



# Final Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana

Segment 2 of 3, Porter County

*Porter County, IN*  
DHPA No. 19318

August 15, 2017





# Final Historic Property Report for the NICTD Double Track NWI Project: Segment 2 of 3, Porter County

**PREPARED FOR**



Northern Indiana  
Commuter Transportation District  
33 E. U.S. Highway 12  
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## Table of Contents

<b>1.0</b>	<b>ABSTRACT</b> .....	<b>1</b>
<b>2.0</b>	<b>INTRODUCTION</b> .....	<b>2</b>
2.1	Survey Personnel.....	2
<b>3.0</b>	<b>LITERATURE REVIEW</b> .....	<b>5</b>
3.1	Previously Identified Architectural Resources.....	6
<b>4.0</b>	<b>HISTORIC CONTEXT</b> .....	<b>9</b>
4.1	Early Inhabitants of Porter County .....	9
4.2	Early Communities .....	10
4.2.1	Porter and Chesterton .....	10
4.3	Indiana Dunes State Park and National Lakeshore .....	11
4.4	Dune Land Communities.....	13
4.4.1	Ogden Dunes .....	13
4.4.2	Beverly Shores .....	14
4.4.3	Tremont, Dune Acres, and Station Stops.....	16
4.4.4	Town of Pines.....	17
4.5	Industrial Development .....	18
<b>5.0</b>	<b>METHODOLOGY</b> .....	<b>20</b>
5.1	Survey Methods .....	20
5.2	NRHP Evaluation Methods .....	21
<b>6.0</b>	<b>NRHP ELIGIBILITY AND EVALUATIONS</b> .....	<b>23</b>
6.1	Summary of All Resources.....	23
6.2	NRHP Listed Resources in the APE in Porter County .....	23
6.2.1	127-406-02014 – Beverly Shores Railroad Station (NR-0945).....	23
6.3	Resources Previously Recommended Eligible .....	26
6.3.1	127-175-05015 – Oscar and Irene Nelson Site .....	26
6.4	Surveyed Properties Newly Recommended Eligible.....	30
6.4.1	3221 W. Dunes Highway – Al & Sally’s Motel.....	30
<b>7.0</b>	<b>CONCLUSION</b> .....	<b>37</b>
<b>8.0</b>	<b>REFERENCES CITED</b> .....	<b>38</b>

## List of Appendices

- Appendix A: Maps
- Appendix B: APE Maps
- Appendix C: Survey Results

## List of Figures

Figure 1. Project location map. ....	3
Figure 2. The Bailly homestead (right) on West Dunes Highway and the South Shore Line (left), view east (Ogorek 2012). ....	10
Figure 3. Brickyard workers in Porter, c. 1890. ....	11
Figure 4. Stephen T. Mather, later first director of the National Park Service, and Horace Albright (later second director) visit the Indiana dunes ....	12
Figure 5. An advertisement for Samuel Reck's new development, Ogden Dunes, c. 1925 (Ogorek 2012: 66). ....	13
Figure 6. The South Shore Line station shelter at Ogden Dunes (formerly the location of the Wycliffe station stop), c. 1950. ....	14
Figure 7. The Gerber-designed Beverly Shores depot, c. 1930, view east (Ogorek 2012). ....	15
Figure 8. View north into Beverly Shores, c. 1930. ....	16
Figure 9. South Shore stop at Tremont, c. 1930, view south from the tracks and across Dunes Highway, down present-day Tremont Road. ....	17
Figure 10. Burns Ditch, newly completed in the 1920s, view south from Lake Michigan (Ogorek 2012). .	18
Figure 11. South Shore Line freight travels west across Burns Ditch, 1949 (Holland 2005). ....	19
Figure 12. Beverly Shores Railroad Station (NR-0945), view north. ....	24
Figure 13. Beverly Shores Railroad Station (NR-0945), view east. ....	25
Figure 14. Beverly Shores Railroad Station (NR-0945), view southeast. ....	25
Figure 15. Oscar and Irene Nelson Site (127-175-05015), view northeast. ....	27
Figure 16. Oscar and Irene Nelson Site (127-175-05015), view north. ....	27
Figure 17. Oscar and Irene Nelson Site (127-175-05015), view northwest. ....	28
Figure 18. Oscar and Irene Nelson Site (127-175-05015), c. 2016, prior to the new porch addition (photograph courtesy Garner 2016b). ....	28
Figure 19. Oscar and Irene Nelson Site (127-175-05015), outbuildings, view northwest. ....	29
Figure 20. Oscar and Irene Nelson Site (127-175-05015), outbuildings, view northwest. ....	29
Figure 21. Oscar and Irene Nelson Site (127-175-05015), garage (right) and outbuildings, view northwest. ....	30
Figure 22. Al & Sally's Motel sign, view west. ....	31
Figure 23. Al & Sally's Motel sign, view northeast. ....	31
Figure 24. Al & Sally's Motel, view north towards east motel building. ....	32
Figure 25. Al & Sally's Motel, view northwest towards east block and office/residence. ....	33
Figure 26. Al & Sally's Motel, east block, view northwest. ....	33
Figure 27. Al & Sally's Motel, west block, view north. ....	34

**List of Figures in Appendix A**

Figure A - 1. Map 6.2.1 (127-406-02014), Beverly Shores Railroad Station..... 3  
Figure A - 2. Map 6.3.1 (127-175-05015), Oscar and Irene Nelson Site..... 4  
Figure A - 3. Map 6.4.1 – 3221 W. Dunes Highway (Al & Sally’s Motel)..... 5

**List of Tables**

Table 1. Previously recorded resources within the APE in Porter County..... 7  
Table 2. Resources evaluated for NRHP eligibility in Porter County..... 35

## **Acronyms**

APE	Area of Potential Effects
CFR	Code of Federal Regulations
CSS & SB	Chicago South Shore & South Bend Railroad
DHPA	Indiana Division of Historic Preservation and Archaeology
FTA	Federal Transit Administration
HPR	Historic Property Report
IHSSI	Indiana Historic Sites and Structures Inventory
INDOT-CRO	Indiana Department of Transportation's Cultural Resources Office
MP	Milepost
NDPA	National Dunes Park Association
NHPA	National Historic Preservation Act
NICTD	Northern Indiana Commuter Transportation District
NIPSCO	Northern Indiana Public Service Company
NRHP	National Register of Historic Places
NWI	Northwest Indiana
Project	NICTD Double Track NWI
ROW	Right-of-Way
SHAARD	Indiana State Historic Architectural and Archaeological Research Database
SHPO	State Historic Preservation Office



## 1.0 ABSTRACT

The Northern Indiana Commuter Transportation District (NICTD), on behalf of the Federal Transit Administration (FTA), contracted HDR to conduct cultural resources investigations for the proposed Double Track Northwest Indiana (NWI) Project (Project) located along the South Shore Commuter Rail Line for approximately 26.6 miles between Michigan City and Gary, Indiana.

This historic property report presents the results of a survey and National Register of Historic Places (NRHP) eligibility evaluation of architectural resources (buildings, structures, districts, and objects) constructed in 1969 or earlier within the area of potential effects (APE) in Porter County (Figure 1). Due to the large size of the Project area (approximately 26.6 miles), fieldwork and evaluations were divided among three historic property reports, each covering roughly one-third of the Project APE from east to west. Resources within the APE in LaPorte County are documented in the *Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana: Segment 1 of 3, LaPorte County* report, while Lake County resources in the APE are documented in the *Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana: Segment 3 of 3, Lake County* report. For this investigation, the APE has two components: the APE for direct effects (direct APE), which includes the construction footprint, and the APE for indirect effects (indirect APE), which includes anticipated indirect effects such as noise, vibration, visibility, and street closures and detours.

This investigation was completed to assist FTA in meeting its regulatory obligations under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The investigation was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* and guidelines established by the Indiana Department of Transportation's Cultural Resources Office (INDOT-CRO) and the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology (DHPA), which serves as the Indiana State Historic Preservation Office (SHPO).

HDR staff conducted a review of records on file at the DHPA on August 11–12, 2016, to identify any previously identified historic properties within the APE in Porter County. This includes one NRHP-listed building, the Beverly Shores Railroad Station (NR-0945), and the Oscar and Irene Nelson Site, rated a Contributing property by the IHSSI and considered eligible by the SHPO. No other resources were previously evaluated as eligible for listing in the NRHP. Survey fieldwork for Porter County was conducted February 9–10 and March 6–10, 2017. The survey was conducted entirely from the public right-of-way (ROW). This report provides the results of the survey and NRHP eligibility evaluations.

In total, 46 architectural resources in Porter County were surveyed and evaluated for NRHP eligibility. Most surveyed properties were historically residential or commercial in nature. One property associated with ArcelorMittal at Burns Harbor was surveyed, however surveyors were prohibited from photographing the buildings. Current online imagery and the view from the ROW were sufficient to make an evaluation of the property for NRHP eligibility.

One property within the APE in Porter County is newly recommended eligible for individual listing in the NRHP, and no changes are recommended for the previously surveyed Oscar and Irene Nelson Site or the NRHP status of the Beverly Shores Railroad Station (Table 2).

## **2.0 INTRODUCTION**

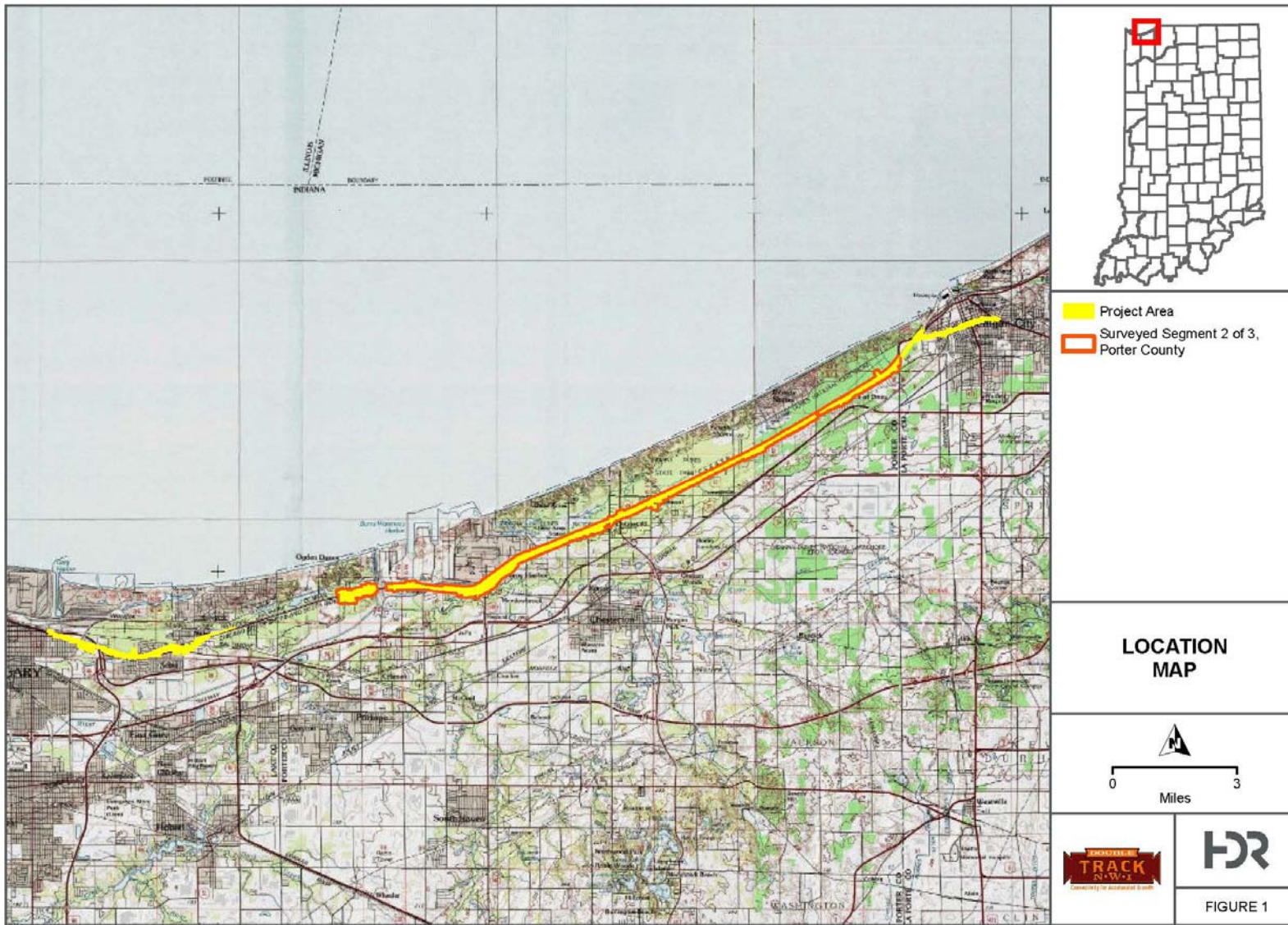
Due to the large size of the Project area, fieldwork and evaluations will be divided among three Historic Property Reports (HPRs), each covering roughly one-third of the Project APE from east to west. In consideration of the 2019 construction date for the Project, the reports will include those resources in the APE constructed in 1969 or earlier. This report, the second of the series of three, covers all built resources constructed in 1969 or earlier in Porter County. In addition to this report, photographs and maps will be submitted to the Indiana SHPO. The subsequent report (3/3), which evaluates resources in Lake County, will be submitted at a later date.

The Project description, APE, and setting for the Project's entirety (covering LaPorte, Porter, and Lake Counties) were discussed in detail in the Introduction section of the previously submitted HPR for LaPorte County. As such, those sections, typically included in the HPR Introduction, are omitted from this second segment HPR for Porter County. Please reference the *Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana: Segment 1 of 3, LaPorte County* for details on the Project description, APE, and setting for the full Project corridor.

## **2.1 SURVEY PERSONNEL**

HDR architectural historians Jeanne Barnes, Kristin Morgan, Leesa Gratrek, and Diana Garnett completed fieldwork and conducted research at local repositories March 6–10, 2017. HDR staff conducted archival and online research, compiled survey results, and developed NRHP eligibility evaluations to produce this report. All staff historians meet the Secretary of the Interior's Professional Qualification Standards for Architectural History.

Figure 1. Project location map.



\* Please see Appendix B for full Project APE Map.

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### 3.0 LITERATURE REVIEW

HDR staff conducted background research at DHPA and through the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) to establish the presence of previously identified architectural resources within the Project area. This list was then cross-referenced with historic maps, atlases, county interim reports, and county assessor records. Research was also conducted to develop a framework for understanding the local land use history and patterns of community and industrial development in order to establish significance standards by which to evaluate surveyed resources. This section provides the results of the background research, a list of known architectural properties within the APE, and a historic context for the surveyed area.

Written resources especially critical to formulating survey methodology and a historic context for Porter County include the *Porter County Interim Report: Indiana Historic Sites and Structures Survey* by Ann C. Davis (1991); the National Register Nomination for Beverly Shores South Shore Railroad Station, by Dorinda Partsch (1988); *Indiana Dunes State Park: A History and Description*, by George S. Cottman (1930), complemented by the National Park Service's online resource "Indiana Dunes: History & Culture" (2017); *An Archaeological Overview and Assessment of Indiana Dunes National Lakeshore, Indiana* by Dawn Bringelson and Jay Sturdevant (2007); as well as numerous vertical files and local materials available at the Porter County Library in Valparaiso.

The *Porter County Interim Report* was completed as part of the statewide Indiana Historic Sites and Structures Inventory (IHSSI). The report, in keeping with the IHSSI standards, organized Porter County's historic built resources into townships, then further subdivided them into identified potential districts or areas of "Scattered Sites." The area surveyed for this report (2/3) is located in Pine, Westchester, and Portage Townships. The majority of previously surveyed resources within these townships were identified in the Interim Report as located within the towns of Beverly Shores (Pine); Porter and Chesterton (Westchester); and Ogden Dunes (Portage). All of these towns lie outside the Project APE. Only two IHSSI-surveyed resources stand within the APE: the Beverly Shores Railroad Station (which is located south of the town of Beverly Shores) and the Oscar and Irene Nelson Site. In addition to referencing the location, rating, and areas of significance identified by the IHSSI for surveyed resources, HDR staff consulted the "History and Architecture" section written by Ann C. Davis. Of particular pertinence to the Double Track NWI Project area was Davis' identification of historical themes in Porter County, including transportation, commerce, and vernacular construction, all themes represented within the Porter County APE.

The Beverly Shores Railroad Station nomination written by Dorinda Partsch supplied survey staff with a basic chronology and architectural history of the South Shore Line depot, placing it within the larger context of historic railroads in Porter County, particularly the South Shore Line interurban. The significance section in the nomination provided additional information on other related historic topics including Samuel Insull, industry, and recreation in northwest Indiana.

Cottman's *Indiana Dunes State Park* served as an early historical source for understanding the physical setting and the political process that defined the establishment of the Indiana Dunes State Park. The National Park Service's current online information ("Indiana Dunes: History & Culture") documents the history and culture of the Indiana Dunes State Park and the National Lakeshore, providing a complementary and updated summary on the two public sites that constitute a major portion of the Porter County APE.

Previously written cultural resource survey reports documenting an APE similar or overlapping in location with the Double Track NWI Project were helpful in identifying recurring environmental and architectural themes. These reports, which included Bringelson and Sturdevant's *An Archaeological Overview and Assessment*, also provided bibliographies that gave direction to research efforts for this report.

Finally, archival materials and books accessed at the Porter County Public Library in Valparaiso were essential in uncovering information on local history surrounding the small communities of Ogden Dunes, Dune Acres, Beverly Shores, and other Porter County beach resorts and villages. Historic maps, photographs, and compilations such as the *Images of America* series (Charleston, SC: Arcadia Press) were consulted during research at the Porter County library.

### **3.1 PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES**

A review of records at DHPA and a SHAARD records search revealed two previously recorded architectural resources in the Project APE in Porter County (Table 1).

**Table 1. Previously recorded resources within the APE in Porter County.**

IHSSI/NR #	IHSSI/NR Rating	Resource	Address	Date Recorded	County	Construction Date
127-406-02014/ NR-0945	Outstanding/ Listed	Beverly Shores Railroad Station	Northeast corner of Broadway and U.S. Highway 12, Beverly Shores, IN 46301	1988	Porter	1929
127-175-05015	Contributing/ In process of review for NRHP listing	Oscar and Irene Nelson Site	217 W. Dunes Highway, Burns Harbor, IN 46304	1990	Porter	c. 1875

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## **4.0 HISTORIC CONTEXT**

### **4.1 EARLY INHABITANTS OF PORTER COUNTY**

Lying along the south shore of Lake Michigan between Michigan City and Gary is a vast, 15,300-acre expanse of beaches, dunes, forests, and wetlands, most of which today constitutes the Indiana Dunes State Park and the Indiana Dunes National Lakeshore. Originally stretching to the southwest beach of the lake, the dunes were truncated with the urban and industrial development of Chicago and Gary. Long before the arrival of Euro-Americans, however, the Delaware, Miami, and Pottawatomie established settlements in the region. In the early and mid-eighteenth century, fur trappers, hunters, and loggers frequented the dunes, eventually exhausting the area of its native fur-bearing animals, virgin oak, and pines. French trappers interacted frequently with the native tribes in the area, using the fur trade to negotiate various alliances among tribes and their own government. As Euro-Americans began increasingly moving into the area, the Delaware removed themselves to land west of the Mississippi and had left Indiana by 1820. The Miami and Pottawatomie remained longer, trading land to Americans for the construction of the Michigan Road and the Wabash and Erie Canals. The Federal Indian Removal Act of 1830 set in motion the "Trail of Death," during which approximately 800 Native Americans, mostly Pottawatomie, were marched out of Indiana and to Kansas.

The earliest permanent Euro-American settler in the Dunes area was Joseph Bailly, a French Canadian trader born in Quebec in 1774. In 1822, Bailly purchased several tracts of land in Indian Territory along the Little Calumet River, near the Great Sauk Trail, ensuring multiple routes of access to his property. In addition to the Little Calumet, Lake Michigan, and Great Sauk Trails, Bailly's land acquisitions were favorably situated to the well-established Lake Shore Trail, the Calumet Trail, and the Tolleston Trail, which all ran through the area. In the hopes that his growing property would become a key stop in the route between Fort Dearborn (Chicago) and Detroit, Bailly platted "Baillytown" in the 1830s. The town never came to fruition, but Bailly's homestead and trading post became a renowned destination for travelers and traders in the nineteenth century. Additionally, Bailly, whose wife was half Ottawa, was a respected liaison with Native Americans, serving at once as Catholic missionary, cultural educator, and legal advisor. Bailly's ties with the American Fur Company ensured financial success for his establishment, and his construction of a tavern and a blacksmith shop supplemented his income after the general decline of the fur trade in the 1830s. Bailly died in 1834, and the homestead was taken over by his two daughters and their husbands, who operated a saw mill business that provided timber for railroad construction (Bringelson and Sturdevant 2007:53-54). The family completed a new house in 1835 that stands today on the site of Joseph Bailly's original log cabin (located outside of the APE, Figure 2). Son-in-law Joel Wicker recruited Swedish workers from Chicago to work in the Bailly saw mill. The Swedish-American laborers purchased land from the Bailly homestead and settled their own small farmsteads in the area, establishing a lasting Swedish-American presence in Porter County and northern Indiana (Hendry 1977:2-3). One of these families was the Chellbergs, who purchased 40 acres near the Bailly home and built a 2-story brick farmhouse that today is listed as part of a Multiple Property NRHP Nomination for Swedish Farmsteads of "Baillytown," and is part of the Indiana Dunes State Park; it is located outside of the APE. The Chellbergs were prosperous farmers who began a modest operation of wheat, corn, rye, and hay, and expanded their farm to include a substantial dairy herd, sheep, and maple syrup production. The sizable farmstead remained in the Chellberg family until the 1970s, when both it and the Bailly homestead were purchased by the National Park Service. Both buildings are situated within the Indiana Dunes State Park, and the Bailly homestead is now a National Historic Landmark (Bringelson and Sturdevant 2007:54-55; Eggleston 2004:9-15).

**Figure 2. The Bailly homestead (right) on West Dunes Highway and the South Shore Line (left), view east (Ogorek 2012).**



## **4.2 EARLY COMMUNITIES**

### **4.2.1 PORTER AND CHESTERTON**

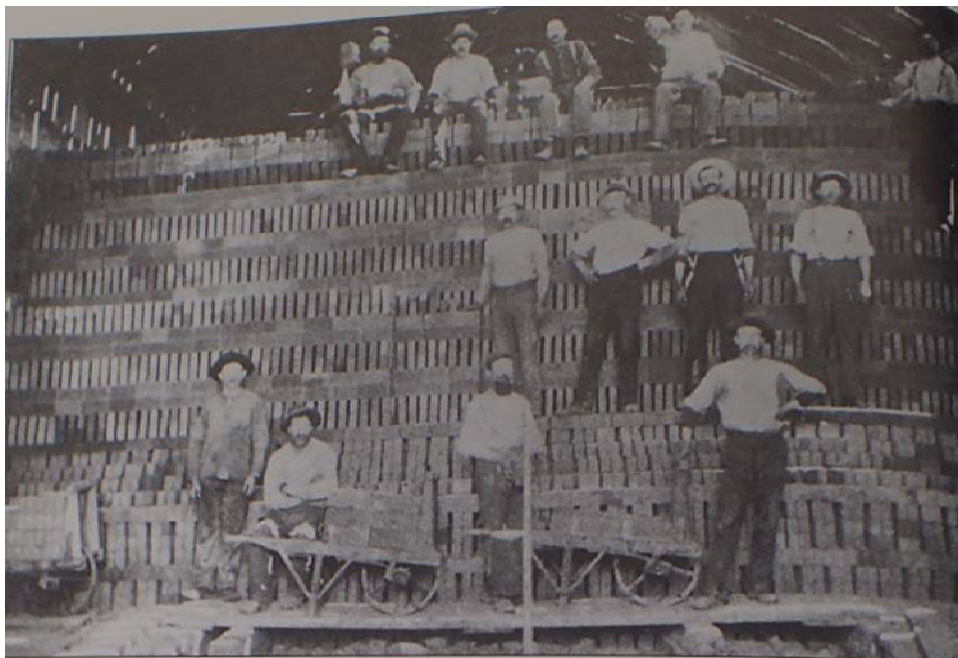
Two of the earliest communities to develop between Michigan City and Gary were Porter and Chesterton, two adjacent towns that grew around the juncture of the railroad lines in the 1850s through the 1870s. The site of present-day Chesterton was a settlement first known as Coffee Creek in the 1830s, and centered on the saw mill, general store, and cabin of William Thomas. The town was platted as Calumet in the 1850s, on land donated by Thomas to the Michigan Southern Railroad, which ran through the area to Chicago. The construction of multiple other rail lines through Calumet drew Irish workers to the town, followed by Swedish and German immigrants throughout the second half of the nineteenth century. Calumet was first incorporated as the Town of Chesterton in 1869; the incorporation failed 10 years later, but the town was reincorporated in 1899. A major industry from 1880 to 1920 was the Hillstrom Organ Factory, supplemented by several area plants manufacturing glass, china, and brick (Doyle 2005). Fires destroyed much of the town in 1888 and 1902, and its downtown was rebuilt largely with locally produced brick. In the early twentieth century, Chesterton residents found additional jobs with the new South Shore Line (1908) and U.S. Steel in Gary (1906).

Chesterton's biggest period of growth occurred after World War II and during the 1960s, with the establishment of Bethlehem Steel's Burns Harbor Plant. Historically an industrial town, Chesterton also began hosting a larger seasonal and vacationing crowd with the establishment of the Indiana Dunes National Lakeshore in 1966 (Hopkins and Walsh-Brown 2011:4-8).

Porter became a local center for brickmaking, and by the 1880s, eight brickyards were operating in the town of 250 residents (Westchester Public Library 1999:36-38). The Chicago Hydraulic Brick Company was among the most prominent of the brickyards around the turn-of-the-century, and employed a large number of the town's residents (Figure 3). Porter's bricks were used widely in local construction, including in many of Chicago's buildings. Though the clay supply was nearly

exhausted by the early 1900s, the town continued to grow throughout the early twentieth century. Industry expanded to include lumber and coal, as well as hospitality establishments serving the increasing numbers of travelers on the South Shore Line and the Dunes Highway. The Town of Porter was incorporated in 1908. By 1940, its population had reached nearly 2,000 and climbed to over 3,000 by 1970 (Canright and Hopkins 2011).

**Figure 3. Brickyard workers in Porter, c. 1890. Porter bricks were used in buildings and streets in Michigan City, Porter County, Gary and Chicago (Westchester Public Library 1999: 38).**



#### **4.3 INDIANA DUNES STATE PARK AND NATIONAL LAKESHORE**

By the end of the nineteenth century, the shoreline dunes had become a hotbed—and by some accounts, the birthplace—for ecological study and conservation in the late nineteenth century. Botanists from the University of Chicago conducted groundbreaking research and field studies in the dunes, which aided the simultaneous campaign to protect the dunes from industrial pollution and development. Bracketed by Gary on the west and Michigan City on the east, the rolling lakeshore dunes and the fragile and rare ecosystem that they hosted were becoming increasingly threatened by air, water, and ground pollution generated from steel mills, railroads, and manufacturing plants (Engel 2005).

Already in 1880s and 90s, the dunes were a popular recreational site. Porter and Waverly Beaches, the Michigan City lakefront, and Miller, today a neighborhood of east Gary, were getaway spots for urban dwellers from Chicago, Gary, and Michigan City. Recreational businesses operating around 1900 included the Mineral Springs spa and racetrack, the Tremont resort, commercial summer cottages, and ferryboat services. Steamboats daily transported hundreds of passengers into Michigan City, where they would climb the famous “Hoosier Slide,” a 175-foot sand dune, or luxuriate on Porter or Sheridan Beach (northeast of Michigan City), one of the earliest residential developments in the dunes. The Hoosier Slide was gradually dismantled, its trees taken down and the sand mound itself removed to landfills and glass factories. The opening of the South Shore line in 1908 brought even more Chicagoans out of the rapidly growing city to the dunes, and after the Dunes Highway/U.S. 12 was completed in the 1920s, residential and commercial development also increased.

Recreation and conservation were often allies in the fight to prevent industrial and urban encroachment. In 1899, University of Chicago's Henry Cowles, a renowned biologist referred to later as the "father of plant ecology" in North America, published a paper titled "Ecological Relations of the Vegetation on Sand Dunes of Lake Michigan" (NPS 2016). In addition to providing a scientific investigation of the dunes, Cowles' article widely publicized the endangered nature of Indiana Dunes. In 1908, Cowles and two colleagues created the Prairie Club of Chicago, an organization designed to foster conservation through recreation. The Prairie Club proposed that part of the Indiana Dunes be set apart and protected from further industrial development, and allowed to remain in its pristine natural condition. The Prairie Club organized the National Dunes Park Association (NDPA), predecessor to the Indiana Dunes State Park. A motto promoted by the NDPA was "A National Park for the Middle West, and all the Middle West for a National Park" (NPS 2016).

However, the dunes were not to gain national park status. World War I interrupted the commencement of hearings on the possibility of a Sand Dunes National Park, and funding and human resources were shifted away from conservation and recreational pursuits (Figure 4). Instead, in 1926, a smaller Indiana Dunes State Park opened. Demonstrating that industry and conservation did not always have to be deadlocked opponents, president of the U.S. Steel Corporation Elbert H. Gary donated 250,000 dollars towards the purchase of dunes land for the new state park. However, thousands of shore acreage remained unprotected, and conservationists continued their plea for a national park or for official protection for the entire dune landscape stretching from Gary to Michigan City. The Save the Dunes Council, formed in 1952, battled against commercial interests wishing to construct a Port of Indiana. The Kennedy and Johnson administrations in the 1960s were sympathetic to conservation of the natural environment. A staunch advocate for the dunes' conservation, Illinois senator Paul H. Douglas secured a compromise in which the Port of Indiana, or Burns Waterway Harbor, could only be installed alongside the authorization of the Indiana Dunes National Lakeshore. In 1966, the Indiana Dunes National Lakeshore was created. Originally encompassing 8,330 acres of land and water, the Indiana Dunes National Lakeshore was expanded four times over the course of the next three decades, resulting in its current 15,139-acre size (NPS 2016).

**Figure 4. Stephen T. Mather, later first director of the National Park Service, and Horace Albright (later second director) visit the Indiana dunes in October 1916 during a hearing in Chicago for the dunes to become a national park (Ogorek 2012).**



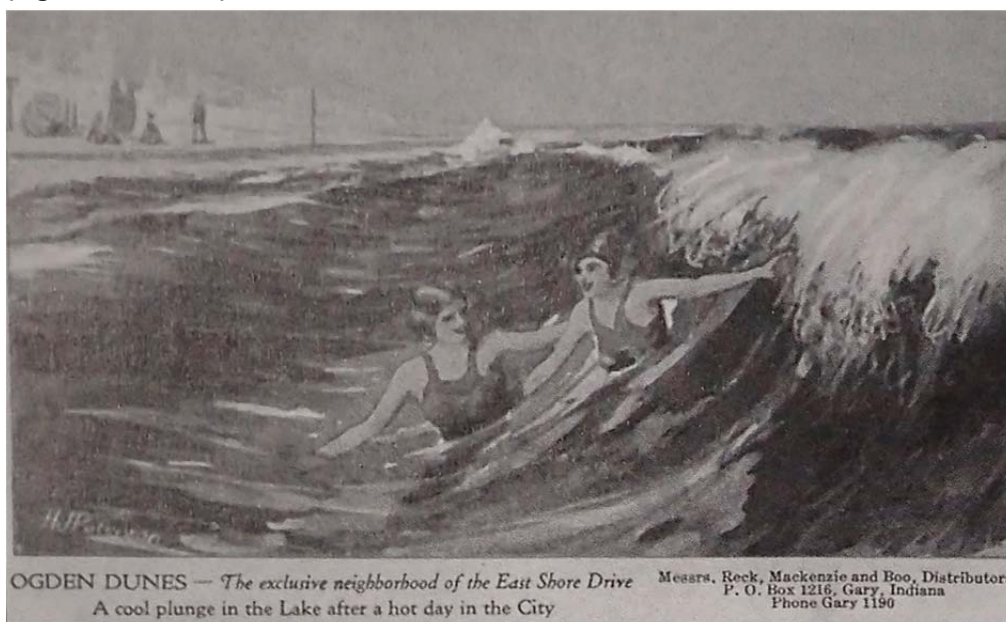
In addition to creating a protected ecological study ground, the incorporation of the Indiana Dunes State Park also guaranteed a public recreational space for beachcombers in the summers and sledders and cross-country skiing enthusiasts in the winters. However, though long popular for its tucked away beaches, much of the dunes were inaccessible due to thick marshes, swamps, and lack of roads. Echoing the cooperative approach of Elbert Gary from U.S. Steel, Samuel Insull, Jr. of the South Shore Electric Railway donated to the State Park a strip of land over 0.5 mile in length and 500 feet wide to host a direct entranceway to the park from the Dunes Highway (U.S. 12) and the parallel South Shore Line (Cottman 1930:38-40). The new park entrance, providing access to automobile and rail transportation, ushered in expanding crowds of recreation-seekers and tourists, as well as infrastructure and building additions. Waverly Beach (now Porter Beach) became one of the busiest beaches, due to its accessibility by vehicle, and by 1930, it had been improved with an expanded pavilion, a 2.5-story guest inn (Johnson's Inn), cottages, restaurants, a gas station, and a paved parking area with a capacity for hundreds of automobiles (Cottman 1930:41-42).

#### 4.4 DUNE LAND COMMUNITIES

##### 4.4.1 OGDEN DUNES

Small communities along the lakeshore grew up as the dunes became more popular and more accessible by railway and automobile. Hemmed in by industrial cities on the east and west, the beach lakeshore was a natural escape from the city and the factory. Ogden Dunes was among the earliest communities to develop along the Porter County lakeshore. The town developed just prior to the late-1920s improvements that provided the railway and highway direct outlets to the shore lands. The timing allowed the developer Samuel Reck to plat a suburb that was designed to be restrictive access, limited to persons with social and economic means (Figure 5). Incorporated in 1925, Ogden Dunes began as an exclusively upper class, white suburban getaway (Meister et al. 2015:7-8).

