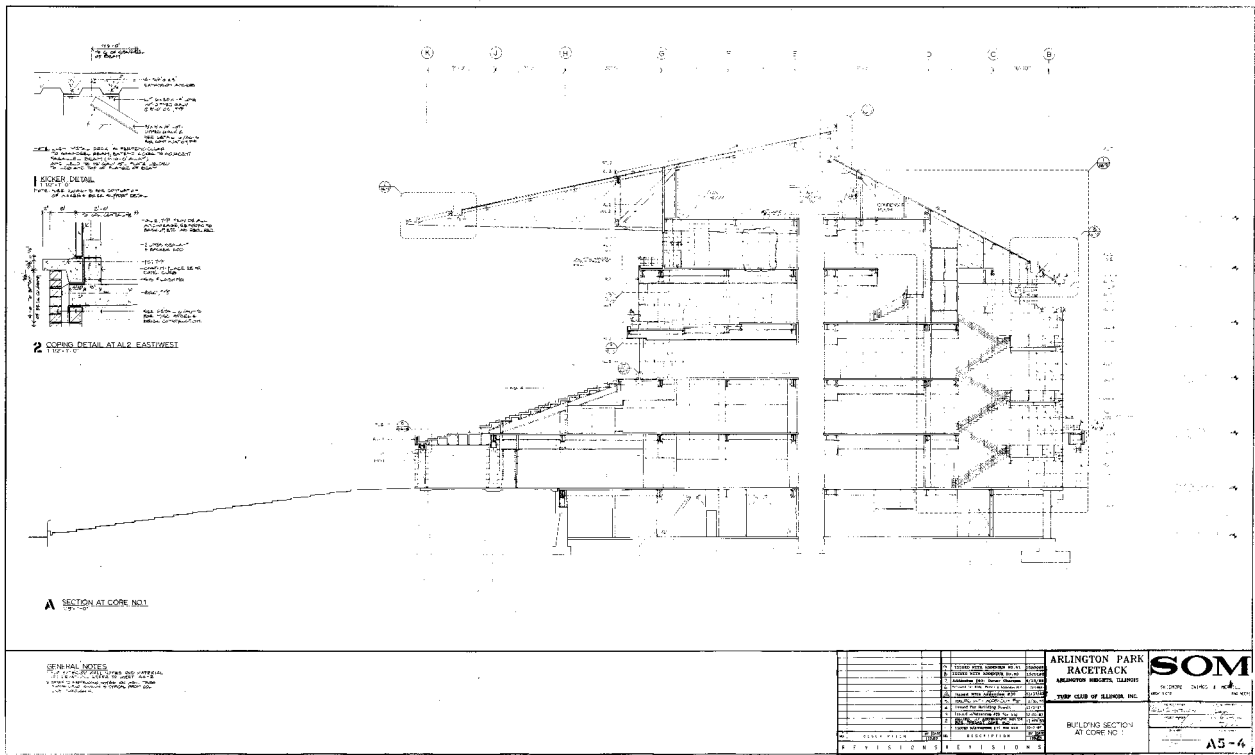


Figure 13: Skidmore, Owings & Merrill. Arlington Park Racetrack. Building Section at Core No. 1, Sheet A5-4, issued December 3, 1987, for building permit.

WR	27	26	T5	T4	T3
----	----	----	----	----	----

28	25
29	24
30	23
31	22
32	21
33	20
34	19
35	18
36	17
F5	F3
37	16
38	15
39	14
40	13
41	12
42	11
43	10
F7	F1
44	9
45	8
46	7
47	6
48	5
49	4

FIRE	T1	1	2	3	T2
------	----	---	---	---	----

Figure 14: Floor plan of typical wood frame stable.

