



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

Segment 3 of 3, Lake County

Lake County, IN
DHPA No. 19318

April 24, 2017



Draft Historic Property Report for the NICTD Double Track NWI Project; Segment 3 of 3, Lake County, Indiana

PREPARED FOR



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Table of Contents

1.0	ABSTRACT.....	1
2.0	INTRODUCTION.....	2
2.1	Survey Personnel.....	2
3.0	LITERATURE REVIEW	5
3.1	Previously Identified Architectural Resources.....	6
4.0	HISTORIC CONTEXT.....	9
4.1	Miller.....	9
4.2	Aetna.....	12
4.3	Gary.....	15
4.4	The South Shore Line	17
5.0	METHODOLOGY.....	23
5.1	Survey Methods	23
5.2	NRHP Evaluation Methods	24
6.0	NRHP ELIGIBILITY AND EVALUATIONS	26
6.1	Summary of All Resources.....	26
6.2	Resources Previously Recommended Eligible	26
6.2.1	089-232-07091 - 6101 E. 6th Place, Gary (Contributing)	27
6.2.2	089-232-07092 – 6064 E. 6th Place, Gary (Contributing).....	28
6.2.3	089-232-07093 – 6032 E. 6th Place, Gary (Contributing).....	30
6.2.4	089-232-07095 – 665 S. Lake Street, Public School District Number 8/Miller School (Notable).....	32
6.2.5	089-232-07096 – 630 (also known as 626) Greene Street, Gary (contributing).....	36
6.2.6	089-232-07101 – 662 Elkhart Street, Gary (Contributing)	38
6.2.7	089-232-07103 – 5428 E. Melton Road (Contributing)	40
6.2.8	089-232-07104 – 5512 E. Melton Road (Contributing)	42
6.2.9	089-232-07114 – 4032 10th Avenue, Gary (Contributing).....	44
6.2.10	089-232-19001 – 575 Ohio Street (Contributing).....	46
6.2.11	089-232-19003 – 552 Tennessee Street, Gary (Contributing).....	48
6.2.12	089-232-19004 – 523 Kentucky Street, Gary (Contributing).....	50
6.2.13	089-232-19667 – 2600 E. 5th Avenue/Walter Bates Steel Corporation (Notable)	51
6.2.14	089-232-19670 – 602 Illinois Street, Gary (Contributing)	58
6.2.15	089-232-19671 – 608 Mississippi Street (Contributing).....	60
6.2.16	089-232-19672 – 628 Mississippi Street, Gary (Contributing)	61
6.2.17	089-232-19674 – 637 Indiana Street (Martin Luther King Drive), Gary (Contributing)	61
6.3	Surveyed Properties Newly Evaluated.....	63
6.3.1	South Shore Line.....	63
6.3.2	Recommended Glen Ryan Park Historic District	84
6.3.3	Recommended Hiway Homes Historic District.....	90

7.0	CONCLUSION	98
8.0	REFERENCES CITED	103

List of Appendices

Appendix A: Maps

Appendix B: APE Maps

Appendix C: Survey Results

List of Tables

Table 1. Previously recorded resources within the APE in Lake County	7
Table 2. Previously and newly evaluated resources in Lake County.	99

List of Figures

Figure 1. Project location map.	3
Figure 2. The first Miller Schoolhouse, c. 1908; the school stood at the location of 651 S. Henry Street (Svengalis 2006:345).	9
Figure 3. The second Miller Schoolhouse, built c. 1880 at the approximate location of the present-day historic Miller School at 6th Place and Lake Street (Svengalis 2006:345).	10
Figure 4. The third Miller Schoolhouse, built c. 1890, replaced the second in situ, at 6th Place and Lake Street (Svengalis 2006:345).	11
Figure 5. Miller as drawn by Gary City Engineer Harold Zweig in 1945 (Svengalis 2006:340).	12
Figure 6. Aetna, view northwest from a dune near 10th Avenue and Arizona Street, c. 1907. The Wabash railroad depot is visible at the upper right (Svengalis 2006: 365).	13
Figure 7. Map of Aetna, 1919 (Svengalis 2006: 375).	13
Figure 8. Aetna in 1950, undergoing development by Fifield. Aetna Street lies at center (Svengalis 2006:381).	14
Figure 9. Fifield's duplexes under construction in the 1950s (Ogorek 2012:114).	15
Figure 10. The former Wabash Railroad Depot (rear) with c. 1960 Fifield office brick addition (HDR 2017).	15
Figure 11. West-bound freight moves through Michigan City, c. 1940,	20
Figure 12. The South Shore Line moves through Michigan City in a snow storm (Middleton 1970:114). .	20
Figure 13. Combine No. 109 heads west past Beverly Shores, c. 1950 (Middleton 1970:83).	21
Figure 14. Michigan City, c. 1955 (Doughty 2007:9).	22
Figure 15. 089-232-07091 6101 E. 6th Place, looking southeast.	27
Figure 16. 089-232-07091 6101 E. 6th Place, looking southwest.	28
Figure 17. 6064 E. 6th Place (089-232-07092), view north-northeast.	29
Figure 18. 6064 E. 6th Place (089-232-07092), view west-northwest.	29
Figure 19. 6032 E. 6th Place (089-232-07093), view north.	30

Figure 20. 6032 E. 6th Place (089-232-07093), view northwest.....	31
Figure 21. 6032 E. 6th Place (089-232-07093), garage, view northwest.	31
Figure 22. 089-232-07095 665 S. Lake Street, view east.	32
Figure 23. 089-232-07095 Miller School c. 1920	33
Figure 24. 665 S. Lake Street, view north.....	34
Figure 25. 089-232-07095 665 S. Lake Street, view south.	35
Figure 26. 089-232-07095 665 S. Lake Street, view west.....	35
Figure 27. 630 Greene Street (089-232-07096), view northwest.	37
Figure 28. 630 Greene Street (089-232-07096), view southwest.....	38
Figure 29. 662 Elkhart Street (089-232-07101), view west-southwest.....	39
Figure 30. 662 Elkhart Street (089-232-07101), view north-northeast.	40
Figure 31. 5428 E. Melton Road (089-232-07103), view northwest; garage visible far left.....	41
Figure 32. 5428 E. Melton Road (089-232-07103), view northeast.....	41
Figure 33. 5512 E. Melton Road (089-232-07104), view northwest.	43
Figure 34. 5512 E. Melton Road (089-232-07104), view north towards outbuilding (gable peak).	43
Figure 35. 4032 10th Avenue (089-232-07114), view northwest.....	45
Figure 36. 4032 10th Avenue (089-232-07114), view northwest, garage detail.....	45
Figure 37. 089-232-19001 575 Ohio Street, view north.....	46
Figure 38. 089-232-19001 575 Ohio Street, view east.	47
Figure 39. 089-232-19001 575 Ohio Street, prior to alterations (Davis 1996).....	48
Figure 40. 552 Tennessee Street, view southeast.	49
Figure 41. 552 Tennessee Street, view northeast.	49
Figure 42. 523 Kentucky Street, view northeast.	50
Figure 43. 523 Kentucky Street, view southeast.	51
Figure 44. 089-232-19667, Bates Steel Company, Building A (Bates Steel Office), view south.....	52
Figure 45. Bates Steel Company, east addition of Building A, view east (Davis 1994).	52
Figure 46. 089-232-19667, Bates Steel Company, view east towards Building A.	53
Figure 47. 089-232-19667, Bates Steel Company, Building B, view southwest.....	54
Figure 48. 089-232-19667, Bates Steel Company, view southeast towards Building B, prior to alterations (IHSSI 1994).	55
Figure 49. 089-232-19667, Bates Steel Company, Building C, view southwest.	56
Figure 50. 089-232-19667, Bates Steel Company, Building D, view southwest.	57
Figure 51. 089-232-19667, Bates Steel Company, Building D (left) and steel frame ruins (right). View southwest.	57
Figure 52. 602 Illinois Street (089-232-19670), view northwest.	59
Figure 53. 602 Illinois Street (089-232-19670), view southwest.....	59
Figure 54. 608 Mississippi Street (089-232-19671), view northwest.....	60
Figure 55. 628 Mississippi Street (089-232-19672), view northwest.....	61
Figure 56. 637 Indiana Street (089-232-19674), view northeast.	62
Figure 57. 637 Indiana Street (089-232-19674), view southeast.....	63

Figure 58. View west along 11th Street from intersection with E. Michigan Boulevard in Michigan City (east end of surveyed segment).	64
Figure 59. 11th Street in Michigan City, view east at Franklin Street intersection.....	64
Figure 60. 11th Street in Michigan City, view west from Pine Street intersection.	65
Figure 61. 11th Street in Michigan City, view northwest towards historic South Shore Line Station.	65
Figure 62. W. 10th Street in Michigan City, view west from the 1000 block.....	66
Figure 63. 10th Street in Michigan City, view southwest.	66
Figure 64. West end of Michigan City boundary, view east.....	67
Figure 65. View southwest at intersection of U.S. 12 and the South Shore Line on the border between LaPorte and Porter Counties.....	67
Figure 66. View east along double track at Town of Pines, Porter County.	68
Figure 67. View west along double track west of Town of Pines, Porter County	68
Figure 68. View west at Beverly Shores (intersection with Broadway), Porter County.	69
Figure 69. View east at Beverly Shores (Porter County).	69
Figure 70. NIPSCO substation north of Teale Drive (Porter County), view north.....	70
Figure 71. View west near intersection with Wagner Road/CR 50 (Porter County).	70
Figure 72. Signals at CR 100 W (Porter County).....	71
Figure 73. NIPSCO substation south of Ogden Dunes, view southwest.	71
Figure 74. Siding near ArcelorMittal Plant, Burns Harbor (Porter County), view west.	72
Figure 75. Catenary just west of Burns Harbor Ditch (Porter County), view west.	72
Figure 76. Railroad bridge over Hobart Road (Lake County), built c. 2005.....	73
Figure 77. The CLS & SB Route in 1918 (Middleton 1970:29).....	74
Figure 78. The CLS & SB power plant at Michigan City (Ogorek 2012:120).....	75
Figure 79. Original pole and catenary newly constructed by the South Bend Construction Company.	75
Figure 80. Semaphore block signals at Miller, a newly installed a safety precaution, 1913 (Middleton 1970:14).	76
Figure 81. New steel catenary bridges near Miller, part of Insull's 1925 rehabilitation of the South Shore Line (Middleton 1970:29).	77
Figure 82. NIPSCO's new substation for the 1,500-volt DC power system. This station, located near South Bend, was typical of NIPSCO's stations constructed in the 1920s (Middleton 1970:43).....	77
Figure 83. The South Shore Line route in 1927 (Middleton 1970).	78
Figure 84. The former Tremont Station, c. 1930.....	78
Figure 85. Bethlehem Steel's Burns Harbor plant, still under construction in this 1964 scene, provides the backdrop to a South Shore Line train traveling on double track at Wilson (Middleton 1970:115).....	79
Figure 86. Promotional posters drawn by Urgelles in 1925 (left) and Raymond Huelster in 1929 (right) (Cohen and McShane 1998:55, 119).....	80
Figure 87. This c. 1927 timetable included a menu on the inside page of the South Shore Line's public timetable (Middleton 1970: 49).	82
Figure 88. The dining car interior aspired to imitate the "dignity and comfort" of a club or hotel (Middleton 1970: 49).	83
Figure 89. The Shore Line's deluxe "Golden Arrow" provided luxury service between Detroit and Chicago (Middleton 1970: 53).	83
Figure 90. 1957 Advertisement for Glen L. Ryan's Subdivision (<i>The Hammond Times</i> 1957).	85

Figure 91. E. 7th Avenue, view northwest.	86
Figure 92. E. 6th Place, view southeast.....	86
Figure 93. New Jersey Street, view south.	87
Figure 94. Recommended boundaries for the Glen Ryan Park Historic District.....	89
Figure 95. 1910 Plat for the re-subdivision of Gary Land Company's Thirteenth Subdivision (Lake County Assessor's Office).	91
Figure 96. Recommended Boundaries for the Hiway Homes Historic District.	92
Figure 97. Indiana Street, view northeast.	93
Figure 98. Louisiana Street, view northeast.....	93
Figure 99. Louisiana Street, view east.	94
Figure 100. 6th Avenue from Ohio Street, view northeast.....	94
Figure 101. Louisiana Street, view northwest.	95
Figure 102. The new Hiway Homes construction on Ohio, Louisiana, and Indiana Streets between 6th and 7th Avenues, 1949 (Abrams Aerial Survey Corp 1949, Vol. 4).	96
Figure 103. New Hiway Homes construction on Indiana, Mississippi, and Illinois Streets between 6th and 7th Avenues, 1949 (Abrams Aerial Survey Corp 1949, Vol. 5).....	97

Acronyms

A & P	Anacostia & Pacific
AC	Alternating Current
APE	Area of Potential Effects
C & O	Chesapeake and Ohio Railway
CFR	Code of Federal Regulations
CSS & SB	Chicago South Shore & South Bend Railroad
CLS & SB	Chicago Lake Shore & South Bend Railroad
DC	Direct Current
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
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) within the area of potential effects (APE) in Lake County. Resources within the APE in LaPorte County are documented in the *Draft Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana; Segment 1 of 3, LaPorte County* report, while Porter County resources in the APE are documented in the *Draft Historic Property Report for the NICTD Double Track NWI Project, Michigan City to Gary, Indiana; Segment 2 of 3, Porter 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 Lake County. These include 17 properties rated as Contributing, Notable, or Outstanding by the Inventory of Historic Sites and Structures (IHSSI), in the Lake County Interim Report of 1996. No resources located within the Lake County APE are listed in the NRHP. Survey fieldwork for Lake County was conducted 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, 243 architectural resources in Lake County were surveyed and evaluated for NRHP eligibility. Most surveyed properties were historically residential, commercial, or industrial in type. Six individual properties are recommended eligible for listing in the NRHP: four as contributing resources to a potential historic district, and two individually. Additionally, two historic districts within the APE in Lake County are recommended eligible for listing in the NRHP. Three properties rated by the IHSSI in 1996 have since been demolished, and are no longer eligible.