**Figure 5. An advertisement for Samuel Reck's new development, Ogden Dunes, c. 1925 (Ogorek 2012: 66).**



U.S. 12 was newly built to the south of the area, alongside the South Shore Line, which stopped at the Wyckliffe (later renamed Ogden Dunes) Station. Direct access to these thoroughfares was built in 1926. Early residents constructed a mixture of large, elaborate homes and smaller cottages. To stimulate additional development, Ogden Dunes marketed itself as a ski resort. The

Ogden Dunes Ski Club, formed by Norwegian-Americans from Chicago, established the highest man-made ski jump in North America in 1927. The following year, an international ski jump competition was held at Ogden Dunes, with estimates of some 10,000 attendees (Meister et al. 2015: 35). The ski jump was short-lived. After hosting the Norwegian Olympic Team in 1932, a combination of financial difficulties and low snowfall resulted in the Ogden Dunes Ski Club selling the jump. A ski club from Rockford, Illinois purchased the tower jump and relocated it in 1935 (Meister et al. 2015:34-35).

Reck's son Nelson assumed control of his father's real estate companies Ogden Dunes, Incorporated and Ogden Dunes Realty Company after Samuel's retirement. After slow growth in the early decades of its establishment, Ogden Dunes grew more rapidly after the close of World War II (Figure 6). The population grew from 429 in 1950 to 1,370 in 1970, and became more middle-class and less restrictive. Nelson Reck retired in 1969 and sold the remaining undeveloped parcels to the University of Chicago. The university subdivided and sold two of its acquired parcels, one of which was later (1977) included in the Indiana Dunes National Lakeshore; sold one parcel south of U.S. 12 to developers, also later acquired (1996) by the National Lakeshore; and conveyed two parcels north of the railroad and east of Hillcrest Road to the Town of Ogden Dunes for the purpose of creating public park and service spaces (Town of Ogden Dunes, "Early Development," 2013). The expansion of the National Lakeshore in the late twentieth century resulted in a community that is today totally encircled by lake and park land, with the exception of a commercial strip south of U.S. 12.

**Figure 6. The South Shore Line station shelter at Ogden Dunes (formerly the location of the Wycliffe station stop), c. 1950. View is east towards Hillcrest Road (Ogorek 2012).**



#### **4.4.2 BEVERLY SHORES**

Similar to Ogden Dunes, Beverly Shores began in the late 1920s as an upscale urban resort community by Chicago real estate developer Frederick H. Bartlett. Bartlett purchased 3,000 acres of shore land a few miles west of Michigan City, and in 1927 began selling lots for residential and commercial development. Bartlett envisioned his community as an affluent suburban town and lakeside resort for city dwellers from Chicago, Gary, and Michigan City. The timing was well planned, as Bartlett's purchase of the land coincided with the Insull-led era of prosperity and expansion for the South Shore Line, which passed directly through Beverly Shores. Inspired by newly popular Florida resort communities, Bartlett commissioned many of his buildings in the Mediterranean or Spanish Colonial Revival style (Morrow 2001:51-55). In 1929, Leo Post

constructed a South Shore depot station designed by Insull's architect Arthur Gerber in the Spanish Colonial Revival style (NRHP # 89000411, Figure 7). Once one of Gerber's nine Spanish Colonial Revival-style railroad buildings along the South Shore Line, the Beverly Shores station today is the last standing remnant of that collection of Insull-era depot buildings (Partsch 1988:2-3).

**Figure 7. The Gerber-designed Beverly Shores depot, c. 1930, view east (Ogorek 2012).**



Frederick Barlett's brother Robert took over the development of Beverly Shores in the 1930s (Figure 8). The town was centered on the intersection of Beverly Drive and Broadway. Robert Bartlett built a school, a hotel with botanic gardens, an 18-hole golf course and club house, a casino, and a theater. Bartlett acquired 16 buildings from the 1933-34 Chicago World Fair's exhibit "A Century of Progress," and relocated them to his beachside community. Remaining buildings from this purchase include the Old North Church replica, the House of Tomorrow, the Florida House, the Rostone House, the Armco-Ferro House, and the Cypress Log Cabin. The House of Tomorrow was designated a National Treasure by the National Trust for Historic Preservation in 2016 (Morrow 2001:110; Indiana Landmarks 2016).

**Figure 8. View north into Beverly Shores, c. 1930. The depot (NR-0945) is located on the right, behind the filling station and garage that stand at the site of 2 W. Dunes Highway (Ogorek 2012).**



Residential and commercial development in Beverly Shores was sluggish as the industrial region became distracted by the Great Depression and World War II. Following the war, the Robert Bartlett Realty Company sold most of its Beverly Shores real estate, deeding streets, beach sections, the town Administration Building, and the hotel parking garage to private property owners. The community voted to be incorporated as a State of Indiana town on January 1, 1947. The town in the 1950s and 1960s was roughly composed half of permanent residents and half of summertime residents. With the designation of the Indiana Dunes National Lakeshore in 1966, two-thirds of the town was included in the park boundaries. Additional acreage was added to the National Lakeshore in 1980, but the center of the town (the "Island") and the narrow "Strip" along the South Shore Line were left independent, and remain so today (Town of Beverly Shore n.d.).

#### **4.4.3 TREMONT, DUNE ACRES, AND STATION STOPS**

In addition to incorporated communities that developed around the Dunes State Park and the South Shore Line, smaller hamlets composed of a few dozen buildings grew around the disparate stations of the South Shore. One of these was Tremont, located between Ogden Dunes and Beverly Shores on the south side of U.S. 12. Tremont was named for the three dune mountains (Mt. Tom, Mt. Holden, and Mt. Jackson) located along the shoreline due north. The station stop at Tremont was located at the site of two failed nineteenth century villages called City West and, on the second attempt, New City West. Both communities were abandoned by the 1870s, and fire had destroyed any substantial remnant by the time the South Shore Line platted the Tremont stop in 1908 (Cottman 1930:50-51). Tremont in the 1930s had a depot, a 2-story hotel, a South Shore section house, a restaurant, and a real estate office, as well as up to 50 residences at its height (Figure 9). Though a main entry to the Indiana Dunes State Park, the town nonetheless failed to flourish. The community retained a post office until the 1940s. The expansion of the Indiana Dunes National Lakeshore during the 1960s through the 1990s gradually consumed the entire town of Tremont, and the station was replaced with Dune Park Station three-quarters of a mile west in 1985 (Ogorek 2012:56, 117). The Dune Park Station remains the stop for the State Park.



**Figure 9. South Shore stop at Tremont, c. 1930, view south from the tracks and across Dunes Highway, down present-day Tremont Road. At the far right is a sign directing passengers to the Indiana Dune State Park (Ogorek 2012).**



Mineral Springs was historically the stop for spas, spring water, the Mineral Springs Jockey Club, and the town of Dune Acres. Dune Acres was incorporated as a town in 1923 with a population of 16. The real estate corporation responsible for platting the town was Dune Acres, Incorporated, headed by several professionals from Gary who desired to create a lakeshore getaway community. In the 1920s, Dune Acres had at its center a 12-room hotel, a clubhouse, a golf course, and a harbor, which was destroyed by a storm in 1927. Initially populated primarily by seasonal or weekend residents, the town grew to include increasing numbers of permanent citizens following the end of World War II. Well known mid-century architects including Keck & Keck, Crombie Taylor, and Richard Neutra designed homes in Dune Acres in the 1950s and 60s. The town today remains resort-like and residential in character, with only a small southwestern portion zoned for commercial and industrial use (Town of Dune Acres n.d.)

#### **4.4.4 TOWN OF PINES**

The area now comprising the Town of Pines was developed by two parties beginning in the 1920s: the Bartlett brothers of Chicago in the east and the Valparaiso developers William Schleman and his son Herbert in the west. The Schleman section is today bound by Willow Street on the east and Lake Shore County Road on the west. By the mid-1930s, there was a small unincorporated community including motels along U.S. 12 and U.S. 20, and Vernier China Company, also on U.S. 20, which brought in visitors from throughout the region. Like other Duneland communities, early growth was stymied by the Depression and most development occurred after World War II (Town of Pines and SEH of Indiana 2014:12-13).

By the 1950s, U.S. 12 boasted several new businesses catering to the growing numbers of dunes tourists, including the Blackhawk Motel, Al & Sally's Motel, a grocery, and a café. The Town of Pines was incorporated in 1952 and a 1955 special census reported a population of 964. During this time, Pines was served by the main Central Avenue Station as well as an additional flag stop at Indiana-520, the cut-off joining U.S. 12 and U.S. 20 in the eastern section of the town. The South Shore Line ended service directly to Pines in the late 1960s, and the population peaked by the 1970 census. During the subsequent decade, Pines' northern half was purchased by the Indiana Dunes National Lakeshore, and the population began to decline. In the 1980s, the first discovery was made of contamination of local water by landfilled coal fly ash from the nearby

Northern Indiana Public Service Company (NIPSCO) power plant, and in 2002 EPA studies led to the end of municipal water service in the Town of Pines (Town of Pines and SEH of Indiana 2014:13). By 2010, the population had declined from its peak of 1007 to 708. The town remains predominantly residential today, with most residents employed by retail, manufacturing, and recreation and hospitality in the dunes region (Town of Pines and SEH of Indiana 2014:15).

#### **4.5 INDUSTRIAL DEVELOPMENT**

After World War II, industrial development associated with the steel industry began to creep further east of Gary. The need for yet another harbor and lakefront location precipitated the spread of Midwest Steel and later Bethlehem Steel facilities eastward from Gary into the dunes in the 1950s and 1960s. Midwest Steel broke ground in August 1959 for its steel mill in Portage, directly east of Ogden Dunes, with the expectation that the new finishing mill would be followed by other facilities to create a fully integrated mill on the site (Fuller 1959:7). That land spanned Burns Ditch, which diverted water from the Little Calumet River into Lake Michigan, and had been owned by the parent corporation, National Steel, since 1929 and already leveled to provide sand for additional construction projects (Fuller 1959:7, Figure 10, Figure 11). Bethlehem Steel subsequently purchased much of the adjacent land to the east of the Midwest mill, west of Dune Acres. These 2,000 acres included some of the best remaining undeveloped dune land. The plans of both companies depended upon federal aid for the construction of the Port of Indiana near Burns Ditch. This aid was forthcoming after vigorous efforts by Indiana's representatives in Congress, though it was paired with the legislation creating the National Lakeshore (Daniel 1984:19-20).

**Figure 10. Burns Ditch, newly completed in the 1920s, view south from Lake Michigan (Ogorek 2012).**



**Figure 11. South Shore Line freight travels west across Burns Ditch, 1949 (Holland 2005).**



Bethlehem Steel and Midwest Steel each offered the State of Indiana the option to purchase a combined total of over 300 acres at the junction of their properties. This effectively determined the location of the Port of Indiana, which began construction in 1966. Construction of further facilities at Bethlehem's Burns Harbor plant continued through the early 1990s. Although Bethlehem had purchased significant acreage south of U.S. 12 as well, none of the planned facilities for that land was constructed. By the mid-1970s, the steel industry in the United States was beginning a steep decline. Following filing for Chapter 11 bankruptcy in 2001, Bethlehem sold the Burns Harbor plant. In 2005, Mittal Steel acquired the property and today operates it as part of the ArcelorMittal corporation (Meyer 2009).

In the 1960s, NIPSCO also developed land in the dunes that it had purchased three decades earlier. The site, north and east of Bethlehem's Burns Harbor mill, became home to two coal-fired generating stations. NIPSCO also constructed a large substation, transmission line corridor, and other support facilities, though plans to construct a nuclear power plant later failed (Daniel 1984:25). The political compromise that brought heavy industry and a national park to be immediate neighbors resulted in the continuation of a complex series of conflicting interests in the dunes between economic interests and the preservation of natural landscapes and a fragile ecosystem. In the wake of the declining fortunes of the American steel industry, however, the tourism brought into the region by the Indiana Dunes provides an important influx of capital as well as employment for local residents.

## 5.0 METHODOLOGY

### 5.1 SURVEY METHODS

The objective of this investigation was to identify all architectural resources within the APE that were constructed in 1969 or earlier (48 years of age or older to accommodate the Project construction date of 2019) and evaluate them for NRHP eligibility. The survey was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* and the Cultural Resources Manual prepared jointly by INDOT-CRO and the Federal Highway Administration-Indiana Division Office (2015).

Prior to fieldwork, HDR staff conducted initial background research through SHAARD to compile a list of previously identified historic properties within 1 mile of the Project. The IHSSI, also known as county interim reports, was referenced to identify historic properties previously identified in Porter County. Historic maps and United States Geological Survey maps were used to locate the existence of any historic-age properties (48 years of age or older). HDR staff then consulted Porter County Assessor data to help determine dates of construction for buildings within the APE, as well as addresses and tax parcel boundaries.

During the fieldwork phase, HDR staff inspected the APE to locate and identify any potential resources not identified through the SHAARD search or assessor's data. The survey was conducted entirely from the public ROW unless verbal permission for entry was granted by the landowner in person during the survey.

The survey of architectural resources included at least two exterior photographs of each primary building or structure on the parcel, as well as the notation of major additions or other alterations to historic properties. Additional photographs were taken as appropriate from the public ROW to document outbuildings and auxiliary structures.

Research was conducted during both fieldwork and reporting phases of the investigation. HDR staff conducted local repository research at the Porter County Public Library February 7–8 and March 6, 2017; research was also conducted at the Indiana State Library and the Indiana Historical Society February 16–17, 2017. Materials consulted included local and regional histories, newspaper accounts, and historic maps and photographs.

During the reporting phase, HDR staff prepared narrative descriptions of each surveyed building that was previously or newly recommended individually eligible or listed in the NRHP. In evaluating properties for NRHP eligibility, the standards established by the IHSSI were taken into consideration. The evaluation system used by the IHSSI includes the following ratings:

**Outstanding (O)** – Properties possessing a high level of historic or architectural significance on the local, state, or national level. They are either individually listed in or eligible for the NRHP.

**Notable (N)** – Properties not considered Outstanding in significance, but possessing sufficient historic or architectural significance to be considered above average. Additional research may prove a Notable property eligible for listing in the NRHP.

**Contributing (C)** – Properties that meet basic and contextual levels of historic and/or architectural significance, but do not individually possess noteworthy significance. Contributing properties support an area's larger historic identity, and can be eligible for or listed in the NRHP as contributing to a historic district. However, they do not merit individual NRHP listing.

**Non-Contributing (NC)** – Properties that are included in the survey only due to their location within historic district boundaries. Such properties are less than 50 years of age, or possess negligible or no amount of historic significance or integrity. They are not eligible for listing in the NRHP individually or collectively.

All architectural resources identified and recorded during the survey were evaluated for their significance and integrity under NRHP criteria as described in Section 5.2. No resources encountered during the course of the survey appeared to qualify for NRHP listing under Criteria Consideration G, for exceptionally important properties that have achieved significance within the past 50 years.

## **5.2 NRHP EVALUATION METHODS**

Cultural resources—including buildings, structures, objects, sites, and districts—were evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as defined in 36 CFR § 60.4 under the Section 106 review process (36 CFR § 800). A “building” is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A “structure” is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures include roads, bridges, dams, irrigation canals, silos, tunnels, etc. An “object” differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A “site” is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A “district” is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for the NRHP, a cultural resource must typically be 50 years or older and meet at least one of the four following criteria:

1. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A).
2. The resource is associated with the lives of people significant in the past (Criterion B).
3. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C).
4. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In order to accommodate the Project’s potential construction timeline of 2019, a 48-year benchmark was used for architectural resources.

In addition to meeting at least one of the above criteria, a cultural resource must also retain integrity that conveys the significance of the resource. Integrity is composed of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a resource’s historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology. Location refers to the place where an event occurred or a resource was originally built. Design considers such elements as plan, form, and style of a resource. Setting is the physical environment of the resource. Materials refer to the physical elements used to construct the resource. Workmanship refers to the craftsmanship of the creators of a resource. Feeling is the ability of the resource to convey its historic time and place. Association refers to the link between the resource and a historically significant event or person.

Cultural resources meeting these standards (age, eligibility, and integrity) are termed “historic properties” under the NHPA. Sites, buildings, structures, or objects that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage,

or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP, including the following:

- religious properties (Criteria Consideration A)
- moved properties (Criteria Consideration B)
- birthplaces or graves (Criteria Consideration C)
- cemeteries (Criteria Consideration D)
- reconstructed properties (Criteria Consideration E)
- commemorative properties (Criteria Consideration F)
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

These resources can be eligible for listing in the NRHP only if they meet special requirements, called "Criteria Considerations." A resource must meet one or more of the four evaluation criteria (A through D) and possess integrity of materials and design before it can be considered under one or more of the various Criteria Considerations.

To evaluate cultural resources for this report, the following NRHP bulletins issued by the National Park Service were used as guides:

- How to Apply National Register Criteria for Evaluation (Bulletin 15)
- How To Complete the National Register Registration Form (Bulletin 16A)
- Researching a Historic Property (Bulletin 39)
- Guidelines for Evaluating and Documenting Historic Properties that Have Achieved Significance within the Last Fifty Years (Bulletin 22).

## **6.0 NRHP ELIGIBILITY AND EVALUATIONS**

### **6.1 SUMMARY OF ALL RESOURCES**

Surveyed architectural resources in the Porter County APE are diverse in character. Building types along the South Shore Line corridor (and that parallel Dunes Highway, or U.S. 12) in Porter County include early- and mid-twentieth century residential, commercial, and industrial. One historically agricultural property dating to the late nineteenth century, the Oscar and Irene Nelson Site at 217 W. Dunes Highway (IHSSI No. 127-175-05015), was also surveyed.

Generally, the east end of the Porter County APE was mixed residential and commercial in nature, with surveyed dwellings constructed between 1930 and 1969, associated with the development and spread of Michigan City, Pines, and Beverly Shores. Residential types were predominantly bungalows, Minimal Traditionals, and Ranches. One mobile home park, located at 3833 Dunes Highway, was built during the 1950s, and includes a mix of trailer homes and vernacular cottages. The east end of Porter County along Dunes Highway also has a substantial number of commercial establishments, typically dating to the 1950s or 1960s. These properties include gas stations, convenience stores, roadside motels, restaurants, and an assortment of small businesses. Warehouses and garages are also present.

As the APE progresses west into the central part of Porter County, which constitutes part of the Indiana Dunes National Lakeshore and State Park, the Project area becomes more rural in character. Sporadic residential and commercial properties occur as far west as Beverly Shores, after which point they give way to a corridor flanked by dense woods and expanses of unimproved sandy and grassy acreage. South of the APE in this central portion of Porter County are the historic towns of Chesterton and Porter; however, no buildings associated with these communities exist in the Project area. One building surveyed just northwest of Teale Drive was a brick power station building owned by NIPSCO. The modern facility associated with NICTD headquarters and the Dunes Park South Shore Line station also stand in this center portion of Porter County.

The Oscar and Irene Nelson Site, juxtaposed with adjacent industrial and commercial buildings on the west, marks the entry into the more industrialized west end of northern Porter County. Much of the Project corridor in this area is also included as part of the National Lakeshore or State Park lands, and remains undeveloped. However, industrial and commercial buildings associated with Burns Harbor predominate among the architectural resources in this part of the APE, with some residential properties associated both with Burns Harbor and Ogden Dunes also present. The majority of buildings surveyed in the west part of Porter County date to the 1950s and 1960s. Industrial buildings surveyed here typically have concrete block or panelized metal exteriors. Residential buildings are most frequently Ranches in style.

### **6.2 NRHP LISTED RESOURCES IN THE APE IN PORTER COUNTY**

#### **6.2.1 127-406-02014 – BEVERLY SHORES RAILROAD STATION (NR-0945)**

Map for 127-406-02014 is located in Appendix A.

The Beverly Shores Railroad Station sits on the east side of Broadway and on the north side of the railroad tracks. The building historically included three blocks: the passenger station, which faced southeast towards the tracks, a central ticket office, and a residence, located at the north end of the building and facing southwest (Figure 12-Figure 14).

Constructed in 1929, the train depot was built in the Spanish Mission Revival style. The one-story building is rectangular in form and has multiple rooflines. The largest block is the historic residence, which is covered by a cross-gable and hipped roof. This block is joined on the south side by a flat-roofed office hyphen. The south side of the hyphen is connected to the gable-roof passenger station. All roof slopes are covered by shaped red ceramic tiles. The wood-frame building has a textured stucco exterior and sits on a poured concrete foundation.

The main (southeast) elevation of the passenger station is covered in wood multi-light casement windows and doors. The southwest (side) elevation of the station contains one wide-arched wood window currently covered with panel. Windows have stuccoed sills. The historic neon-lit "Beverly Shores" sign post is suspended between two metal poles that bracket the station on its southwest and northeast sides. The station opens onto a concrete platform facing the tracks.

The center office hyphen contains three narrow vertical three-light wood windows, all with square-edge stuccoed sills. The flat roof over the hyphen has a canted overhang covered with matching red tile and copper flashing.

The residence façade (southwest) contains a central recessed gable-roof entry porch with a rounded archway. The wood panel door is round-arched in shape. Two square knee-high stuccoed piers with concrete caps flank the main entry. The three south bays of the façade contain three full-height, round-arched, 14-light wood windows. The north bay of the façade contains a wide-arched set of four 12-light wood casement windows. The casement windows have a square stuccoed sill. A round-arched wood vent is located in the front gable. The northwest (side) elevation of the residence contains two round-arched multi-light wood casement windows flanking three vertical three-light wood windows. All windows on this elevation have square-edge stuccoed sills. A stucco chimney with a gabled tile-covered cap and four round-arch openings pierces the southeast slope of the roof.

**Figure 12. Beverly Shores Railroad Station (NR-0945), view north.**





**Figure 13. Beverly Shores Railroad Station (NR-0945), view east.**



**Figure 14. Beverly Shores Railroad Station (NR-0945), view southeast.**



The Beverly Shores Railroad Station was listed in the NRHP in 1989, and was rated by IHSSI as an Outstanding property in 1990. The property is currently owned by NIPSCO and is no longer an active station for the South Shore Line. Beverly Shores is a flag stop for the SSL, however the

former railroad station serves primarily as a museum and local community center. The station was listed in the NRHP for its significance under Criterion A in the area of transportation. For the purposes of this study, it is recommended that the station is also eligible for its significance under Criterion C for its architecture. The depot is an outstanding example of the Spanish Mission Revival style in Porter County and in the northwest region of Indiana. The style is locally uncommon, and is furthermore particularly representative of its execution by Arthur Gerber, Samuel Insull's chief railway architect and civil engineer. Gerber designed Spanish Mission Revival-style railway stations throughout the Chicago and Lake Michigan region for the Chicago North Shore and Milwaukee Line as well as for the South Shore Line. Gerber did not confine his style to Mission Revival, and one of his masterpieces was the Beaux Arts-style 11th Street South Shore Station in Michigan City, now standing vacant. The vast majority of Gerber's railway stations have been demolished, and those that remain have frequently been re-purposed to serve a function unrelated to railroads or transportation generally (Burke 1996:45-47). The Beverly Shores Station retains good physical integrity with virtually no changes since its NRHP listing; it therefore is also recommended *Eligible* under Criterion C.

### **6.3 RESOURCES PREVIOUSLY RECOMMENDED ELIGIBLE**

#### **6.3.1 127-175-05015 – OSCAR AND IRENE NELSON SITE**

Map for 127-175-05015 is located in Appendix A.

The Oscar and Irene Nelson Site, at 217 W. Dunes Highway, sits on a 3.28-acre wooded property on the north side of W. Dunes Highway and faces south. The 2-story I-house, constructed c. 1875, has a side gable roof covered in asphalt shingles. Overhanging eaves are closed with wood soffit and are trimmed with wood fascia. The building is clad in clapboard and has wood corner trim. The original I-house portion of the house was added onto at least twice, and later (historic-age) additions constitute the 1.5-story gabled block extending off of the rear (north) end of the original block (Figure 15-Figure 18).

The building sits on a brick foundation. The full-width front porch is a replacement. The reconstructed porch sits at grade with a wood deck floor and has a hipped roof supported by turned wood posts and bracket and spindlework. The façade (south) is symmetrical, with a central wood panel door with an upper light flanked by two 1/1 wood sash windows. These windows previously were accompanied by louvered wood shutters. The second story of the façade contains two wood square lights. Each side gable of the I-house contains one 1/1 wood sash window. The west elevation additionally contains one 1/1 wood sash window on the first story. All windows sit in wood surrounds. A partially enclosed side porch addition covered by a hipped roof is located on the east elevation. The side porch sits on a mixed pier and concrete block foundation, and contains a wood panel door with an upper light at front. The porch is supported by turned posts at the rear, and a square wood post at front. A brick and concrete root cellar is located on the east side of the side porch. There are two interior brick chimneys, both aligned along the center north-south axis of the house.

Seven outbuildings were visible from the public ROW, as well as one collapsed outbuilding. Outbuildings were identified in the 1990 IHSSI as including a chicken coop, summer kitchen, tool shed, work shop, privy, and a small house. These outbuildings are all wood frame, clad in wood, and were likely built in the late nineteenth century. Additionally, a gabled two-bay concrete block garage that likely dates to c. 1940 stands east of the house (Figure 19-Figure 21).

**Figure 15. Oscar and Irene Nelson Site (127-175-05015), view northeast.**



**Figure 16. Oscar and Irene Nelson Site (127-175-05015), view north.**



**Figure 17. Oscar and Irene Nelson Site (127-175-05015), view northwest.**



**Figure 18. Oscar and Irene Nelson Site (127-175-05015), c. 2016, prior to the new porch addition (photograph courtesy Garner 2016b).**



**Figure 19. Oscar and Irene Nelson Site (127-175-05015), outbuildings, view northwest.**



**Figure 20. Oscar and Irene Nelson Site (127-175-05015), outbuildings, view northwest.**



**Figure 21. Oscar and Irene Nelson Site (127-175-05015), garage (right) and outbuildings, view northwest.**



The Oscar and Irene Nelson Site was rated as a Contributing property by the IHSSI survey in 1990, and is currently under review by the Indiana SHPO as part of the draft Multiple Property NRHP Nomination for Swedish Properties of Baillytown, c. 1850- c. 1950; the property is considered eligible for listing in the NRHP by the SHPO. The property has been nominated for its significance under Criterion A, due to its ethnic and agricultural significance in Westchester Township of Porter County, as well as under Criterion C as an example of a Swedish-American log cabin exhibiting Nordic folk craftsmanship adapted to a rural Midwestern setting (Garner 2016b).

Should the draft Multiple Property NRHP Nomination for Swedish Properties of Baillytown, c. 1850- c. 1950 be listed in the future, the Oscar and Irene Nelson Site appears to meet the established criteria for significance and integrity. No change is recommended for the eligibility of the Oscar and Irene Nelson Site; thus, it is considered *Eligible* for listing in the NRHP.

#### **6.4 SURVEYED PROPERTIES NEWLY RECOMMENDED ELIGIBLE**

##### **6.4.1 3221 W. DUNES HIGHWAY – AL & SALLY’S MOTEL**

Map for 3221 W. Dunes Highway is located in Appendix A.

Al & Sally’s Motel at 3221 W. Dunes Highway stands on the north side of Dunes Highway (U.S. 12) and faces southeast. The complex, constructed c. 1950, comprises two motel buildings, an outdoor pool, a pool house, a tennis court (not maintained), and a playground. The front portion of the property is an asphalt-paved parking lot with several landscaped islands, one of which contains the brick motel sign with the historic, neon-lit “Al & Sally’s Motel” lettering. The brick structure is tapered in form, sits on a rusticated concrete block foundation, and is capped with a hipped roof covered by asphalt shingles (Figure 22-Figure 23).

Figure 22. Al & Sally's Motel sign, view west.



Figure 23. Al & Sally's Motel sign, view northeast.



The one-story motel consists of two rectangular blocks. The east block is longer, containing approximately 12 motel rooms and the main office at the east end (Figure 24-Figure 26). The west block, which matches the east block in style, form, design, and materials, contains four rooms and is approximately one-third the length of the east block (Figure 27). Both buildings sit

on concrete foundations and are clad in yellow brick with a Permastone veneer covering the lower half of the wall. The buildings have hipped roofs covered in asphalt shingles. Doors, likely original, are single leaf wood slab with staggered upper lights, and windows are metal-clad 2/2 horizontal-light, arranged in pairs.

A lobby entrance with full-height windows and glass and metal doors separates the motel rooms on the east block from the office portion of the building, which may also serve as permanent residential space. The office-residence has a front cross gable clad in vinyl siding. A corner entry with concrete steps and a metal railing is located at the juncture of the cross gable and main roof line. Façade (southeast) windows include 1/1 corner windows, a pair of vertical light casements, one horizontal-pane three-light window, and a set of four large panes arranged over horizontal lights that wraps around the southeast corner of the building. Northeast (side) elevation windows include two pairs of 1/1 sash. All windows have concrete sills. A massive chimney with a Permastone veneer is located over the office block.

**Figure 24. Al & Sally's Motel, view north towards east motel building.**





**Figure 25. Al & Sally's Motel, view northwest towards east block and office/residence.**



**Figure 26. Al & Sally's Motel, east block, view northwest.**






**Figure 27. Al & Sally's Motel, west block, view north.**



The property at 3221 W. Dunes Highway is not associated with individuals significant in local, state, or national history (Criterion B); nor is the property likely to yield information important to historical or prehistoric study (Criterion D). The architecture of the roadside motel is common locally and nationally among mid- and late-twentieth century highway lodging venues, and is not sufficiently distinct, typical, exemplary to merit eligibility under Criterion C. Al & Sally's Motel is significant under Criterion A for its association with mid-century lakeshore tourism in Porter County. The recreation and tourism industry associated with the beaches and dunes on the south shore of Lake Michigan during the 1900s through the 1930s is fairly well represented in northwestern Indiana in residential communities such as Beverly Shores, Ogden Dunes, Michigan City, and Miller (in Lake County and now part of Gary). However, not many commercial establishments built during the 1940s through the 1960s survive intact in this duneland area. Gas stations, lodging venues, souvenir shops, and restaurants have been frequently replaced with more modern facilities, or have been altered so substantially as to lose their integrity. Such is the case of the Blackhawk Motel, another mid-century roadside motel on Dunes Highway that was likely built contemporaneously with Al & Sally's Motel, but has been altered considerably in materials, workmanship, and design, and no longer conveys significance. In contrast, Al & Sally's Motel at 3221 W. Dunes Highway is architecturally evocative of the 1950s era, expressed in its Googie-esque neon sign, windows, doors, and PermaStone exterior. The building remains physically intact, and additionally retains its integrity of location, setting, feeling, and association. Al & Sally's Motel is recommended *Eligible* for individual listing in the NRHP under Criterion A.

**Table 2. Resources evaluated for NRHP eligibility in Porter County.**

Photo	IHSSI No. and Rating	Property Name	Address	Date	NRHP Recommendation
	127-406-02014 (Outstanding)	Beverly Shores Railroad Station	Northeast corner of Broadway and U.S. 12, Beverly Shores IN 46301	1929	Listed (NR-0945)
	127-175-05015 (Contributing)	Oscar and Irene Nelson Site	217 W. Dunes Highway, Burns Harbor, IN 46304	c. 1875	Eligible under Multiple Property Document
	N/A	Al & Sally's Motel	3221 W. Dunes Highway, Michigan City, IN 46360	c. 1950	Eligible

See Appendix C for full survey results in Porter County.

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## **7.0 CONCLUSION**

In summary, 46 architectural resources were surveyed in the Project APE in Porter County. Two properties in the Porter County APE were previously surveyed: one property (NR-0945) was previously rated Outstanding by IHSSI and is listed in the NRHP, and one property (127-175-05015) was previously rated Contributing by IHSSI and is currently being reviewed by SHPO for individual listing in association with a Multiple Property NRHP Nomination sponsored by Indiana Dunes National Lakeshore. The listed property, the Beverly Shores Station, NR-0945, was last recorded in 1990 in an IHSSI form, and was therefore re-evaluated for its significance in this report. The Oscar and Irene Nelson Site, 127-175-05015, is currently undergoing review by the SHPO as part of a draft Multiple Property nomination, is considered eligible for listing in the NRHP.

One property in the Porter County APE, a roadside motel at 3221 W. Dunes Highway, was newly surveyed and recommended individually eligible for listing in the NRHP under Criterion A.

In total, one property in the Porter County Project APE is NRHP-listed and two properties are eligible for NRHP listing.

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A

Maps



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Figure A - 1. Map 6.2.1 (127-406-02014), Beverly Shores Railroad Station.



Figure A - 2. Map 6.3.1 (127-175-05015), Oscar and Irene Nelson Site.