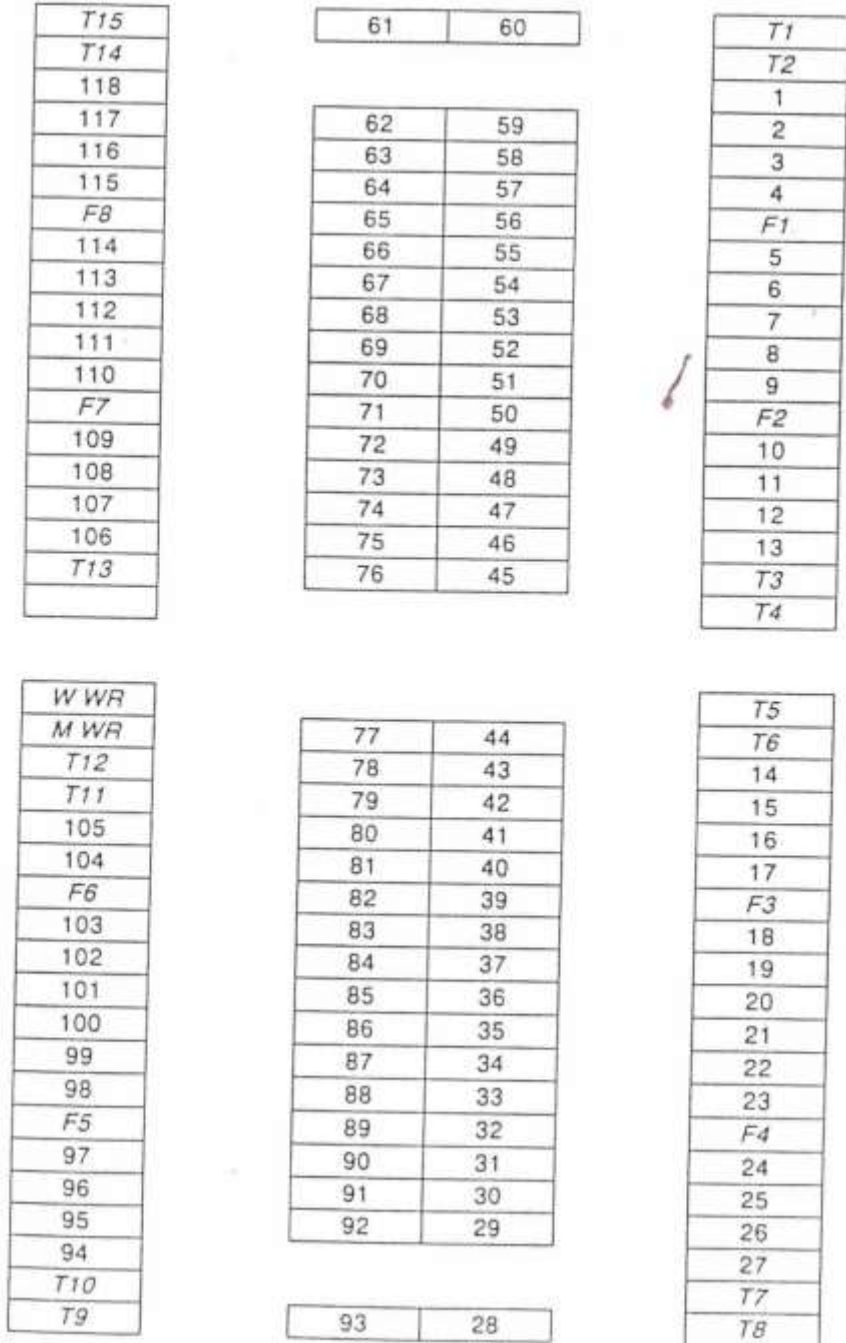


Figure 15: Floor plan of typical stable with precast concrete panel walls and two double-loaded aisles.