2.0 INTRODUCTION

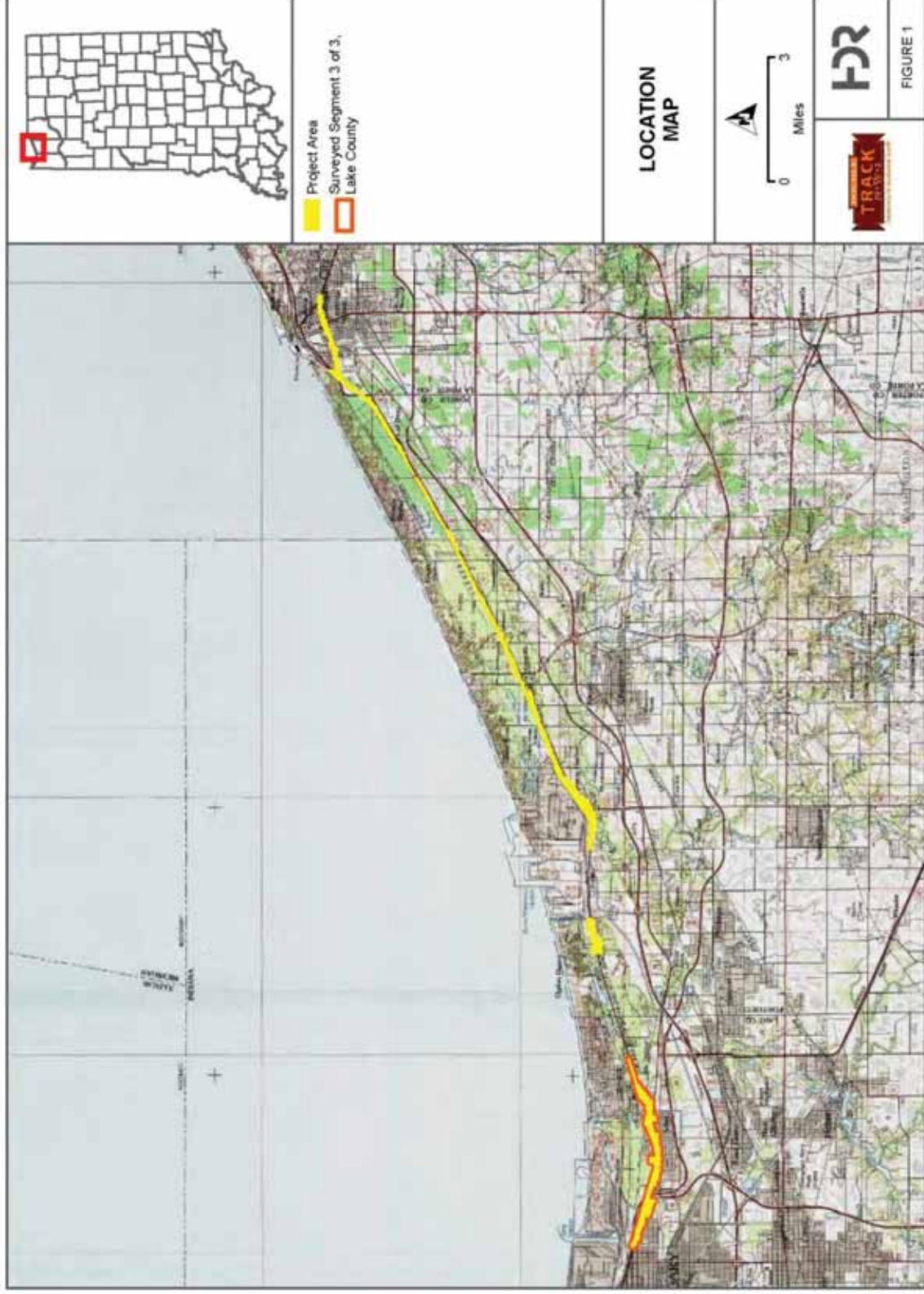
Due to the large size of the Project area (Figure 1), fieldwork and evaluations will be divided among three Historic Property Reports (HPRs), each covering roughly one-third of the Project APE from east to west. In consideration of the 2019 construction date for the Project, the reports include those resources in the APE constructed in 1969 or earlier. This report, the third in the series of three (3/3), covers all built resources constructed in 1969 or earlier in Lake County. In addition to this report, photographs and maps will be submitted to the Indiana SHPO.

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 Draft HPR for LaPorte County. As such, those sections, typically included in the HPR Introduction, are omitted from this third segment draft HPR for Lake County. Please reference the *Draft 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 Gratreack, 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 Lake County include the *Lake County Interim Report: Indiana Historic Sites and Structures Survey* by Ann C. Davis (1996); *City of the Century: A History of Gary, Indiana* by James B. Lane (1978); *Gary, Indiana: A Pictorial History*, by James B. Lane and Ronald D. Cohen (2003); *Gary, Indiana: A Centennial Celebration* by Kendall F. Svengalis (2006); and *Gary's East Side*, by John C. Trafney (2002). Salient resources on the South Shore Line built into Gary in 1908 included *South Shore: The Last Interurban*, by William D. Middleton (1970); *Moonlight in Duneland: The Illustrated Story of the Chicago South Shore and South Bend Railroad* by Ronald D. Cohen and Stephen G. McShane (1998); *Chicago South Shore & South Bend*, Volume 1 (Kevin J. Holland, 2005) and Volume 2 (Geoffrey H. Doughty, 2007). Not least critical to formulating the historic context for the Lake County Project area were numerous vertical files and local materials available at the Calumet Regional Archives at Indiana University Northwest in Gary.

The *Lake County Interim Report* was completed as part of the statewide IHSSI. The report, in keeping with the IHSSI standards, organized Lake 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 (3/3) was located entirely in Calumet Township. All previously surveyed resources in Calumet Township were identified in the Interim Report as scattered sites located within Gary. 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 Lake County, including industry (predominantly steel), transportation, the railroad (as a vein of commerce), and vernacular housing, all themes represented within the Lake County APE.

Lane's *City of the Century: Gary, Indiana* provided a comprehensive history of the city of Gary through the 1970s, drawing heavily from primary sources. *Gary, Indiana: A Centennial Celebration* by Svengalis was particularly useful for its histories on the present-day Gary neighborhoods Aetna and Miller. The two communities developed separately and prior to Gary's establishment in 1907, and their history is therefore a combination of mid- and late-nineteenth century themes with the twentieth century events and patterns that drove the development and expansion of Gary. The two neighborhoods were also explored in Images of America book *Gary's East Side* by Trafney.

South Shore by Middleton gave a thorough investigation into the history of the South Shore Line to 1970. Later history on the line was culled from *Moonlight in Duneland* and from both volumes of *Chicago South Shore & South Bend*. The latter was particularly rich in historic photographs, which have been used in all three eligibility reports (LaPorte, Porter, and Lake Counties)

Local materials available at the Calumet Regional Archives included travel brochures for Gary, most dating to the 1950s and 1960s; city plans for Gary dating from 1945 to 1965; and aerial photos of the city from 1947 to 1949—a series of years in which significant development took place in the surveyed Project area.

3.1 PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES

A review of records at DHPA and a SHAARD records search revealed 20 previously recorded architectural resources in the Project APE in Lake County (Table 1). Three of these resources have been demolished since their recording as part of the IHSSI and are no longer extant.

Table 1. Previously recorded resources within the APE in Lake County.

IHSSI/NR #	IHSSI/NR Rating	Resource	Address	Date Recorded	County	Construction Date
089-232-07090	Outstanding	Bridge*	Baltimore & Ohio Railroad, at southern terminus of S. Huntington Street, Gary-Miller	1994	Lake	c. 1920
089-232-07091	Contributing	House	6101 E. 6th Place, Gary	1994	Lake	c. 1904
089-232-07092	Contributing	House	6064 E. 6th Place, Gary	1994	Lake	c. 1919
089-232-07093	Contributing	House	6032 E. 6th Place, Gary	1994	Lake	c. 1914
089-232-07095	Notable	Miller School	665 S. Lake Street, Gary	1994	Lake	1910
089-232-07096	Contributing	House	630 Greene Street, Gary	1994	Lake	c. 1925
089-232-07101	Contributing	House	662 Elkhart Street, Gary	1994	Lake	c. 1900
089-232-07103	Contributing	House	5428 E. Melton Road, Gary	1994	Lake	c. 1927
089-232-07104	Contributing	House	5512 E. Melton Road, Gary	1994	Lake	c. 1924
089-232-07114	Contributing	House	4032 10th Avenue, Gary	1994	Lake	c. 1932
089-232-07115	Contributing	House*	4024 10th Avenue, Gary	1994	Lake	c. 1935
089-232-19001	Contributing	House	575 Ohio Street, Gary	1994	Lake	c. 1924
089-232-19003	Contributing	House	552 Tennessee Street, Gary	1994	Lake	c. 1924
089-232-19004	Contributing	House	523 Kentucky Street, Gary	1994	Lake	c. 1924
089-232-19026	Contributing	House*	520 Rhode Island Street, Gary	1994	Lake	c. 1920
089-232-19667	Notable	Walter Bates Steel Corporation	2600 E. 5th Avenue, Gary	1994	Lake	c. 1927

Table 1. Previously recorded resources within the APE in Lake County.

IHSSI/NR #	IHSSI/NR Rating	Resource	Address	Date Recorded	County	Construction Date
089-232-19670	Contributing	House	602 Illinois Street, Gary	1994	Lake	c. 1948
089-232-19671	Contributing	House	608 Mississippi Street, Gary	1994	Lake	c. 1947
089-232-19672	Contributing	House	628 Mississippi Street, Gary	1994	Lake	c. 1947
089-232-19674	Contributing	House	637 Indiana Street/Martin Luther King Drive, Gary	1994	Lake	c. 1947
*Resource is no longer extant						

4.0 HISTORIC CONTEXT

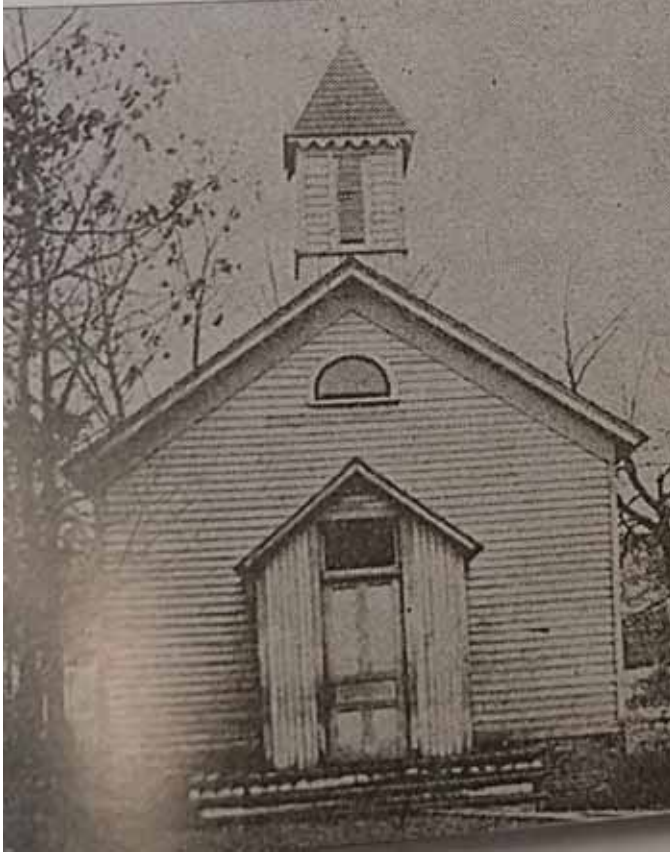
4.1 MILLER

The land that would become Miller's historic business district was first purchased and subdivided by George Walker and William and George Ewing, and called Ewing's Subdivision. However, a town was not established until the 1850s when the railroad came through. Renamed Miller's Station for innkeeper and railroad engineer John Miller, the area began developing in earnest in 1851 when the Michigan Southern and Northern Indiana Railroad was constructed through the area. The station, located near Miller's inn, was the first refueling stop for trains headed eastward out of Chicago. The "Station" was quickly dropped from the town's name, and it became soon simply "Miller." Miller was rural and small, home to just a dozen families when the Baltimore and Ohio Railroad was built through the town in 1874. By 1865, however, Miller claimed a post office, and by the 1870s, its first schoolhouse, a 1-story, weatherboard-clad building located at 651 S. Henry Street (Figure 2), which is now the site of a house. By the early 1880s, the building had been replaced with an enlarged, steepled schoolhouse at 6th Place and Lake Street (Figure 3).

Figure 2. The first Miller Schoolhouse, c. 1908; the school stood at the location of 651 S. Henry Street (Svengalis 2006:345).



Figure 3. The second Miller Schoolhouse, built c. 1880 at the approximate location of the present-day historic Miller School at 6th Place and Lake Street (Svengalis 2006:345).



Swedish immigrants, already established on farms around Baillytown and LaPorte, were the first to settle in Miller. The Swedish-Americans made their living by digging and hauling sand, fishing, and working on the railroads. Settlers also frequented Miller Beach, located north of the town along the lakeshore. Few people resided on Miller Beach, but one notable couple was Robert and Drusilla Carr, who settled on the beach in the 1870s, and fished and traded for nearly a half century. The Carrs laid unofficial claim to approximately 200 acres of lakeshore land, and eventually ran a virtual beach resort that included cottages, a bath house, dance hall, roller rink, shooting gallery, and pleasure boat. When the United States Steel Corporation (U.S. Steel) purchased the lakeshore adjacent to the Carr property on the west in 1906 and made moves to acquire the Carrs' land, a decades-long feud began. The Gary Land Company, subsidiary to U.S. Steel, managed to acquire most of the Carr property—including many Miller Beach cottages—by the 1930s. The City of Gary established Lake Front Park (later renamed Marquette Park) on the Carrs' former land (Svengalis 2006:347-348).

After the Aetna Powder Plant was established in 1881, residents of Miller walked to neighboring Aetna to work at the plant. The late nineteenth century saw continued growth in the town, and the c. 1880 school was replaced again, in the same location, with a third building in 1890—this time, a full 2-story, brick edifice embellished with wood brackets, a cupola, round-arch windows, and classical detailing (Figure 4). A third railroad, the Wabash Railroad, was built through the town in 1895 (Svengalis 2006:341-344).

Figure 4. The third Miller Schoolhouse, built c. 1890, replaced the second in situ, at 6th Place and Lake Street (Svengalis 2006:345).



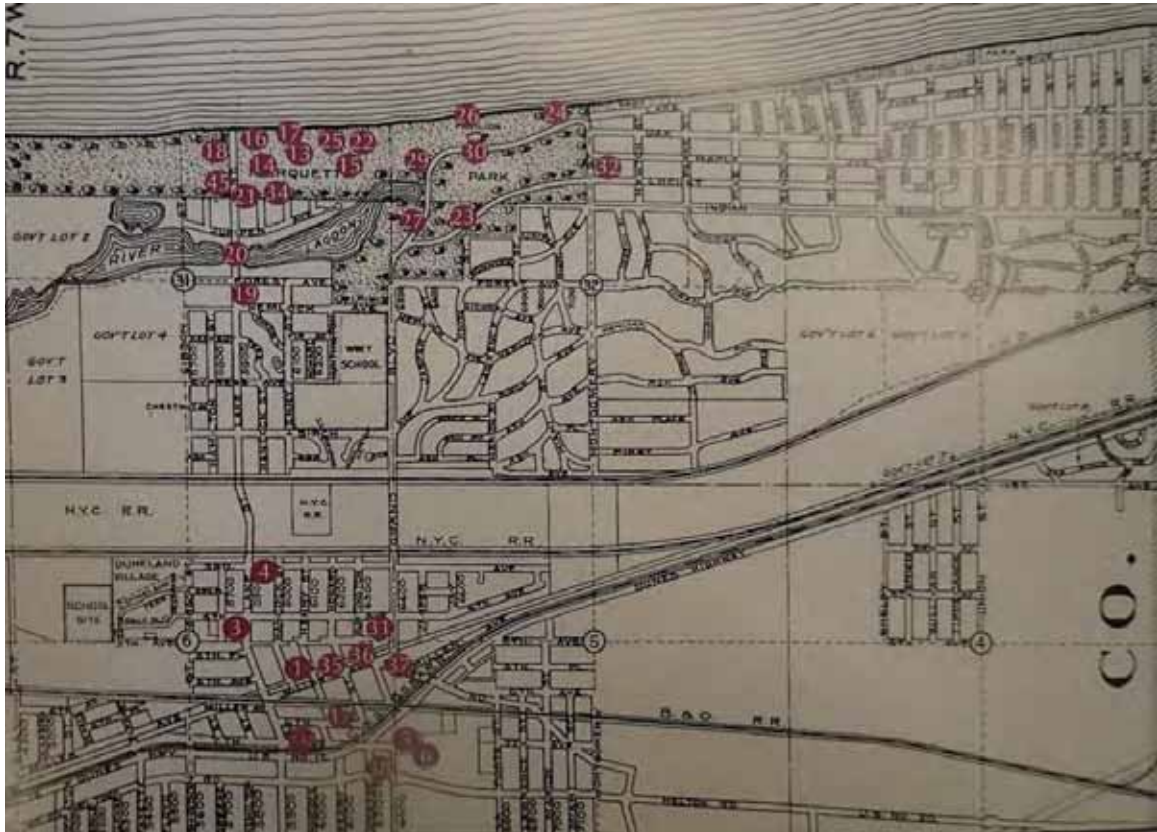
The town of Miller was not incorporated until 1907, prompted at that time by a desire to avoid annexation to the newly established Gary. The next year, the South Shore Line interurban railroad was built through Miller, connecting the town to Michigan City and South Bend. New industrial activity surrounded Miller, and its population grew accordingly, reaching 638 by 1910. In this year, the third school building was replaced with the current “Miller School” (089-232-07095) in 1910.