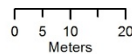





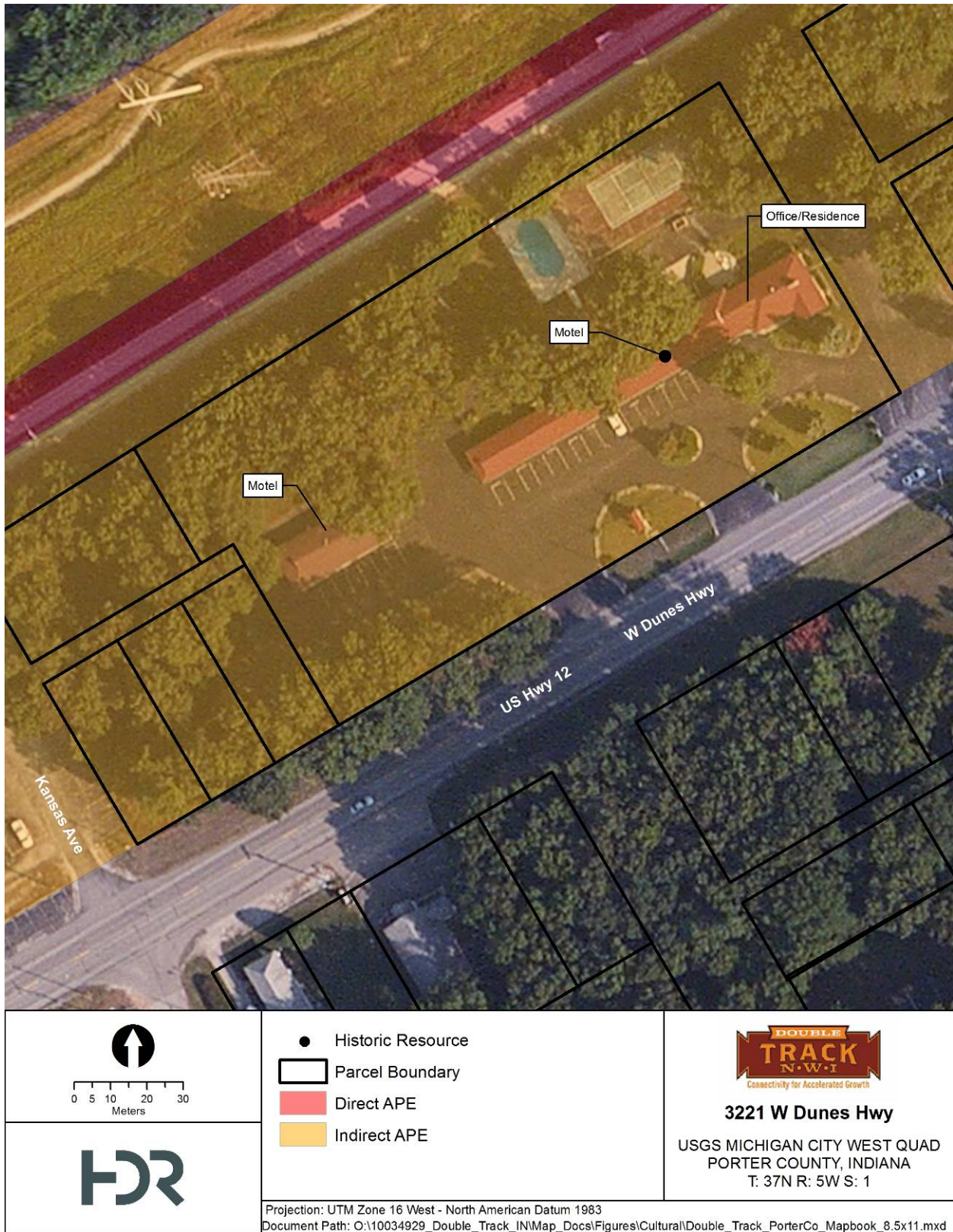
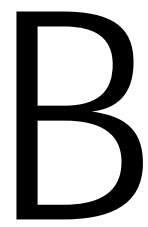
 	<ul style="list-style-type: none"> <li> Parcel Boundary</li> <li> Direct APE</li> <li> Indirect APE</li> </ul>	 <p><b>127-175-05015</b></p>
	<p>USGS MICHIGAN CITY WEST QUAD          PORTER COUNTY, INDIANA          T: 37N R: 6W S: 28</p> <p><small>Projection: UTM Zone 16 West - North American Datum 1983          Document Path: O:\10034929_10066_NICTD_Double_Track\Map_Docs\Figures\Cultural\Double_Track_PorterCo_Mapbook_8.5x11.mxd</small></p>	

Figure A - 3. Map 6.4.1 – 3221 W. Dunes Highway (Al & Sally’s Motel).



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A large, bold, black letter 'B' is positioned on the right side of the page. It is partially overlaid by a dark gray rectangular block at the top and another dark gray rectangular block at the bottom. To the left of the 'B' is a vertical bar composed of a dark red upper section and a gold lower section.

APE Maps

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Figure B - 1. APE in Porter County (map 1 of 60).



Figure B - 2. APE in Porter County (map 2 of 60).



Figure B - 3. APE in Porter County (map 3 of 60).

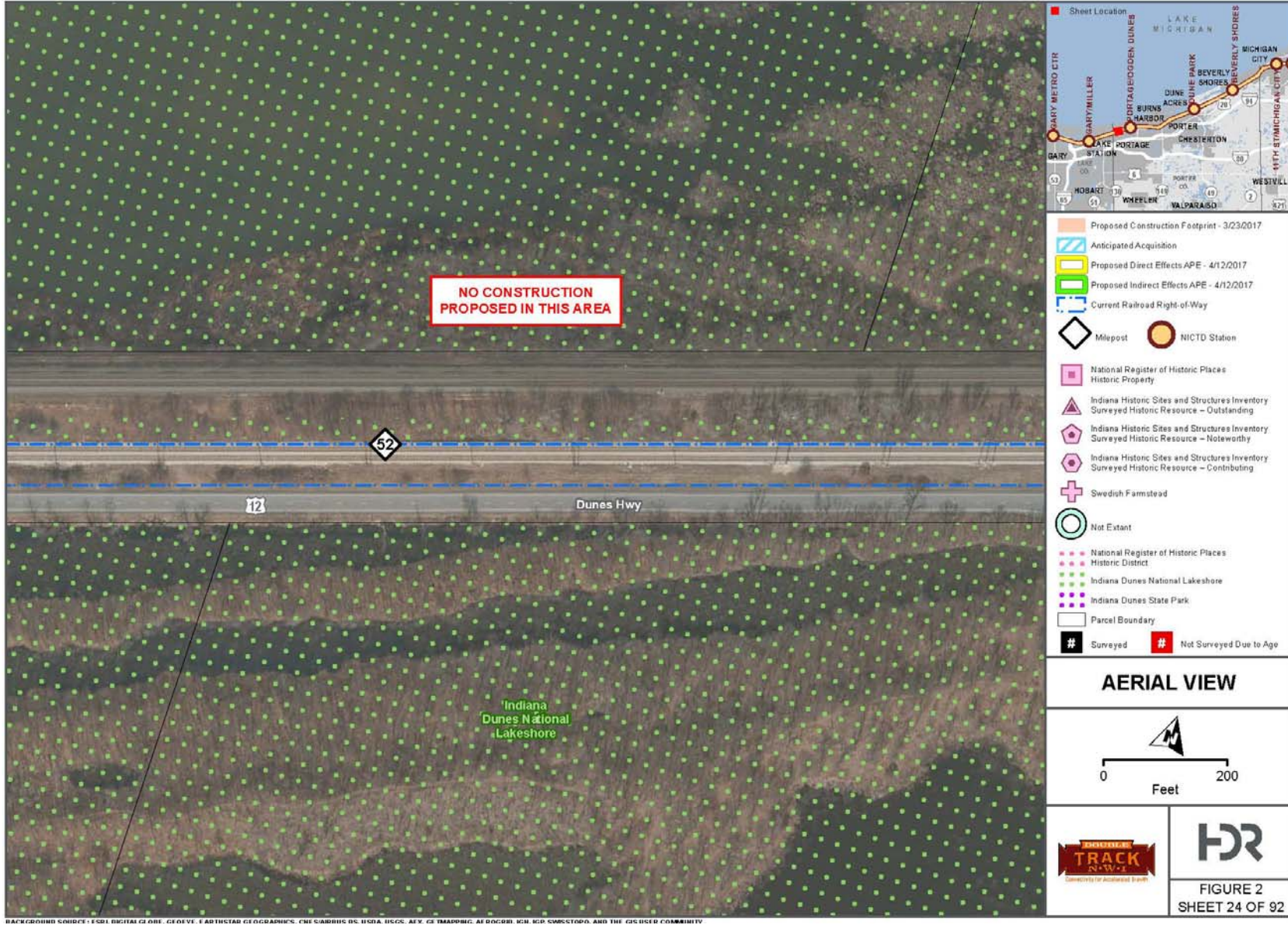
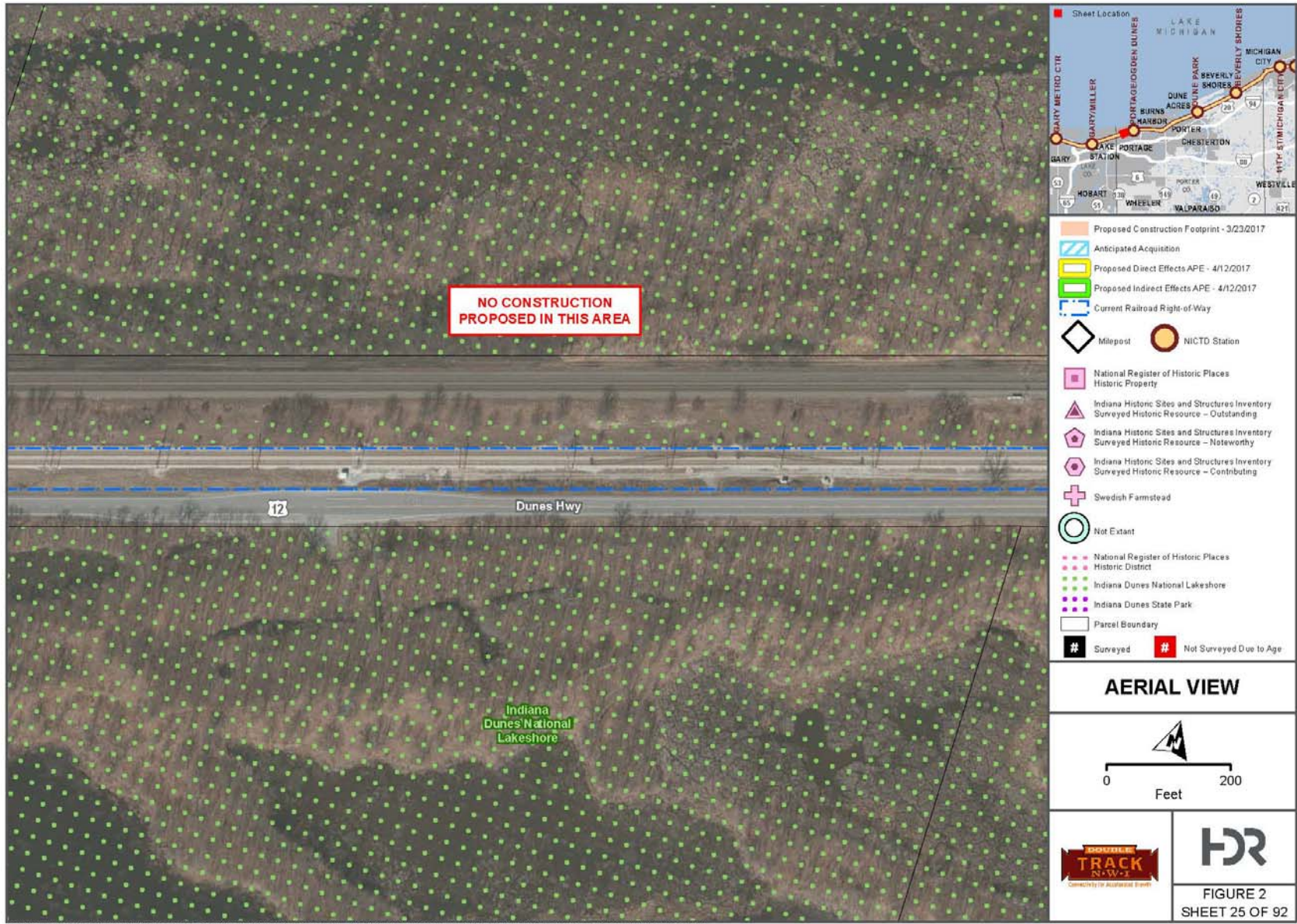


Figure B - 4. APE in Porter County (map 4 of 60).



BACKGROUND SOURCE: ESRI, DIGITALGLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CHE SARRBUS DS, USDA, USGS, AEC, GEOMAPPING, AEROGLOBE, IGN, IGP, SWISSOTOPO, AND THE GIS USER COMMUNITY

Figure B - 5. APE in Porter County (map 5 of 60).



Figure B - 6. APE in Porter County (map 6 of 60).

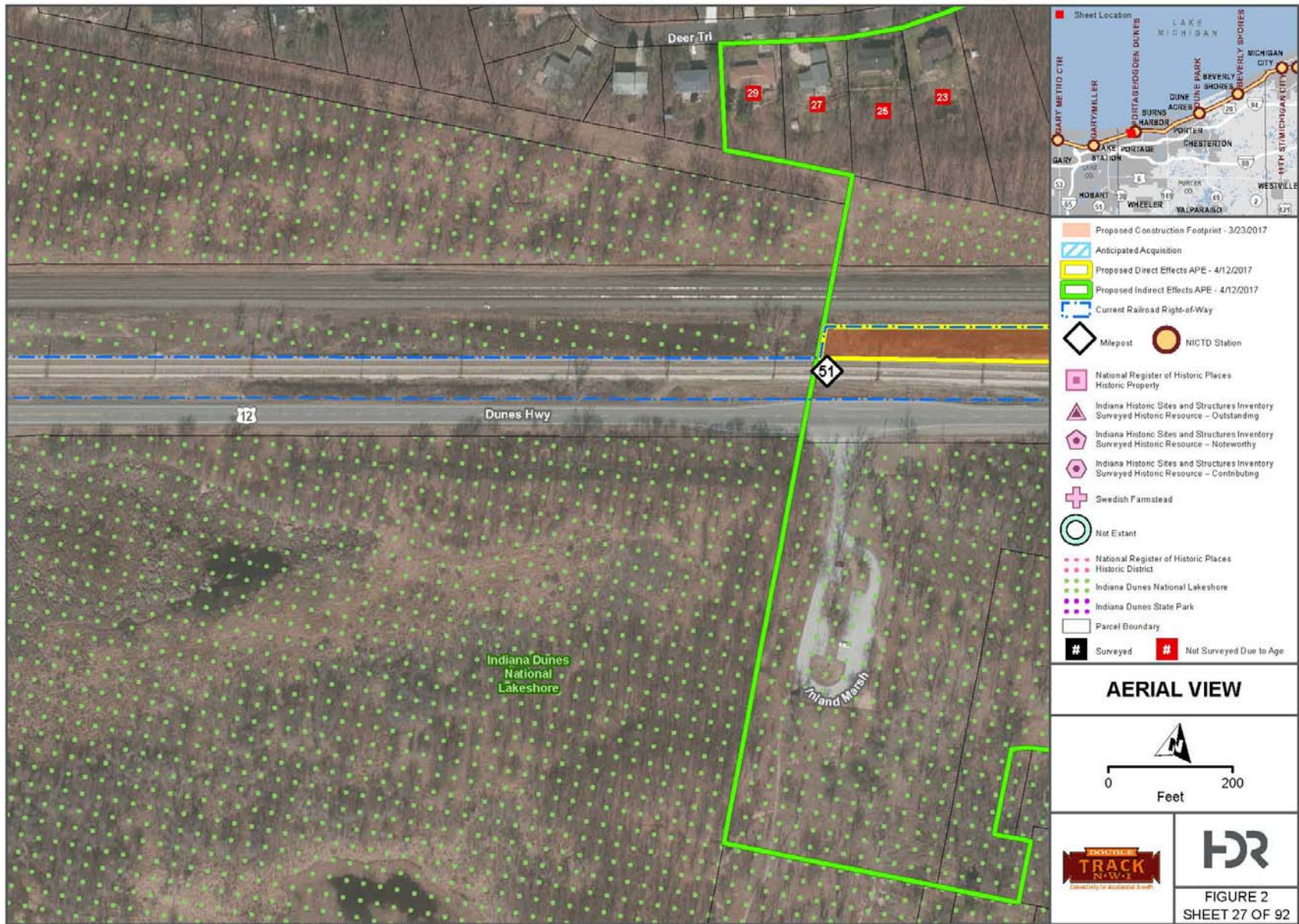


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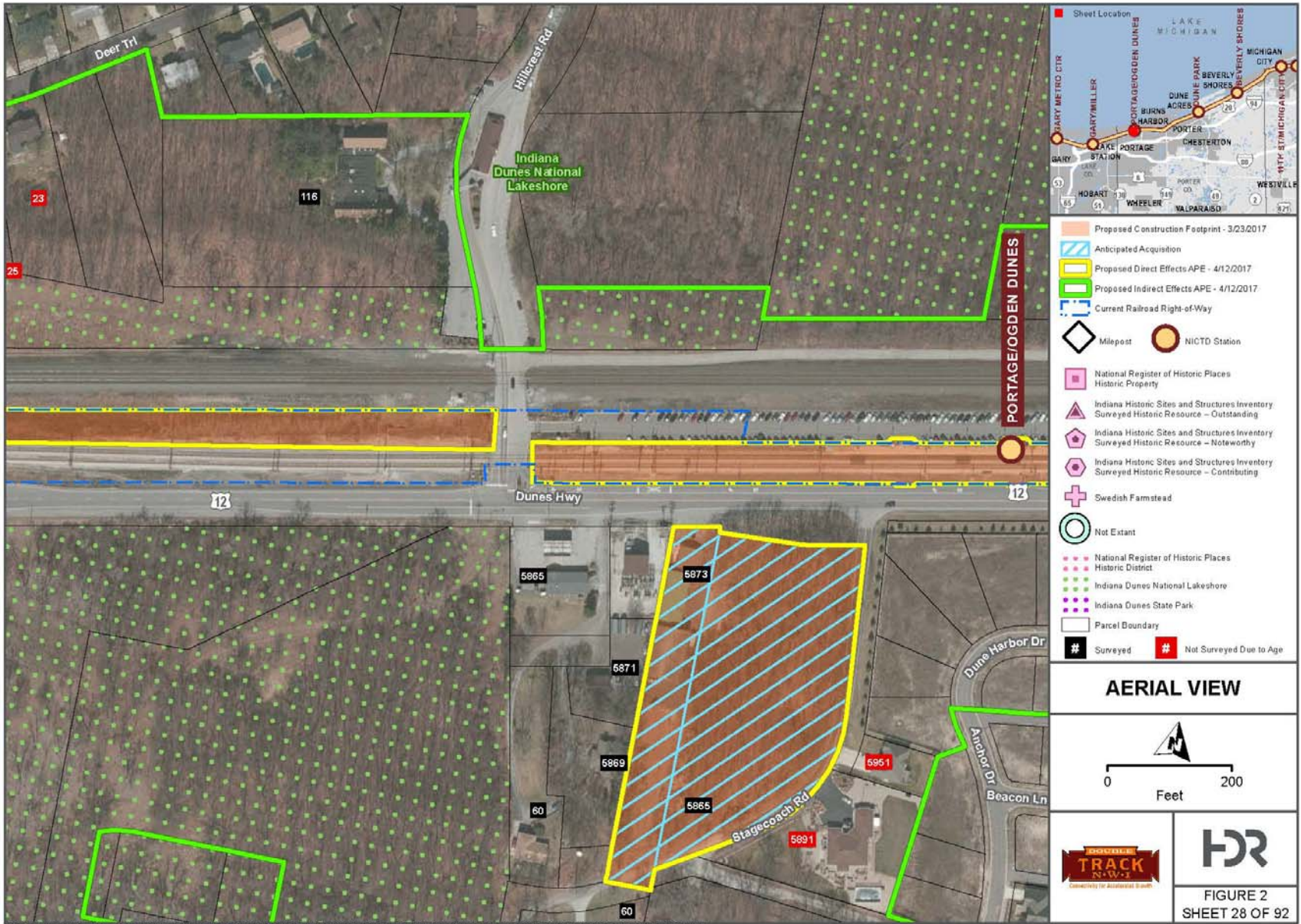


Figure B - 8. APE in Porter County (map 8 of 60).

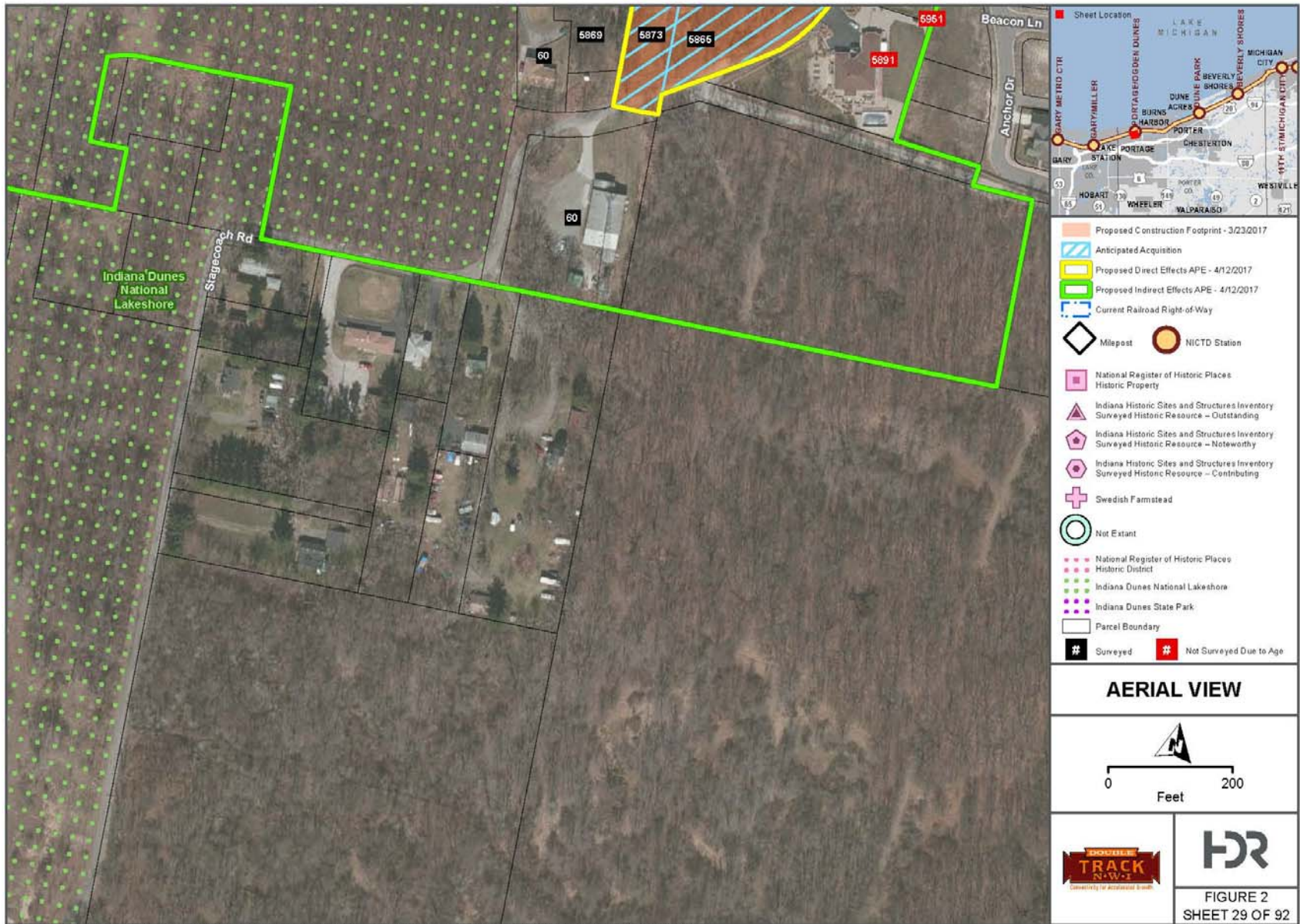




Figure B - 9. APE in Porter County (map 9 of 60).

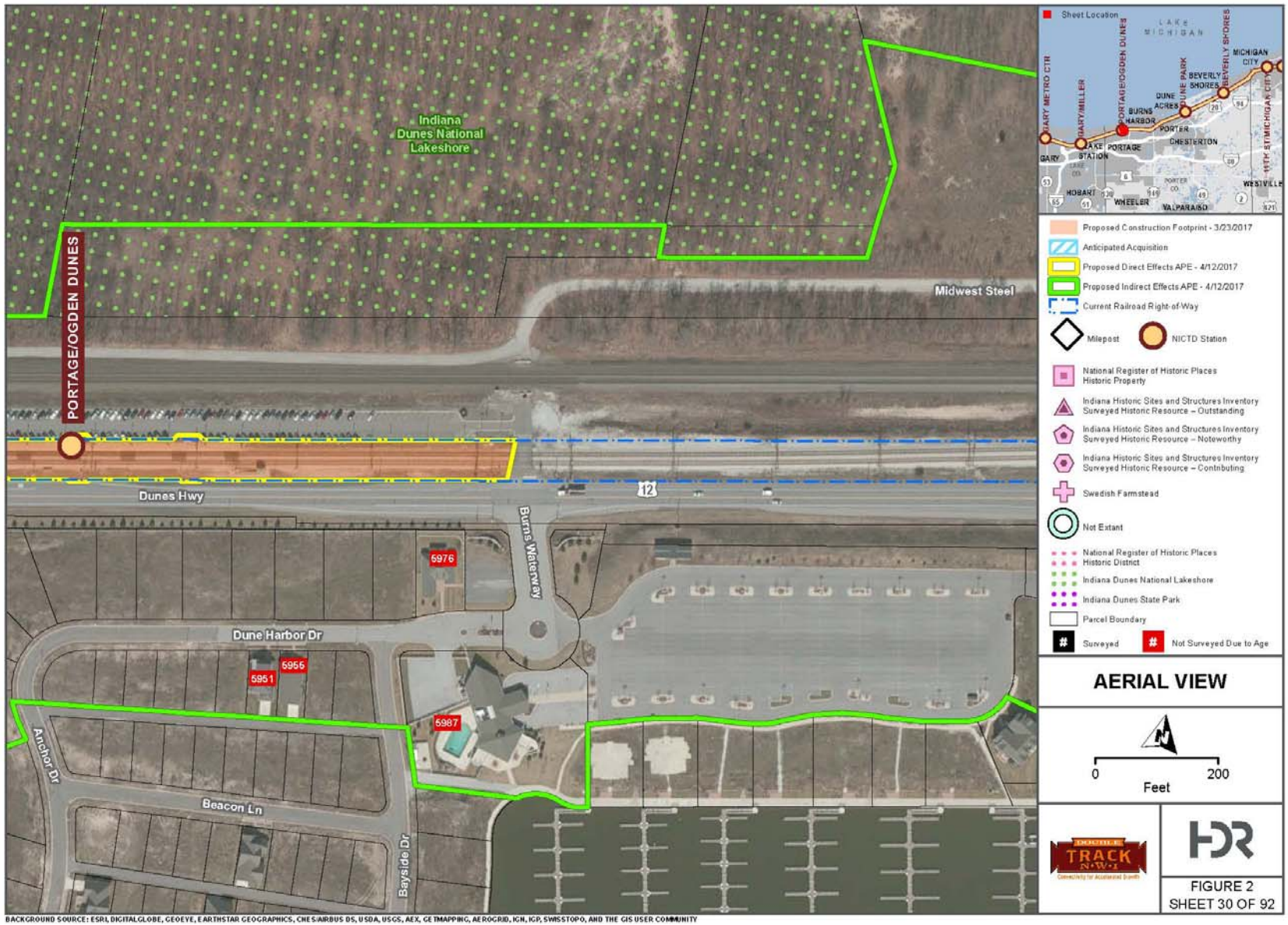


Figure B - 10. APE in Porter County (map 10 of 60).

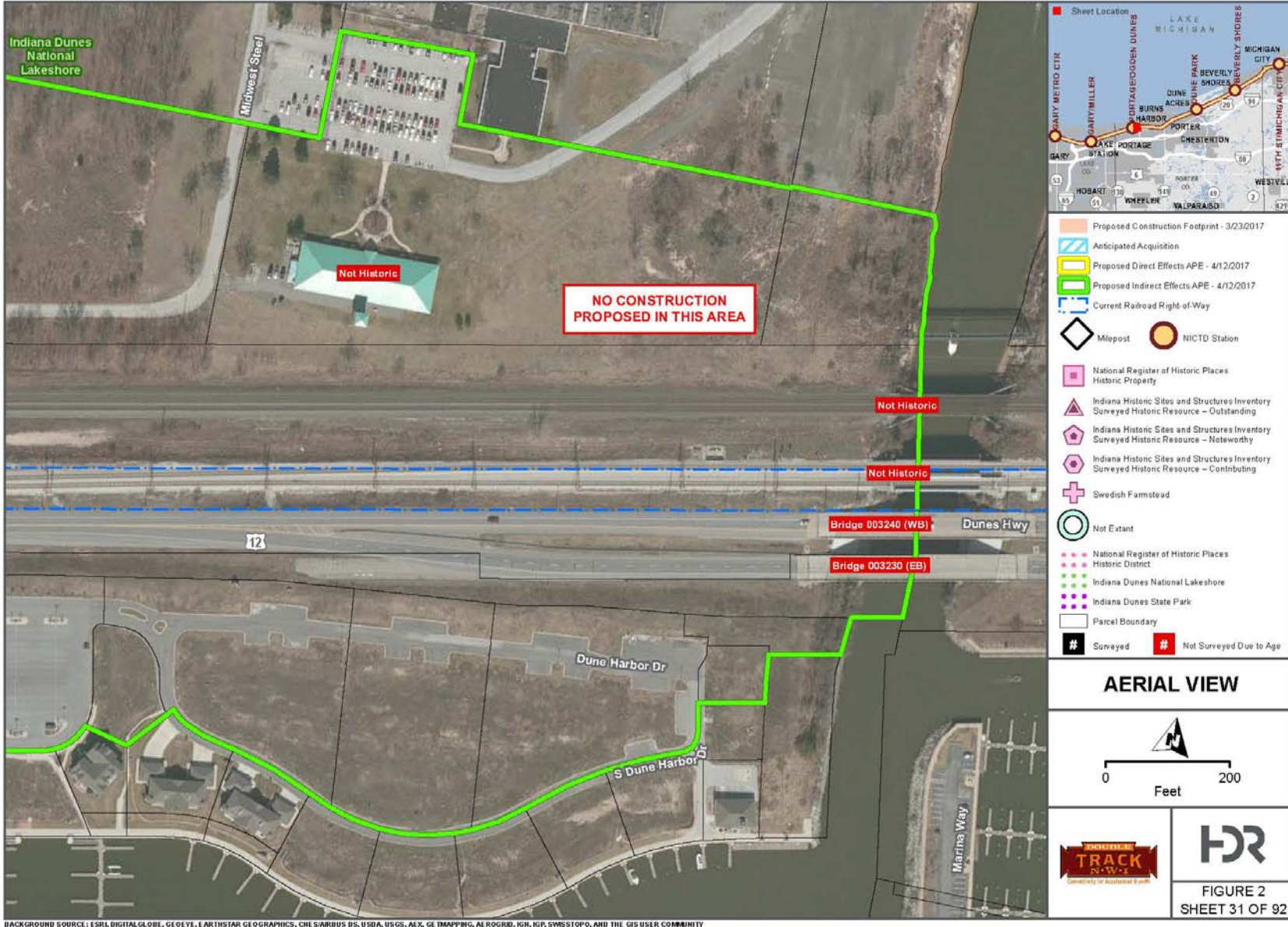


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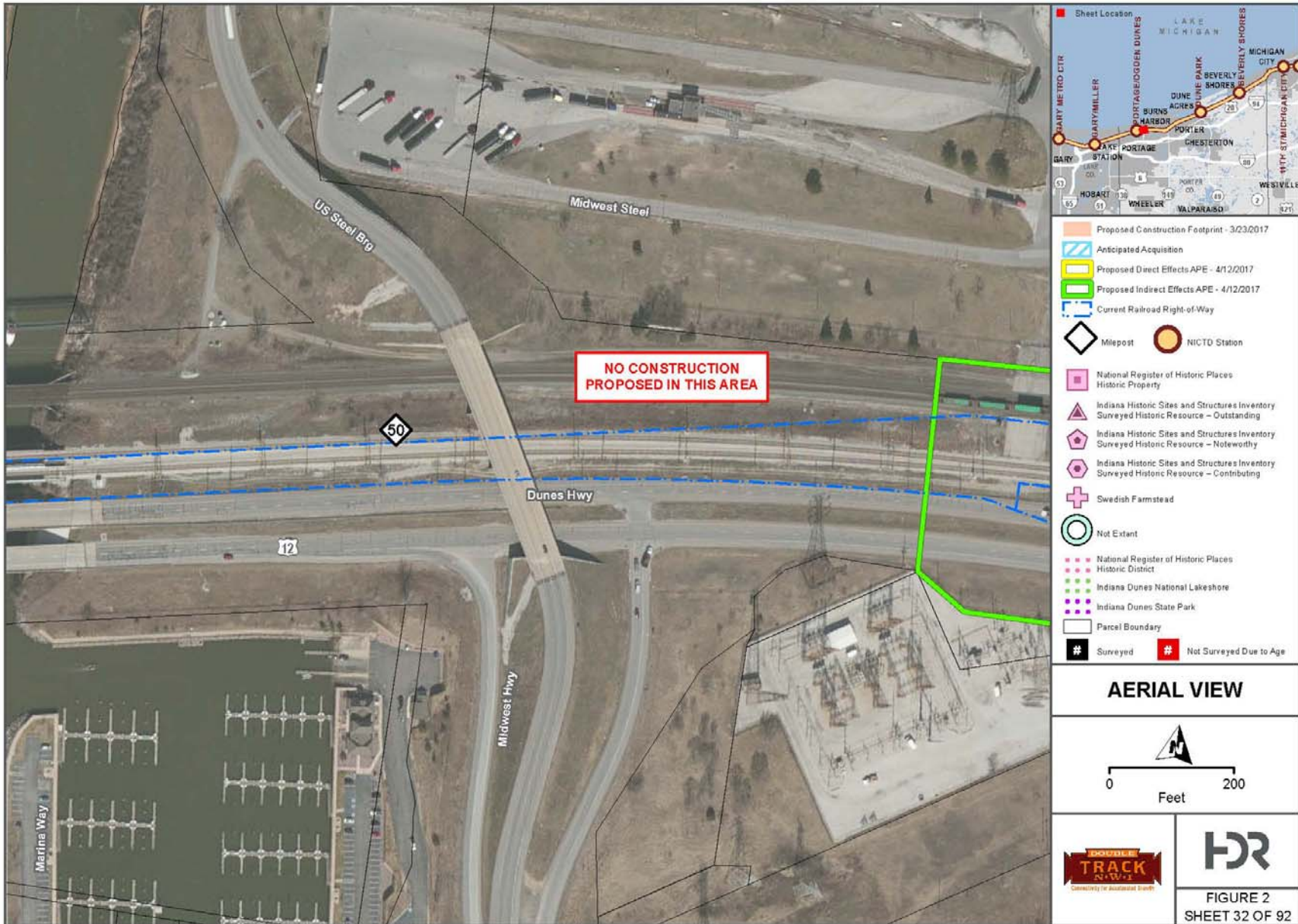