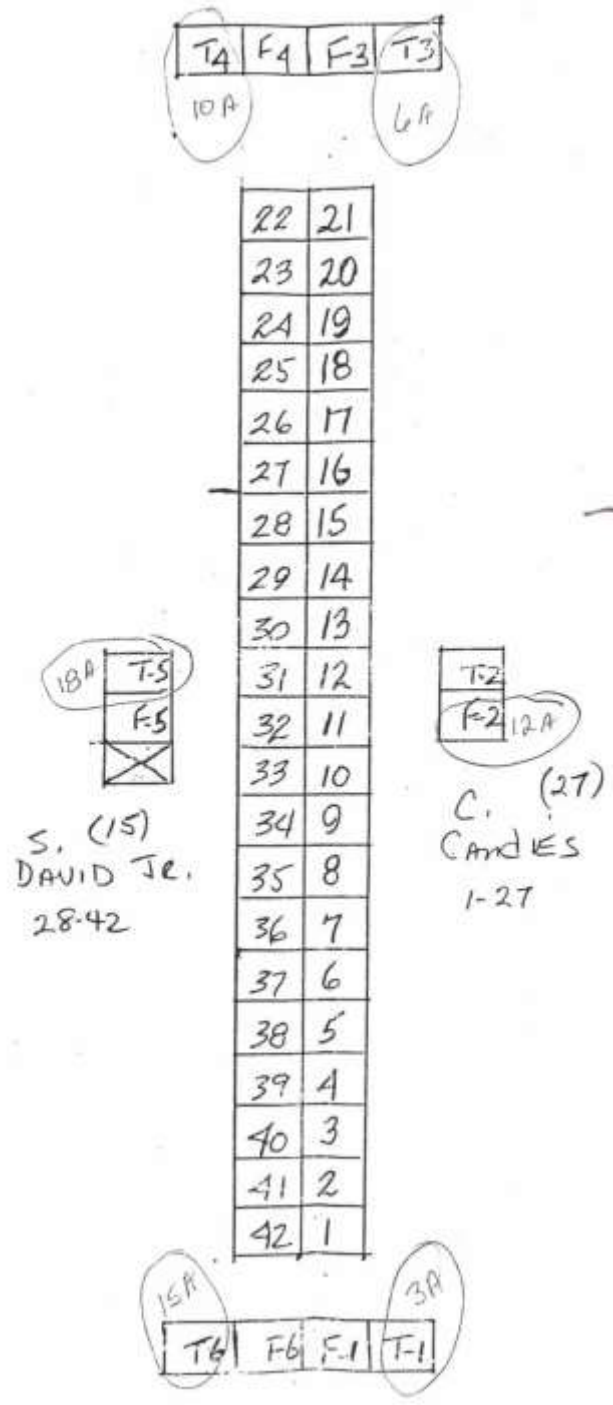


Figure 16: Floor plan of typical modular metal stable.



Figure 17: Aerial photograph of Arlington Park, 1938.
Source: <https://www.historicaerials.com/>.



Figure 18: Aerial photograph of Arlington Park, 1952.
Source: <https://www.historicaerials.com/>.



Figure 19: Aerial photograph of Arlington Park, 1962.
Source: <https://www.historicaerials.com/>.



Figure 20: Aerial photograph of Arlington Park, 1972.
Source: <https://www.historicaerials.com/>.



Figure 21: Aerial photograph of Arlington Park, 1980.
Source: <https://www.historicaerials.com/>.



Figure 22: Aerial photograph of Arlington Park, 1987.
Source: <https://www.historicaerials.com/>.



Figure 23: Aerial photograph of Arlington Park, 2000.
Source: <https://www.historicaerials.com/>.