As Gary expanded in the 1910s, and its residents flocked to Miller Beach for an escape from the steel mills of the city, the larger city moved to annex Miller in 1918. Formerly composed mostly of working class Swedish-Americans, Miller became more diverse and wealthier with an influx of people spilling over from Gary in the 1920s. As the population grew, so did construction in downtown Miller; many of the neighborhood’s commercial buildings date to this boom period.

Mirroring the rest of Gary, Miller expanded momentarily again in the post-World War II era (Figure 5). New subdivisions within the neighborhood appeared, composed of Minimal Traditional and Ranch-style housing. Though homes were typically modest in character, one historical source posits that Miller became, by 1950, Gary’s wealthiest neighborhood (Miller Historical Society 2010). If this was the case, it was likely due in large part to the widespread postwar suburbanization that resulted in “white flight” from the city interior and the establishment of newer,

more prosperous communities further afield. Also during the 1950s, Miller became increasingly home to Gary's Jewish population. The Temple Israel relocated to Miller from Gary's west side in 1958. Historically white, Miller did not see the arrival of African Americans until the mid-1960s and 1970s, as the black population too began to flee increasing decay occurring within the city center. By the 1970s, Miller had therefore transformed from a rural, fishing, and beach community characterized by a primarily white population, to a socioeconomically and racially diverse neighborhood including African, Jewish, Polish, Lithuanian, Greek and Hispanic-Americans (Miller Historical Society 2010).

Figure 5. Miller as drawn by Gary City Engineer Harold Zweig in 1945 (Svengalis 2006:340).



4.2 AETNA

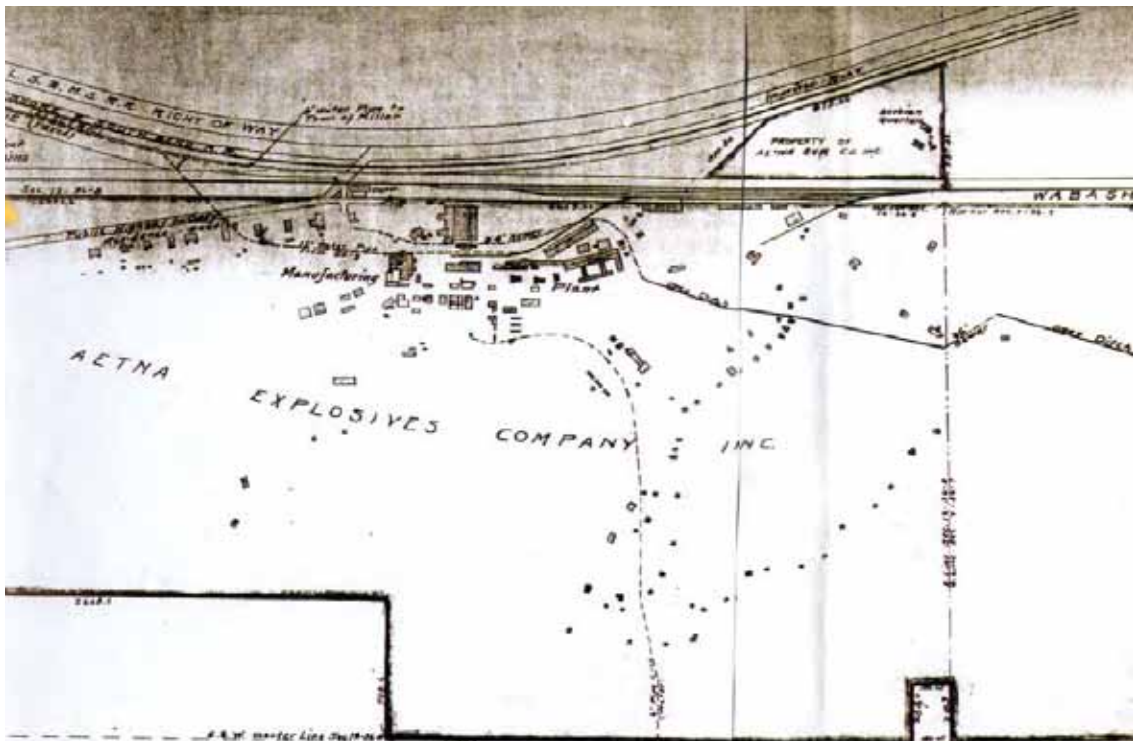
Aetna, today a neighborhood of Gary like Miller, was established in 1881 around the Aetna Powder Plant, a subsidiary of the Miami Powder Company in Ohio. The small company town constructed two dozen buildings on 240 acres of unsettled land that lay between Miller and Tolleston. The town was bound roughly by Idaho and Arizona Streets on the west and east, respectively, the Wabash railroad tracks on the north, and 10th Avenue on the south. Sand dunes were built up between the buildings to shield occupants from explosions. Accidental explosions nonetheless were frequent and were known to shatter windows in homes as distant as Gary and, for the plant workers, were deadly. Powder explosions stymied settlement in the town, and though it was incorporated in 1907, it was not a fast-growing or diverse community, composed mostly of white adult males. At the turn of the twentieth century, the town included a post office, store, and boarding houses (Figure 6). By 1910, Aetna had expanded in size to almost 400 acres, stretching from Dakota Street on the west to Lake Street on the east, and as far south as 15th Avenue. The main residential street was 9th Avenue between Idaho and Aetna Streets. A small frame emergency hospital was built near 9th Avenue and Aetna Street, just south of the railroad tracks. Dwellings were concentrated largely on 25 acres lying between 9th and 13th Streets and Idaho and New Hampshire Streets, while the company office building was located at Arizona

Street and 10th Avenue. A company-built stone road extended west from Idaho and 10th Streets into East Gary, running just south of the Gary Screw and Bolt Company. Prior to the construction of the Dunes Highway, the stone "highway" was the principal route from Aetna to Gary (Figure 7) (Svengalis 2006: 366).

Figure 6. Aetna, view northwest from a dune near 10th Avenue and Arizona Street, c. 1907. The Wabash railroad depot is visible at the upper right (Svengalis 2006: 365).



Figure 7. Map of Aetna, 1919 (Svengalis 2006: 375).



After a disastrous fire destroyed half of the powder plant in 1917, the powder company and the town of Aetna reached peak productivity and prosperity during World War I. During the war, the

Aetna plant employed approximately 1,200 workers. The Aetna Powder Plant closed following the war, and the town emptied out, with just a few hundred residents present by the 1920s.

In the 1920s, two residential subdivisions were planned in Aetna, and in 1930, a grocery store was built on the 900 block of Aetna Street. After the improvement of Dunes Highway through the area in 1923, several commercial establishments cropped up along the highway north of Aetna, including Ted's Trailer Town and Drive-In, Snow White's Trailer Park, Calvin's Drive-In, Wilson's Bar-B-Que, and a mini golf course. These typical roadside establishments, aimed particularly at vacationers heading to the dunes, are nearly all gone, many of them replaced with industrial buildings and infrastructure. In 1924 Aetna was annexed to Gary (Lane 1978:108). Prior to World War II, most houses were concentrated between 10th Avenue and 12th Street and New Hampshire and Dakota Streets; east of Aetna Street the area was almost entirely undeveloped until the 1940s.

After the war, major residential development in Aetna was initiated by Otto G. Fifield (Figure 8). Fifield oversaw the construction of 1- and 1.5-story brick Cape Cods west of Aetna Street, followed by a series of small frame homes, and then two groups of duplexes, ten of which were built on E. 9th Avenue and Idaho Street (Figure 9). At this time, commercial establishments on Aetna Street expanded, and among the business located on this main drag between 9th and 12th Streets were a grocery store, a barber shop, a gas station and drug store, a dancing school, and Fifield's real estate office. The 2-story brick store building at 913 Aetna Street was built in the 1930s and operated commercially through the 1960s. Aetna's Lutheran population gathered at the wood-frame building at 916 Aetna Street, formerly a depot for the Wabash Railroad that was relocated from the tracks and repurposed after ceasing use as a depot. The former depot remains today the only extant building of Aetna's earliest powder plant era. After the relocation of the Lutheran congregation to a new church in 1955, the Fifield real estate company acquired the former depot building and constructed a new brick storefront section onto the facade, almost fully obscuring the depot from view (Figure 10) (Svengalis 2006: 380-384; 387).

Figure 8. Aetna in 1950, undergoing development by Fifield. Aetna Street lies at center (Svengalis 2006:381).



Figure 9. Fifield's duplexes under construction in the 1950s (Ogorek 2012:114).



Figure 10. The former Wabash Railroad Depot (rear) with c. 1960 Fifield office brick addition (HDR 2017).



4.3 GARY

Gary was founded in 1906 by the U.S. Steel Corporation. At the time, the population of all of Calumet Township was just 1,400 (Lane 2003:7). U.S. Steel identified a new city site, named for company chairman Elbert H. Gary, for its advantageous proximity to Chicago, waterways and railroads, as well as for the vast swath of undeveloped Midwestern land on which they could building a sprawling new plant and company town. Industry in Indiana had been gradually moving

northward, with quarries, coal, gas, automotive, and other manufacturing plants cropping up near railroad hubs in Indianapolis, South Bend, Fort Wayne, and Michigan City, as well as in nearby East Chicago. Gary also stood directly along the projected route of the Chicago, Lake Shore & South Bend Railway, and became the line's busiest intermediate stop and the eastern end of its heavy commuter traffic heading in and out of Chicago. Gary was laid out on a gridiron plan by the Gary Land Company, subsidiary to U.S. Steel. All major avenues led to the mill entrance. In addition to the brick depot constructed downtown on Broadway, a second station in the city was established at Goff Junction, giving access to the steel mills and industries located on the Chicago Outer Belt (Middleton 1970:134). The Gary Land Company was responsible for the initial building of many of the houses and community buildings on the gridiron, following a pattern of other company towns planned or constructed by Mark Manufacturing, Pullman Car Company, and Standard Oil. The Gary Land Company created the "Northside" subdivision, complete with sidewalks, planted trees and grass, and newly constructed homes. The Northside neighborhoods were beyond the means of the typical unskilled laborer, however, and mill workers lived mostly in the unplanned "Southside," or "the Patch," which developed quickly and irreversibly into a slum (Davis 1996:xxxiv; Lane 2003:8-15).

Within three years of its founding, the new steel city was producing steel and Gary was immediately populated by waves of European immigrants. Foreign immigrants provided cheap labor, and the majority of the unskilled workforce at U.S. Steel came from Italy, Greece, Poland, Russia, and the Balkans. As such, Catholic, Orthodox, and Jewish faiths were heavily represented in Gary in the early establishment of churches, schools, and neighborhood identities (Davis 1996: xxxiv). German, English, Irish, and native-born Americans composed the bulk of skilled workers and managers. Following an initial period of fast-paced growth and expansion, Gary underwent several recessions between 1914 and 1919, spawning widespread layoffs, strikes, and socioeconomic friction.

The end of World War I ushered in an unprecedented period of growth, prosperity, and regional prestige for Gary. The steel industry generally thrived, and new businesses moved into Gary. One major establishment was the Walter Bates Steel Corporation, founded on E. 5th Avenue in Gary in 1926 by Walter A. Bates. Bates Steel specialized in the manufacture of steel for public utility commissions, and later expanded to the production of steel-framed houses. By 1928, the company had sales offices in New York, Pittsburgh, Dallas, Birmingham, Cleveland, and Atlanta (*Electrical World* 1928:7). Another notable corporation that prospered at this time was the Gary Screw and Bolt Company, founded by a group of executives of the Pittsburgh Screw & Bolt Corporation. The factory opened in 1912 on 20 acres of land along 7th Avenue and began operating with a workforce of less than 100, but the business was successful and expanded rapidly (NWIGS 2010). In 1925, the company acquired the Continental Bolt and Iron Works in Chicago and in 1930, despite the onset of the Great Depression, the firm acquired the Hammond Bolt and Nut Company (IUScholarWorks n.d.).

As European immigration to the United States abated during the 1920s, African Americans relocating in large numbers from the South filled the void. Mexican immigrants hired by U.S. Steel to work as unskilled laborers also arrived in Gary following World War I. Population growth during this era was explosive, bounding from 55,000 in 1920 to 100,000 in 1930. The city was remarkably diverse, with foreign-born residents and their American-born children making up 45 percent of the population in 1930, and African Americans 18 percent (Mohl 2005). The diversity exacerbated racial and labor tensions, and even during its 1920s heyday, Gary established a reputation for being a politically, socially, and economically turbulent city. Nonetheless, bustling and cohesive neighborhoods began filling out the city, many of them formed around ethnic or racial identities. Houses ranged from 2- and 3-story brick Craftsman, Tudor Revivals, and Colonial Revivals for the managerial classes, to low-income cottages, duplexes, and apartment buildings. The latter was well represented in Gary's working class East Side Neighborhood, which lay south of the U.S. Steel plant and by the late 1920s stretched as far east as Tennessee Street (Trafney 2002:11).

Gary, founded as a steel town, remained primarily a single-industry town, a fact that compounded times of economic duress such as the Great Depression. During the Depression, the steel mills reduced production by 80 percent, triggering large scale unemployment, bank failures, and near bankruptcy. Many businesses remained solvent, however, including Bates Steel. The economic downturn of the 1930s limited the production of homes—steel or otherwise—so attention was turned to the ability to mass-produce small standardized steel-framed and concrete homes, and Bates Steel capitalized on this trend, endeavoring to replicate Ford's assembly-line methods to reduce housing costs (Wolfe and Garfield 1989:52).

World War II presented new demands for steel production, and the town revived during the 1940s. Gary Screw and Bolt Company employed 700 people during the war, and produced more than 4,000 tons of bolts, nuts, rivets, fasteners, and other steel devices per month for the war effort (Substreet 2015). Expansion and corporate investment continued in the postwar years, and employment at the screw and bolt company peaked at more than 900 in the mid-1950s (NWIGS 2010). Railroads, capital goods manufacturers, the automotive and farm machinery industries, and steel construction fabricators were the major customers. The postwar years saw housing that included the Walter Bates Steel Corporation's steel homes, riding the new wave of entirely factory-made steel houses, such as the short-lived but widely celebrated Lustron brand, that needed only to be put together like a giant Erector Set on a chosen lot (Central Mortgage and Housing Corporation 1960:264). Though Bates Steel relocated its headquarters out of Gary, Indiana, in the mid-century, steel manufacturing continued to occupy the sprawling complex on the company's former property at 2600 U.S. 12. Throughout Gary and Lake County, and notwithstanding a gradual increase in economic diversification, steel continued to dominate the industrial, economic, social, and cultural landscape in the postwar years. Following peaceful labor strikes in 1946 and 1952, U.S. Steel production reached an all-time high in 1953 at 35 million tons. However, a 116-day strike held in 1959 precipitated the shutdown of 90 percent of steel production nationwide and opened up a momentous invitation to foreign competition that would significantly damage the domestic steel industry—and Gary.