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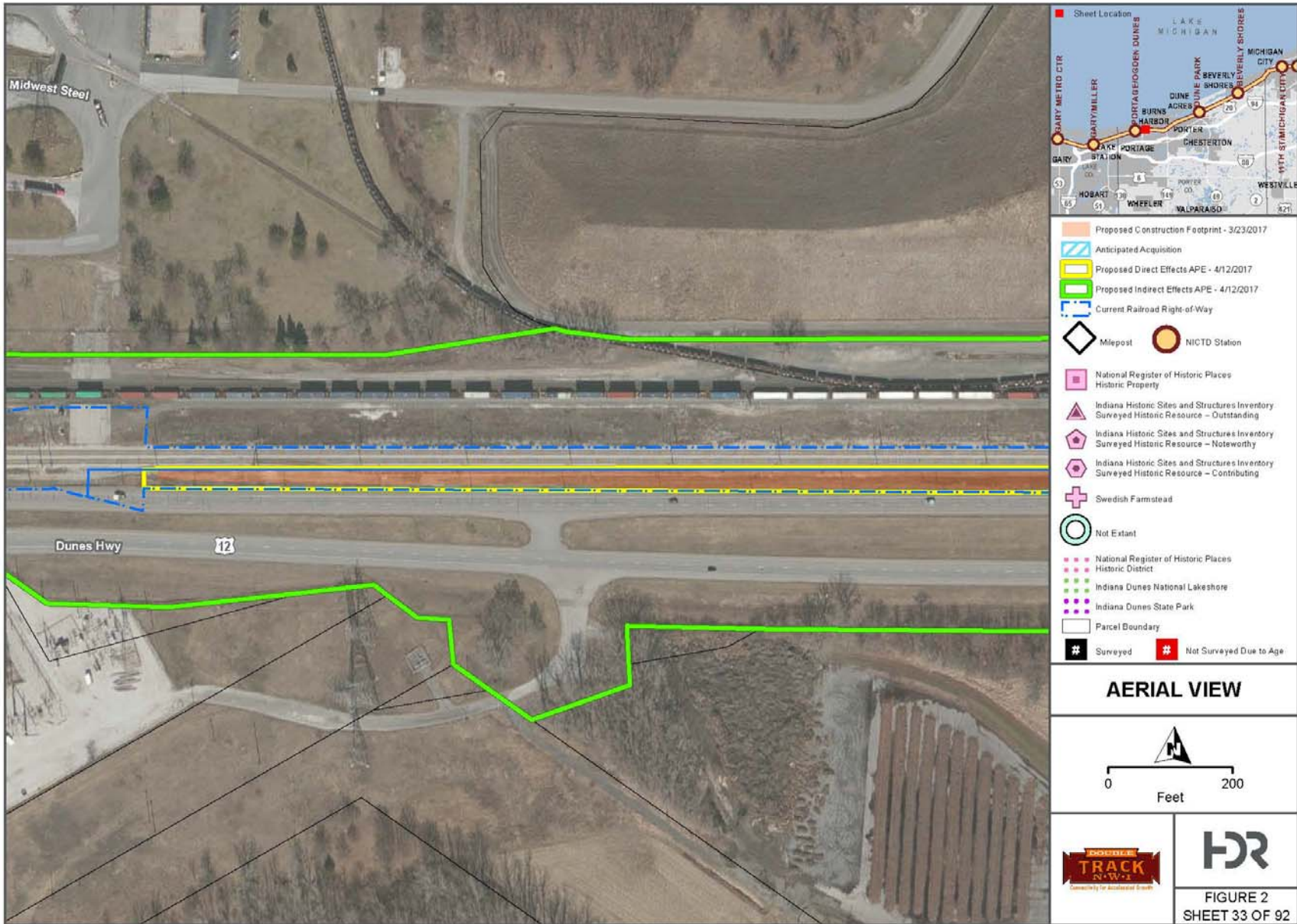


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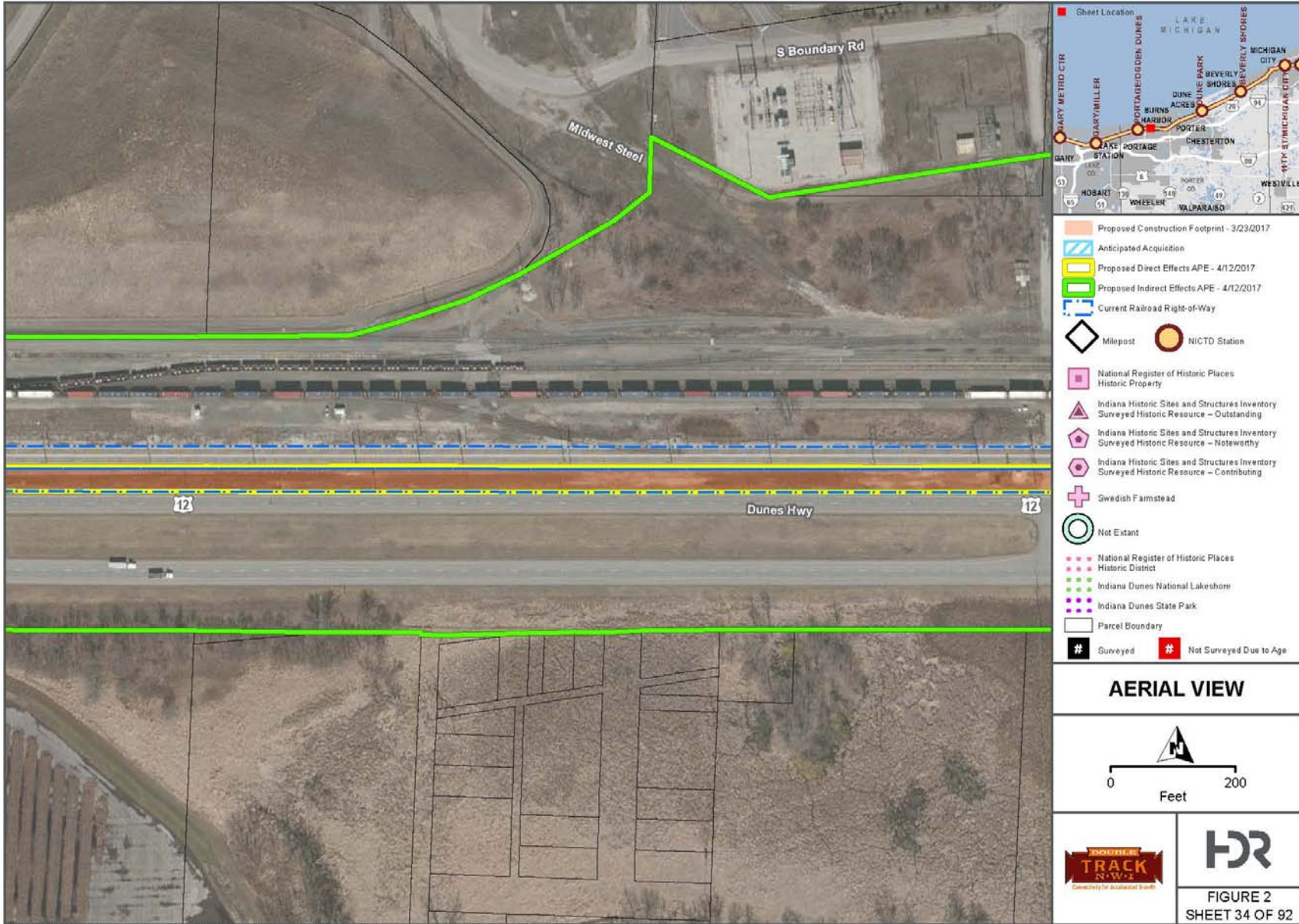


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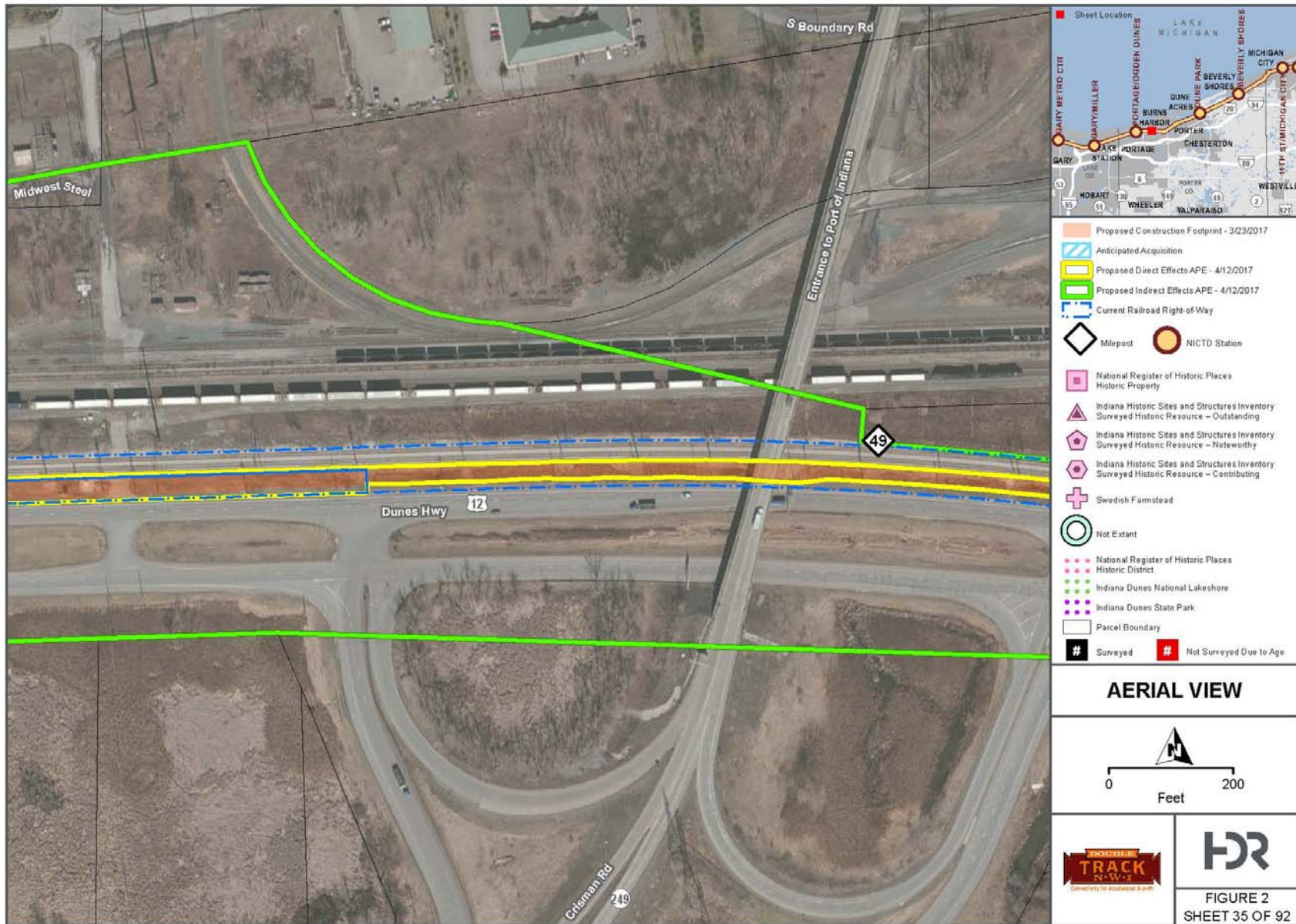


Figure B - 15. APE in Porter County (map 15 of 60).

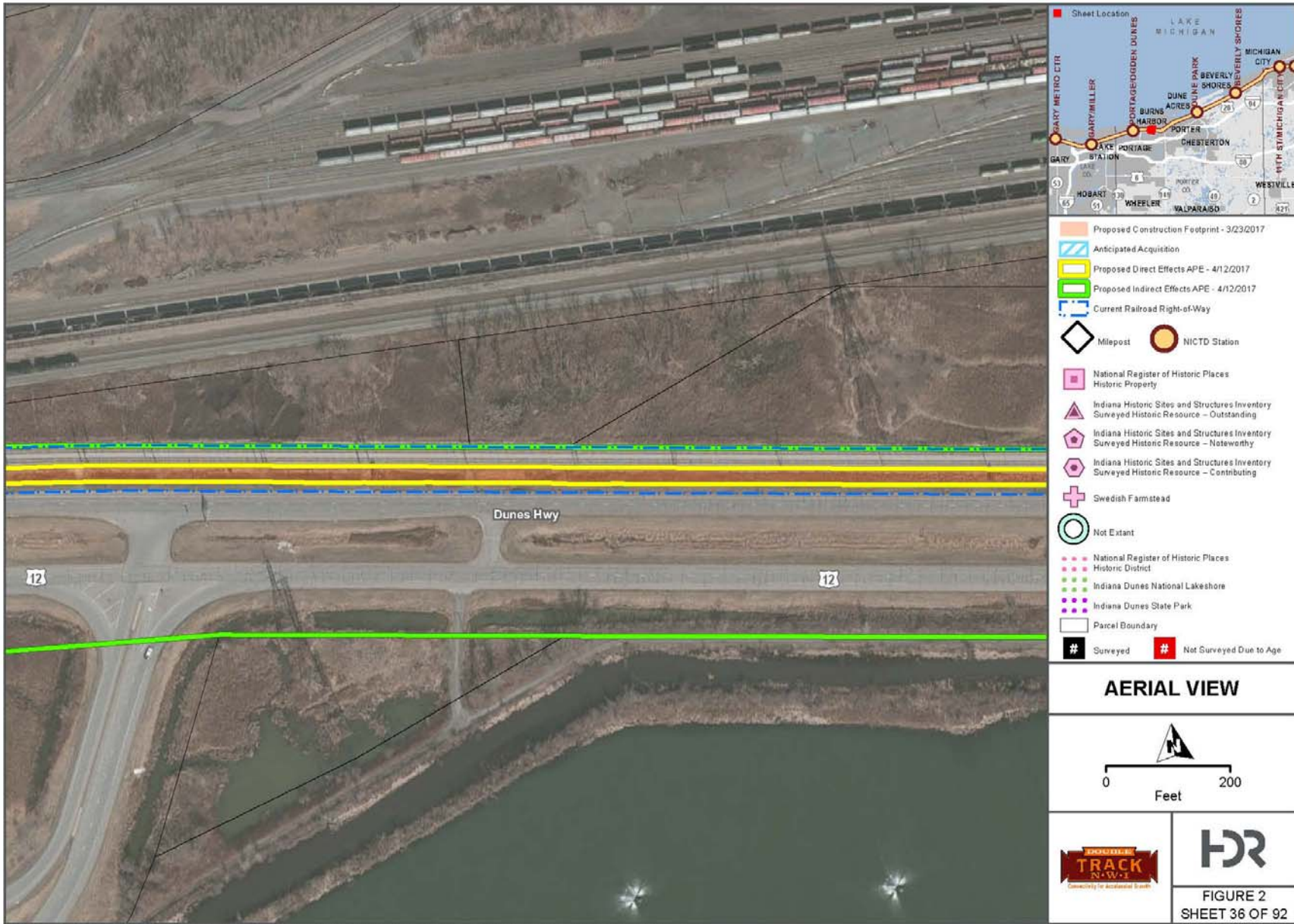


Figure B - 16. APE in Porter County (map 16 of 60).

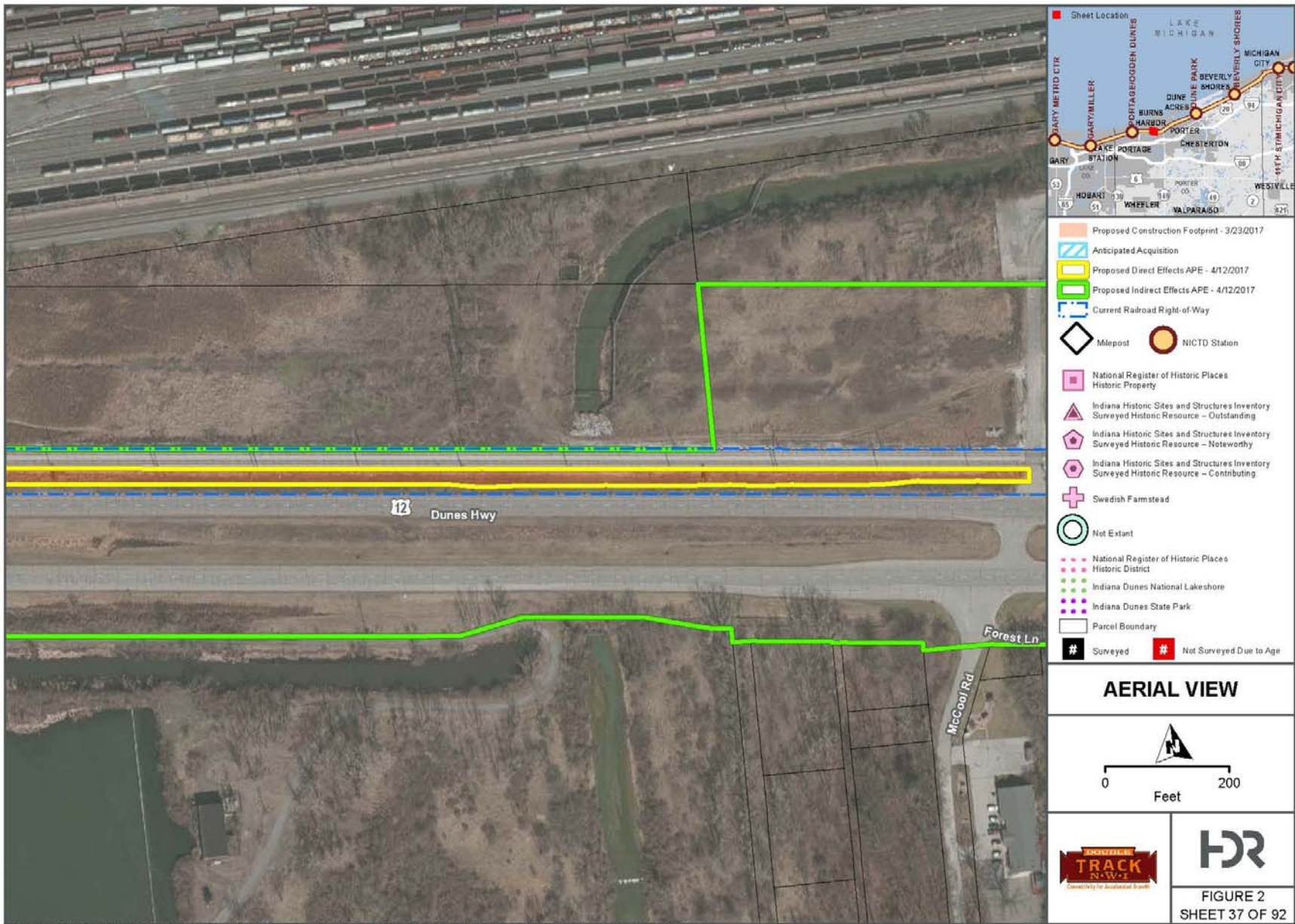




Figure B - 17. APE in Porter County (map 17 of 60).

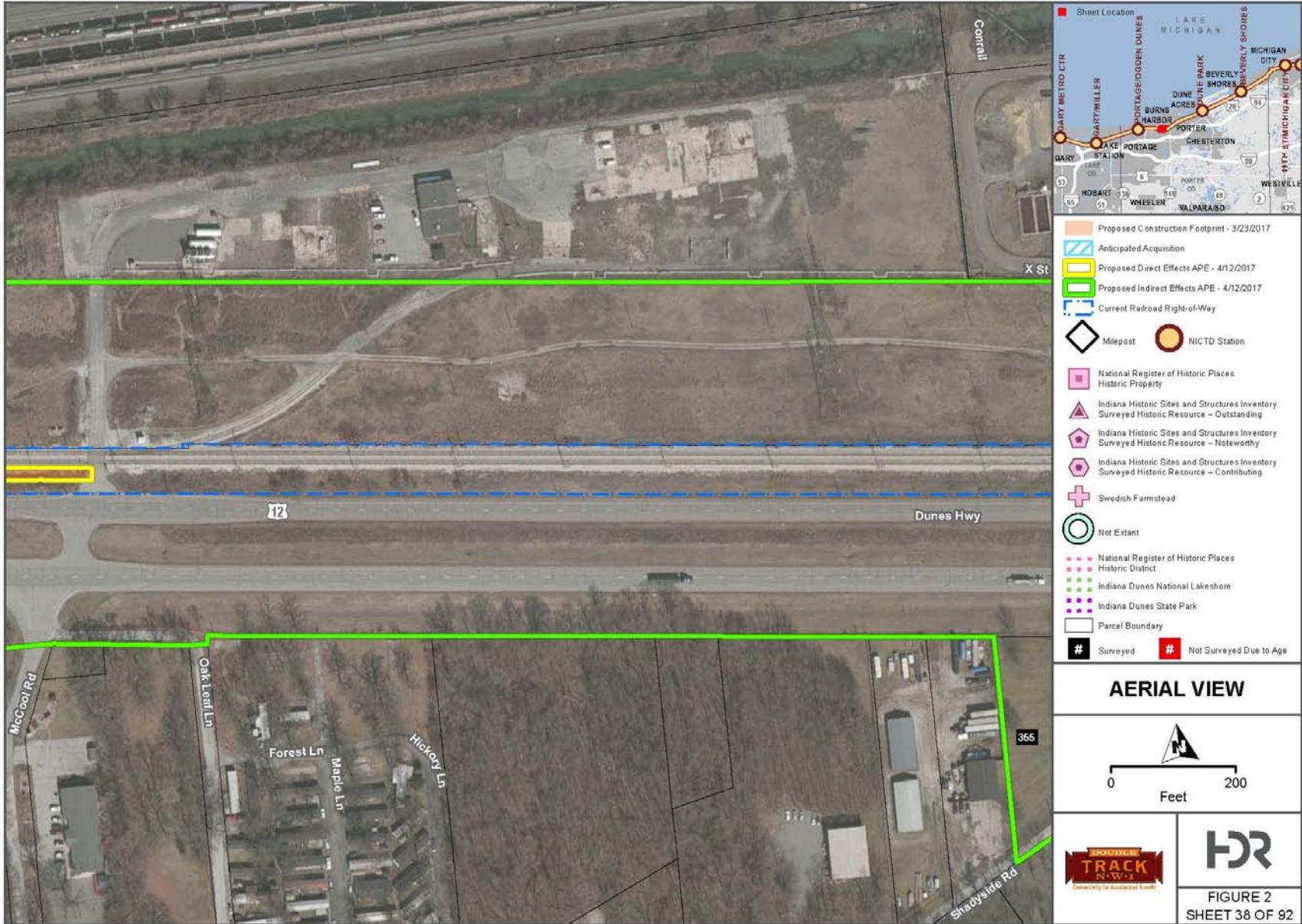


Figure B - 18. APE in Porter County (map 18 of 60).

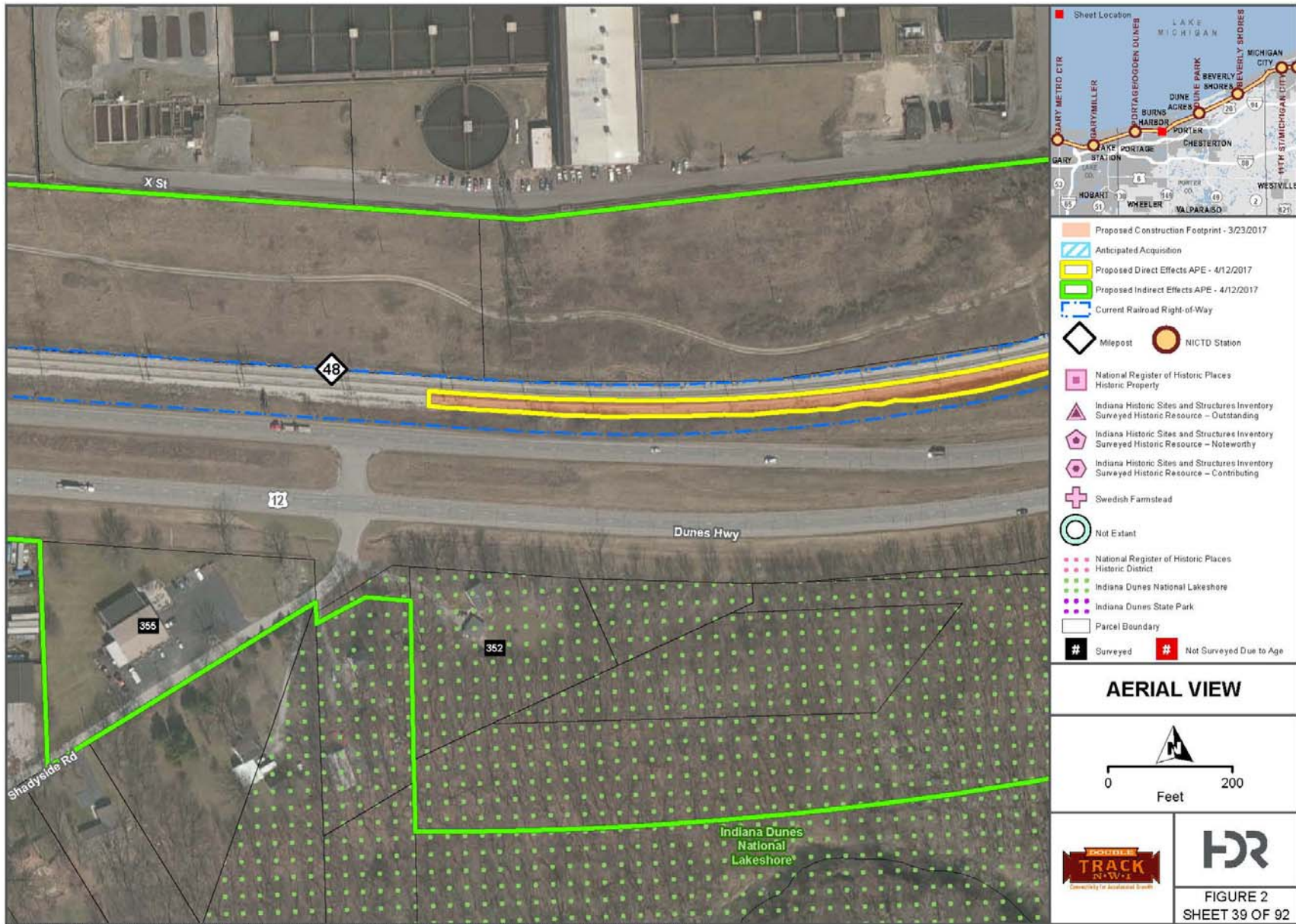


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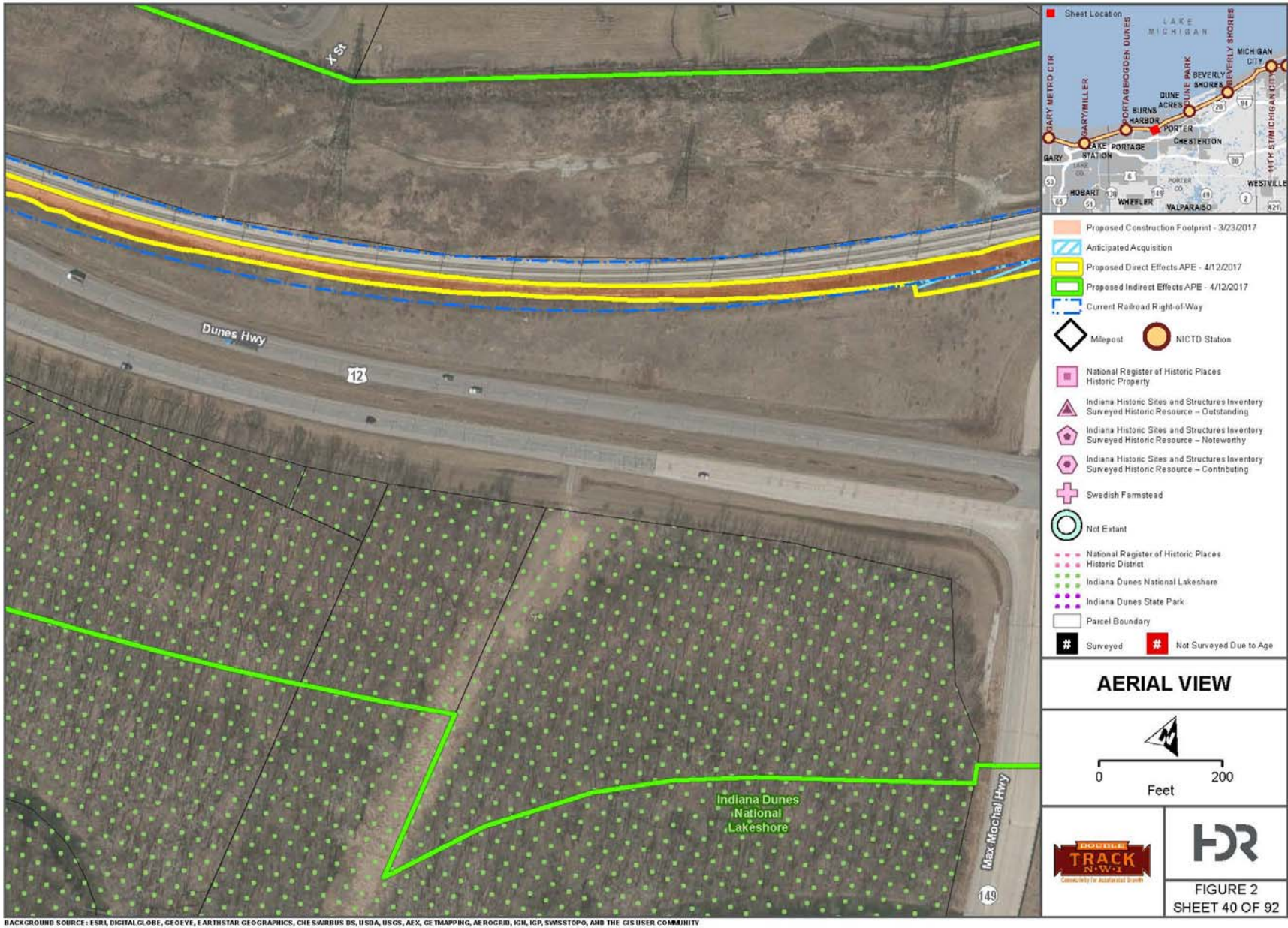


Figure B - 20. APE in Porter County (map 20 of 60).

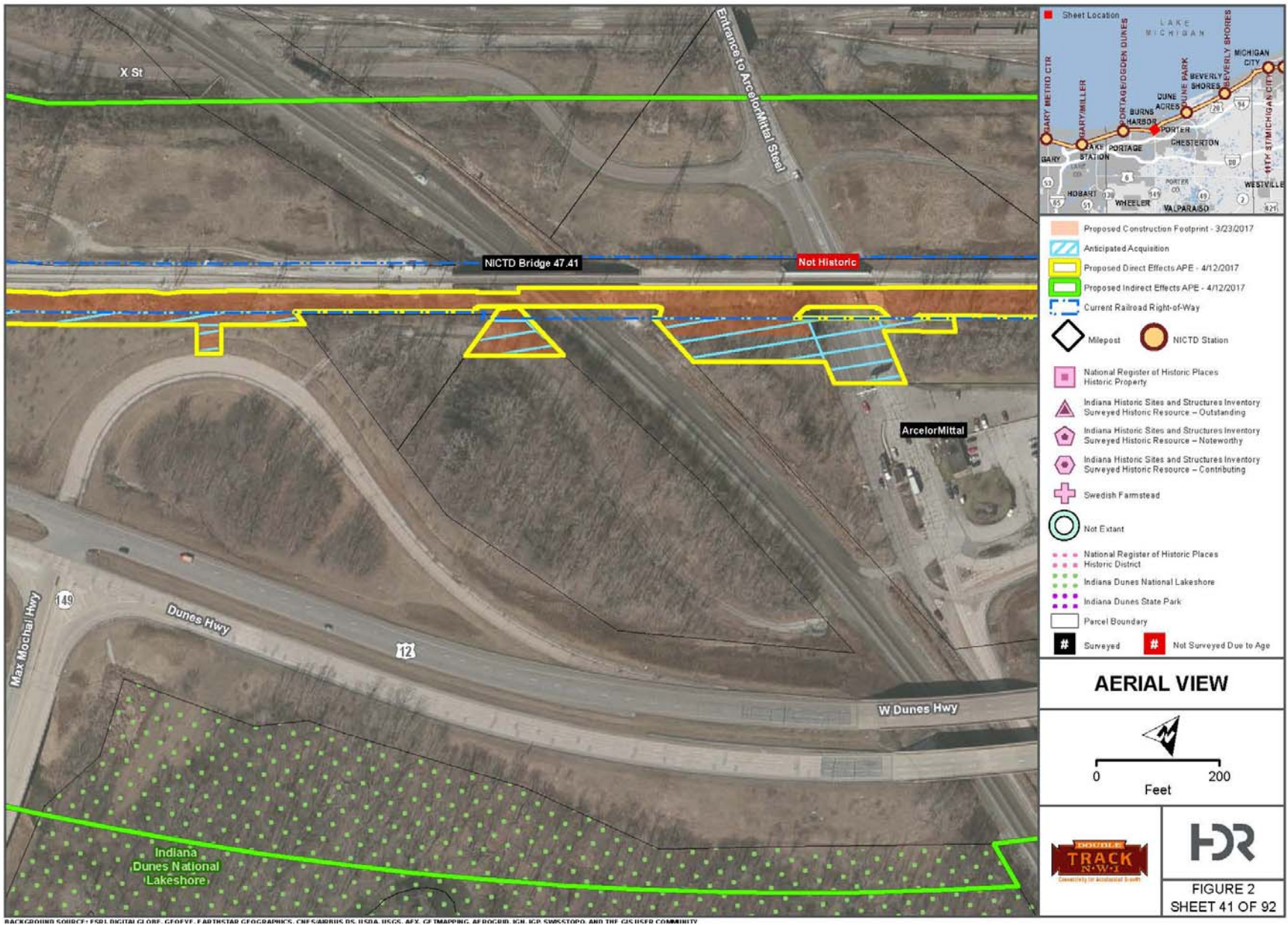


Figure B - 21. APE in Porter County (map 21 of 60).