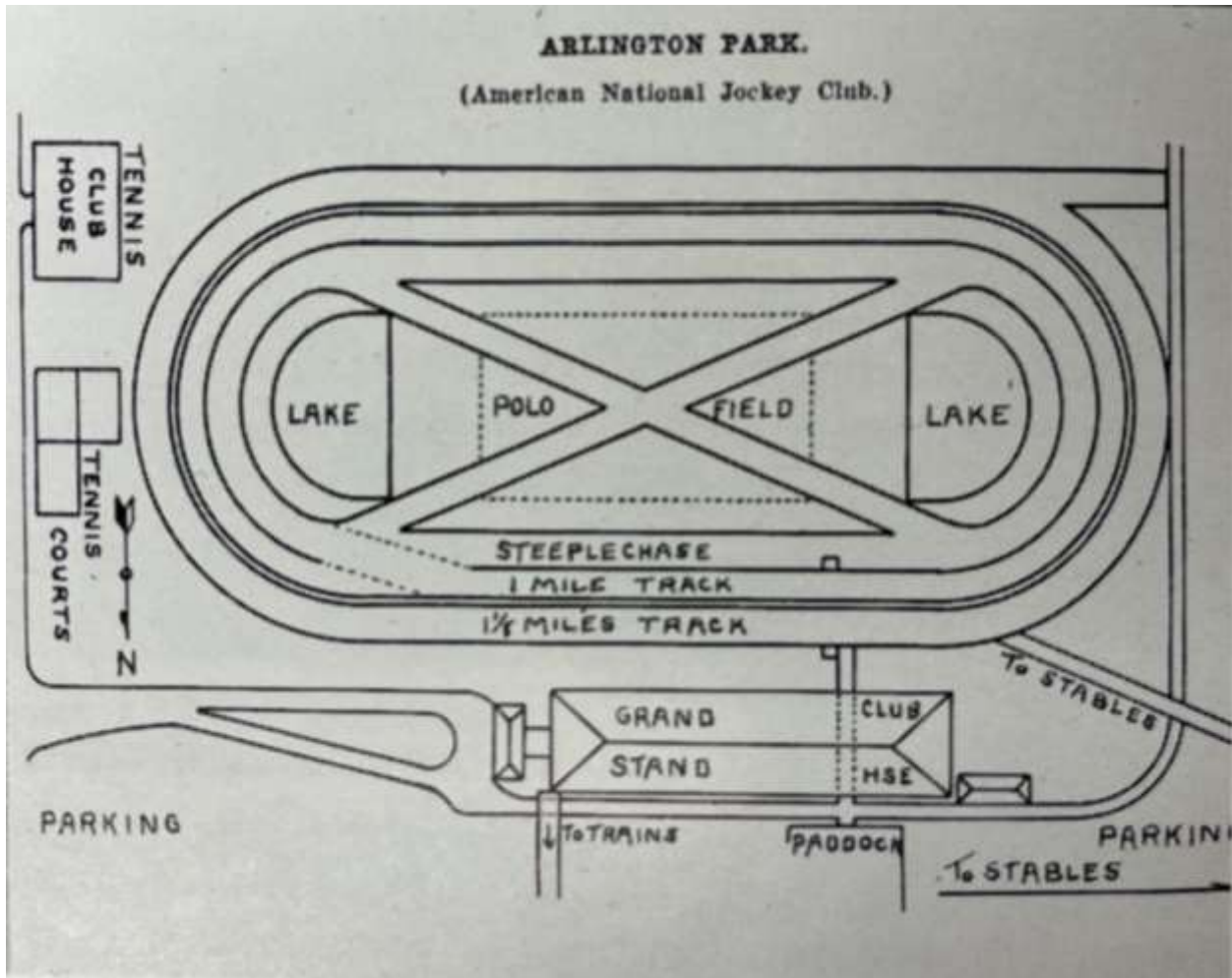


Figure 24: Drawing of H.D. "Curly" Brown's original plan of Arlington Park.
Source: *Arlington Park: 50th Anniversary Year*. Arlington, Illinois: *Arlington Park Racetrack*, 1977.



Opening Day!

RACING

Thursday, October 13th

"CHARITY DAY"

At World's Finest Race Course





Arlington Park

Arlington Heights, Ill., on the Northwest Highway—35 minutes from the loop on the C. & N. W. Special Race Train. Also Special Trains via North Shore Elec. & Elevated Lines to Dempster St. and Bus to track—C. & N. W. Race Train from Milwaukee, stopping at Racine and Kenosha, direct to track.

"CHICAGO DAY" Handicap—One Mile—\$10,000.00 added
and six other wonderful races—The World's Greatest Horses.