The 1960s witnessed a steady disintegration of economic, political, and social stability in the city. In the late 1970s, the Gary Screw and Bolt Company was acquired by the Modulus Division of RBS Industries, which filed for Chapter 11 bankruptcy in the mid-1980s. The plant closed on December 31, 1986, and the equipment was sold to liquidators (NWIGS 2010). The population of Gary grew in the postwar years with an increasing percentage of African Americans. As the racial diversity changed, racial tensions flared. By 1960, African Americans made up 40 percent of Gary's population; by 1970 they were a majority, and growing. White flight to the suburbs included the desertion of white businesses from downtown. The expanding black population filled in the neighborhoods and businesses vacated by whites. Simultaneously, employment in the steel industry faced new competition from foreign companies and from increased automated production. The number of steelworkers in Gary fell from 30,000 in the 1960s to fewer than 6,000 in 1987. U.S. Steel continues to operate its largest manufacturing plant, Gary Works, in the factory's namesake city. However, the struggling city relies also on Indiana University Northwest, as well as its entrance to the Indiana Dunes National Lake Shore, for additional economic support (Mohl 2005; Lane 2003:10).

4.4 THE SOUTH SHORE LINE

The Chicago, South Shore Line & South Bend Line (CSS & SB, or South Shore Line) originated as part of the Chicago, Lake Shore & South Bend Railway (CLS & SB, or Lake Shore Line), which had been chartered in 1901 as the Chicago & Indiana Air Line Railroad. The changing name of the line anticipated the actual extent of its services, which initially comprised only a 3-mile electric trolley line between East Chicago and Indiana Harbor. Though the railway's subsequent expansion corresponded to industrial development in the region, its prosperity was fed more directly by the recreation industry. Growing numbers of workers from the urban mills and factories sought weekend and seasonal escapes in the sand dunes and along the lakeshore of northern Indiana, and in the era before the working and middle classes commonly owned cars, the interurban was the most efficient mode of transit out of Chicago or Gary and into nature.

The railway acquired its second name (Lake Shore Line) in 1904 when new owner James B. Hanna of Cleveland built the line to Kensington on Chicago's South Side, responding to burgeoning industrial and residential development along the south shore of Lake Michigan. The CLS & SB was extended eastward again in 1906 following U.S. Steel's establishment of a new steel mill, Gary Works, in Gary, Indiana (Webster 2016; Cohen and McShane 1998:1). Two years later, the line was extended from Hammond to South Bend, and by 1912 was providing passenger service to and from Chicago via seven daily trains completing each one-way trip in one hour and fifteen minutes (*The Times of Northwest Indiana* 2014). The year 1908, in which the Lake Shore Line arrived to South Bend, is considered by historians of the line to be its birth year. The line's route from Chicago to South Bend constituted a true interurban, an electric railway traveling literally "between cities." Electric interurbans were the natural extension of the electric streetcar, and as such, presented stiff competition to the existing steam engine railroads connecting regional cities (Simons and Parker 1997:42).

Richmond, Virginia, hosted the first successful electric railway in 1887, and widespread electrification of streetcars and commuter trains followed suit across the nation. Many historians consider the first true interurban to have operated between Minneapolis and St. Paul in 1891. However, other historians consider the convergence of the two Minnesota cities to be essentially a long streetcar line; therefore, an alternative "first" interurban is the East Side Railway, which began passenger service along the 15 miles between Portland and Oregon City in 1893. The 20-mile Sandusky, Milan, & Norwalk in Ohio also began running in 1893. One of the early difficulties in operating the electric railways was how to efficiently transmit the low-voltage direct current necessary to propel cars over long distances. The mastering of a multiple-unit control system with substations and a single motorman for each train accelerated the development and expansion of interurban systems. In the east, steam-powered commuter rails were well established by the 1890s, and it was therefore in the Midwest that interurbans had the largest physical, social, and economic impact. During the early twentieth century, interurbans in Ohio, Indiana, Michigan, Illinois, and Wisconsin made up over 40 percent of interurban mileage in the United States (Middleton 1961:17). Of these states, Ohio possessed the most mileage; Indiana followed closely. By 1914, there were 1,825 miles of interurban traction crisscrossing Indiana, much of it converging at Indianapolis, where 13 lines joined from across the state. Over 400 miles of Indiana traction was held by the state's largest and oldest interurban company, the Union Traction Company, who operated many of the lines out the capital, connecting to Louisville, Richmond, Muncie, Fort Wayne, Peru, Lafayette, Terre Haute, and cities in between (Simons and Parker 1997:42).

Located in the far northwest corner of Indiana, the Lake Shore Line reached its peak of prosperity under the ownership of Chicagoan Samuel Insull, a Midwestern utilities tycoon who acquired the line as part of his Midland Utilities Company in 1925. Insull has been called the "savior" of the line, rescuing it from financial ruin, and pumping some 6.5-million dollars into its state-of-the-art rehabilitation. Insull was born in London in 1859, and in 1900 immigrated to the United States to work as private secretary to Thomas Edison. Insull quickly worked his way up to become manager of Edison's General Electric Company in New York, and in 1892 left General Electric to become president of the Chicago Edison Company. The company became foundational to Insull's public utilities empire, which was worth billions of dollars by 1930, generating 10 percent of electricity nationwide and providing transportation, electricity, and gas across 32 states (Cohen and McShane 1998:5). Insull entered the electric railway business in 1911, and in 1916 purchased the struggling Chicago North Shore & Milwaukee Interurban (CNS & M, or North Shore Line). He branched further out of Chicago and into northwest Indiana in 1923 with his incorporation in 1923 of the Public Service Investment Company, soon renamed the Midland Utilities Company. Two years later, Insull brought the Lake Shore Line into the fold of the Midland Utilities Company, promptly renaming the line—for the third and last time—the Chicago, South Shore, & South Bend (the South Shore Line). Under Insull's ownership, the South Shore Line underwent a massive improvement scheme that included new steel cars, improvements to the distribution system, and installation of new electrical equipment. Insull also incorporated a subsidiary bus system, the Shore Line Motor Coach Company, which operated out of the

Michigan City terminal at the 11th Street Station and extended eventually as far north as Grand Rapids, Michigan. By 1926, the Shore Line Motor Coach Company operated 26 routes in northern Indiana, southern Michigan, and Illinois (Middleton 1970:53).

Additionally, Insull and his appointed president of the North and South Shore Lines, Britton L. Budd, directed an aggressive and artistic marketing campaign consisting chiefly of poster art, booklets, magazines, and other advertisement literature. Artists prominent in the Midwest at the time, including Oscar Rabe Hanson, Otto Brennamann, Leslie Ragan, and Ivan V. Beard, produced dozens of lithographed posters during the mid- and late-1920s. Poster art reflected the South Shore Line's primary recreational selling point, the 2,000-acre Indiana Dunes State Park located along the south shore of Lake Michigan between Michigan City and Gary. The South Shore Line worked hand-in-hand with the Indiana State Park Commission to protect the dunes from encroaching industrialization and to establish the area as a state park, which occurred in 1926. Poster art for the electric railway promoted the new state park for the outdoor and recreational opportunities it provided, especially skiing and summertime beach activities (Cohen and McShane 1998:2-6). Other subjects of poster art focused on seasonal lakeshore scenery, the steel mills at Gary ("the workshop of America"), and Notre Dame football in South Bend (Cohen and McShane 1998:66).

The first few years of Insull ownership was the zenith period for the South Shore Line. The railway doubled its annual passenger traffic from just over 1.5 million in 1925 to nearly 3 million in 1928. Freight revenues also boomed during the same period, increasing 535 percent to over 1 million dollars in 1928. Gross revenues rose from 860,000 dollars in 1925 to over 3 million dollars in 1928 (Cohen and McShane 1998:15). The South Shore Line weathered the 1929 collapse of Wall Street fairly successfully for two years, with overall revenues remaining level around 3.5 million dollars. By 1931, the line was feeling the financial strains brought on by the Great Depression. Passenger and freight revenue dropped precipitously, plummeting further still in 1932. Major cuts were made to passenger service that year, and dining and parlor cars were eliminated and have not been reinstated since. In September 1933, the South Shore Line fell into bankruptcy. The line was reorganized in 1938, headed by Midland Utilities executive Jay Samuel Hart until 1960. During the 1930s, the South Shore Line relied heavily on freight traffic, three-quarters of which was coal, most headed to fuel Insull's utilities operations. In the 1940s, finally, both freight and passenger revenues rebounded, spiking to all-time highs during World War II (Figure 11). During the war, the line served as a critical means of freight transport for the industrial wartime products generated in northwestern Indiana and the Chicago area. Additionally, passenger volume rose steadily each year of the war, doubling in number between 1941 and 1943, and reaching an all-time high of over six million in 1945. The sudden boom in activity and carriage necessitated a rebuilding program for the 1920s-era cars and rail line (Figure 12, Figure 13). Improvements to the rail cars were carried out locally in the maintenance shops at Michigan City, and consisted of lengthening and strengthening car underframes, installing new seating, florescent lighting, air conditioning, VHF radio, and larger picture windows. A new 3,500-foot siding was built at Birchim in 1941 to expedite freight traffic traveling on the single track west of Michigan City. Ninety and 100-pound rail lines were relaid with 112-pound stock, and the overhead catenary system between South Bend and Michigan City was reconstructed. The improvements transformed the interurban into a heavy duty freight line on par with steam engine trains (Middleton 1970:75-79).

Figure 11. West-bound freight moves through Michigan City, c. 1940, note the double tracks (Middleton 1970:144).



Figure 12. The South Shore Line moves through Michigan City in a snow storm (Middleton 1970:114).



Figure 13. Combine No. 109 heads west past Beverly Shores, c. 1950 (Middleton 1970:83).



Though passenger traffic initially dropped steeply immediately following the war's end, it recovered and remained at a sustainable rate during the 1950s. The line's freight-carrying business continued to grow, and gross revenues hit another record high in 1951. One major development of the mid-1950s was the construction of a 5-mile bypass rerouting the line off of East Chicago's busy Chicago Avenue. Initiated originally by Insull management in 1927, the bypass plan was stymied by various agency oppositions and by financial and political events until its opening in 1956 (Middleton 1970:87-89).

The late 1950s ushered in a new era of reduced services and cost-cutting reorganization. Reflecting a nationwide trend towards rising personal automobile use, and the corresponding decline of railroads across the United States, ridership on the South Shore Line fell stagnant and operating costs rose (Figure 14). The Federal Aid Highway Act, passed in 1956, authorized the construction of the Interstate system. Interstate 80/90, built on an east-west alignment between Gary and Michigan City, was built along the alignment of the existing State Highway 80/90. Interstate 94, constructed between Gary and Michigan City along a southwest-northeast alignment north of I-80/90, was completed later, in the early-mid 1970s. U.S. Highway 12 (U.S. 12), also called the Iron Brigade Highway or the Dunes Highway, was an early automobile road built mostly along the Calumet Beach Trail, a Native American trail that was gradually improved for wagons and buggies after Euro-American settlement (Engquist and Raithal 1991:64). The highway was designated a U.S. Highway in 1926. The road guided the alignment for the South Shore Line that runs directly alongside it from Gary to Michigan City (the road and the line diverge at Michigan City, with U.S. 12 continuing northeast along the lakeshore and the South Shore Line angling due east to South Bend). U.S. 20, or the Dunes Relief Highway, was constructed in 1931-32 as part of a nationwide east-west route. Unlike U.S. 12, which followed a centuries-old path, U.S. 20 was constructed largely on uncharted ground. As its name suggests, its parallel location south of U.S. 12 provided an alternate traffic route along Lake Michigan's south shore. Decades prior to the construction of the interstates through northwest Indiana, the two parallel U.S. highways were reportedly the busiest roads in the state, particularly during the World's Fair in Chicago in 1933-34 (Nalbor 1999).

Figure 14. Michigan City, c. 1955 (Doughty 2007:9).



Corresponding to the expanding auto industry, a decline in the interurban's passenger volume continued to plague the South Shore Line well into the 1960s. Passenger revenue dropped 30 percent between 1955 and 1965, and traffic in and out of South Bend had declined by nearly two-thirds. By 1965, approximately 85 percent of the South Shore Line's passenger revenue was generated west of Gary. In order to combat a rising deficit, new president William P. Colitan cut railroad-operated restaurant services, increased passenger fares, reduced passenger schedules, and sold the Shore Line Motor Coach Company (Middleton 1970:108-110). While all other interurbans in the region folded in the face of similar challenges, the South Shore Line pressed on, continuing passenger service even after its acquisition by the Chesapeake and Ohio Railway (C & O) in 1967, which effectively solidified the line as a heavy-duty, dual-use electrified freight and passenger railroad. The C & O desired to terminate passenger services, and pressed for government subsidies. Local and state governments declined, however, and the C & O threatened to abandon passenger services. Local patrons of the South Shore Line, including Michigan City's Save Our South Shore Committee, rallied to rescue the passenger line from discontinuation. In 1977, the Northern Indiana Commuter Transportation District (NICTD) was authorized to use federal, state, and local funding for the South Shore Line passenger service. NICTD purchased 44 new cars and undertook improvements to the maintenance shops in Michigan City and substations along the line. The new cars operated for the first time in 1982. Following a decline in government funding during the mid-1980s, the South Shore Line fell into bankruptcy. Anacostia & Pacific (A & P) bought the line out of bankruptcy in 1990, and sold the passenger assets back to NICTD. A & P maintained ownership of the South Shore Line freight assets and tracks, thereby legally separating passenger and freight operations. During the 1990s, NICTD undertook additional improvements to the South Shore Line, rebuilding tracks and stations throughout. The line experienced a gradual increase in passenger services and revenue into the early 2000s, with annual passenger numbers doubling from 1.5 million in 1985 to 3 million in 2001 (Ogorek 2012:9-10; Holland 2005:7).

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 or before 1969 (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 Lake County. Historic maps and U.S. Geological Survey maps were used to locate the existence of any historic-age properties (48 years of age or older). HDR staff then consulted Lake 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 Lake County Public Library February 7–8 and at the Calumet Regional Archives at Indiana University Northwest on 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 Code of Federal Regulations (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 Lake County APE are diverse in character. Building types along the South Shore Line corridor (and that parallel Dunes Highway, or U.S. 12) in Lake County are located primarily within the city of Gary, and include early and mid-twentieth century residential, commercial, and industrial resources.

At the east end of the Lake County APE, the Project corridor enters Indiana Dunes State Park and National Lakeshore land, which is rural and undeveloped. As the corridor enters the east part of Gary's modern boundaries, U.S. 12 is populated by mid- and late-twentieth century commercial properties that include hotels, automotive shops, gas stations, and general merchandise stores. The highway then continues to bisect several eastern Gary communities including Aetna (on the south side) and Miller (on the north).

The surveyed residential subdivisions in Aetna are primarily postwar (1940s–1950s) Minimal Traditionals and Ranches. On the north side of U.S. 12 in Miller, the residential building stock is similar in form and style if slightly later in age (1940s–1960s). Integrity in two of these neighborhood sections (the westernmost) is low, due to a combination of physical deterioration, demolition, and modern infill. One historic Miller section (Glen Ryan Park) possesses good integrity and was evaluated for historic district potential. Residential development here gives way to large industrial lots and railroads, which is ruptured by the interchange of Interstates 65 and 90 and U.S. 12 and 20. Industrial lots recommence on the west side of this juncture, terminating on the south side of the APE at a historic (not extant) rail line with a curved alignment.