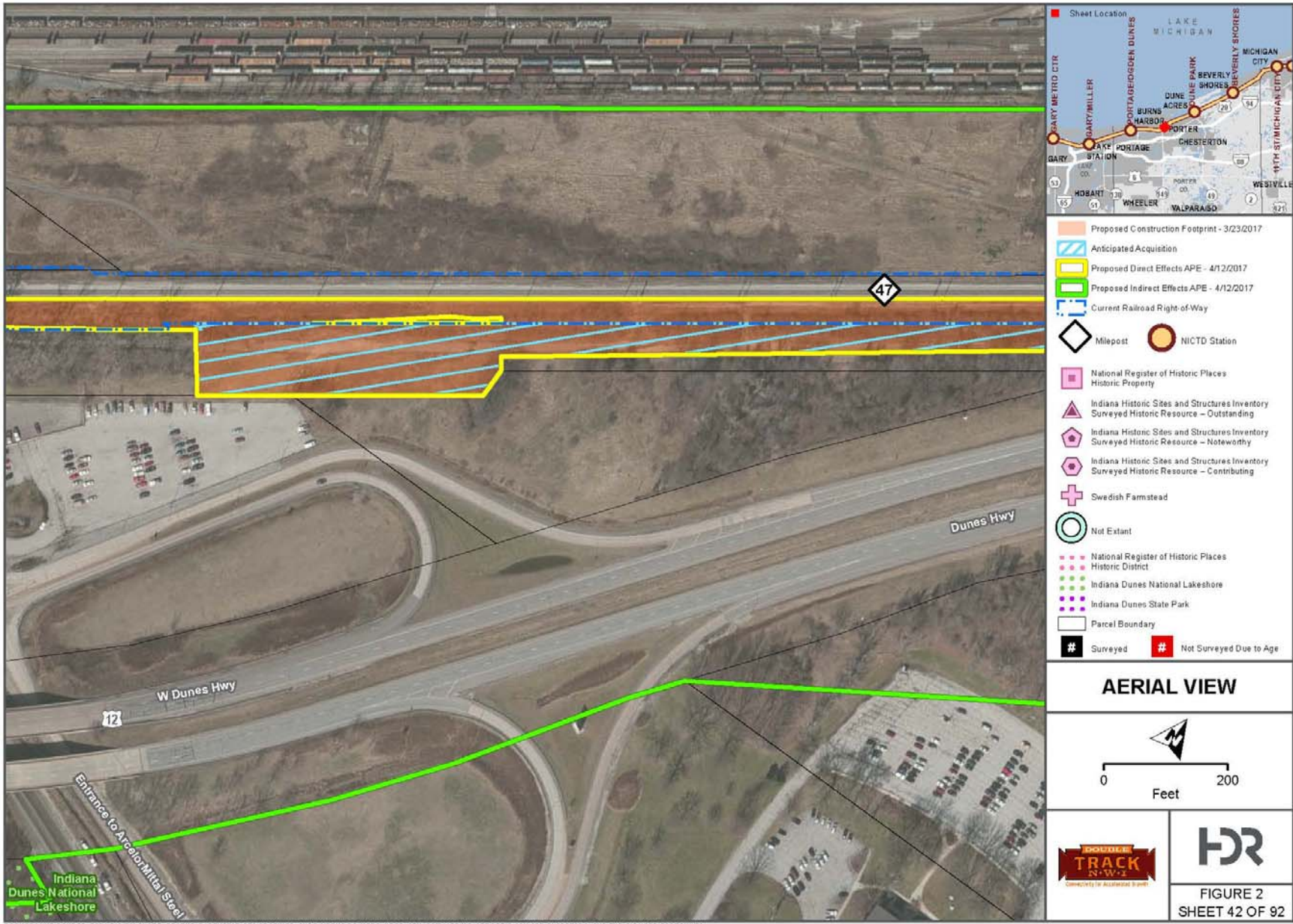


Figure B - 22. APE in Porter County (map 22 of 60).

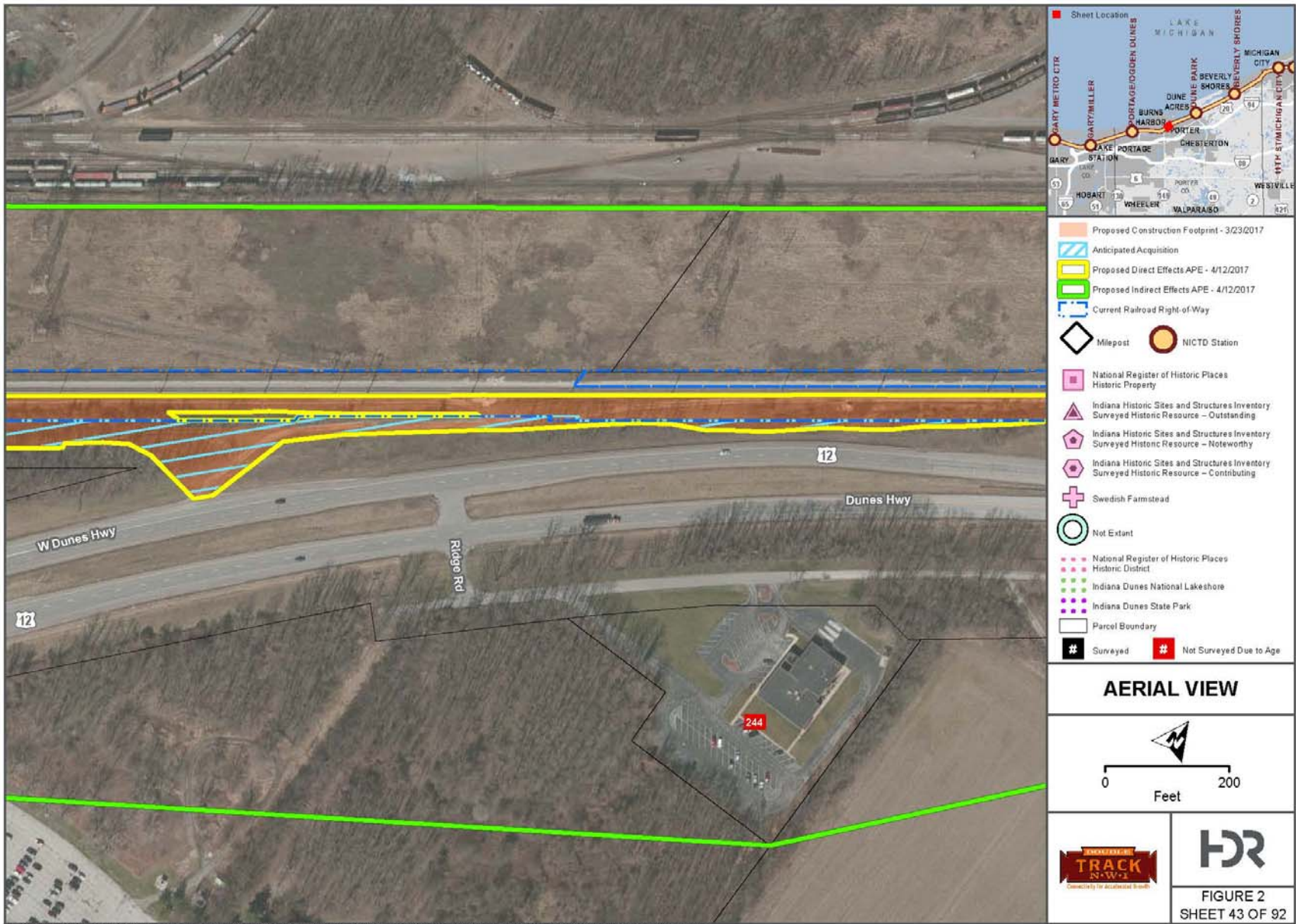


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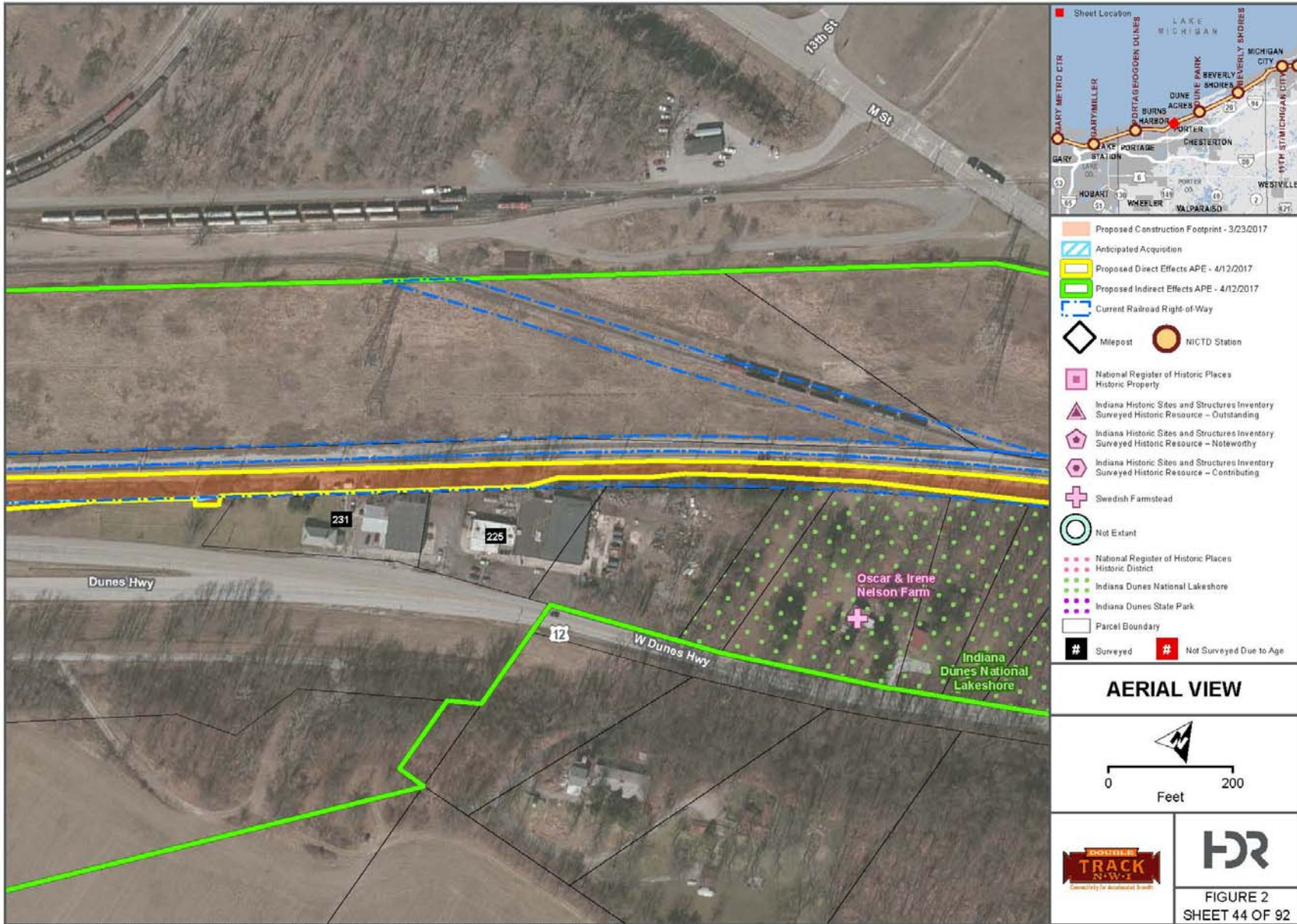


Figure B - 24. APE in Porter County (map 24 of 60).

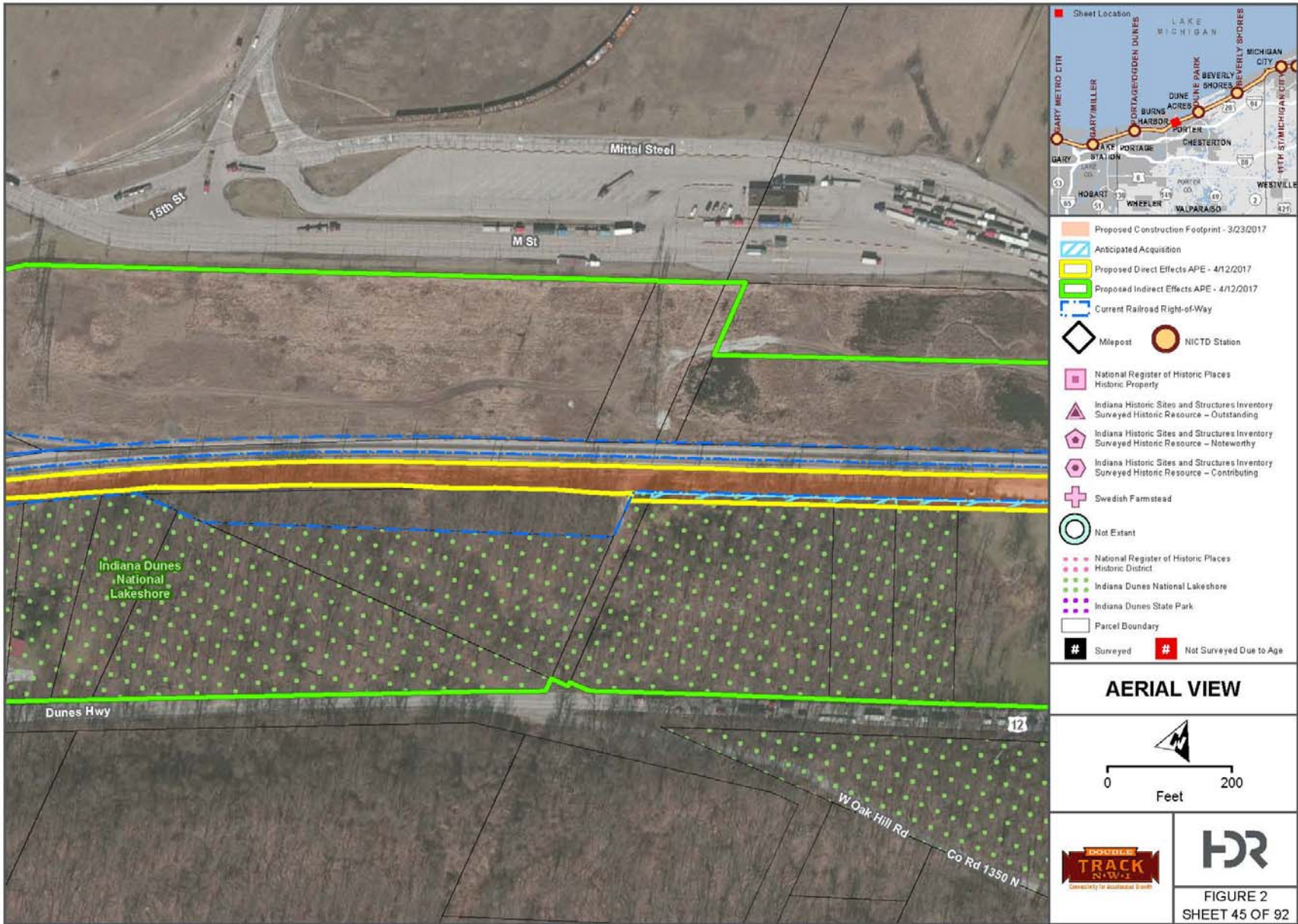




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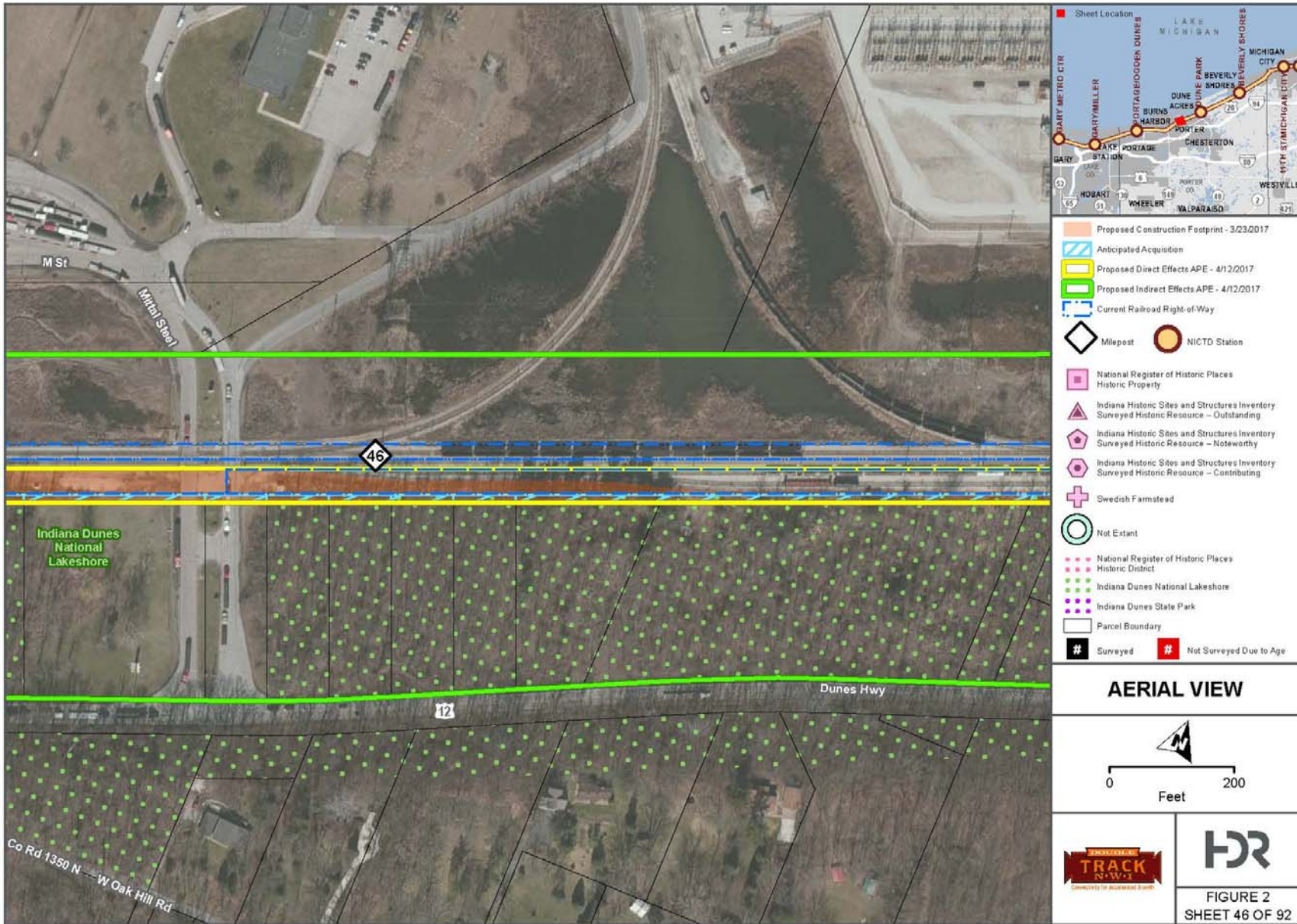


Figure B - 26. APE in Porter County (map 26 of 60).

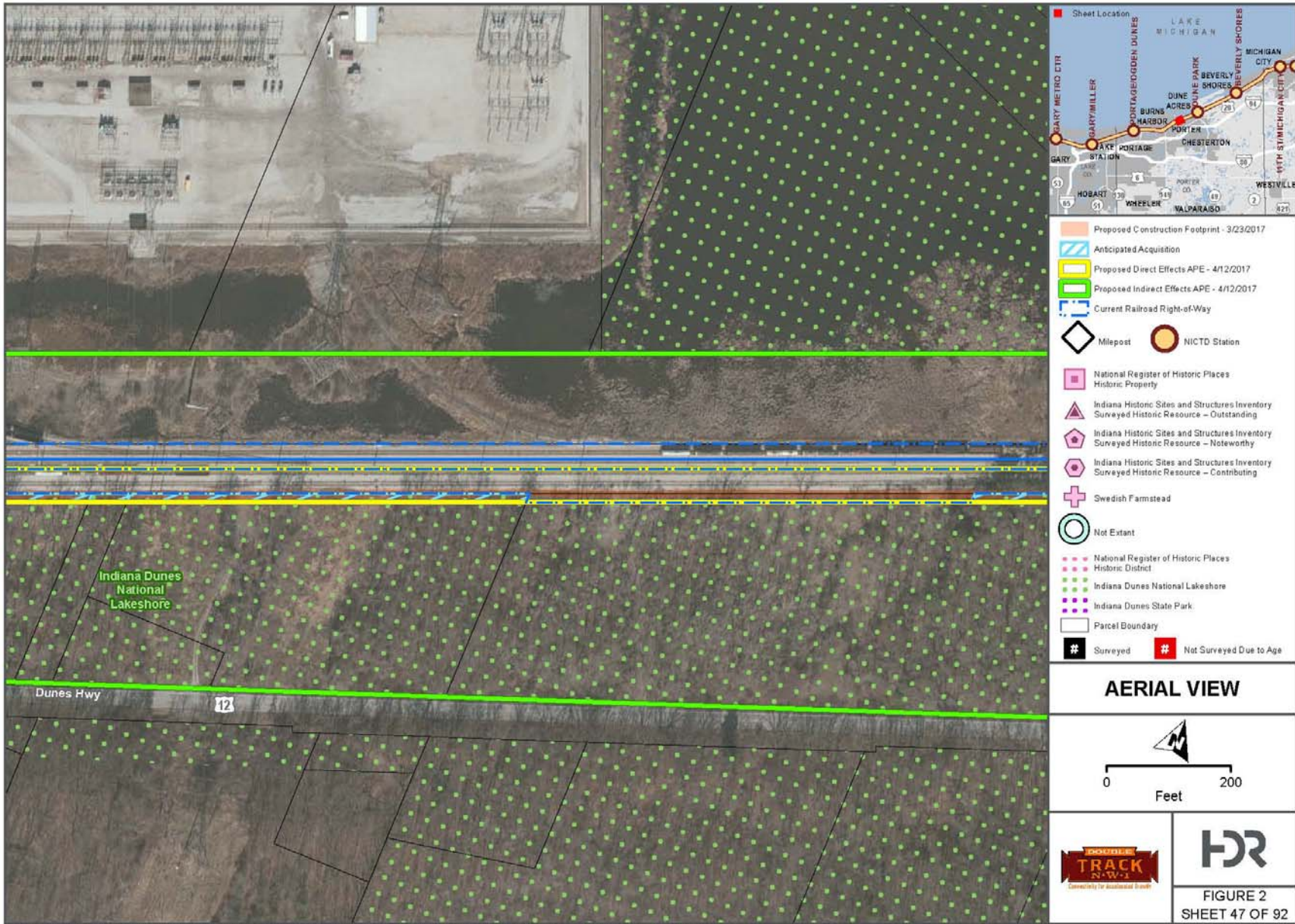


Figure B - 27. APE in Porter County (map 27 of 60).

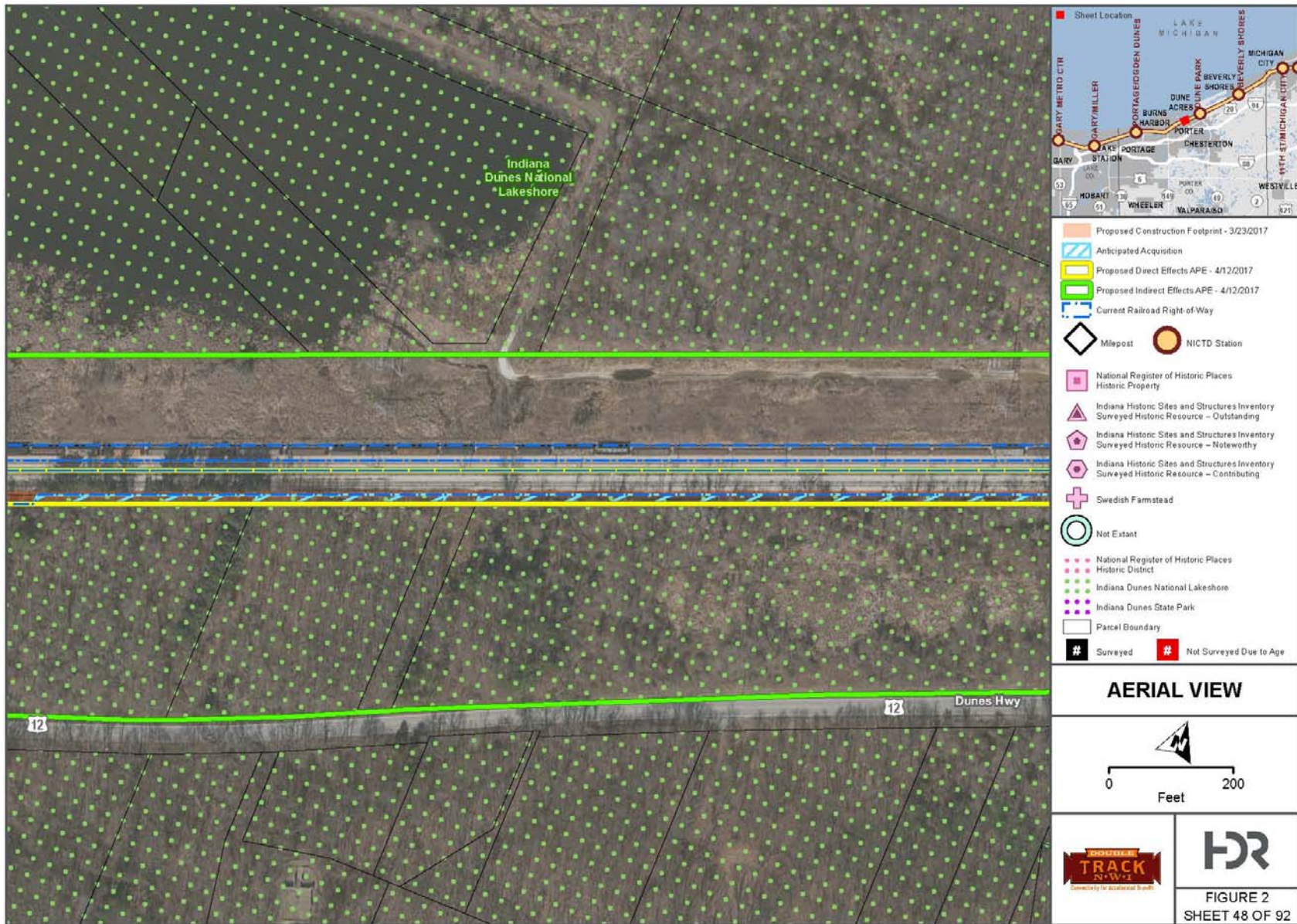


Figure B - 28. APE in Porter County (map 28 of 60).

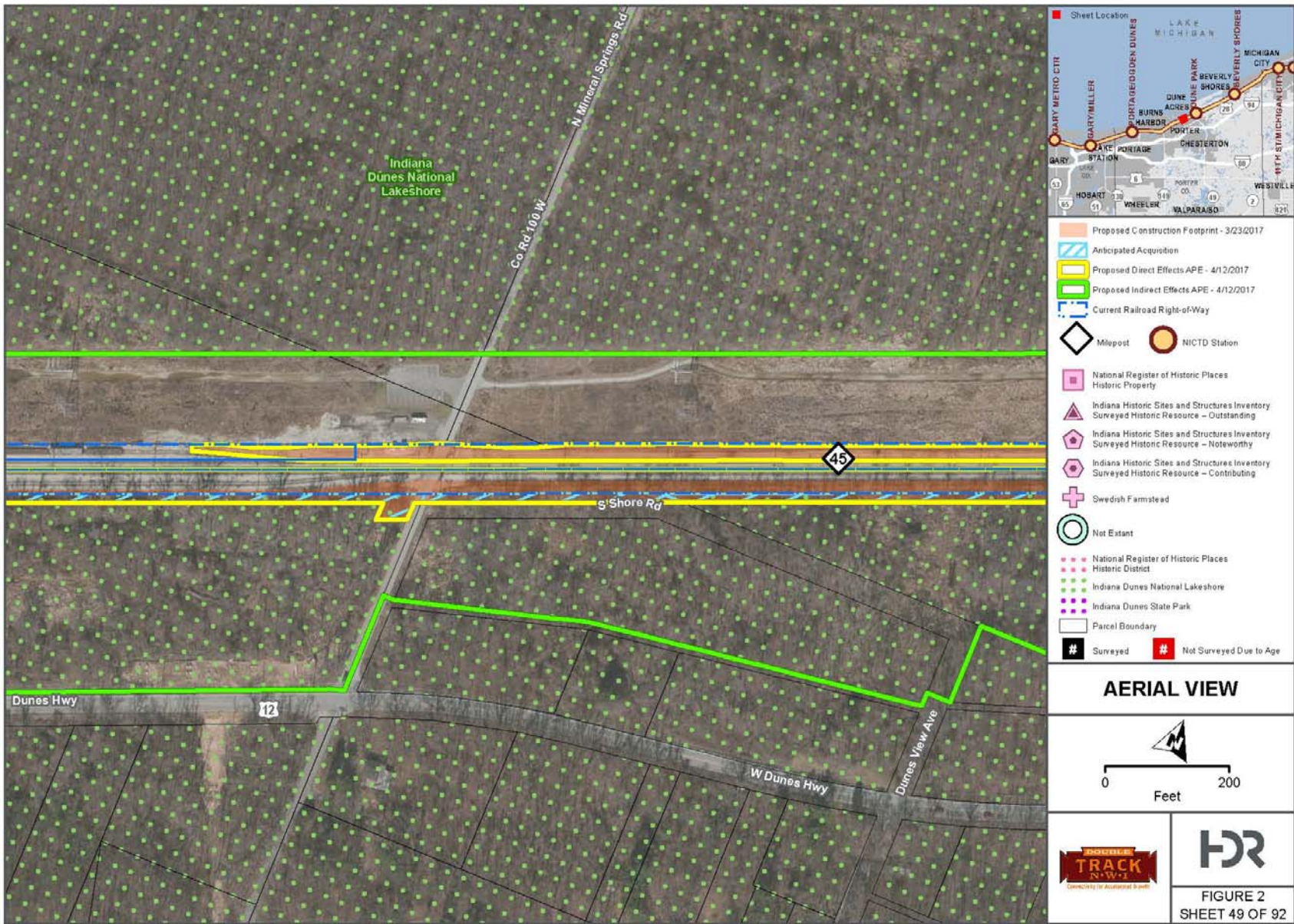


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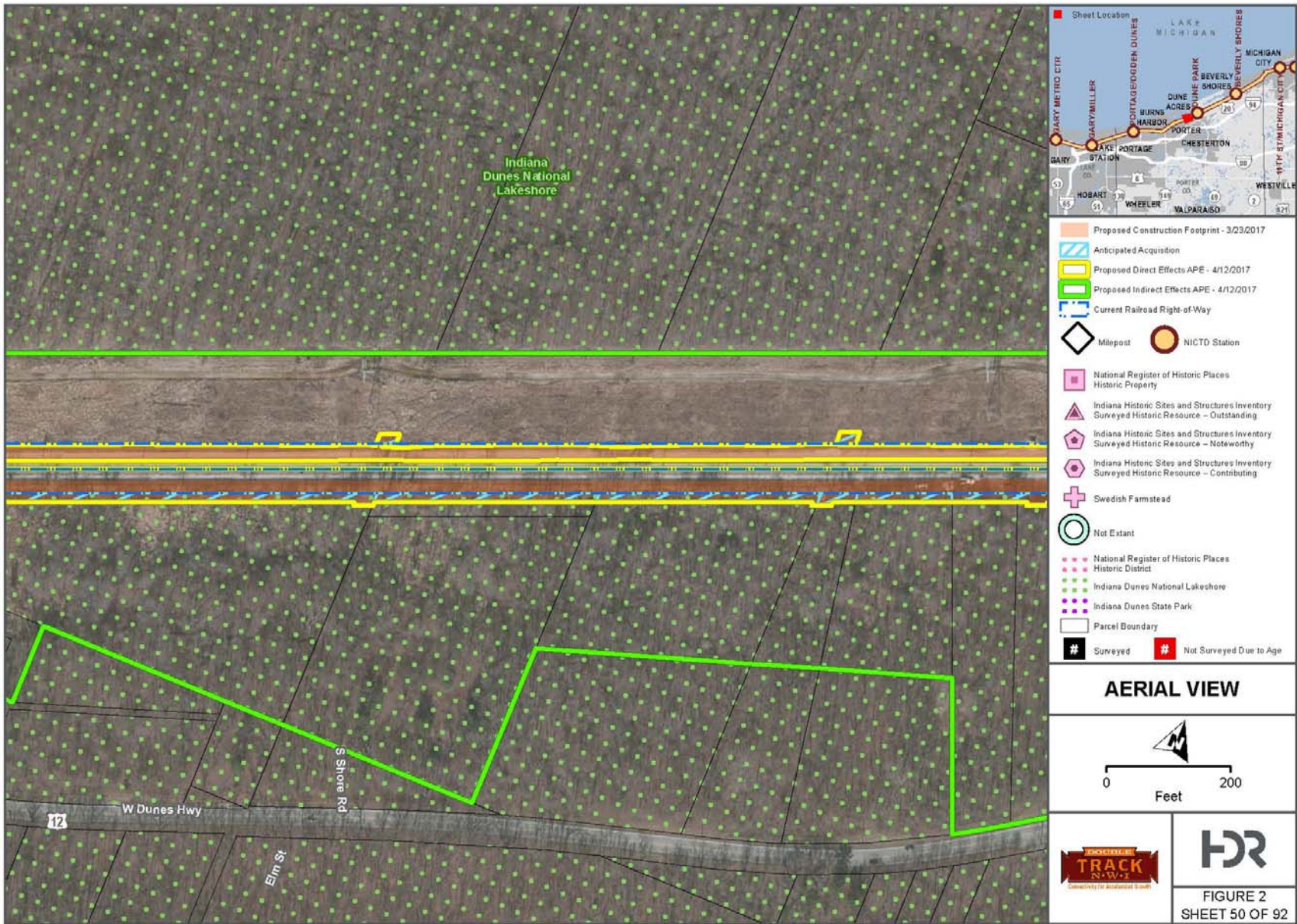


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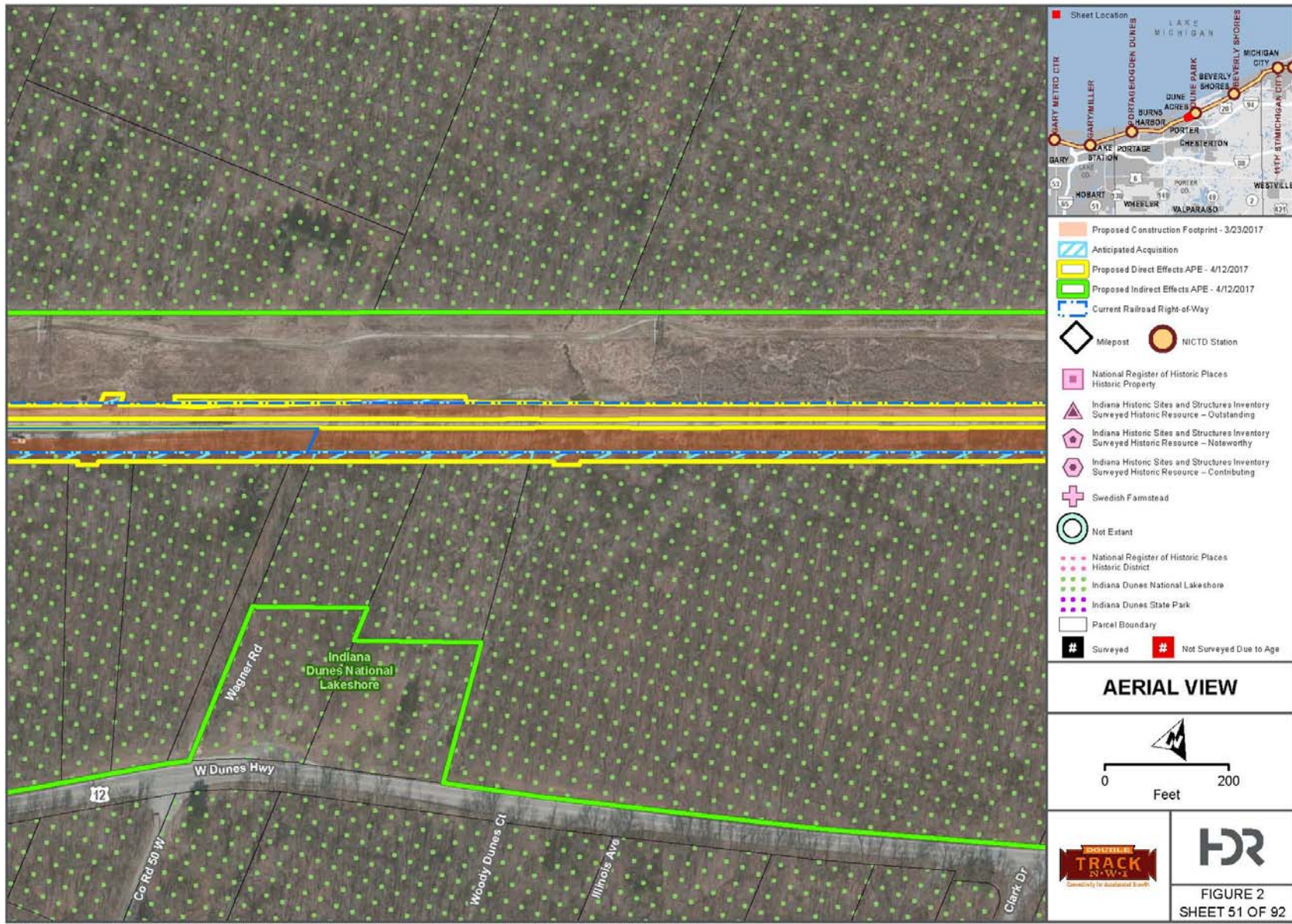


Figure B - 31. APE in Porter County (map 31 of 60).