The Board of Governors of the American National Jockey Club has designated the Illinois Children's Home and Aid Society, whose work is for the benefit of unfortunate children in the State of Illinois, as the beneficiary of this Charity Day.

Board of Governors of the American National Jockey Club, Inc.

Lawrence H. Aronson	Ben L. Bahr	Hon. Oscar K. Carberry
Waymouth Kirkland	Vincent Bendis	Captain Phil T. Chas.
E. J. Leisner	H. D. Brown	General E. H. Crowley
Nicholas J. Hillman	Howard Ellis	Admiral Gary T. Grayson
Arnold Wittack	Ralph J. Hines	Edmond Prudenberg
D. C. Seale	R. Morris	John R. Thompson, Jr.
John F. Jolan, Jr.	John Irwin	Captain W. Erik Vanloghe
	Major Frederic McLaughlin	

Illinois Children's Home and Aid Committee

Mrs. Walter Burden	Mrs. E. S. Goodman	Princess Catherine
Mrs. Mary Walker	Mrs. Bernard Rogers	Mrs. Basiloider McCroskey
Mrs. Fetter Palmer	Miss Ellen Berdett	Mrs. Chasmyer McCormack
Mrs. Fred B. McLean	Mrs. Edward Field	Mrs. Edward H. Brewer
Mrs. William Yager	Mrs. Roy Kettle	Mrs. John R. Thompson, Jr.
Mrs. John Westworth	Mrs. Emmeline Jones	Mrs. John Paul Walling
Mrs. Carl Stone	Mrs. Steve Badger	Mrs. John R. Winterburn
Mrs. H. C. Weaver	Miss Jane Scovron	Mrs. Mrs. Mitchell Hart
Mrs. C. B. Goodspeed	Mrs. Allyn Dierkes	Mrs. Charline Chadwick
	Mrs. Erling Patwick	

General Admission to Grounds and Grand Stand \$2.40

R. D. BROWN, Director Gen. Mgr.

Tickets on sale, Room 620, Congress Hotel

FRANK J. BAILEY, Gen. Mgr.

Figure 25: Display advertisement for Arlington Park's opening day.
Source: *Chicago Tribune*, October 9, 1927.



Figure 26: Arlington Park's original grandstand and the Post and Paddock Clubhouse, 1929. Chicago History Museum Archives, photograph no: SDN-068243.



Figure 27: Arlington Park's original grandstand, 1928. Chicago History Museum Archives, photograph no. SDN-067688.