West of this rail line remnant, on the north side of the highway, properties continue to be industrial in character, with many parcels within the APE unoccupied by buildings. On the south side of the highway in Gary, development is residential, arranged on a historic grid pattern. As the APE progresses into the east portion of the historic Gary grid, including Ohio, Louisiana, Indiana/Martin Luther King, Mississippi, and Illinois Streets, the surveyed properties represent the post-World War II era spanning the late 1940s and 1950s. The survey area here consists of planned subdivisions that contain 1 and 1.5-story Minimal Traditionals, with brick or siding exteriors. The majority of residences in this part of Gary are single-family dwellings; however, one single-level apartment complex composed of several separate buildings, Dunes Court, also reflects the influence of the Minimal Traditional and was constructed c. 1950. It occupies two 1.5-acre city blocks. Generally, integrity is poor at the east end of these postwar neighborhoods, gradually improving towards the west.

As the Project area south of U.S. 12 moves further west into Gary, the building stock ages. Properties that were surveyed at the west end of the APE are also predominantly residential in character and date from the 1900s to the 1920s. These properties, interspersed with occasional early twentieth century commercial buildings, reflect some of the earliest development in Gary, founded in 1906. Extant historic-age dwellings at this western end of the APE are modest 1.5 or 2-story foursquares and front gable buildings originally exhibiting elements of the Craftsman or Colonial Revival styles. Integrity is typically very low in this area, impacted by replacement siding, windows, and doors; severe dilapidation; and interspersed vacant lots resulting from the removal of blighted buildings. Streets at the far west end of the APE including Vermont, Rhode Island, Carolina, and Virginia, are heavily infilled with modern residential buildings constructed in the late twentieth century and therefore were not surveyed.

6.2 RESOURCES PREVIOUSLY RECOMMENDED ELIGIBLE

Maps for all resources previously recommended eligible are provided in Appendix A.

6.2.1 089-232-07091 - 6101 E. 6TH PLACE, GARY (CONTRIBUTING)

The 1.5-story house at 6101 E. 6th Place was rated Contributing in 1994 for its significance in vernacular architecture. Originally built c. 1904, the dwelling sits on the south side of E. 6th Place, facing north (Figure 15). The wood-frame building is clad with narrow weatherboard siding. Built on a raised foundation of rock-faced concrete block, the side-gabled house has a rectangular form and exhibits the National Folk style with its centered front gable on the façade (west elevation) and narrow overhanging boxed eaves and plain bargeboards. An interior brick chimney with a plain cap pierces the ridgeline of the roof. The rock-faced concrete-block foundation suggests that the building may have been moved or placed on a new raised foundation c. 1920.

Figure 15. 089-232-07091 6101 E. 6th Place, looking southeast.



The main entry, a single-leaf door, is located within an enclosed porch on the façade and is sheltered by a half-hipped roof supported by a metal filigree post. The porch sits on a parged concrete block foundation, suggesting it was repaired or replaced. The building is fenestrated with single and paired 1/1, double-hung, wood-sash windows with metal storm windows set in narrow wood frames. A canted bay window is located on the façade, just to the south of the enclosed porch.

An enclosed porch was constructed on the rear elevation of the house c. 1965. The wood-frame addition is clad with vinyl siding and capped by a flat roof. It is fenestrated with fixed metal or vinyl picture windows (materials not visible). The rear porch and part of the façade have modern vinyl siding, though most of the house appears to have maintained its original wood siding, trim, and decorative shingles in the upper gable ends of the building (Figure 16).

A red letter box is attached to the house near the primary entrance at the northwest corner of the house. Local lore states that the box is a remnant of the house's history as the original Miller post office. However, no evidence has been found that the house served as a post office for the Miller community, and the first post office in Miller is known to have been established more than two decades earlier than this house was constructed. (Simon & Ammeson 2012:56)

Figure 16. 089-232-07091 6101 E. 6th Place, looking southwest.



The building is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A). Research did not reveal the property at 6101 E. 6th Place to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The building is a common example of a vernacular form and the National Folk style; it does not possess high artistic value, nor does it represent the work of a master and is not eligible under Criterion C. It is therefore recommended *Not Eligible* for listing in the NRHP.

6.2.2 089-232-07092 – 6064 E. 6TH PLACE, Gary (CONTRIBUTING)

The 2.5-story, residential dwelling at 6064 6th Place was rated as Contributing in 1994 for its architectural significance as a “typical early twentieth century house.” This American Foursquare dwelling sits on the northwest corner of E. 6th Place and S. Henry Street and is angled towards the street. Constructed c. 1919, the wood-frame building is clad with what appear to be asbestos shingles and rests on a rock-faced concrete-block foundation (Figure 17 and Figure 18). The hipped roof is covered with asphalt shingles and has wide overhanging boxed eaves. The southern and eastern slopes of the roof are pierced by a half-hipped dormer, while an interior brick chimney with a plain cap pierces the northern slope. A 1-story, 3-bay, full-width porch is located on the façade (south elevation) which shelters the main entry, a single-leaf door. The porch rests on a rock-faced concrete-block pier foundation. The half-hipped asphalt singled porch roof with wide overhanging boxed eaves is supported by square wood posts. A wood balustrade encircles the porch which is accessed via wood steps with a simple wood railing.

The façade and east elevation have full-height three-sided canted bays. The window openings on the first story of the bays are elongated, holding 1/1, double-hung, wood-sash windows on the sides and large fixed picture windows on the face of the bays. The remaining fenestration on the upper story of the bay and the main block are typically 1/1, double-hung, wood sash and one-light fixed wood windows. The dormers hold paired one-light wood windows. The 1994 survey form states that the building originally had leaded-glass windows on two elevations that no longer remain.

Figure 17. 6064 E. 6th Place (089-232-07092), view north-northeast.



Figure 18. 6064 E. 6th Place (089-232-07092), view west-northwest.



Research did not reveal the property at 6064 E. 6th Place to be associated with any events, themes, or people significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The property does not possess sufficient architectural significance to merit individual listing and is considered a common style and form type for a c. 1919 American Foursquare dwelling. In addition, the

property is not located within a previously identified or recommended historic district. The property associated with 089-232-07092 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.3 089-232-07093 – 6032 E. 6TH PLACE, Gary (CONTRIBUTING)

The 1.5-story, single-family dwelling at 6032 E. 6th Place was rated Contributing in 1994 for its architectural significance, as an example of the bungalow form. The dwelling stands on the north side of E. 6th Place and faces southwest (Figure 19 and Figure 20). Constructed c. 1914, the house consists of a rectangular main block capped by a hipped roof and a projecting front gabled bay. The house is covered with stretcher-bond brick veneer and the asphalt-shingled roof is finished with overhanging boxed eaves, a narrow molded cornice, and an interior brick chimney with a plain cap. The pedimented front gable has an asphalt-shingled pent. The upper gable end of the house is clad with vinyl siding and is pierced by paired one-light wood windows set in narrow wood frames and capped by a square louvered vent. The main entry, a single-leaf door is sheltered by a 1-story, 1-bay inset porch on the southwest corner of the house with concrete steps. A secondary single-leaf opening is located on the southwest (side) elevation. Other window openings on the building include paired Craftsman-style windows on the projecting bay that are composed of three square lights over three elongated lights. Secondary elevations hold single and paired 1/1, double-hung, wood-sash windows; all window openings on the house have concrete lug sills. The projecting bay is ornamented with a brick panel on the façade (southeast elevation) that is lined with rowlock brick and decorated with cast concrete squares in the corners of the panel and three concrete diamonds centered across the panel. Located at the rear of the parcel (northeast corner) is a 1-story, 1-car garage constructed of brick that retains its original, paneled wood roll-up door with six inset lights. The garage has a hip roof with overhanging boxed eaves and is covered with asphalt shingles. There have been no significant alterations to the house, with the only notable change being the addition of vinyl in the upper gable end on the façade.

The bungalow also exhibits Craftsman style detailing in the multi-paned windows located on the projecting bay, as well as in the cast concrete detailing in the brick inlay and window sills.

Figure 19. 6032 E. 6th Place (089-232-07093), view north.



Figure 20. 6032 E. 6th Place (089-232-07093), view northwest.



Figure 21. 6032 E. 6th Place (089-232-07093), garage, view northwest.



Research did not reveal the property at 6032 E. 6th Place to be associated with any people, events or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The property does not possess sufficient architectural significance to merit individual listing and is considered a common style and form type for a c. 1914 Craftsman style bungalow; it is a typical example of the

type. In addition, the property is not located within a previously identified or recommended historic district. The property associated with 089-232-07093 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.4 089-232-07095 – 665 S. LAKE STREET, PUBLIC SCHOOL DISTRICT NUMBER 8/MILLER SCHOOL (NOTABLE)

The former Miller School was rated Notable in 1994 for its architecture and its connection to the history of community life in Miller. Located on the southeast corner of E. 6th Place and Lake Street, it was completed in 1910 (Figure 22 and Figure 23). According to a dedication plaque on the building, the school was designed by architect Charles E. Kendrick and constructed by the Schmidt Bros. Construction Co. The Classical Revival-style building has a rectangular plan, and its primary façade (west elevation) faces west onto Lake Street. A 1-story rectangular addition on the rear (east elevation) of the building dates from c. 1930 and has the same material treatment as the main block. The 2-story school is clad with stretcher-bond brick and rests on a raised concrete foundation. Typical of the style, the building is three bays wide with symmetrical fenestration on the façade. A brick architrave is capped by a heavy projecting cornice with modillions and ogee molding. The cornice is highlighted by a pediment centered on the façade and capped by a white palmette finial. Historic photographs indicate that while the cornice is original, it was not originally painted white as it is now (Figure 23). The sloping roof of the school is obscured by a parapet.

Figure 22. 089-232-07095 665 S. Lake Street, view east.



Figure 23. 089-232-07095 Miller School c. 1920 (photograph courtesy of Miller Historical Society).



The main entrance to the building is recessed in the slightly projecting center bay of the façade on the first story and is ornamented with a Richardsonian-inspired Roman arch. The double-leaf metal doors are flanked by blind sidelights and are capped by a blind transom. A limestone panel above the entry reads "PUBLIC SCHOOL/DISTRICT NO. 8". The building is typically ornamented with either limestone or brick detailing. A limestone belt course serves as a continuous sill for first-floor windows, while upper story openings have a similar limestone sill that extends the width of the multiple window openings. Every window in the original structure appears to have been replaced with non-historic metal windows that are a combination of fixed and operable awning lights with blind transoms. Four stone steps at the main entrance are braced by rectangular brick abutments. The south abutment is constructed of brown bricks and white mortar, showing that it is a replacement portion of the structure. The basement level, which is raised, is fenestrated with square window openings, all of which hold 2-light fixed lights over 1-light, each with a jack arch with a limestone keystone and a limestone end segment on both ends. The rectangular antae have a limestone base and a limestone capital from which the arch rises. The bays on the façade and secondary elevations are framed with brick dentils. Raised spandrels with brick frames, diamonds, and basketweave brick serve as spandrels for upper story windows. The corners of the building are marked by brick pilasters, rising from a limestone base from the belt course to a limestone capital at the top of the second-floor window openings. A course of brick corbels defines the outermost bays of the façade and secondary elevations.

Secondary elevations have similar material treatment, but lack the symmetry of the façade. Secondary entries are located on the side elevations and are typically double-leaf metal doors with one-light transoms (Figure 24-Figure 25). A single-leaf flush metal door with one light on the upper story of the rear elevation provide access to the roof of the c. 1930 addition on the rear elevation. This 1-story 1-bay addition is constructed of six-course, American-bond brick (Figure 26). It has a concrete foundation and a flat roof with a concrete frieze. It is fenestrated with tripled two-light fixed over one-light metal awning windows with concrete lug sills, while the basement hold 2/2 metal windows obscured by metal security screening. A large brick chimney with a plain cap and a modern metal vent pierce the southeast corner of the roof. A smaller 1-story, one bay vestibule with the same material treatment as the addition is located on the rear elevation. It is fenestrated with a single-leaf door with a light and a rectangular louvered vent.

Figure 24. 665 S. Lake Street, view north.



Figure 25. 089-232-07095 665 S. Lake Street, view south.



Figure 26. 089-232-07095 665 S. Lake Street, view west



The current school was opened in 1910, but this is not the first school in the Miller community nor the first school on this site. The first school in Miller was opened in the late 1860s on South Henry Street in the wood-frame building that also housed the Swedish Evangelical Lutheran Church, now Bethel Lutheran (Simon & Ammeson 2012:45). This was followed by a wood-frame structure at 6th Street and Lake Street about 10 years later, which was itself replaced in the 1890s by a 2-story brick Italianate building on the current site (Simon & Ammeson 2012:46). This third school

was in use from the early 1890s until 1909, when it was demolished and replaced by the extant school building (Simon & Ammeson 2012:47). It operated as a school until the 1990s and has been home to the South Shore Centre for the Arts since 2007 (Simon & Ammeson 2012:47). The windows on the second story of the north façade have had a series of printed images of dancers inserted at some point since 2007, reflecting the continued use of the building for the arts.

The school was designed by Indiana architect Charles E. Kendrick, and built by Schmidt Brothers Construction Company of Chicago. Schmidt Brothers was founded in 1905 in Chicago by four brothers, specializing in masonry construction (Jindra 2007). The company flourished and were active across the region, constructing buildings in Wisconsin, Indiana, and Illinois. The company constructed several prominent churches, among many other buildings, in the northern and far northern sides of Chicago. Their most impressive extant project is the Byzantine-style Medinah Country Club clubhouse in suburban Chicago, built in the mid-1920s (Medinah Country Club n.d.). They also were responsible for the masonry curtain walls on many projects in Gary, including several U.S. Steel buildings, such as the U.S. Steel Heat, Light, Water Building on Madison Street, which Indiana Landmarks listed among its 10 most endangered historic buildings in 2014 (Jindra 2007; Davich 2015:27-28). Charles E. Kendrick was a prominent northern Indiana architect who was active throughout the period at the turn of the twentieth century. He worked out of Fort Wayne from 1891 until 1907, when he moved to Gary and lived there until his death in January 1950 (Salmon & Fife 1993:8). During his career, he designed several prominent buildings in Fort Wayne, including the Bash Building (c. 1895) which is listed as a significant contributing property to the Landing Historic District, and five Carnegie libraries in northern and central Indiana, including the Monticello library that was listed in the NRHP in 2013 (Salmon & Fife 1993:8.8; Abell et al. 2010:8.30). Kendrick also designed several other schools in Lake and LaPorte Counties, of which three others are also included as Notable or Outstanding in the IHSSI and two of those, the Glen Park School (c. 1909) in Gary and LaCrosse High School (c. 1915) in LaCrosse, are still extant.

The Miller School is locally significant under Criteria A and C. Under Criterion A, the school reflects the growth and prosperity in the Miller/Gary area after the establishment of the nearby steel mills. The school, with its monumental presence in downtown Miller, is an important physical reminder of the industry and growth that led to dramatic population surges and the need for bigger, better schools for the children of the steel workers in the Miller/Gary area. The school is not associated with any significant people (Criterion B), nor is it likely to yield important information in the future (Criterion D). The Miller school is also significant under Criterion C as an excellent example of the Classical Revival style in Miller. The school exhibits many hallmarks of the style, including its symmetry, monumental design, pedimented cornice, jack arches, and brick detailing. Further, the school is also an excellent representation of the work of architect Charles Kendrick, who designed several schools in the area and was a prominent architect in Indiana. The former Miller School has suffered alterations that affect the integrity of its materials and workmanship, particularly the replacement of the windows and doors. However, these alterations are reversible and the structure possesses sufficient integrity of location, design, setting, workmanship, feeling, and association to convey its historic significance under Criteria A and C. It is therefore recommended *Eligible* for listing in the NRHP.