Figure B - 32. APE in Porter County (map 32 of 60).

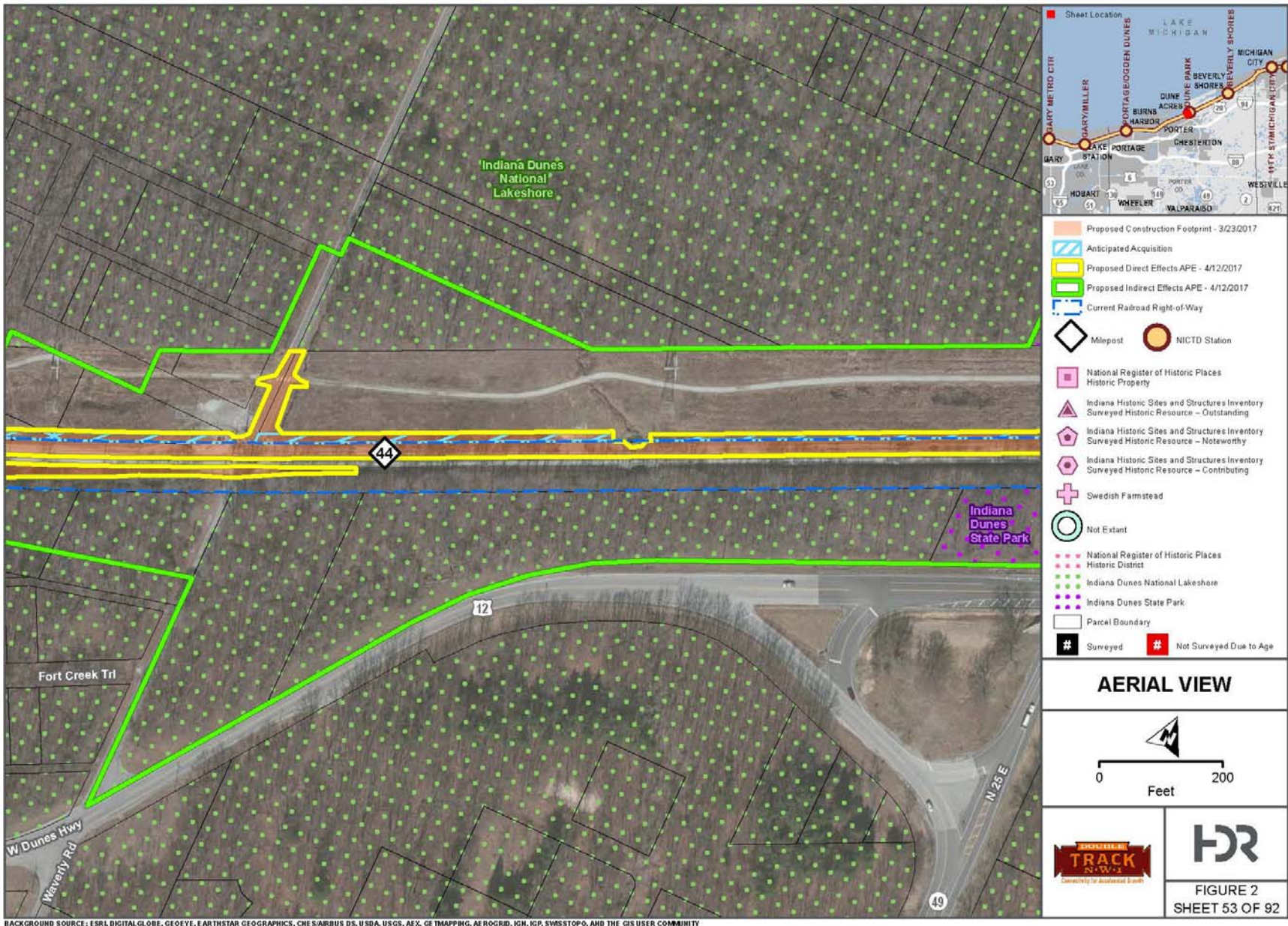




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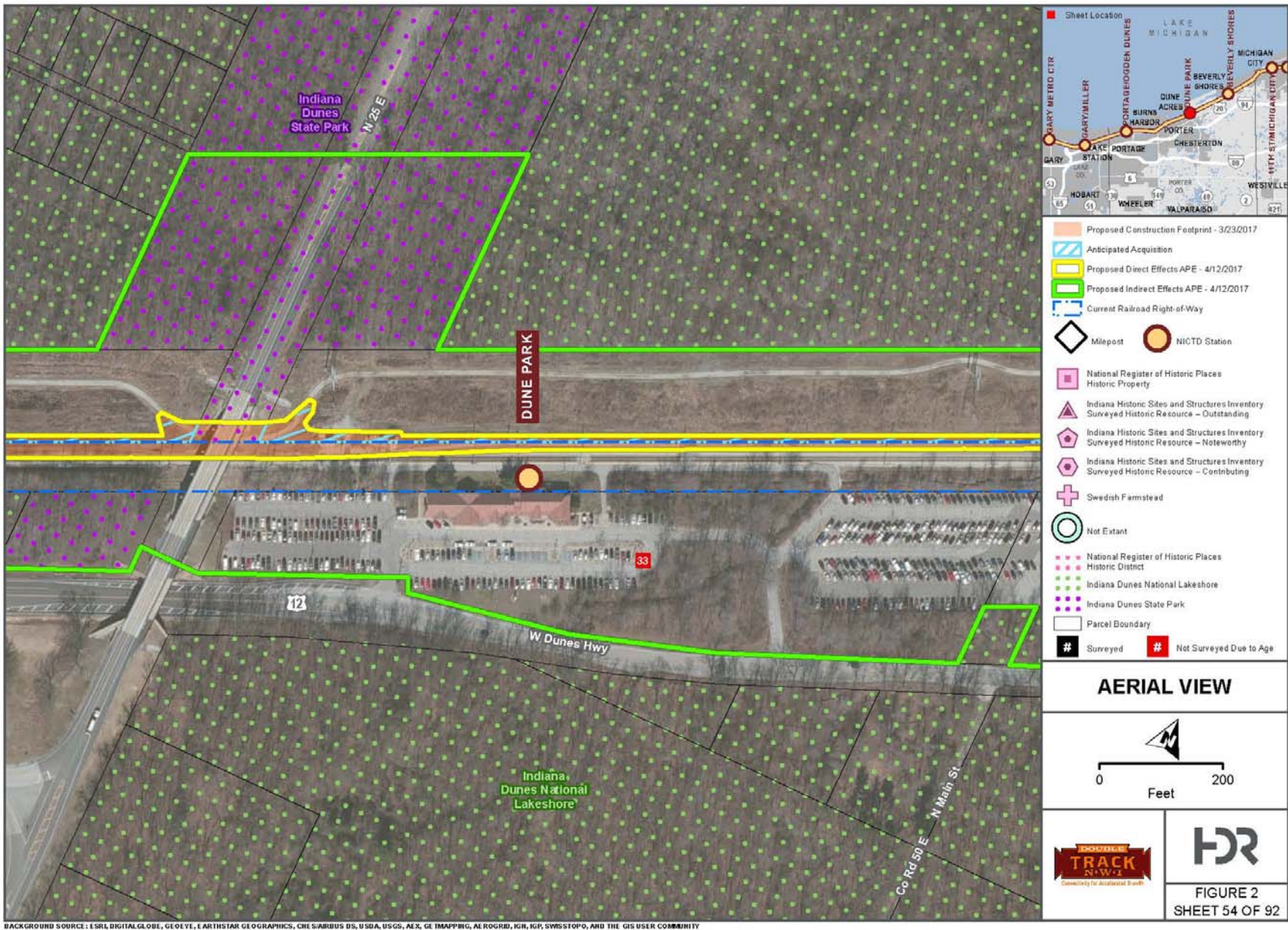


Figure B - 34. APE in Porter County (map 34 of 60).



Figure B - 35. APE in Porter County (map 35 of 60).

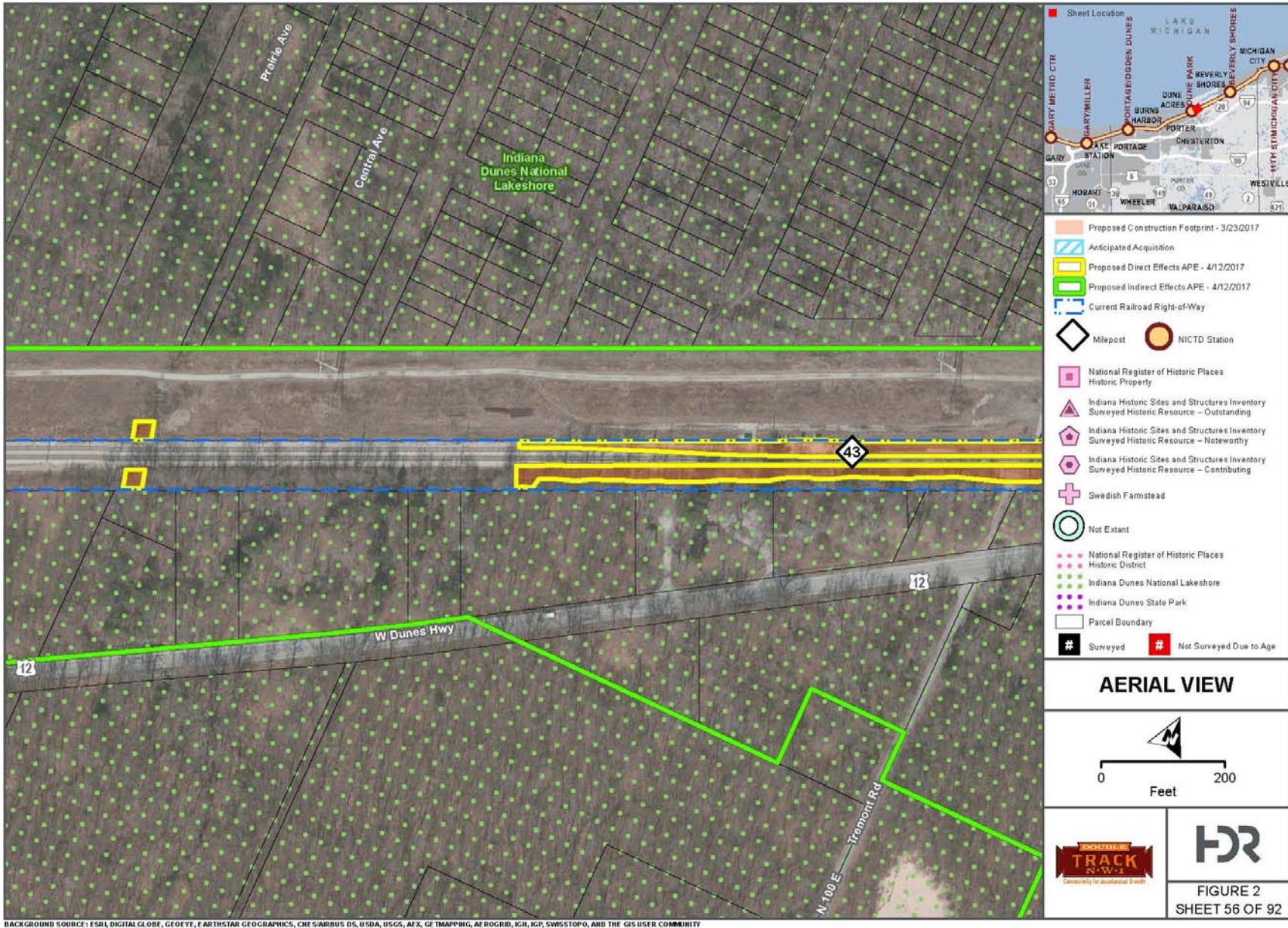


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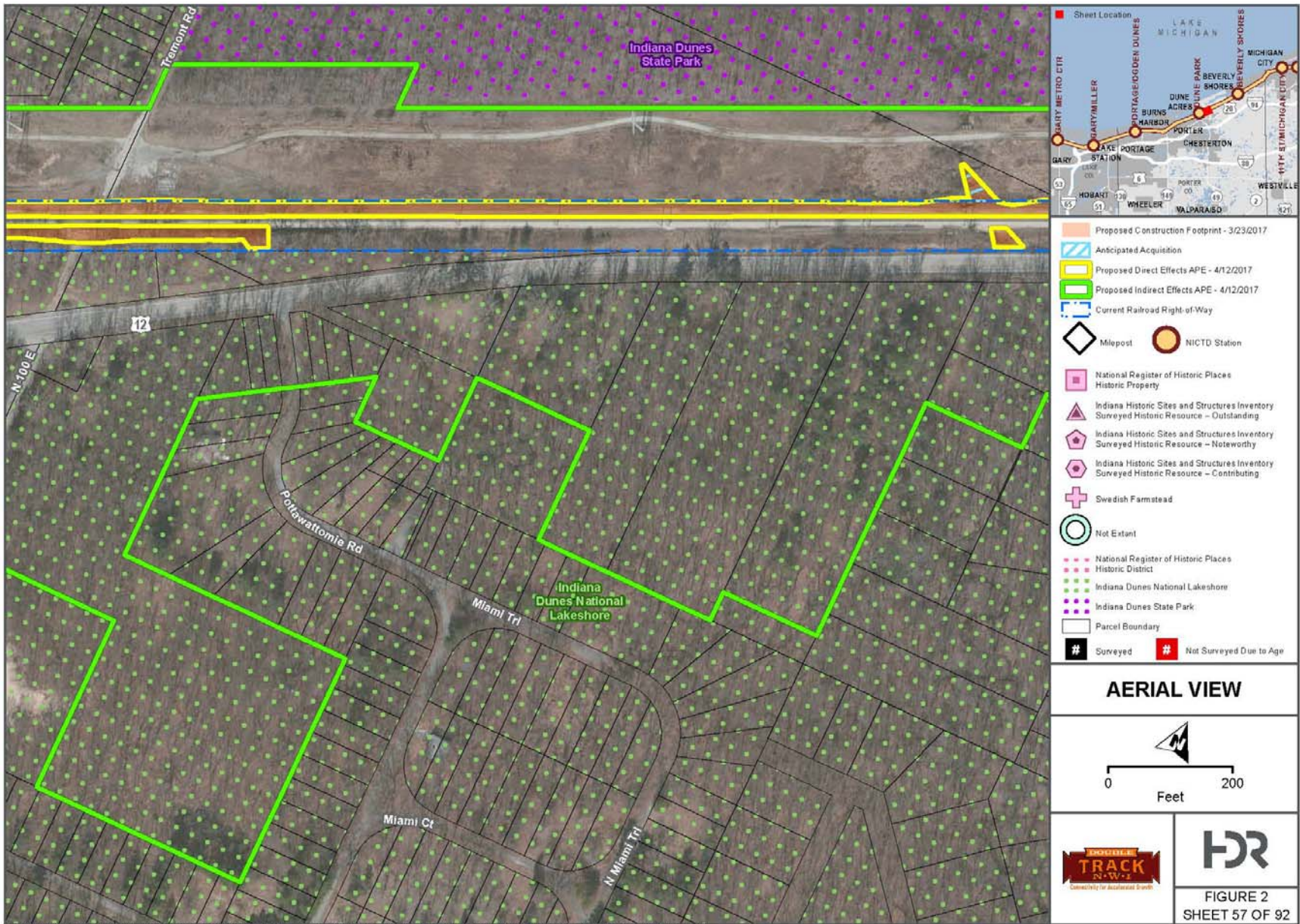


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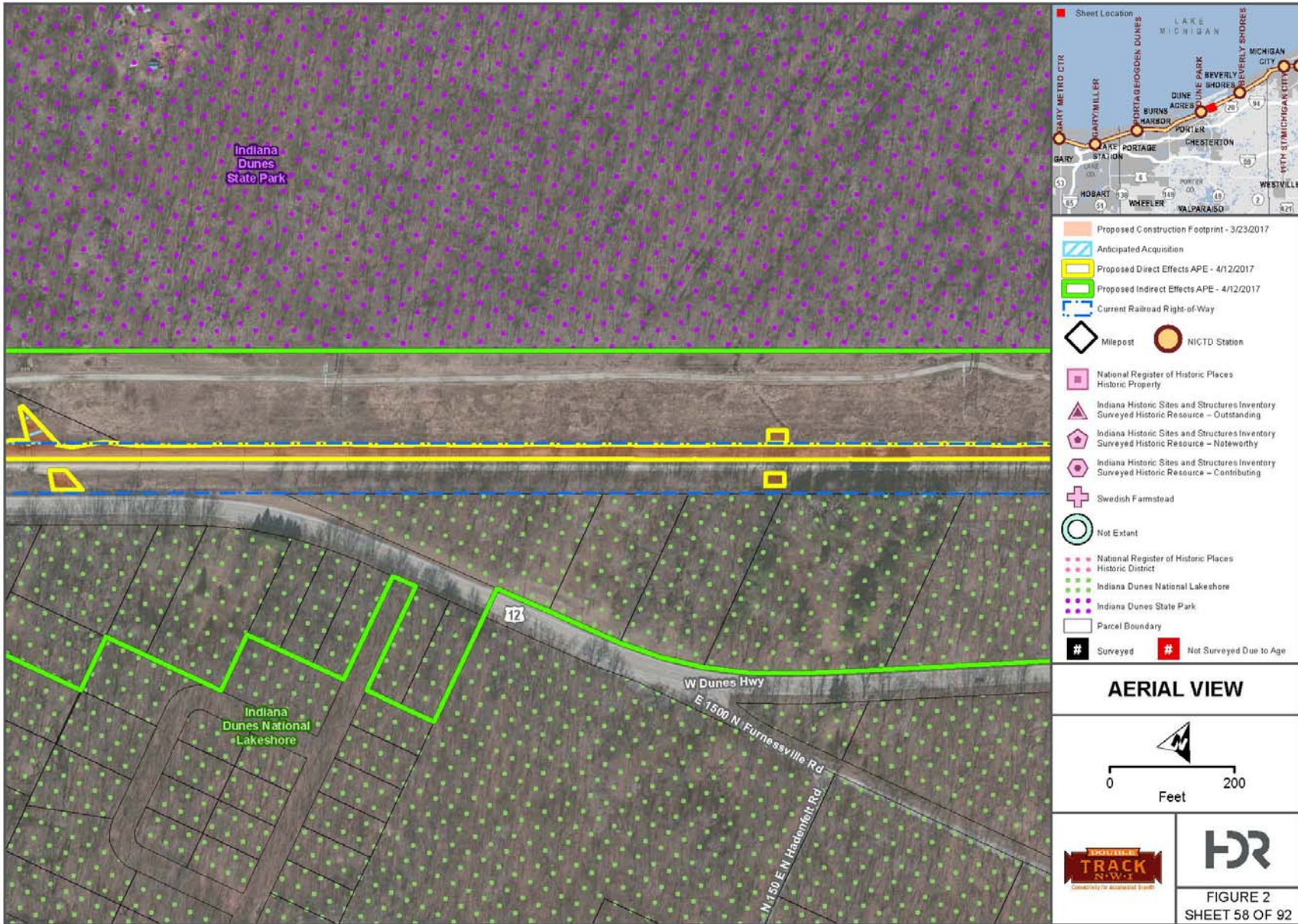


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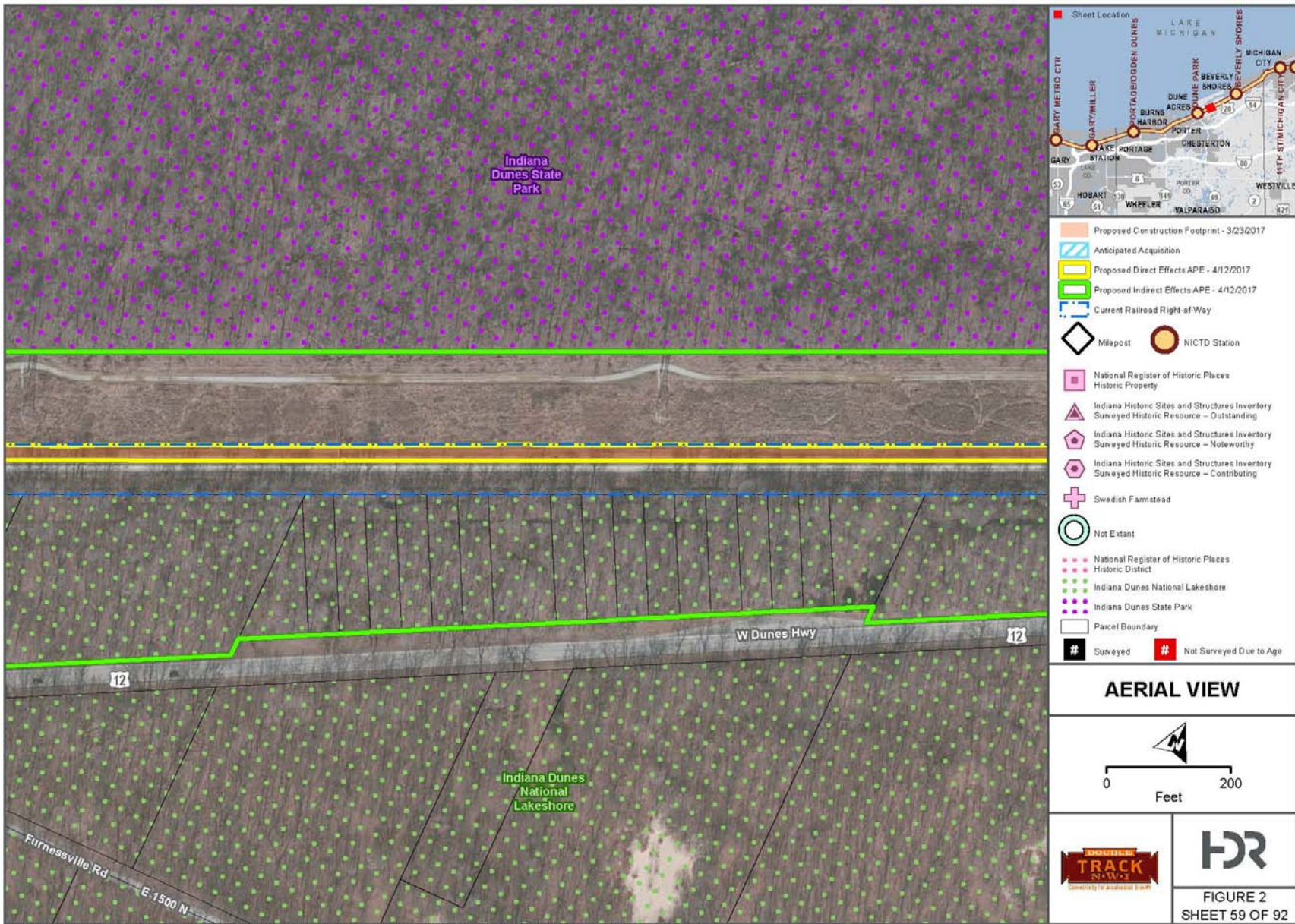


Figure B - 39. APE in Porter County (map 39 of 60).

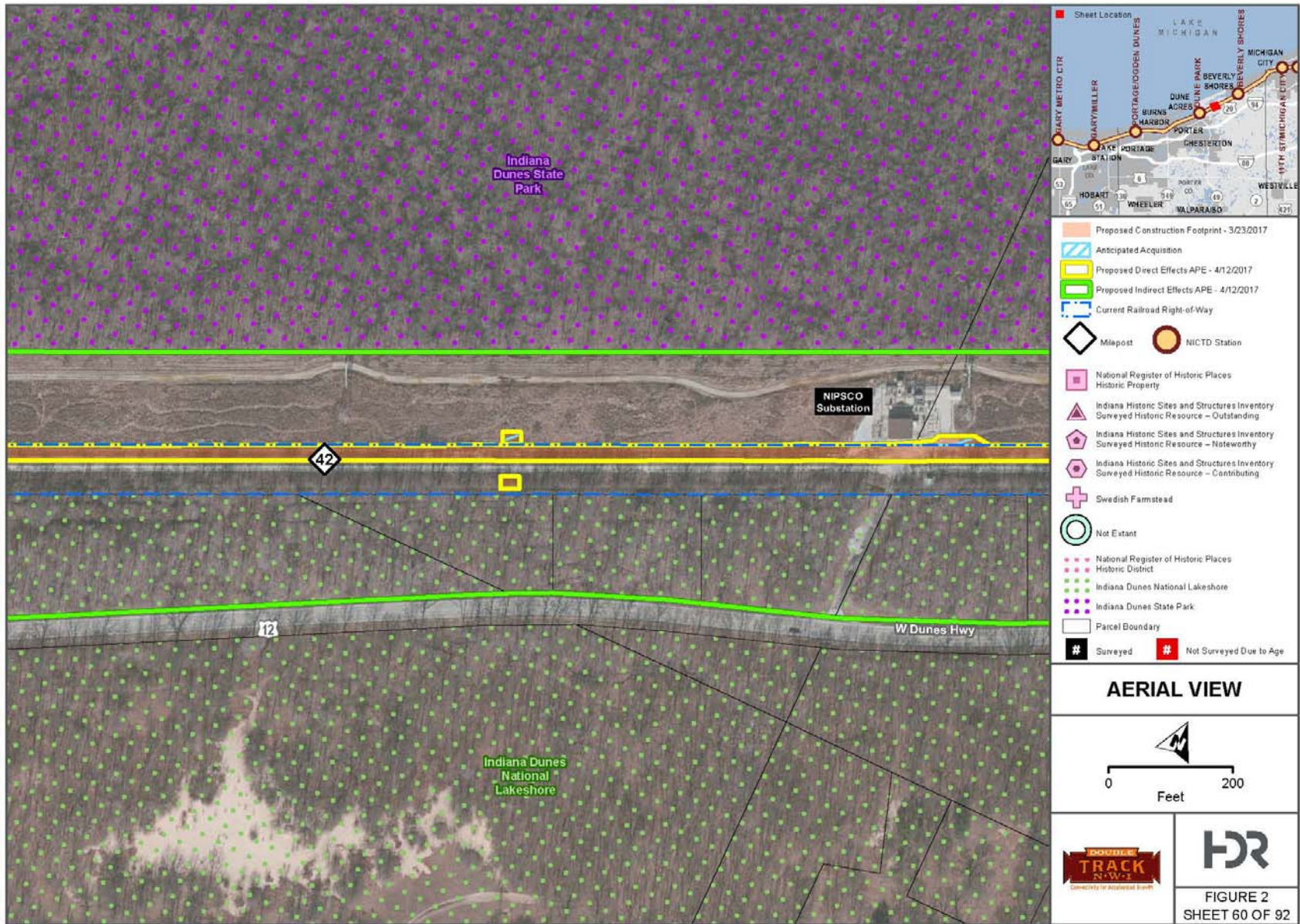


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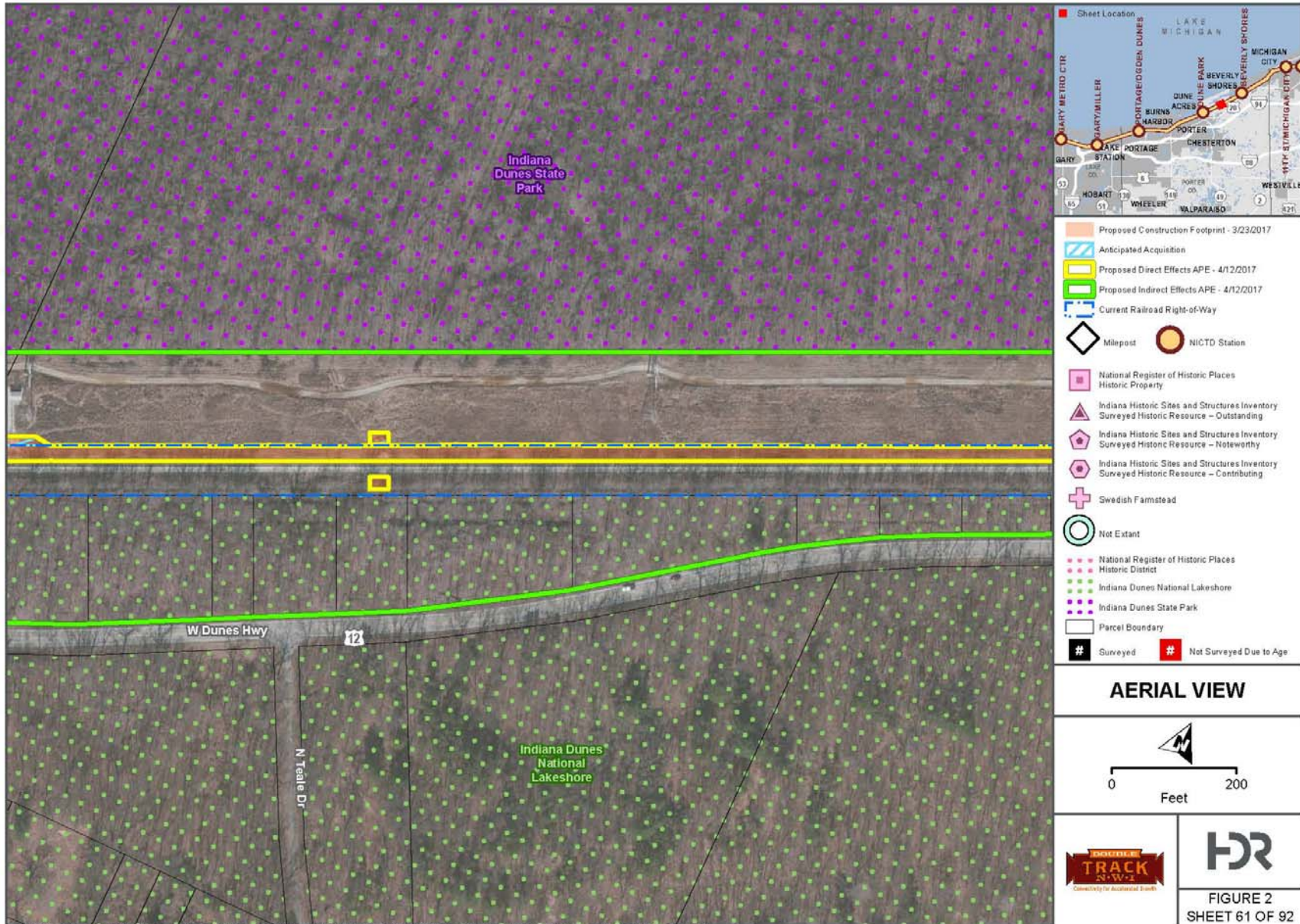




Figure B - 41. APE in Porter County (map 41 of 60).