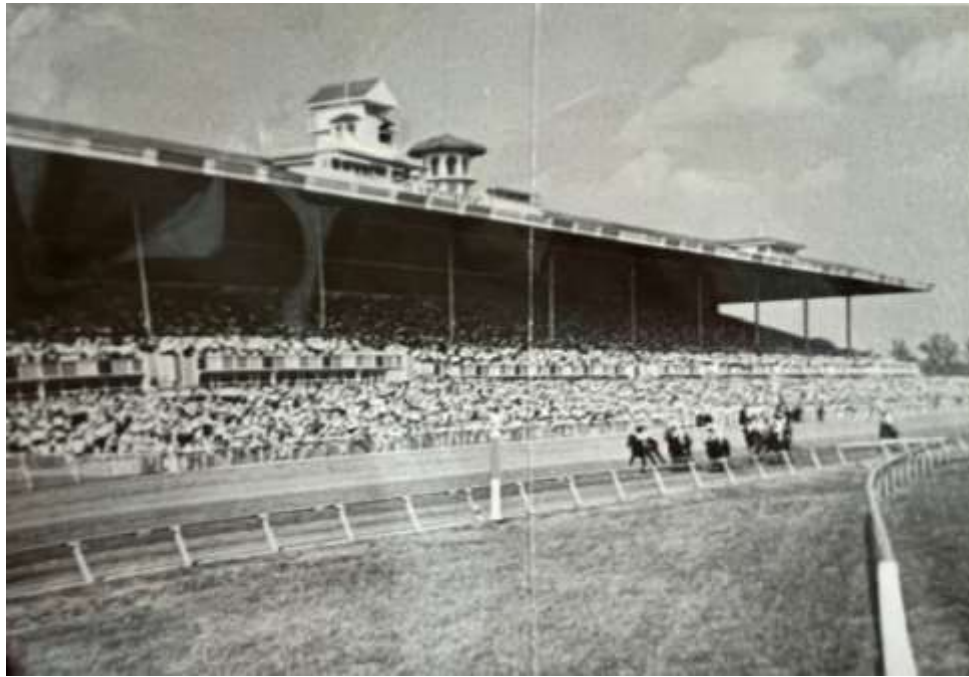


Figure 28: Arlington Park's original grandstand, undated.
Source: Arlington Heights Historical Museum.



Figure 29: Aerial photograph of Arlington Park from the 1930s, view north. Source: *Arlington Park: 50th Anniversary Year*. Arlington, Illinois: Arlington Park Racetrack, 1977.



Figure 30: Arlington Park's original grandstand and the Post and Paddock Clubhouse, undated.
Source: Chicago History Museum Archives, photograph no. Ichi-30904.



Figure 31: Steeplechase race at Arlington Park, 1930.
Source: Chicago History Museum Archives, photograph no. SDN-069974.



Figure 32: Arlington Park's starting gate, undated.
Source: Arlington Heights Historical Museum Archives.



Figure 33: Racing fans crowd along the rail at Arlington Park in an undated photograph.
Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racetrack/>.



Figure 34: Jockey Paul Neal is the winner on Cayuga at the Arlington Races in an undated photograph.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 35: Post and Paddock Clubhouse, 1934. Source:

<https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 36: Post and Paddock Clubhouse, c. 1935.
Source: Chicago History Museum Archives, photograph no. SDN-078816.



Figure 37: The Post and Paddock Club at cocktail hour in 1957.
Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 38: Undated photograph of Benjamin Lindheimer, owner of Arlington Park from 1940 to 1960. *Encyclopedia of American Biography*, New Series, Vol. 33. New York: The American Historical Company, Inc., 1965.



Figure 39: Aerial photograph of Arlington Park in 1940. Source: *Arlington Park: 50th Anniversary Year*. Arlington, Illinois: *Arlington Park Racetrack*, 1977.



Figure 40: Thirteen cars line up alongside each other to illustrate the added width of the track at Arlington Park Race in June 1962.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 41: Marjorie Lindheimer Everett, owner of Arlington Park from 1960-69, at the racetrack in 1962. Source: “The Racing Lady of Chicago,” *Sports Illustrated*, August 20, 1962: 38.



Figure 42: Pattee Canyon crosses the finish line well ahead of Market Flyer and Foggy Note in the Beverly handicap at Arlington Park in 1969.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 43: The starting gates open at the Budweiser-Arlington Million in August 1982.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 44: Fire on July 31, 1985, that that destroyed Arlington Park's original grandstand and the Post and Paddock Clubhouse. Source: Arlington Heights Historical Museum.



Figure 45: Fire on July 31, 1985, that that destroyed Arlington Park's original grandstand and the Post and Paddock Clubhouse. Source: Arlington Heights Historical Museum.



Figure 46: Fire on July 31, 1985, that destroyed Arlington Park's original grandstand and the Post and Paddock Clubhouse. Source: Arlington Heights Historical Museum.



Figure 47: Tents dotting the grounds of Arlington Park in August 1985 for the Arlington Million, which became known as the "Miracle Million," as it was held just 25 days after a fire consumed the original grandstand.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 48: Arlington Park grandstand under construction, May 19, 1988, view southeast. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 49: Arlington Park grandstand under construction, June 15, 1988, view northwest. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 50: Arlington Park grandstand under construction, September 19, 1988, view southeast. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 51: Arlington Park grandstand under construction, October 11, 1988, view northwest. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 52: Arlington Park grandstand under construction, November 11, 1988, view northeast. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 53: Arlington Park grandstand under construction, November 11, 1988, view southwest. McShane-Fleming Studios, photographer. Source: Arlington Heights Historical Museum.