6.2.5 089-232-07096 – 630 (ALSO KNOWN AS 626) GREENE STREET, GARY (CONTRIBUTING)

The residential dwelling at 630 Greene Street was rated Contributing in 1994 for its architectural significance as a “typical early twentieth century house.” The dwelling resides on the west side of Greene Street facing east (Figure 27 and Figure 28). Constructed c. 1910, the 1.5-story, 3-bay rectangular building is constructed of wood frame clad with weatherboard siding. The house rests on a rock-faced concrete-block foundation and is capped by a front-gabled asphalt shingled roof with overhanging eaves. An interior brick chimney with a plain cap pierces the northern slope of the roof. The house is fenestrated with a single-leaf paneled wood door with nine lights that is slightly off center on the façade (east elevation) as well as 6/1, double-hung, wood-sash windows which are set in narrow wood frames with back banding. Several window openings on the south (side) elevation are paired. The main entry is sheltered by a 1-story, 1-bay porch with a half-

hipped roof with overhanging eaves and exposed rafter tails. The porch roof is supported by square wood posts, which are in turn supported by the wood pier foundation of the porch. The porch is finished with a simple wood balustrade and wood steps. A 1-story, 1-bay garage is located west of the house (Figure 27). The wood-frame building is clad with weatherboard siding and capped by an asphalt-shingled hip roof with overhanging eaves. The garage, which appears to date to c.1925 was obscured by overgrowth and distance and was difficult to see from the public ROW.

The building suffered from a fire within the past five years and is currently vacant and deteriorating. An adjacent property was burned to the foundation and it appears that 630 Greene Street was damaged during the same fire. The upper half story has been severely damaged and multiple windows are missing on the façade and north elevation that were damaged by fire. Wall material is also missing on the north elevation due to fire damage.

Figure 27. 630 Greene Street (089-232-07096), view northwest.



Figure 28. 630 Greene Street (089-232-07096), view southwest.



Research did not reveal the property at 630 Greene Street to be associated with any people, events or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history or prehistory (Criterion D). The property does not possess sufficient architectural significance to merit individual listing under Criterion C and is considered a common example of a type and form for a dwelling in the first decades of the twentieth century. In addition, the property is not located within a previously identified or recommended historic district. The property associated with 089-232-07096 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.6 089-232-07101 – 662 ELKHART STREET, GARY (CONTRIBUTING)

The multi-unit dwelling at 662 Elkhart Street was rated Contributing in 1994 for its architectural significance as a “typical turn of the century house.” The dwelling resides on the northwest corner of Miller Avenue and Elkhart Street facing east (Figure 29 and Figure 30). Constructed c. 1900, the 2-story, 3-bay building rests on a solid brick foundation, which appears to have been partially parged and potentially raised at some point before 1994. The wood-frame building is clad with asbestos shingles. The roof is obscured from view, but appears to be slightly sloping and covered with rolled asphalt. An interior brick chimney pierces the roof. The façade (east elevation) is framed by three-sided canted bays on the outermost bays. A 1-story, 3-bay porch on a brick pier foundation spans the first story of the façade between the projecting bays. The porch is covered by a shed roof with asphalt shingles supported by Tuscan columns. It is finished with a simple replacement wood railing and wood stairs. The main entry to the dwelling is centrally located on the façade and consists of a replacement single-leaf paneled metal door with nine lights. A secondary entry, which provides access to the other dwelling unit, is located on the south (side) elevation. It is sheltered by a 1-story, 1-bay porch with a half-hipped roof supported by Tuscan columns. The porch sits on a parged brick pier foundation and has a simple wood balustrade and wood stairs. The building is fenestrated with replacement 1/1, double-hung, vinyl-sash windows. A 2-story deck was added to the rear (west) elevation ca. 1980; it appears to have been partially replaced between 1994 and 2017. The wood deck has a shed roof supported by square wood posts.

The multi-unit dwelling exhibits elements of the Italianate with its multi-story canted bays and may have originally had further stylization at the cornice, which has been removed, likely when the

house was re-clad. The classically inspired porch supports on the façade are also common in Italianate architecture. All of the building's windows have been replaced and are 1/1 vinyl sash. Some of the windows appear to match the original proportions but all frames have been replaced. All doors have been replaced with vinyl and an additional vinyl door has been added to the porch on the façade. Windows have been infilled or covered on the basement level and their condition is unknown, except for one replacement glass block window within the façade north of the porch. Two chimneys were visible from the public ROW; however, it appears in aerial imagery that there may be up to four located on the roof.

Figure 29. 662 Elkhart Street (089-232-07101), view west-southwest.



Figure 30. 662 Elkhart Street (089-232-07101), view north-northeast.



Research did not reveal the property at 662 Elkhart Street to be associated with any people, events or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). Though potentially significant under Criterion C as an example of a multiple dwelling and the Italianate style, major alterations to windows, cladding, and porches have obscured the building's original design, workmanship, materials, and feeling, leaving it with poor integrity. The property associated with 089-232-07101 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.7 089-232-07103 – 5428 E. MELTON ROAD (CONTRIBUTING)

The dwelling at 5428 E. Melton Road was rated Contributing in 1994 for its architectural significance as an example of a typical bungalow residence. The dwelling stands on the north side of Melton Road and faces south (Figure 31 and Figure 32). Constructed in c. 1927, the 1.5-story, 2-bay rectangular building rests on a solid concrete foundation. The house is clad with stretcher-bond brick and is capped by an asphalt-shingled hipped roof with overhanging boxed eaves and a plain frieze. An interior brick chimney with a plain cap pierces the ridgeline of the roof. The front-gabled dormer on the southern slope of the roof is clad in vinyl and likely contained a window at one time. The boxed eaves minimally overhang. Ornamentation is limited to a brick panel that mimics a spandrel and is edged with rowlock brick. The main entry is located in the easternmost bay of the façade (south elevation) and consists of a single-leaf door that is flanked by original multiple-light sidelights over a small panel. A concrete walkway and four concrete steps lead to the main entry. The building is fenestrated with single, paired, tripled, and quadrupled openings that hold 1/1, double-hung, wood-sash windows with concrete lug sills. At least three original, multi-pane casement windows remain on the west (side) elevation. There appears to be a 1-story, 1-bay garage located northwest of the dwelling that is minimally visible from public ROW. The wood-framed building has a front-gable roof covered with asphalt shingles and is clad in weatherboard siding. The garage likely dates to c. 1940.

Figure 31. 5428 E. Melton Road (089-232-07103), view northwest; garage visible far left.



Figure 32. 5428 E. Melton Road (089-232-07103), view northeast.



Research did not reveal the property at 5428 E. Melton Road to be associated with any events or themes significant in local, state, or national history (Criterion A), nor is it likely to yield information important to the study of history and prehistory (Criterion D). In 1994, when the property was previously surveyed, it was attributed to Gus Strom. Strom, a local contractor, was responsible for local public works such as a drainage ditch in 1910 associated with Long Lake in 1910 and the draining of Indiana City to establish Marquette Park in 1919 (Eppely 2009:13; Simon & Ammeson 2012:8). However, there is no indication that he had experience in residential architecture and likely would not have been involved with the physical design and construction, but instead would

have acted more as the developer and/or contractor. In addition, though Strom made a contribution to the completion of early public works projects in Gary, his contribution does not rise to the level of significance necessary to consider him a significant person. Therefore, the property does not have significance under Criterion B. The property does not possess sufficient architectural significance to merit individual listing and is considered a common style and form type for a c. 1927 bungalow (Criterion C). In addition, the property is not located within a previously identified or recommended historic district. The property associated with 089-232-07103 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.8 089-232-07104 – 5512 E. MELTON ROAD (CONTRIBUTING)

The single-family dwelling at 5512 E. Melton Road was rated Contributing in 1994 for its architectural significance as an example of a Tudor Revival-style residence. The dwelling stands on the north side of Melton Road and faces south (Figure 33). Constructed in 1924, the irregularly massed building rests on a solid concrete foundation. The building is composed of a 1.5-story, 3-bay steeply pitched side-gabled main block with a steeply pitched front gabled blind dormer; a 1.5-story, full-width front-gabled rear block; a low-pitched, 1-story, 1-bay side-gabled rectangular ell on the west (side) elevation; and a 1-story flat-roofed addition on the rear (north) elevation of the ell. The building is clad with yellow stretcher-bond brick with weatherboard siding in the upper gable ends. Stone detailing is used throughout the exterior on the façade (south elevation) and side elevations (east and west). On the façade, stone detail is heavily applied to the exposed brick chimney and on the blind dormer. There is a small, original porch located on the façade that has a replacement wood balustrade. It is unclear if the single-leaf door is original as it is covered by a storm door. Most of the windows are original, 6/6 double-hung wood sash, with two visible vinyl replacements and one replacement glass block window. A secondary entrance to the dwelling is located on the west elevation and aerials indicate there may be a pool in the backyard (north). In addition, a small outbuilding is located in the backyard that is not visible from the public ROW (Figure 34).

The Tudor Revival-style residence boasts many characteristics of the style, including the mixed use of exterior cladding, decorative use of stone and brick, overall asymmetrical design, exposed chimney on façade, multi-paned wood windows, and the front-gabled blind dormer on the façade.

Figure 33. 5512 E. Melton Road (089-232-07104), view northwest.



Figure 34. 5512 E. Melton Road (089-232-07104), view north towards outbuilding (gable peak).



Research did not reveal the property at 5512 E. Melton Road to be associated with any events or themes significant in local, state, or national history (Criterion A), nor is it likely to yield information important to the study of history and prehistory (Criterion D). In 1994, when the property was previously surveyed, it was attributed to Gus Strom. Strom, a local contractor, was responsible for

local public works such as a drainage ditch in 1910 associated with Long Lake in 1910 and the draining of Indiana City to establish Marquette Park in 1919 (Eppely 2009:13; Simon & Ammeson 2012:8). However, there is no indication that he had experience in residential architecture and likely would not have been involved with the physical design and construction, but instead would have acted more as the developer and/or contractor. In addition, though Strom made a contribution to the completion of early public works projects in Gary, his contribution does not rise to the level of significance necessary to consider him a significant person. Therefore, the property does not have significance under Criterion B. The property does possess sufficient architectural significance to merit individual listing as a locally significant example of the Tudor Revival for residential architecture. The unique, decorative use of stone, as well as the high overall integrity of the dwelling makes it a rare surviving example of the style. The property is not located within a previously identified or recommended historic district. The property associated with 089-232-07104 is therefore recommended individually *Eligible* for listing in the NRHP under Criterion C.

6.2.9 089-232-07114 – 4032 10TH AVENUE, GARY (CONTRIBUTING)

The single-family dwelling at 4032 10th Avenue was rated Contributing in 1994 for its architectural significance as an example of the Tudor Revival style. The dwelling stands on the north side of 10th Avenue and faces south (Figure 35 and Figure 36). Constructed in 1932, the 1.5-story, 3-bay rectangular building rests on a poured concrete foundation. The side-gabled roof is covered with asphalt shingles and has narrow overhanging boxed eaves, a plan frieze, and closed returns. A front-gabled projecting bay is centered on the façade (south elevation) and has the same material treatment as the main block. The house is clad with stretcher-bond brick and has weatherboard siding in the uppermost portion of the upper gable ends of the building. Stone detailing is also evident within the exposed chimney on the façade, along the façade itself, minimally within the side elevations (west and east) and at the corners of the building on the façade where the stone simulates quoining. All of the fenestration has been replaced with one-light fixed vinyl windows and 1/1, double-hung, vinyl-sash windows, all with concrete lug sills. A secondary single-leaf entrance located on the east (side) elevation appears to be original and is accessed via wood stairs and a small concrete stoop. Located to the rear of the parcel (north) is a wood-framed, 1-car garage with horizontal wood siding and its original paneled wood door. One window has been boarded up on the garage and the pedestrian entry is a vinyl, single-leaf door. The building has a hip roof covered with asphalt shingles and appears to date to c. 1950. Metal awnings were also added over three windows on the dwelling c. 1950.

The Tudor Revival-style residence demonstrates typical characteristics of the style in the mixed use of brick, stone, and horizontal board, the exposed chimney on the façade, and the steeply pitched projecting front gable on the façade.

Figure 35. 4032 10th Avenue (089-232-07114), view northwest.



Figure 36. 4032 10th Avenue (089-232-07114), view northwest, garage detail.



Research did not reveal the property at 4032 10th Avenue to be associated with any events, themes, or people significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The property does not possess sufficient architectural significance to merit individual listing and is considered a common style and form type for a 1932 Tudor Revival-style residence. In addition, the property is not located within a previously identified or recommended historic district. The property associated with 089-232-07114 is, therefore, recommended *Not Eligible* for listing in the NRHP.

6.2.10 089-232-19001 – 575 OHIO STREET (CONTRIBUTING)

The 2.5-story house at 575 Ohio Street was rated Contributing in 1994 for its architectural significance. The dwelling stands on the northeast corner of Ohio Street and 6th Avenue, and faces south (Figure 37 and Figure 38). Built c. 1924, it is an American Foursquare brick house that is two bays wide. It rests on a concrete foundation and has a raised basement. There is a gable-roof modern garage at the north end of the property. The building has a pyramidal roof and pyramidal-roof central dormer. The rear elevation of the house has a gable end. There is an interior brick chimney, painted a pale tan, in the northeast quadrant of the roof. Most of the bricks are tan, but a variety of shades of light brown are present, with darker brown used for accent. Windows are almost entirely 1/1 modern replacements, with a single 6/6 window on the south (primary) elevation at the east side of the second story. Wide overhanging eaves are closed. The front porch has a flat roof, used as a deck space with a metal railing near the edge of the roofline. There is a small windowless brick shed-roofed structure at the west side of the front porch which has a modern steel door on its south face, which likely provides stairway access to the basement.

Figure 37. 089-232-19001 575 Ohio Street, view north.



The house has a single window in the easternmost bay of the façade on both the first and second story, then a door, and a triple window in the west half of the façade. The original 6/1 lights in the upper two stories and the 3/1 lights in the basement level have all been replaced. Directly above the primary entrance on the second story, a former door, with wood frame and 4/4 lights, has been filled in with red brick and rubble stone. The triple window on the second story has been replaced with 15-light French doors and two 15-light door-height windows. The window in the dormer, originally three lights, has been replaced with a single-light fixed window, and the dormer has been re-clad in vinyl siding. The original front porch has been enclosed and the interior living space extended, with the infill brick patches visible.

Figure 38. 089-232-19001 575 Ohio Street, view east.



Further alterations are clear on the west elevation. Although the vaulted-arch roof on the small projecting structure at the northwest corner of the house appears to be original, the exterior door on its west side is modern. Further brick infill has enclosed a former larger window space on the front porch's west side, as well. The house is three bays deep, with two double windows on each floor. The northern bay has the entrance and a single window above it between the first and second stories, indicating the likely presence of a stairwell used to access the second floor. A shed-roofed 1-story addition is located on the north side of the house, and has both brick and vinyl siding on its walls. A window on this addition has been filled in with concrete block. The gable has been covered with vinyl siding and has a 1 by 1 light. A single window is located near the center of the north façade on the second story. The second story of this façade appears to have stucco exterior covering. On the east elevation, there are three single 1/1 windows at each story, with the two to the north side smaller than the one towards the south side.

When surveyed in 1994, the house still retained its Craftsman-style windows and the original placement of its doors (Figure 39). These character-defining features, essential to the house's architectural significance have since been replaced with modern materials. Due to the loss of its historical material and design elements, the house no longer conveys individual architectural significance. It is therefore recommended *Not Eligible* for listing in the NRHP.

Figure 39. 089-232-19001 575 Ohio Street, prior to alterations (Davis 1996).