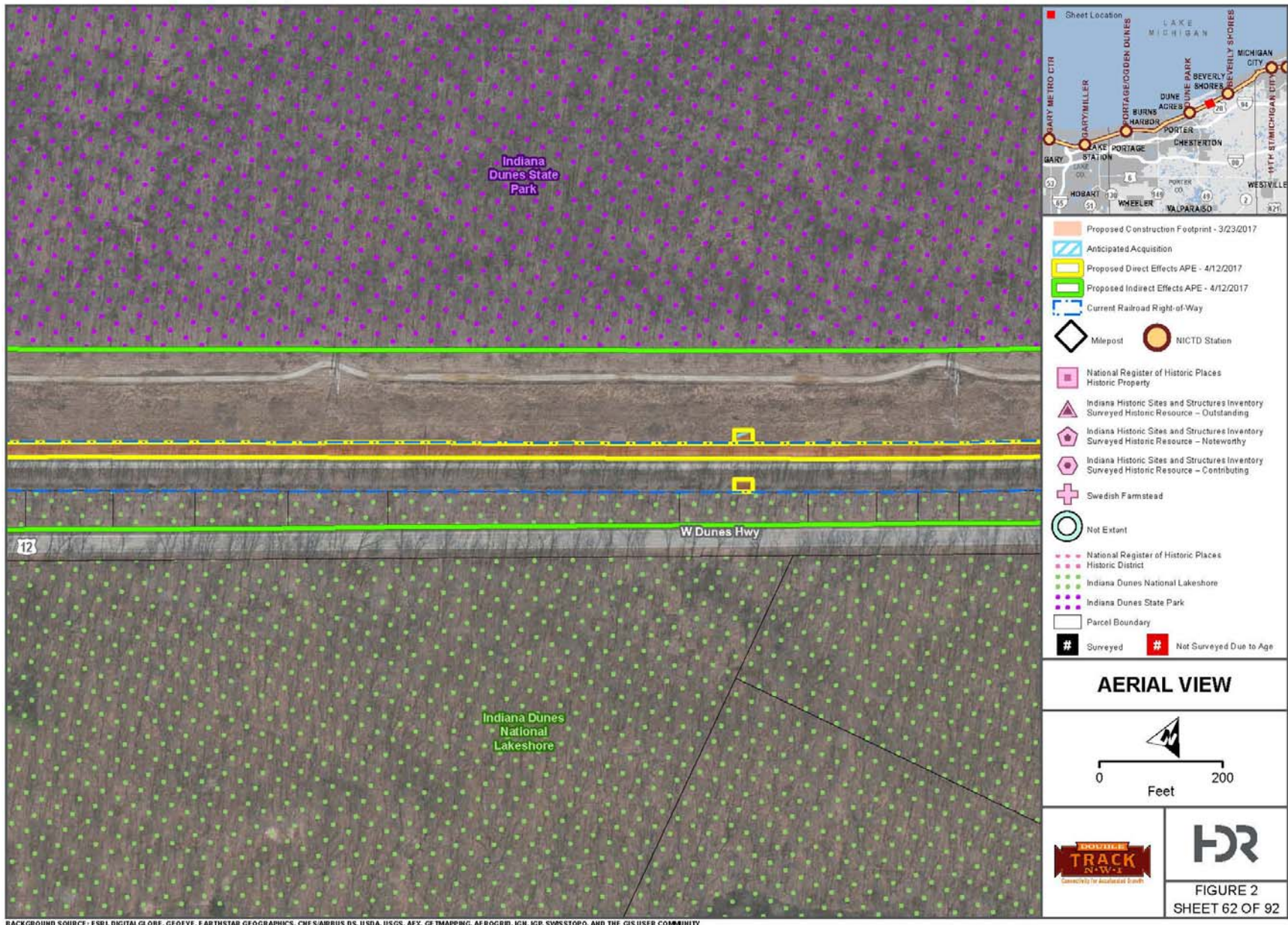


Figure B - 42. APE in Porter County (map 42 of 60).



Figure B - 43. APE in Porter County (map 43 of 60).

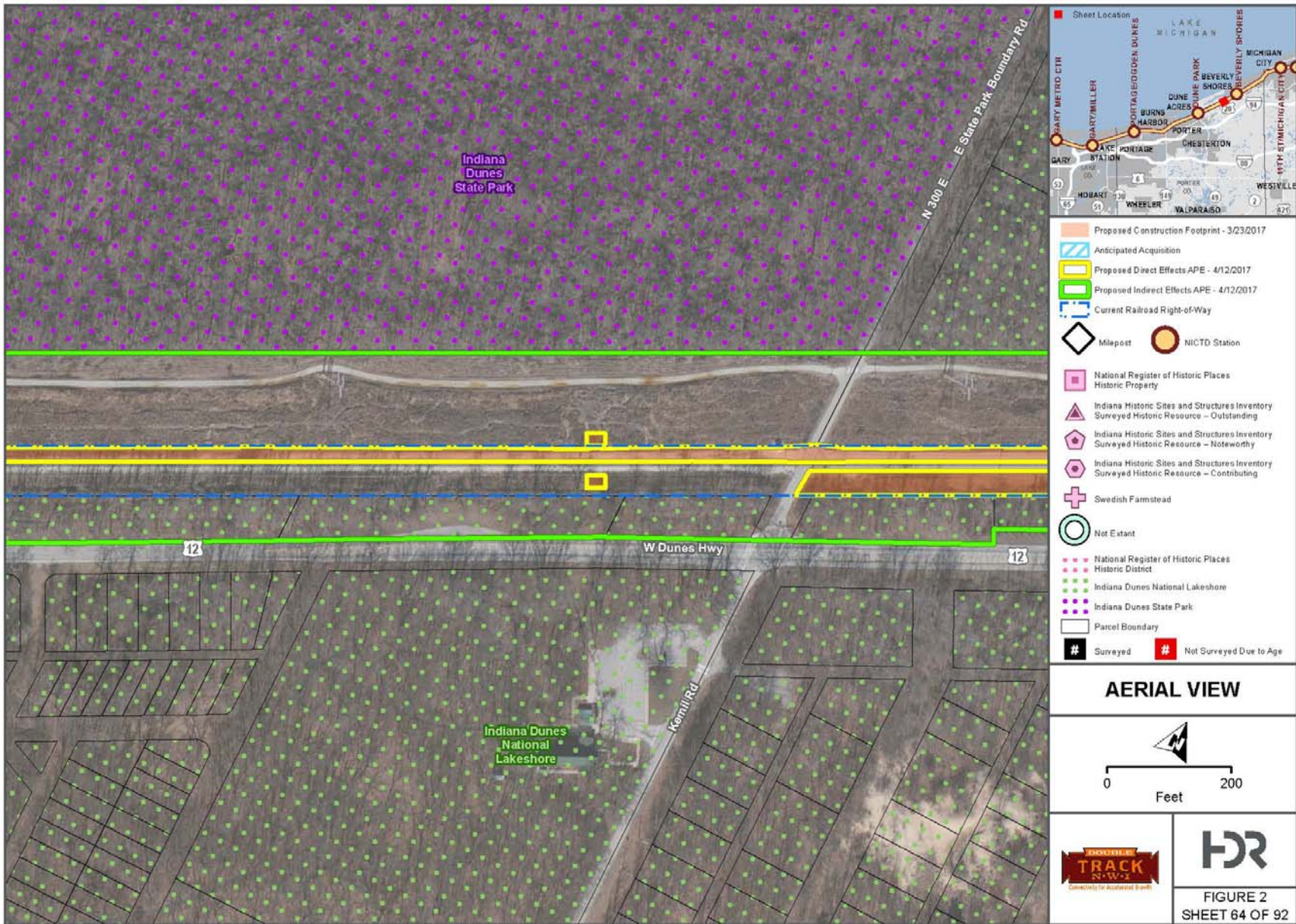


Figure B - 44. APE in Porter County (map 44 of 60).

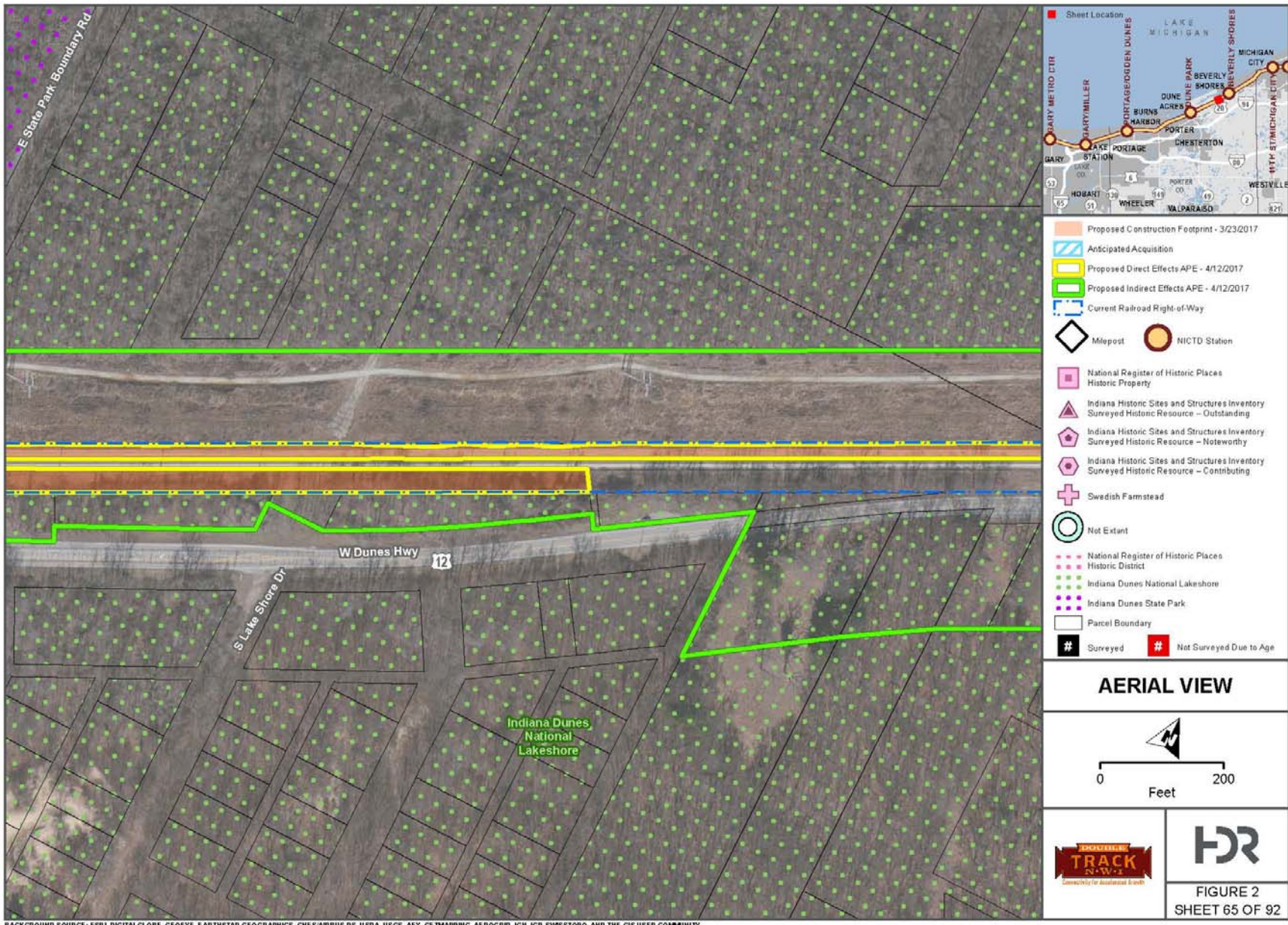


Figure B - 45. APE in Porter County (map 45 of 60).



Figure B - 46. APE in Porter County (map 46 of 60).

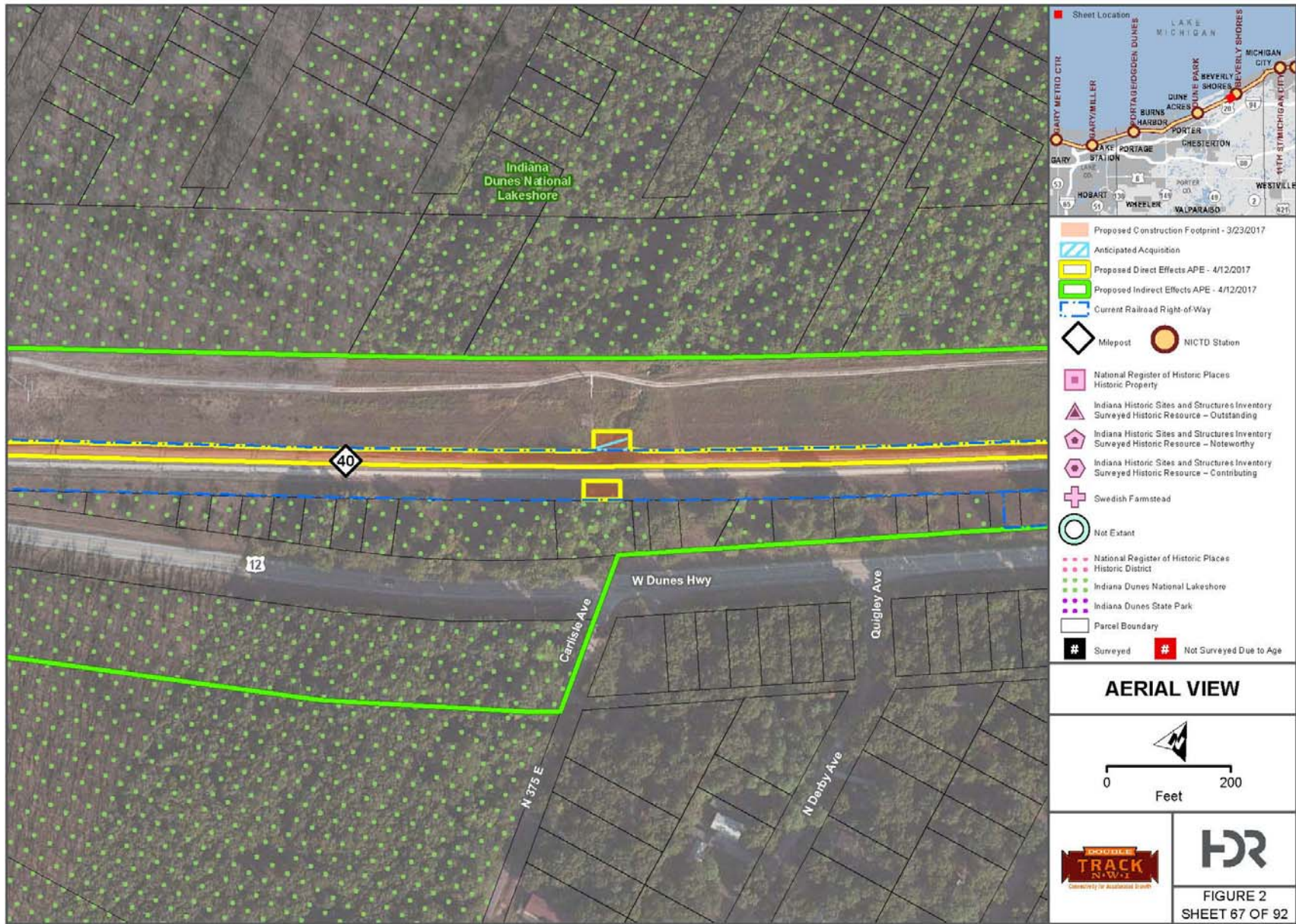


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Figure B - 48. APE in Porter County (map 48 of 60).

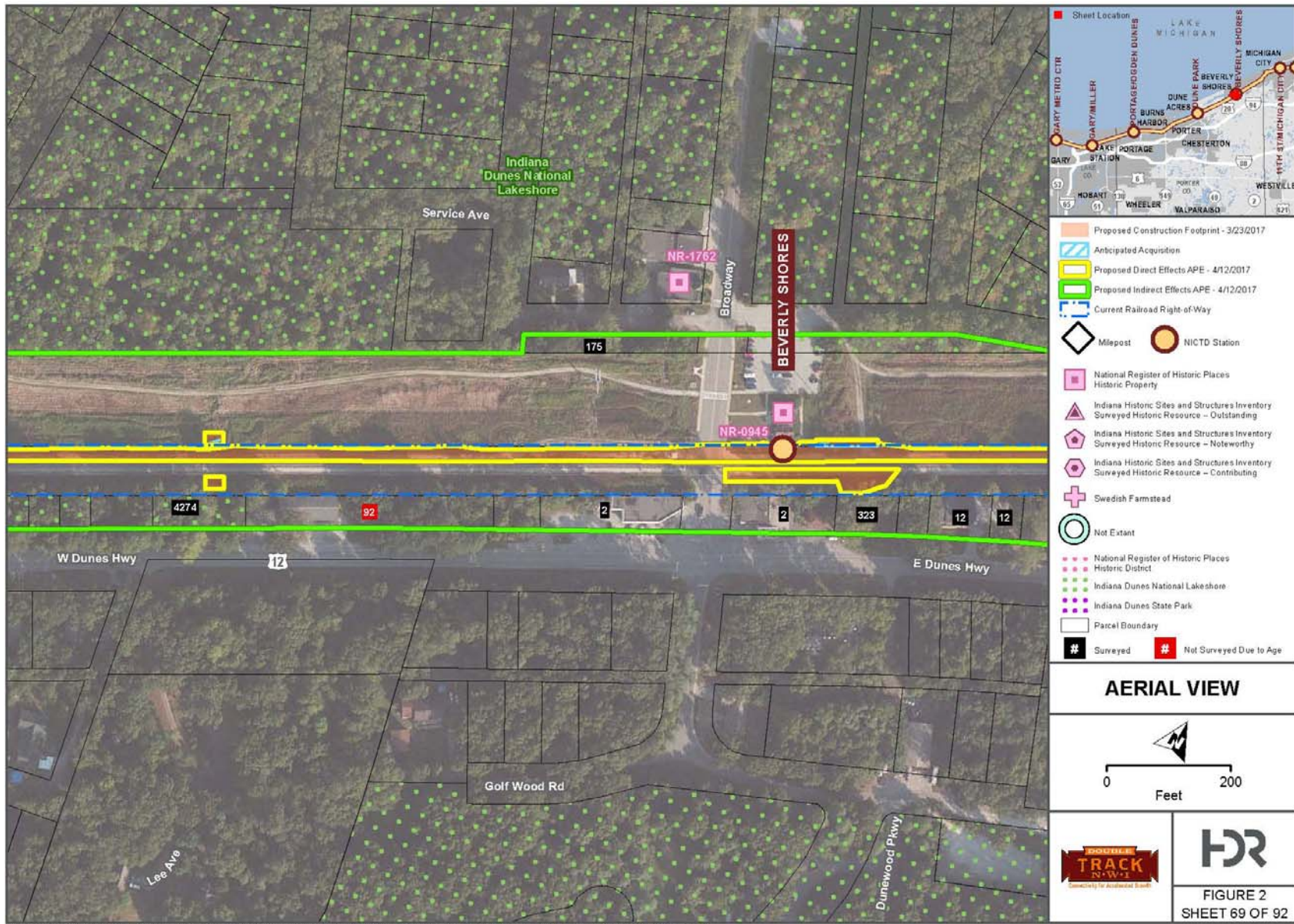




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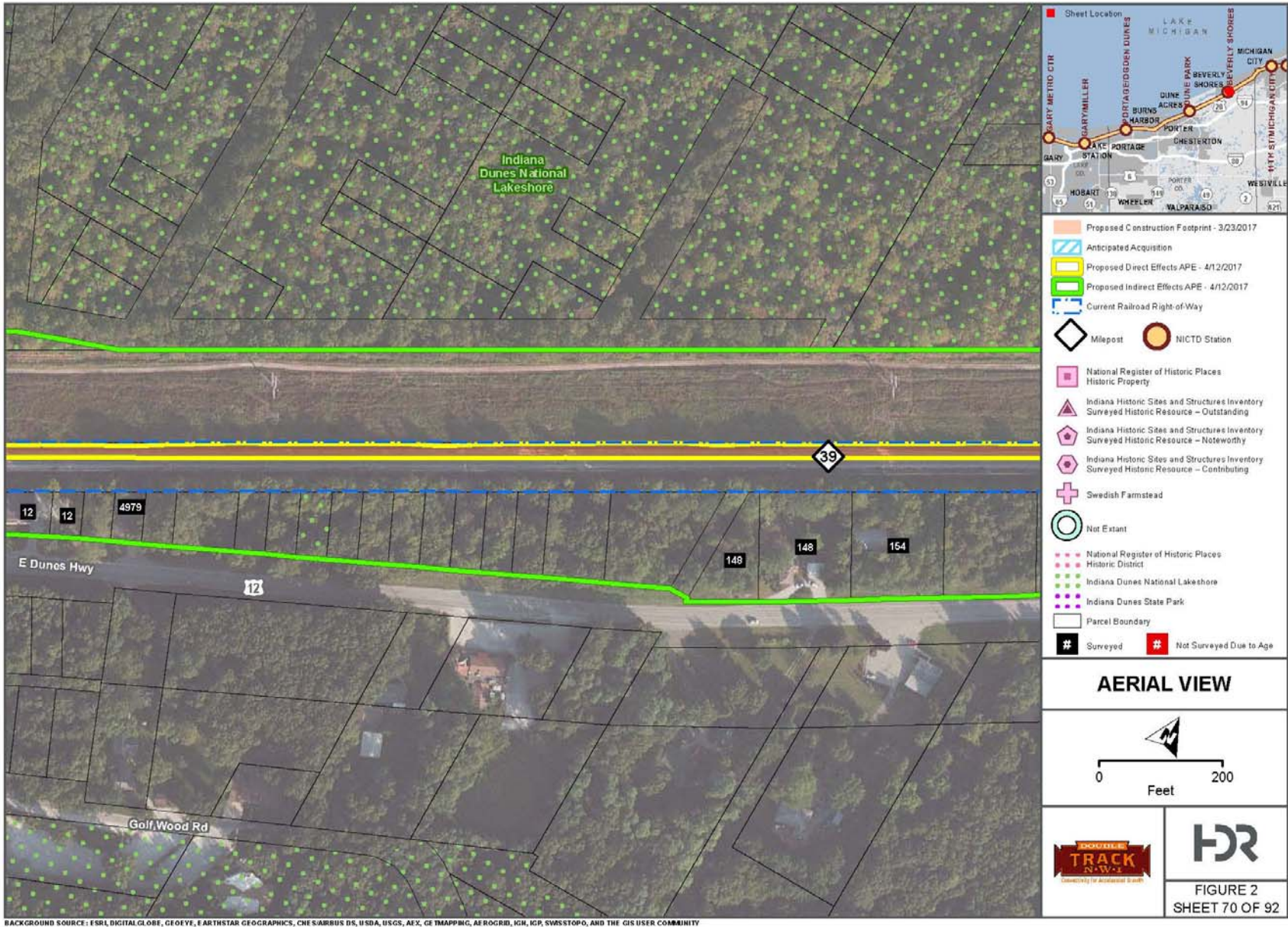


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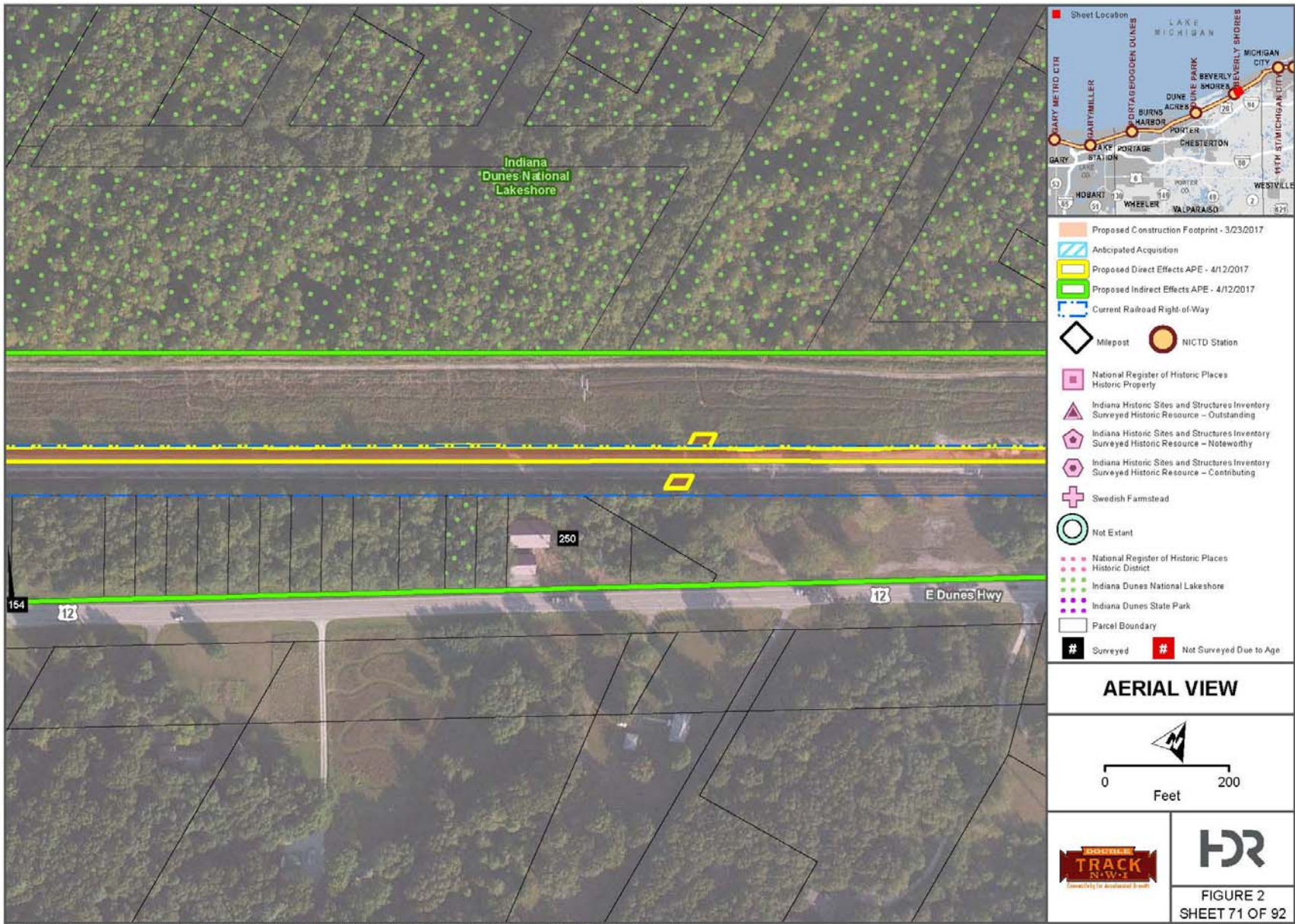


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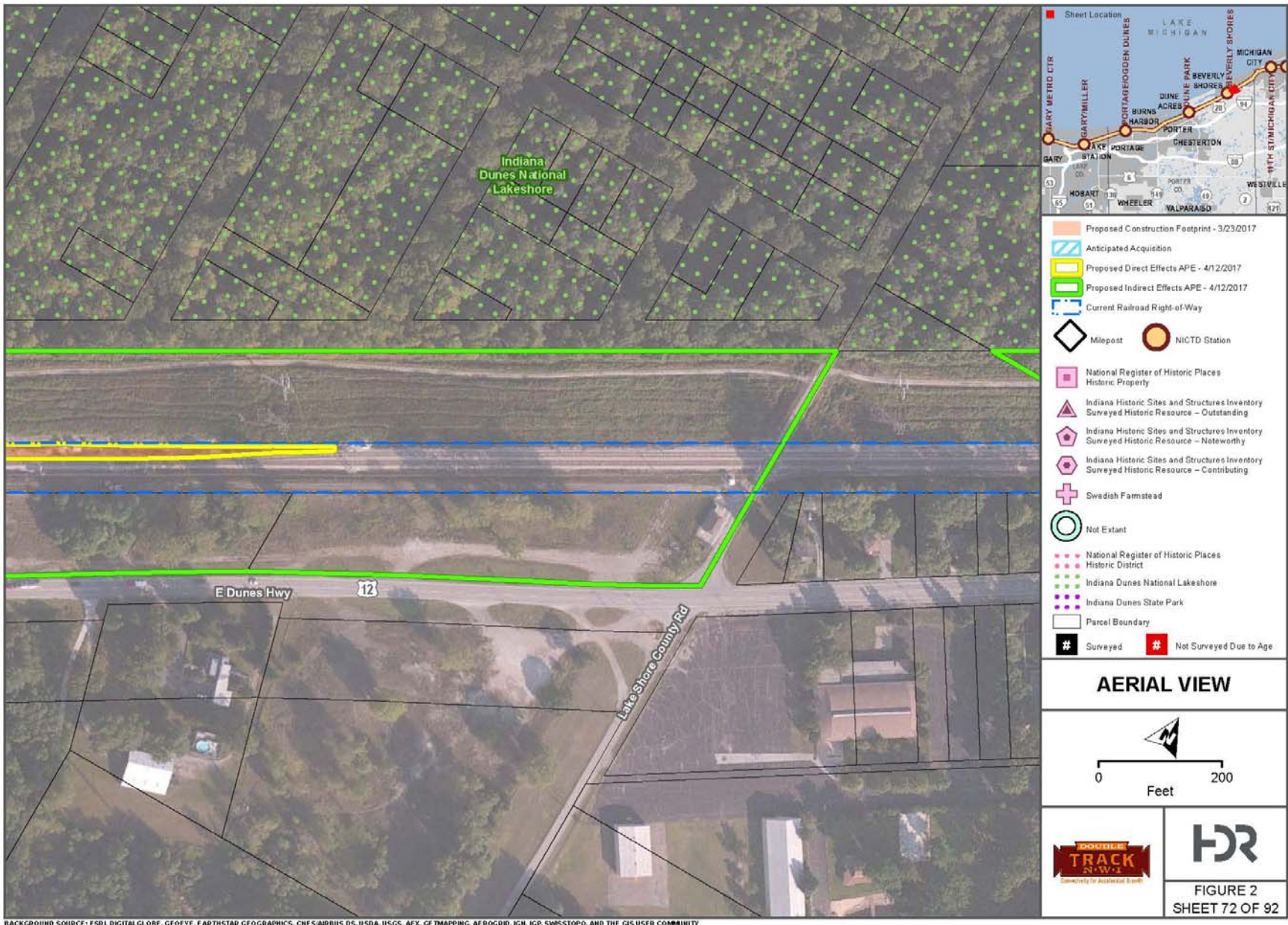
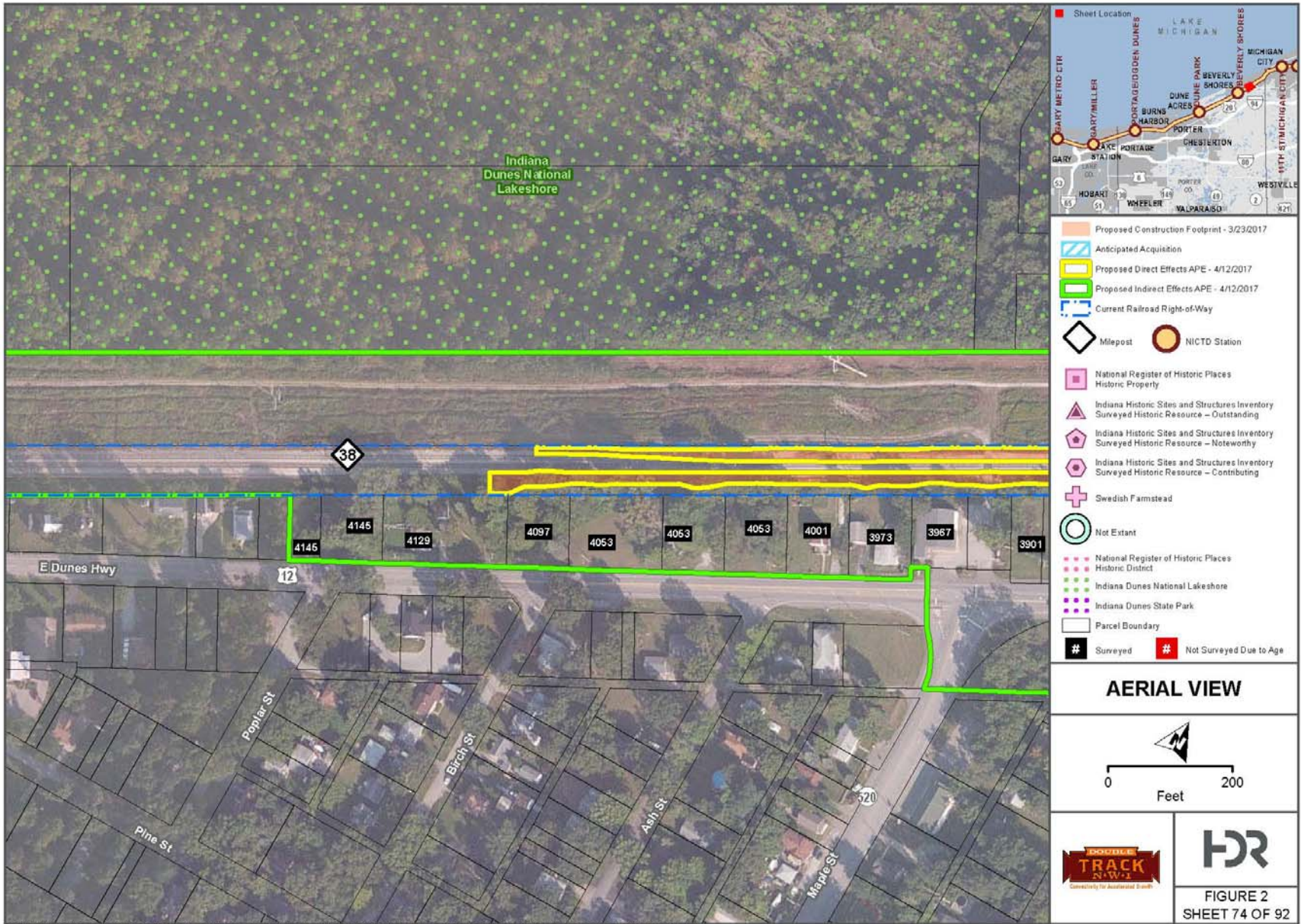


Figure B - 52. APE in Porter County (map 52 of 60).