Figure 54: The clubhouse and grandstand at Arlington International Racecourse, June 1989. Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 55: Workers from Carl Nafgar stables grade the path in a wood stable, July 1989. Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 56: A statue commemorating the 1981 Arlington Million overlooks the paddock area in May 1990. Titled "Against All Odds," the statue depicted the inaugural race when the horse John Henry and his jockey Bill Shoemaker won by a nose.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 57: Horses barrel down the track at the 1990 Arlington Million at Arlington International Racetrack.

Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.



Figure 58: Owner Richard Duchossois, left, gives Whadjathink's jockey Jorge Velasquez a hug after winning the Arlington Classic on June 22, 1991.
Source: <https://www.chicagotribune.com/2015/08/14/vintage-arlington-international-racecourse/>.

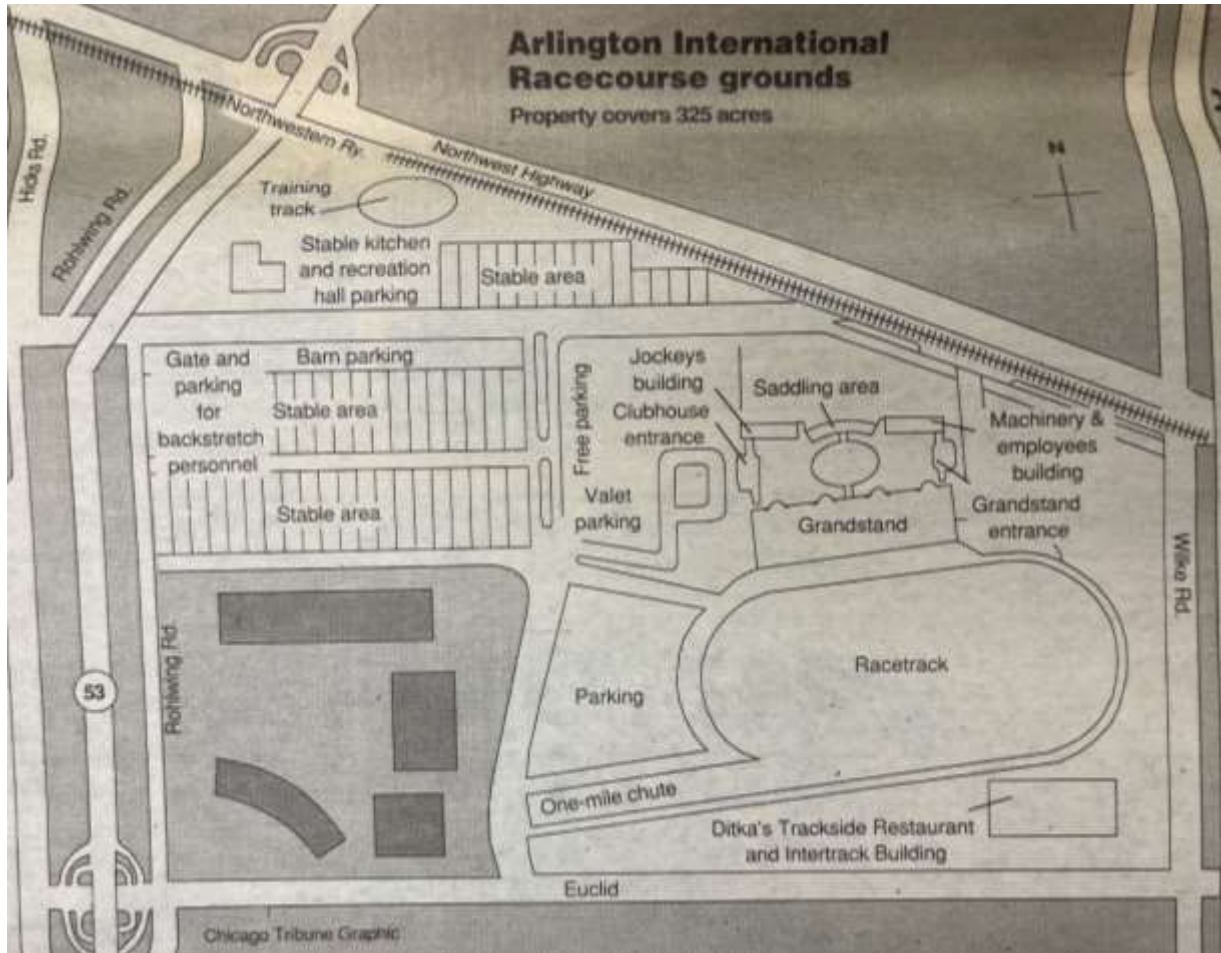


Figure 59: Arlington Park site plan showing the locations of the new grandstand, paddock and surrounding buildings that were built 1988-89. Source: *Chicago Tribune*, June 28, 1989.

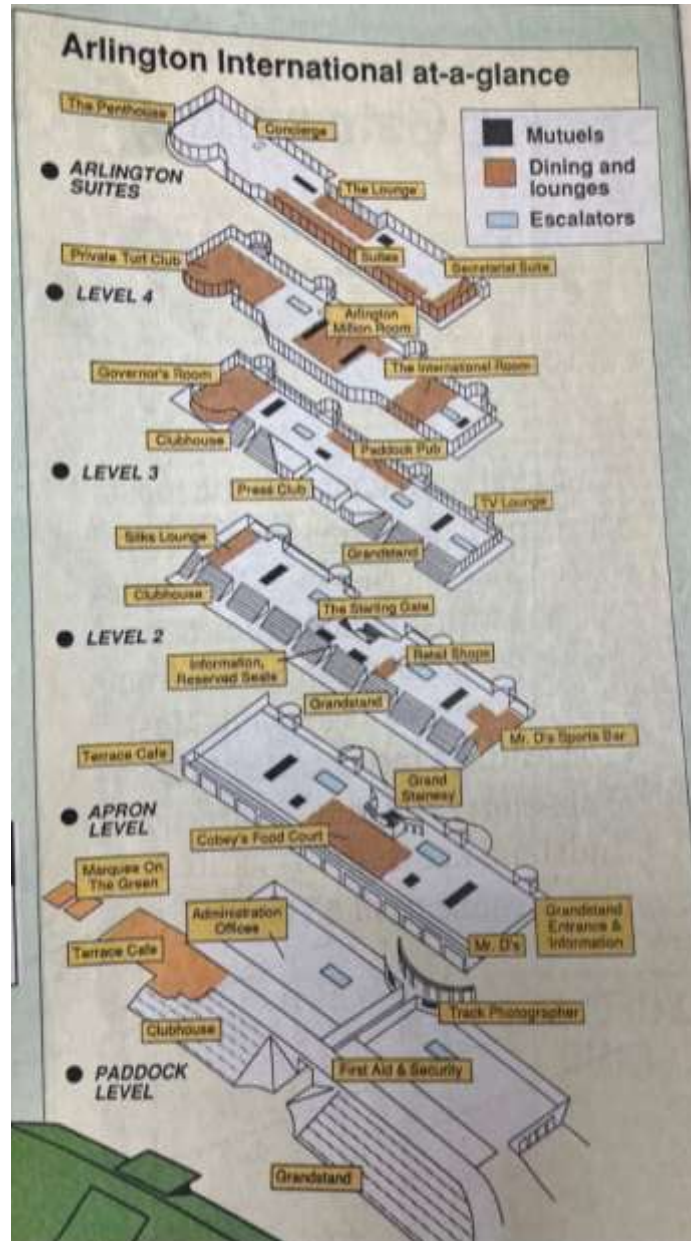


Figure 60: Diagram showing each floor of Arlington Park's new grandstand, 1989.
Source: *Daily Herald*, June 25, 1989.