6.2.11 089-232-19003 – 552 TENNESSEE STREET, GARY (CONTRIBUTING)

The 2-story house at 552 Tennessee Street was rated Contributing in 1994 for its significance in vernacular architecture (Figure 40 and Figure 41). The building was constructed c. 1924 in the National Folk style and has undergone some modifications since, most notably, updated materials on the façade. It stands facing west on the east side of Tennessee Street. The rectangular shaped dwelling sits on a raised concrete block foundation. The dwelling is clad in aluminum. There is a wall dormer with a hipped roof centered in the roofline of each elevation with a pair of double hung vinyl windows. The front door is centered on the façade with a pair of vinyl windows adjacent.

Figure 40. 552 Tennessee Street, view southeast.



An attached porch covers two-thirds of the façade and has a hipped roof supported by square wood columns. The porch has wood steps coming up its side and simple balusters and rail. The hipped roof is covered with asphalt shingles and has deep eaves with aluminum soffit. A brick chimney rises from the center of the ridgeline. The dwelling retains poor integrity, for although the design is recognizable as National Folk, the use of modern materials—such as aluminum cladding and vinyl windows—has greatly affected the historic character of the building.

Figure 41. 552 Tennessee Street, view northeast.



Research did not reveal the property at 552 Tennessee Street to be associated with people, events, or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The building is an average representation of a surviving National Folk house and lacks any distinctive, typical, or original characteristics nor is it the work of a master which would make it significant under Criterion C. Furthermore, alterations including the recladding of the building using modern materials have impacted the building's materials and workmanship. The property is therefore recommended *Not Eligible* for listing in the NRHP.

6.2.12 089-232-19004 – 523 KENTUCKY STREET, GARY (CONTRIBUTING)

The 2.5-story house at 523 Kentucky Street was rated Contributing in 1994 for its significance in vernacular architecture (Figure 42 and Figure 43). Built c. 1924, the dwelling has undergone modest alterations but still retains enough of its historic characteristics to be recognized as a Dutch Colonial Revival building. The building stands facing west, at the east corner of Kentucky and E. Dunes Highway. It is built upon a raised brick foundation with basement level frieze windows, currently boarded up, at ground level on the side elevations. The building has a rectangular plan with an asphalt-shingled gambrel roof with overhanging eaves, a molded cornice, and cornice returns.

Figure 42. 523 Kentucky Street, view northeast.



The basement and first floor are clad in a brick veneer and the second story is clad in weatherboard siding. Two full-width, shallow shed dormers project from the front and rear gambrel roofline; each dormer is clad with asbestos siding and holds two double-hung wood windows. A 1-story full-width porch extends across the façade, supporting a shed roof with square wood columns and elevated on the brick foundation with concrete steps centered in front of the door. Other fenestration includes two double hung windows on each elevation and each story. There is a small square fixed window in each of the gable peaks; the window on the north façade has been boarded over. The roof is covered with asphalt shingles and a brick chimney rises from the center of the ridgeline.

Figure 43. 523 Kentucky Street, view southeast.



Research did not reveal the property at 523 Kentucky Street to be associated with people, events, or themes significant in local, state, or national history (Criteria A and B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). The building is an average representation of a surviving Dutch Colonial Revival house and lacks any distinctive, typical, or original characteristics, nor is it the work of a master which would make it significant under Criterion C. Furthermore, it appears that the dwelling has been abandoned for some time and is beginning to suffer from demolition by neglect. The property is therefore recommended *Not Eligible* for listing in the NRHP.

6.2.13 089-232-19667 – 2600 E. 5TH AVENUE/WALTER BATES STEEL CORPORATION (NOTABLE)

The industrial property at 2600 E. 5th Avenue was rated Notable in 1994 for its significance in vernacular construction and for its association with local industrial history. Four historic buildings remain on the property, identified for the purposes of this survey as Buildings A, B, C, and D. At the center of the complex is Building A, a 2-story Craftsman-style brick office building. Immediately east of Building A is Building B, a rectangular warehouse clad in non-historic corrugated metal and wood board, and immediately east of Building B is Building C, a 2-story rectangular brick warehouse with a massive modern east addition. On the west side of the complex and set back from the road is Building D, a 2-story concrete block warehouse with an oblique L-shape plan. The steel frame remains of a fifth industrial building stand in ruins near the northwest corner of the property.

Building A, the Craftsman-style brick office building, was constructed in 1927 and was the original building constructed for the Walter Bates Steel Corporation which had been founded in Gary the preceding year (Figure 44-Figure 46). The rectangular building is residential in form, similar to a Craftsman Foursquare in plan. It is two stories in height, with a raised basement and an attic crawl space. The historic core block of the building is eight bays wide and six bays deep. The foundation is not visible. The roof is hipped with wide overhanging eaves and is covered with asphalt shingles.

Figure 44. 089-232-19667, Bates Steel Company, Building A (Bates Steel Office), view south.



Figure 45. Bates Steel Company, east addition of Building A, view east (Davis 1994).



Figure 46. 089-232-19667, Bates Steel Company, view east towards Building A.



The original façade was the north elevation, which today has been altered in fenestration and no longer contains an entry. The brick exterior at the basement level of the north elevation has been re-pointed. Basement windows are glass block with concrete sills. Both floors on the north (primary) elevation feature a row of modern rectangular single-light, metal-frame windows with concrete sills and brick soldier headers on each floor. Windows are arranged symmetrically but for one brick-infilled opening on the first floor. A full-width, horizontal band of decorative brick and concrete brickwork divides the first and second floors. At the center of the band is affixed a concrete panel framed by brick headers and engraved with "Walter Bates Steel Corporation." Flanking the concrete panel are two recessed brick panels embellished with concrete diamonds at panel corners and center. A central rectangular dormer with a hipped roof has been boarded over with horizontal siding.

The east elevation of the main office block stands adjacent to a warehouse and was not visible during survey. One-story, flat-roof brick additions are attached to both side (east and west) elevations of the building. The east addition, not fully visible during survey, projects slightly forward from the main building façade and contains on its north (street-facing) elevation two large multi-light glass block windows with brick headers and concrete sills. Its west elevation, which projects at a right angle from the northeast corner of the main block, contains a single leaf metal door entry and an overhead concrete panel engraved with "Standard Steel Spring Company." Standard Steel Spring succeeded the Walter Bates Steel Corporation as owners of 2600 E. 5th Avenue in the mid-1930s. An IHSSI survey photo from 1994 shows that the door on this elevation likely replaced a pair of historic double leaf doors.

The west (side) elevation of the office building contains matching modern rectangular single-light, metal-frame windows, arranged as a single pair on the first floor (the rest of the first floor obscured by the west addition) and in three sets of pairs on the second story. An interior brick chimney pierces the west roof slope. The 1-story west addition, which covers the three rear bays of the building's west elevation, is two bays wide and five deep. It contains modern rectangular single-light, metal-frame windows matching those on the main building block. Windows have concrete sills and brick soldier headers. The west elevation of the addition also contains double-leaf metal-frame glass doors with a metal transom.

A rear addition on Building A, not fully visible, covers the full width of the building and features brick parapet walls rising above a flat roof, and rounded concrete buttresses on the west (only visible) elevation. Windows on the west elevation of the rear addition appear to match the form and age of those on the rest of the building.

Building B, a large factory/warehouse building standing immediately east of Building A, was also constructed c. 1927. Originally brick, the historic primary (north) elevation of the building is obscured by modern ribbed metal siding a new raised concrete foundation (Figure 47 and Figure 48). The building has a stepped rectangular plan and flat roof, and is clad in a combination of corrugated metal and vertical wood board. Visible portions of the building on the west side contain painted-over metal-frame, multi-light windows and vehicular bays. A flat-roof addition on the east elevation is clad in corrugated metal and contains two vehicular bays.

Figure 47. 089-232-19667, Bates Steel Company, Building B, view southwest.



Figure 48. 089-232-19667, Bates Steel Company, view southeast towards Building B, prior to alterations (IHSSI 1994).



Immediately east of Building B stands another historic brick factory or warehouse, Building C (Figure 49). Building C is slightly more intact, with its north elevation still exhibiting the original brick exterior and large, multi-light steel-frame windows, now painted over. The building sits on a raised concrete foundation with basement lights and is 18 bays wide, with bays partitioned by brick pilasters. The roof is flat and features an off-center pediment. Historic metal-frame windows are 8 x 12 lights resting on concrete sills and courses of soldier brick. Above the main-level windows is a row of 3 x 12 metal-frame clerestory windows with concrete sills and corbeled brick headers. Above the clerestory, the corbeled brick cornice features a concrete stringer course and is capped by a panelized brick parapet with brick pilasters and a corbeled brick cornice.

The primary (north) elevation of Building C has an off-center rectangular, 2-story addition three bays wide and one bay deep. The addition has a flat roof that does not extend to the full height of the main building block. Fenestration on the north addition, which consisted of bands of windows in concrete surrounds, has been entirely boarded over on all elevations. The sole exception is a single-leaf door over a concrete stoop on the west elevation, which likely serves as the primary pedestrian entry to Building C.

The visible portion of the historic east elevation of Building C is clad in ribbed metal and contains metal-frame, multi-light windows on the main and clerestory levels. A modern, metal-clad addition with a flat roof is attached to the east elevation of Building C and covers all but the three northernmost bays of the historic block.

Figure 49. 089-232-19667, Bates Steel Company, Building C, view southwest.



At the southwest end of the Bates Steel property stands Building D, an industrial building constructed c. 1953. Building D has an oblique L-shaped plan and flat roof and is constructed primarily of concrete block (Figure 50). The 2-story building has a deep set back from the road and was not fully visible during survey. The west elevation of the building's north wing features continuous bands of multi-light metal-frame windows on the main level, below a continuous band of 8-light, metal-frame clerestory windows. The north (street-side) elevation of the north wing contains only a band of multi-light windows on the main level. No fenestration remains visibly open on the south wing of Building D, but clerestory openings appear to have been enclosed. Directly north of Building D stands the steel frame ruins of a former industrial building (Figure 51).

Figure 50. 089-232-19667, Bates Steel Company, Building D, view southwest.



Figure 51. 089-232-19667, Bates Steel Company, Building D (left) and steel frame ruins (right). View southwest.



The Walter Bates Steel Corporation was founded in Gary in 1926 by Walter A. Bates, whose father owned a related concern – the Bates Expanded Steel Truss Company – in East Chicago.

The Bates Steel Corporation focused on the manufacture of steel products for public utilities and industrial uses, but by the late 1920s had also begun manufacturing standardized steel-frame homes, a business they continued in until the mid-twentieth century. The company had, however, moved its headquarters to Joliet, Illinois, in the 1930s. The property at 2600 E. 5th Avenue was purchased by the Standard Steel Spring Company, which was originally based its headquarters in Pennsylvania, but moved to Gary by the early 1940s. Standard Steel Spring Company produced leaf springs for automobiles, trailers, and trucks; open steel floor grating; stair treads; and bridge decking (Writers' Program 1939:105). In 1953, it merged with Timken-Detroit Axle Company to form Rockwell Spring and Axle Company, which would by 1973 be fully merged into part of Rockwell International. Rockwell closed its Gary factory in February 1978 (AP 1978:15). In the 1980s, California-based Consolidated Fabricators Corporation, who manufacture a variety of steel products, acquired the property and their Centennial Processing division currently operates the facility (Consolidated Fabricators Corp. 2017).

Research did not reveal the industrial property to be associated with individuals significant in local, state, or national history (Criterion B); nor is the property likely to yield information important to historical study (Criterion D). The industrial buildings are average representations of their building type and lack any distinctive, typical, or original characteristics, nor are they the work of a master, which would make them significant under Criterion C. The office building, Building A, may have had significance under Criterion C for its application of a Craftsman Foursquare style in an industrial setting. The Bates Steel Company property is significant under Criterion A for its association with the independent steel companies in Gary, which located there for proximity to the steel plants but were not controlled by the steel corporations. The Walter Bates Steel Corporation was among the first companies in the United States to offer a catalog of standardized steel-framed houses. Subsequently, the factory was associated with one of the largest manufacturing conglomerates in the second half of the twentieth century that was instrumental in significant developments in areas of commercial electronics, aviation, the space industry, and industrial automation.

However, though significant for its contributions to local industrial history, the property today lacks integrity to convey this significance. One large building on the parcel has been mostly demolished (the steel frame ruins) and the four that remain extant have all been substantially altered and added onto. The historic appearance of Building B has been completely obscured by modern additions and alterations; Building C has sustained a massive modern addition obscuring its entire east elevation; Building A, the historic Craftsman-style office, has undergone comprehensive window and door replacements with non-historic materials; and Building D has likewise undergone considerable alterations to the fenestration on its south wing. Alterations to Buildings A, B, C, and D have resulted in an overall loss of integrity of the complex's materials, workmanship, design, and feeling. The Walter Bates Steel Company property identified as 089-232-19667 is therefore recommended *Not Eligible* for listing in the NRHP.

6.2.14 089-232-19670 – 602 ILLINOIS STREET, GARY (CONTRIBUTING)

The 1-story, residential dwelling at 602 Illinois Street was rated as Contributing in 1995 for its architectural significance as a "typical mid-twentieth century house." The dwelling stands on the west side of Illinois Street facing east (Figure 52 and Figure 53). Constructed in 1948, the rectangular building rests on a poured concrete foundation. The building has a side-gable roof covered with asphalt shingles. Eaves are covered with simple fascia boards and the building exhibits frieze boards throughout. There is a small concrete stoop located in front of the primary entry door (obscured by screen) that is covered by a metal awning. The building is brick clad with brick quoining around the entry door and projecting brick sills along windows. There have been no structural exterior additions to the building; however, all of the windows have been replaced with vinyl sliders and vinyl sash. Windows do retain their original sills and openings. The dwelling has an associated, hipped-roof and concrete block garage located to the west that appears original and has a replacement, vinyl roll-top door.

The Minimal Traditional demonstrates typical mid-twentieth century detailing such as the simple rectangular form, minimal exterior ornament, and small concrete stoop.

Figure 52. 602 Illinois Street (089-232-19670), view northwest.



Figure 53. 602 Illinois Street (089-232-19670), view southwest.



Research did not reveal the property at 602 Illinois Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a

contributing resource to the recommended Hiway Homes Historic District (Section 6.3.3), which is significant under Criteria A and C. The property associated with 089-232-19670 is, therefore, recommended *Eligible* as a *Contributing* property to a potential historic district.

6.2.15 089-232-19671 – 608 MISSISSIPPI STREET (CONTRIBUTING)

The 1-story dwelling at 608 Mississippi Street was rated Contributing in 1995 for its architectural significance as a “typical mid-twentieth century house.” The dwelling resides on the west side of Mississippi Street facing east (Figure 54). Constructed in 1947, the rectangular building rests on a poured concrete foundation. The building has a hipped roof covered with asphalt shingles. Eaves are covered with simple fascia boards and the building exhibits frieze boards throughout. A gable-roof projection extends from the roof on the façade (east) over the entry door, which is obscured but appears to be vinyl. There is a small concrete stoop located in front of the door that has metal handrails. The building is brick clad with brick quoining around the entry door and projecting brick sills along windows. There have been no structural exterior additions to the building; however, all of the windows have been replaced with vinyl sash. Windows do retain their original brick sills, pattern, and frames.

The simple, Minimal Traditional dwelling demonstrates typical mid-twentieth century detailing such as the simple rectangular form, minimal exterior ornament, standardized lot size, and small concrete stoop.

Figure 54. 608 Mississippi Street (089-232-19671), view northwest.