BACKGROUND SOURCE: ESRI, DIGITAL GLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CHE SABBUS DS, USDA, USGS, AEX, GE TMAPPING, AEROGRI, IGH, IGP, SWSSTOPO, AND THE GIS USER COMMUNITY

Figure B - 53. APE in Porter County (map 53 of 60).



BACKGROUND SOURCE: ESRI DIGITAL GLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CHESAMBUS DS, USDA, USGS, AEX, GEOMAPPING, AERGRID, ICM, ICR, SWMSSTOPO, AND THE GIS USER COMMUNITY

Figure B - 54. APE in Porter County (map 54 of 60).

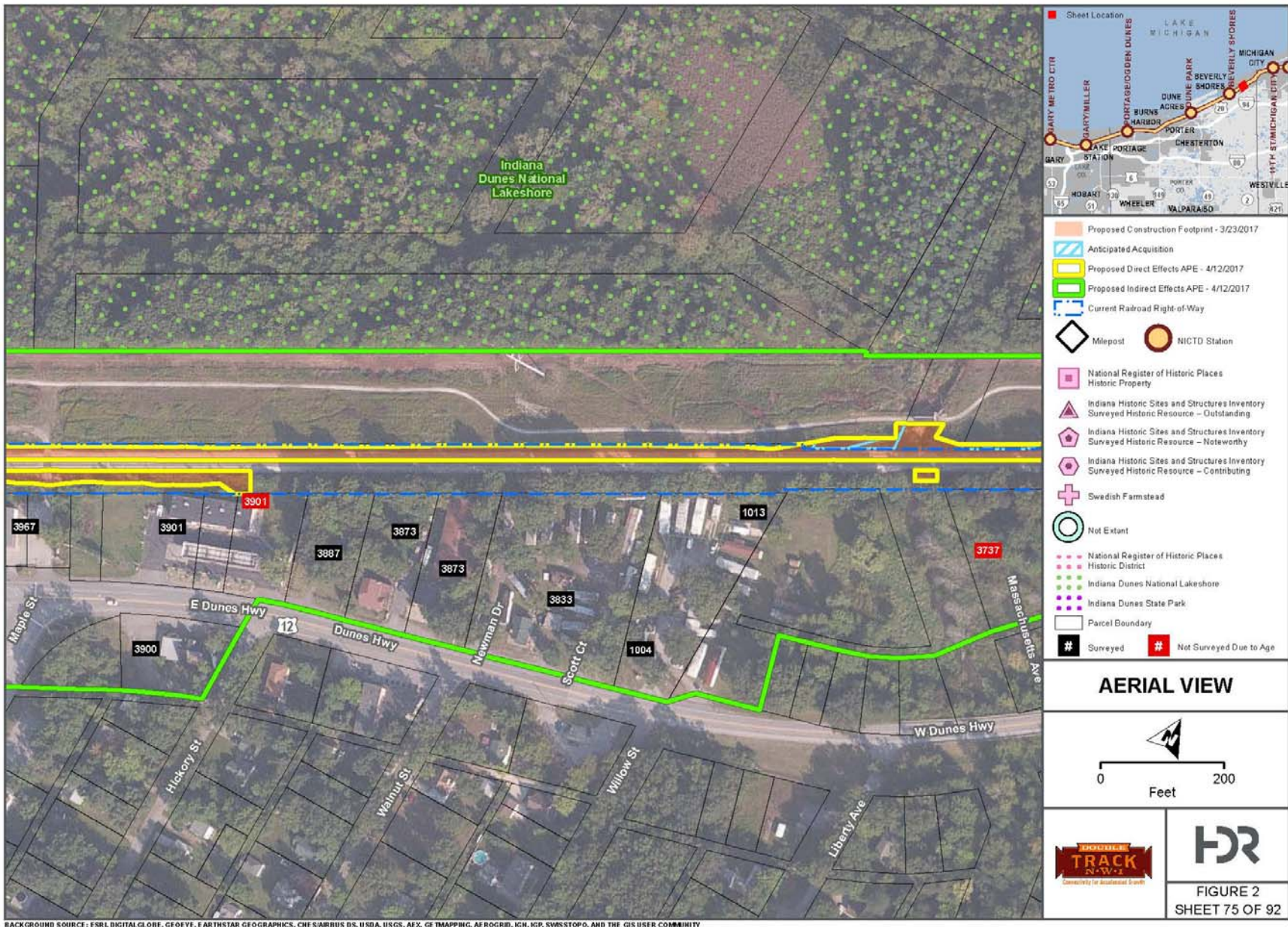


Figure B - 55. APE in Porter County (map 55 of 60).

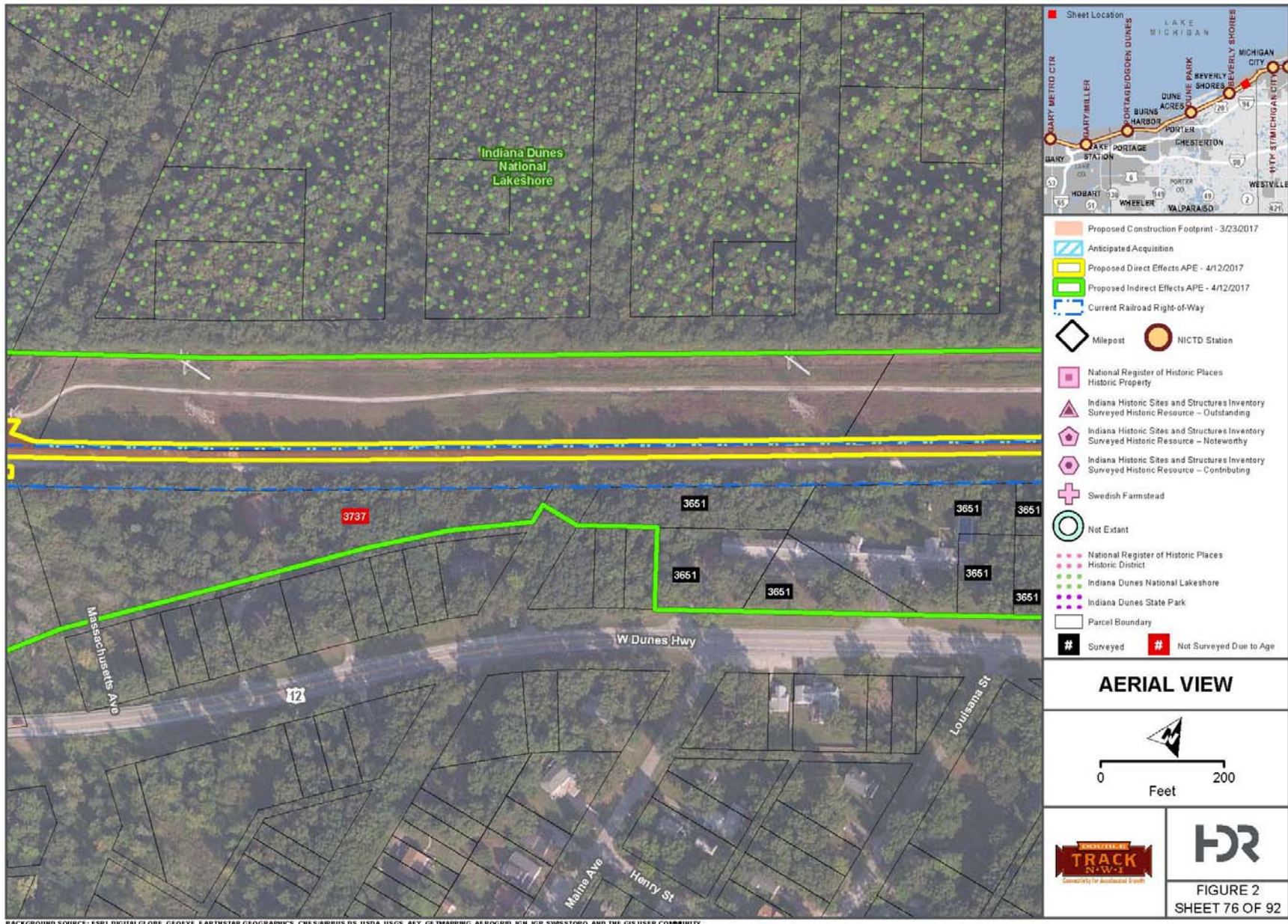


Figure B - 56. APE in Porter County (map 56 of 60).

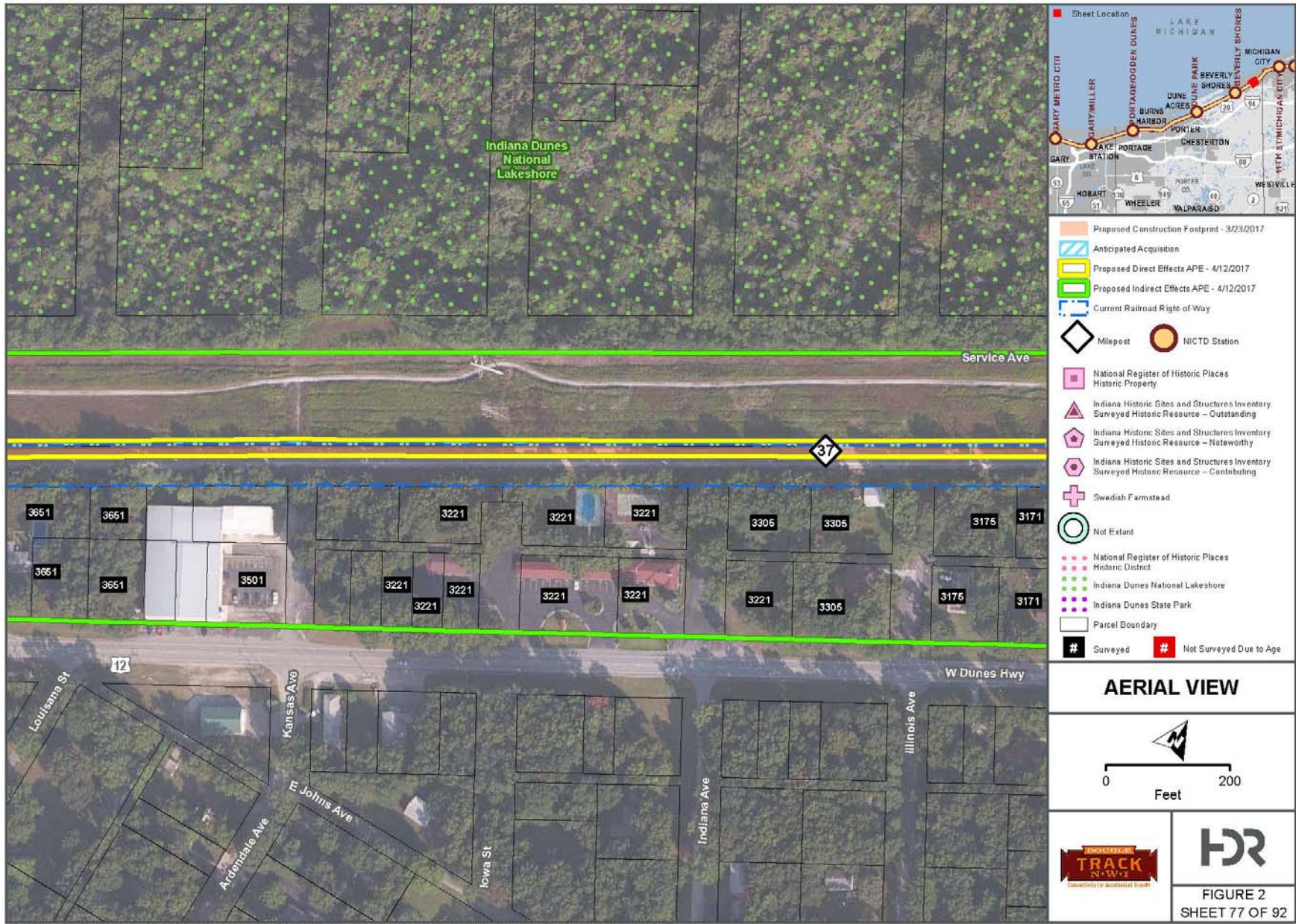




Figure B - 57. APE in Porter County (map 57 of 60).

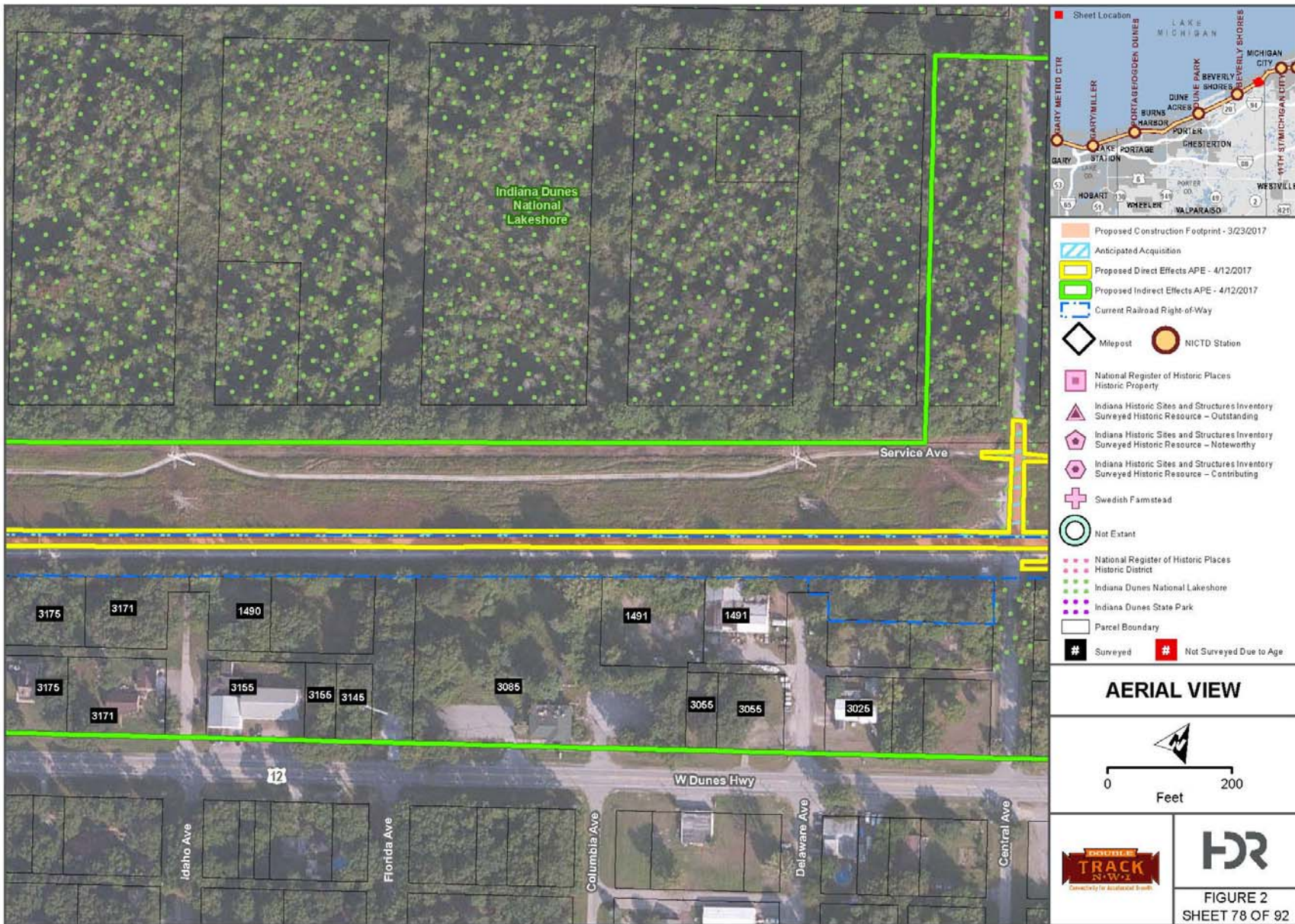


Figure B - 58. APE in Porter County (map 58 of 60).

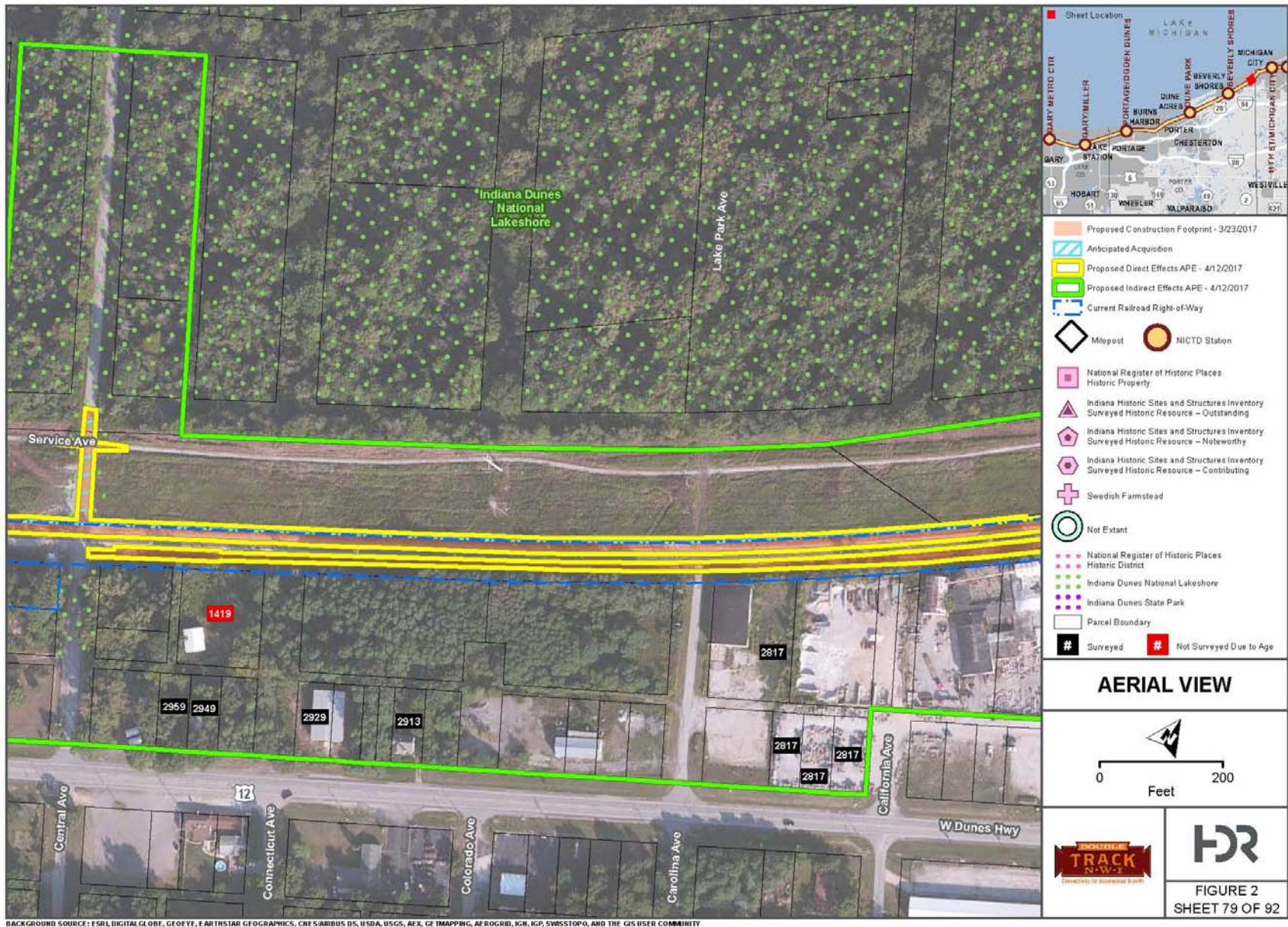


Figure B - 59. APE in Porter County (map 59 of 60).

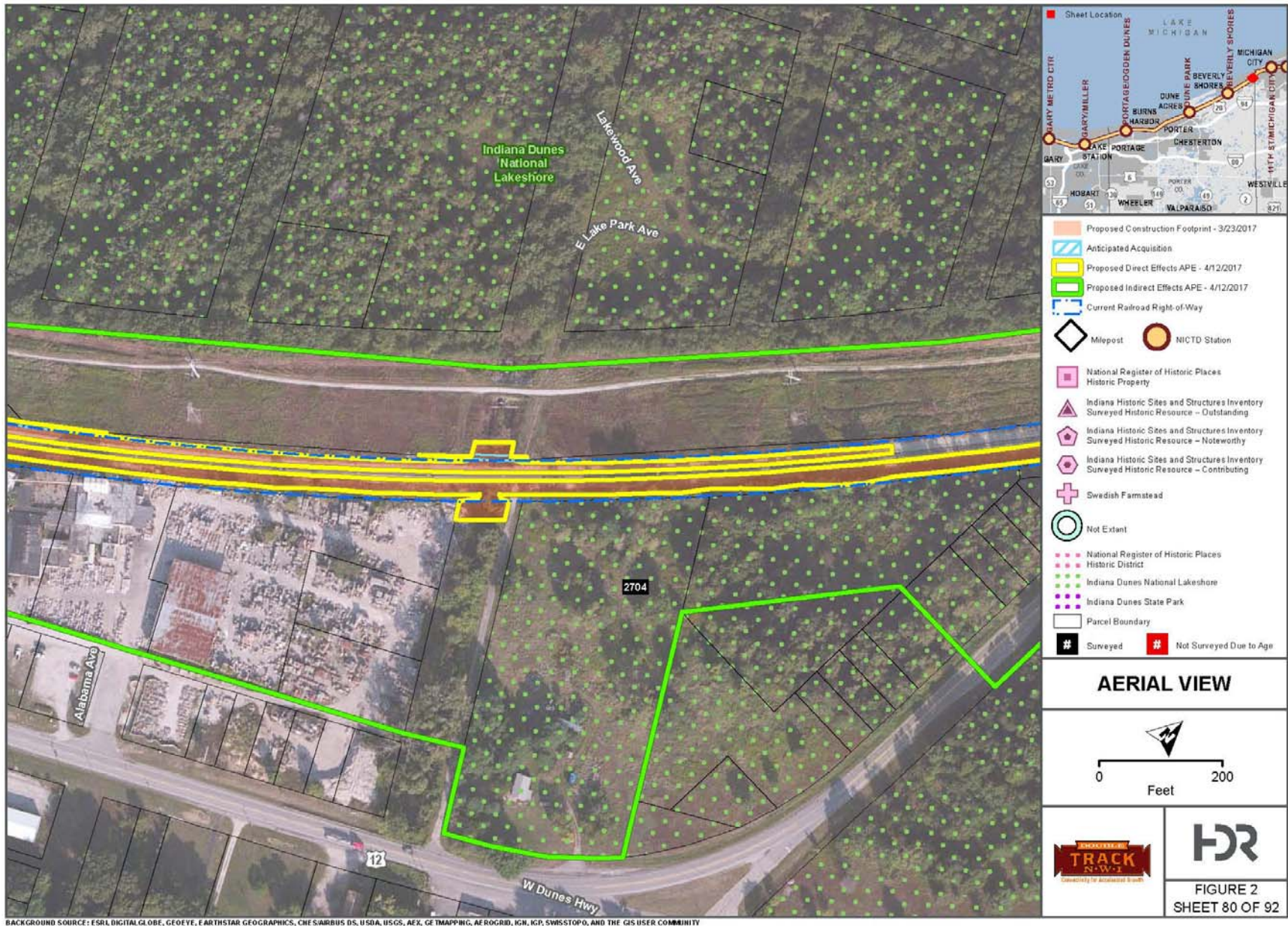
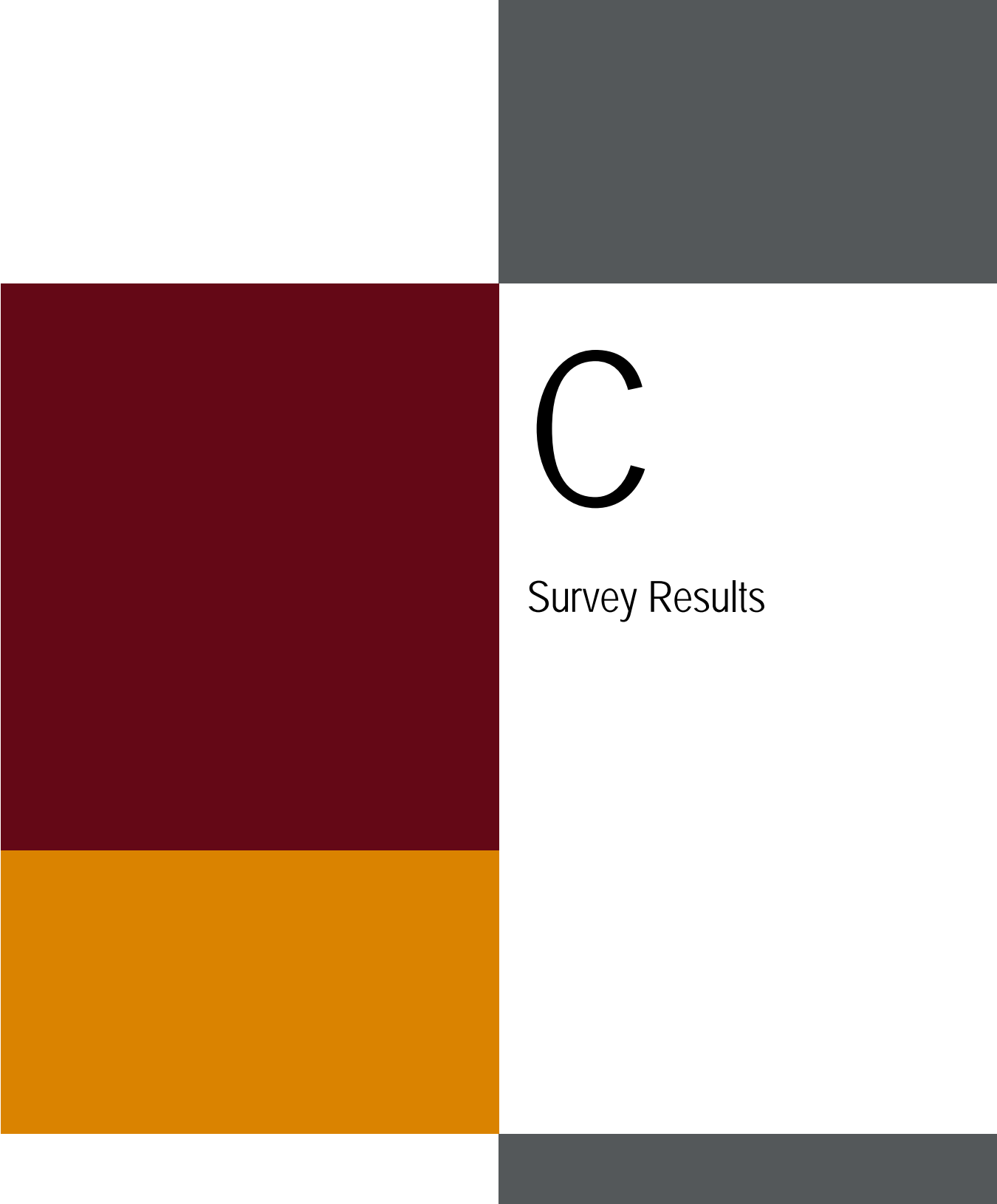


Figure B - 60. APE in Porter County (map 60 of 60).





# C



## Survey Results

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**Table C-1. Surveyed resources in the APE in Porter County.**

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	2704 W Dunes Highway, Town of Pines	House	c. 1960/Ranch		Not Eligible
	2817 W Dunes Highway, Town of Pines	Commercial	c. 1957/Utilitarian		Not Eligible
	2913 W Dunes Highway, Town of Pines	House	c. 1947/Minimal Traditional		Not Eligible
	2949 W Dunes Highway, Town of Pines	House	c. 1939/Minimal Traditional		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	2959 W Dunes Highway, Town of Pines	House	c. 1930/Other		Not Eligible
	3085 W Dunes Highway, Town of Pines	Commercial/Restaurant	c. 1954/Eclectic		Not Eligible
	3109 W Dunes Highway, Town of Pines	House	c. 1955/Ranch		Not Eligible
	3155 W Dunes Highway, Town of Pines	Commercial/Pyramid Metallizing LLC	c. 1947/Utilitarian		Not Eligible



**Table C-1. Surveyed resources in the APE in Porter County.**

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3305 W Dunes Highway, Town of Pines	House	c. 1950/Ranch		Not Eligible
	3221 W Dunes Highway, Town of Pines	AI & Sally's Motel	c. 1942/Ranch/Mid-century Commercial		Eligible
	3651 W Dunes Highway, Town of Pines	Blackhawk Motel	c. 1942/Ranch/Mid-century Commercial		Not Eligible
	3721 W Dunes Highway, Town of Pines	Double House	c. 1965/Ranch		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.




Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1004 Scott Court, Town of Pines	Oak Grove Trailer Park Residence	c. 1940/Minimal Traditional		Not Eligible
	1013 Scott Court, Town of Pines	Oak Grove Trailer Park	c. 1950- 60/Manufactured		Not Eligible
	3833 W Dunes Highway, Town of Pines	Commercial	c. 1955/Minimal traditional		Not Eligible
	3833 ½ W Dunes Highway, Town of Pines	Garage	c. 1955/Utilitarian		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.





Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3873 W Dunes Highway, Town of Pines	Commercial garage	c. 1958/Utilitarian		Not Eligible
	3887 W Dunes Highway, Town of Pines	House	c. 1929/National Folk (altered to Ranch)		Not Eligible
	3900 W Dunes Highway, Town of Pines	Commercial	c. 1940/Colonial Revival with Commercial/Ranch addition		Not Eligible
	3963 W Dunes Highway, Town of Pines	Commercial	c. 1950/Mid-century commercial		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.



Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3973 W Dunes Highway, Town of Pines	House	c. 1950/Contemporary		Not Eligible
	4001 W Dunes Highway, Town of Pines	House	c. 1929/Colonial Revival Foursquare (altered)		Not Eligible
	4053 W Dunes Highway, Town of Pines	House	c. 1947/Raised Ranch		Not Eligible
	4097 W Dunes Highway, Town of Pines	Garage (House not extant)	c. 1939/Utilitarian		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4129 W Dunes Highway, Town of Pines	House	c. 1945/Ranch		Not Eligible
	4145 W Dunes Highway, Town of Pines	House	c. 1945/No style (altered)		Not Eligible
	148 E Dunes Highway, Beverly Shores	House	c. 1940/National Folk		Not Eligible
	12 E Dunes Highway, Beverly Shores (on GIS map as 4979 W Dunes Highway)	Commercial garage	c. 1960/Utilitarian		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.





Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	12 E Dunes Highway, Beverly Shores	Commercial/ Anderson Feline Population Reduction Center	c. 1960/Mid-century commercial		Not Eligible
	2 E Dunes Highway, Beverly Shores	House	c. 1927/Craftsman		Not Eligible
	2 E Dunes Highway, Beverly Shores	Commercial/ Dunes Mart & Marathon gas station	c. 1960/Mid-century Commercial		Not Eligible
	Broadway Avenue and U.S. Route 12, Beverly Shores	Beverly Shores South Shore Railroad Station	1929/Spanish Mission Revival	NR-0945	Listed

Table C-1. Surveyed resources in the APE in Porter County.





Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	2 W Dunes Highway, Beverly Shores	Commercial	c. 1952/Mid-century Commercial		Not Eligible
	W Dunes Highway, Chesterton	NIPSCO Station	c. 1935/Industrial-Utilitarian		Not Eligible
	217 W Dunes Highway, Burns Harbor	Oscar & Irene Nelson Site	c. 18750/I-House	IHSSI 127-175-05015	Eligible
	225 W Dunes Highway, Burns Harbor	Commercial/Garage	c. 1947/Utilitarian		Not Eligible

Table C-1. Surveyed resources in the APE in Porter County.







Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	231 W Dunes Highway, Burns Harbor	House	c. 1940/National Folk		Not Eligible
	229 W Dunes Highway, Burns Harbor	Brown Bag Sandwich Shop	c. 1947/Utilitarian-Industrial		Not Eligible
	US-12, Chesterton (Porter County parcel 64-03-33-102-001.000-024)	ArcelorMittal Environmental Control Building	c. 1969 (Gate House c. 1968)		Not Eligible
	CSS over NS Railroad (lat/long 41.621031, -87.125279)	NICTD Bridge 47.41	1965		Not Eligible



Table C-1. Surveyed resources in the APE in Porter County.

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	352 Shadyside Road, Burns Harbor	House	c. 1910/National Folk		Not Eligible
	60 Stagecoach Road, Portage	House & adjacent lot with warehouse	c. 1952/Ranch		Not Eligible
	5873 US-12, Portage	Commercial/ Great Lakes Realty	c. 1960/Contemporary		Not Eligible
	US-12, Portage	NIPSCO Station	c. 1935/Utilitarian-Industrial		Not Eligible

**Table C-1. Surveyed resources in the APE in Porter County.**

Photo	Address	Resource	Date of Construction/Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5869 US-12, Portage	House	c. 1952/Ranch		Not Eligible
	116 Hillcrest Road, Ogden Dunes	Ogden Dunes Community Church	c. 1958/Contemporary Ecclesiastical		Not Eligible





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