Research did not reveal the property at 608 Mississippi Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended Hiway Homes Historic District (Section 6.3.3), which is significant under Criteria A and C. The property associated with 089-232-19671 is, therefore, recommended *Eligible* as a *Contributing* property to a potential historic district.

6.2.16 089-232-19672 – 628 MISSISSIPPI STREET, GARY (CONTRIBUTING)

The 1-story, residential dwelling at 628 Mississippi Street was rated as Contributing in 1995 for its architectural significance as a “typical mid-twentieth century house.” The dwelling resides on the west side of Mississippi Street facing east (Figure 55). Constructed in 1947, the rectangular building rests on a poured concrete foundation. The building has a hipped roof covered with asphalt shingles. Eaves are covered with simple fascia boards and the building exhibits frieze boards throughout. A gable-roof projection extends from the roof on the façade (east) over the entry door, which is obscured but appears to be vinyl. There is a small concrete stoop located in front of the door that is covered by a metal awning. The building is brick clad with brick quoining around the entry door and projecting brick sills along windows. There have been no structural exterior additions to the building; however, all of the windows have been boarded up and their exact condition is unknown. Original 2/2, double-hung wood sash windows do appear to remain under at least some of the boards.

The simple, Minimal Traditional dwelling demonstrates typical mid-twentieth century detailing such as the simple rectangular form, minimal exterior ornament, standardized lot size, and small concrete stoop.

Figure 55. 628 Mississippi Street (089-232-19672), view northwest.



Research did not reveal the property at 628 Mississippi Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended Hiway Homes Historic District (Section 6.3.3), which is significant under Criteria A and C. The property associated with 089-232-19672 is, therefore, recommended *Eligible* as a *Contributing* property to a potential historic district.

6.2.17 089-232-19674 – 637 INDIANA STREET (MARTIN LUTHER KING DRIVE), GARY (CONTRIBUTING)

The 1.5-story, residential dwelling at 637 Indiana Street was rated as Contributing in 1995 for its architectural significance as a “typical mid-twentieth century house.” The dwelling resides on the east side of Indiana Street facing west (Figure 56 and Figure 57). Constructed in 1947, the rectangular building rests on a poured concrete foundation. The building has a cross-gable roof

covered with asphalt shingles. Eaves are covered with simple fascia boards and the building exhibits frieze boards throughout. The roof extends slightly over the main entry on the façade (west) and a small concrete stoop is covered with a metal awning and has metal railings. The entry door, a single-leaf wood door, appears to be original but is obscured by an exterior screen. The building is brick clad. There have been no structural exterior additions to the building; however, all of the windows have been replaced with vinyl fixed and vertical sash, except for four glass block windows located in the basement level that appear original. Windows do retain their original cast concrete sills and overall fenestration pattern.

The simple, Minimal Traditional dwelling demonstrates typical mid-twentieth century detailing such as the simple rectangular form, minimal exterior ornament, standardized lot size, and small concrete stoop.

Figure 56. 637 Indiana Street (089-232-19674), view northeast.



Figure 57. 637 Indiana Street (089-232-19674), view southeast. Note: garage in background associated with a different address, alley behind dwelling.



Research did not reveal the property at 637 Indiana Street to be associated with people significant in local, state, or national history (Criterion B), nor is it likely to yield information important to the study of history and prehistory (Criterion D). However, the dwelling merits NRHP-listing as a contributing resource to the recommended Hiway Homes Historic District (Section 6.3.3), which is significant under Criteria A and C. The property associated with 089-232-19674 is, therefore, recommended *Eligible* as a *Contributing* property to a potential historic district.

6.3 SURVEYED PROPERTIES NEWLY EVALUATED

Maps for newly evaluated resources are provided in Appendix A.

6.3.1 SOUTH SHORE LINE

The surveyed segment of the South Shore Line in northern Indiana extends for approximately 26.6 miles between Michigan City and Gary (Figure 58 through Figure 76). The surveyed segment constitutes just under one-third of the entire line that stretches approximately 90 miles from South Bend, Indiana, to Millennium Station in Chicago. Along the far eastern portion of the surveyed segment, the line is an embedded, street-running single track along 10th and 11th Streets in Michigan City. Crossings in the city are currently unsignalized and at grade. Between milepost (MP) 32.2 and MP 58.8, the railroad is also single track. Double track exists along approximately 6.5 miles between Burns Harbor in Porter County (MP 47.5) and the east end of Gary (MP 54.0).

Figure 58. View west along 11th Street from intersection with E. Michigan Boulevard in Michigan City (east end of surveyed segment).



Figure 59. 11th Street in Michigan City, view east at Franklin Street intersection.



Figure 60. 11th Street in Michigan City, view west from Pine Street intersection.



Figure 61. 11th Street in Michigan City, view northwest towards historic South Shore Line Station.



Figure 62. W. 10th Street in Michigan City, view west from the 1000 block.



Figure 63. 10th Street in Michigan City, view southwest.



Figure 64. West end of Michigan City boundary, view east.



Figure 65. View southwest at intersection of U.S. 12 and the South Shore Line on the border between LaPorte and Porter Counties.



Figure 66. View east along double track at Town of Pines, Porter County.



Figure 67. View west along double track west of Town of Pines, Porter County



Figure 68. View west at Beverly Shores (intersection with Broadway), Porter County.



Figure 69. View east at Beverly Shores (Porter County).



Figure 70. NIPSCO substation north of Teale Drive (Porter County), view north.



Figure 71. View west near intersection with Wagner Road/CR 50 (Porter County).



Figure 72. Signals at CR 100 W (Porter County).



Figure 73. NIPSCO substation south of Ogden Dunes, view southwest.



Figure 74. Siding near ArcelorMittal Plant, Burns Harbor (Porter County), view west.



Figure 75. Catenary just west of Burns Harbor Ditch (Porter County), view west.



Figure 76. Railroad bridge over Hobart Road (Lake County), built c. 2005.



The electric railway engineering firm J.G. White & Company of New York conducted surveys and drew plans for the projected CLS & SB route between South Bend and Hammond in 1906 (Figure 77). The South Bend Construction Company, subsidiary to the Cleveland Trust Company, began construction of the roadbed, track, and bridges in 1906, and completed the line in June 1907 (Figure 79). The roadbed adhered to “modern steam railroad practice” and was designed to support a maximum speed of 75 miles per hour (mph). For nearly the entire length of the line, the track was installed on private ROW at least 66 feet wide and with a minimum overhead clearance of 17 feet, 6 inches. The gradient along the line was generally maintained below 0.2 percent; the maximum gradient at any point along the route did not surpass 2 percent, and grades this steep were limited to railroad overcrossings. Efforts were made to avoid sharp curves, even where the line ran through city streets. Within cities (South Bend, Michigan City, Gary, and Chicago), the construction company built the line with 80-pound Shanghai rail sections. Between cities, rails were 70-pound A.S.C.E (American Society of Civil Engineers), laid on 8-foot ties of white oak. Ties were spaced at 24 inches and were ballasted with crushed rock or gravel (Middleton 1970:11–14). Highway bridges, culverts, and cattle passes were constructed with reinforced concrete, and bridges over other railroads were typically through trusses of the Pratt and Parker variations (Middleton 1970:15; Ogorek 2012:107-108).

Figure 77. The CLS & SB Route in 1918 (Middleton 1970:29).



One technical innovation of the CLS & SB was the use of a single-phase, alternating current (AC) system of power distribution, rather than the widely used (up to this time) 600-volt direct current (DC). DC systems of the early twentieth century were problematic over long distances due to the severe voltage drop required. The major advantage of employing the AC system was that fewer substations were necessary, a fact that reduced construction costs substantially. Power for the railroad was originally supplied from a single company-owned plant built by Cleveland Construction Company, located at the Michigan City harbor for easy water access to feed the boiler and condenser (Figure 78). Use of the new single-phase AC system required the construction of just two primary substations along the line's entire (initial) 76-mile route: one located 22 miles east of the Michigan City power plant (Terre Coupee, near New Carlisle), and one located 31 miles west (East Chicago). The volt trolley wire was suspended from steel catenary cables one-half inch in diameter, held by brackets on poles spaced at 166 feet and embedded in concrete. The wood poles, 45 feet tall and 9 inches in diameter, also supported transmission, telephone, and signal lines (Figure 79, Figure 80; Middleton 1970:14–15).

Figure 78. The CLS & SB power plant at Michigan City (Ogorek 2012:120).



Figure 79. Original pole and catenary newly constructed by the South Bend Construction Company. This segment lay just east of Michigan City (Middleton 1970:13).



Figure 80. Semaphore block signals at Miller, a newly installed a safety precaution, 1913 (Middleton 1970:14).

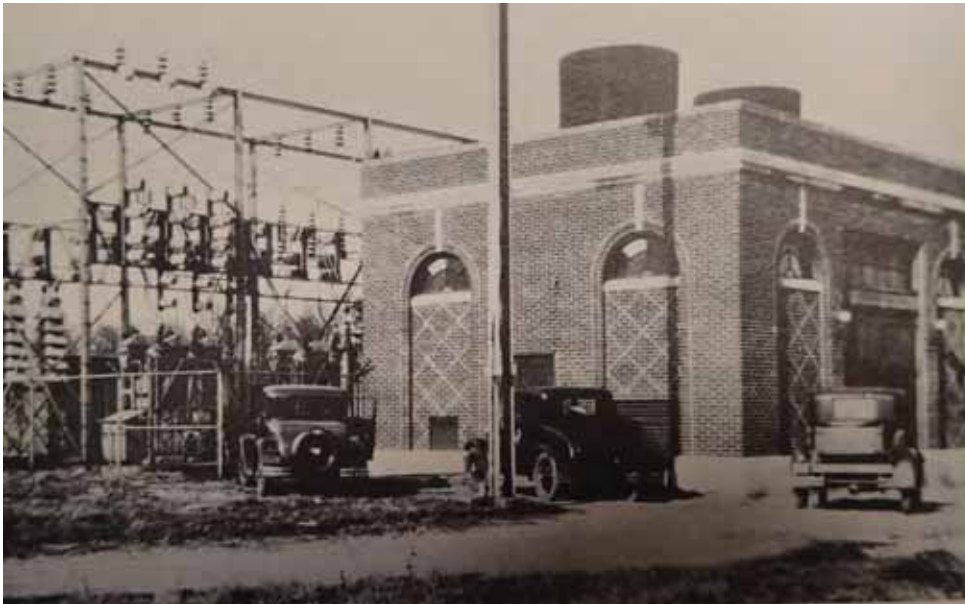


The first major changes undertaken to the CLS & SB took place in 1925, after the line was acquired by Chicago utilities mogul Samuel Insull. Wholesale rehabilitation of the line included rebuilding the track and roadbed. The entire line between South Bend and Kensington was resurfaced with new cinder ballast, new creosoted (tarred) ties, and heavier angle bars. Between Kensington and Hammond, portions of the track were re-graded, reballasted, and laid with 100-pound rails in place of the former 70- or 80-pound rails. Along the entire line between Chicago and South Bend the roadbed was widened; sidings were double-ended and lengthened; drainage ditches were installed and improved; new bridges were built; steel infrastructure was cleaned and painted; all lines and the signal system were replaced; and natural obstructions including trees and brush were cleared. Additionally, the line's overhead distribution system was replaced with a new 1,500-volt DC, which required all new equipment. Catenary and steel support trusses were replaced, and new steel catenary bridges were installed every 300 feet, suspending a 3-wire catenary system (Figure 81). Midland Utilities subsidiary, the Northern Indiana Public Service Company (NIPSCO), installed new feeders and constructed eight new substations at Hammond, Gary, Ogden Dunes, Tremont, Michigan City, Tee Lake, New Carlisle, and South Bend (Figure 82; Middleton 1970:41-42).

Figure 81. New steel catenary bridges near Miller, part of Insull's 1925 rehabilitation of the South Shore Line (Middleton 1970:29).



Figure 82. NIPSCO's new substation for the 1,500-volt DC power system. This station, located near South Bend, was typical of NIPSCO's stations constructed in the 1920s (Middleton 1970:43).



Insull also commissioned the construction of new stations and improved platforms and shelters (Figure 83 and Figure 84). New depots were built in Michigan City, Beverly Shores, South Bend, Gary, and Tremont. The South Shore Line Station on 11th Street, completed in 1927, was fitted with a rear bus depot serving the subsidiary Shore Line Motor Coach Company, as well as an east garage with space to accommodate 30 buses (Middleton 1970:65; Ogorek 2012:58).

Figure 83. The South Shore Line route in 1927 (Middleton 1970).

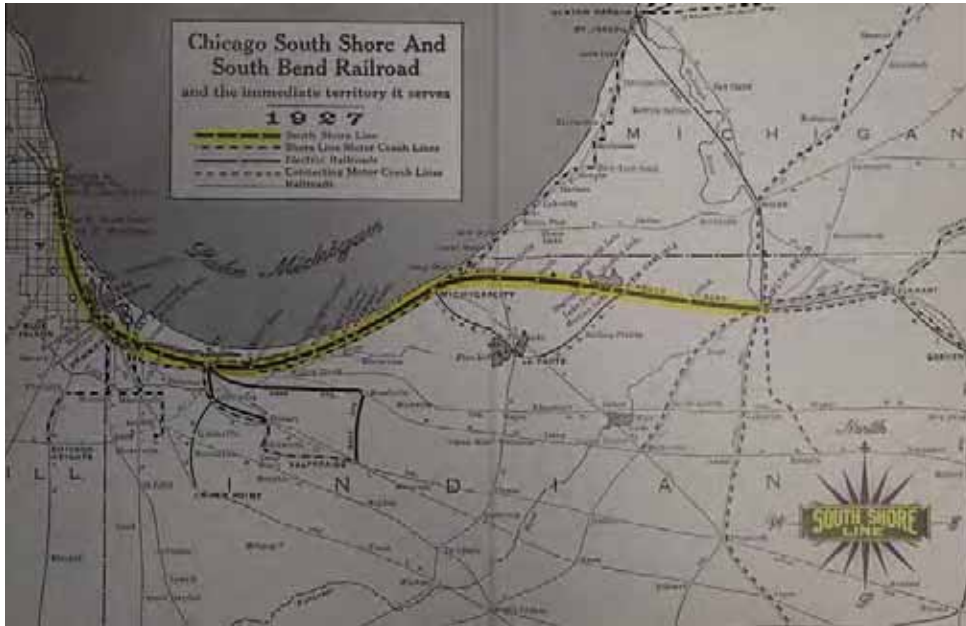


Figure 84. The former Tremont Station, c. 1930. Historically the entryway to the Indiana Dunes State Park, the depot was a full-service station with a ticket office, baggage room, and food service (Ogorek 2012:56).



The next round of major improvements to the South Shore Line occurred during World War II, as the railroad faced an unprecedented increase in passenger and freight traffic. Between 1941 and 1946, the entire line, except those portions embedded in streets, was rebalasted with crushed rock. The track was re-laid with its heaviest rail yet, 100 and 112-pound stock. In 1944, the overhead catenary system was completely reconstructed between South Bend and Michigan City (Middleton 1970:80). Michigan City shops and NIPSCO substations were expanded and rehabilitated to support the new demands as well. Improvements continued into the postwar period, with old rail replaced with new butt pressure welded rail as often as routine maintenance required, and a program to strengthen bridges to support the heavier locomotives.

A major rerouting of the line took place in Chicago in the mid-1950s, with a bypass constructed through East Chicago, complete with 12 steel bridges. The new bypass resulted in the closure of four Chicago-area stations, and service was consolidated into a single station at Indianapolis Boulevard. The line was re-routed around South Bend in 1970, moved out of the city interior to the west side. The old South Bend terminal was closed and sold, and a new station at Bendix was opened (Middleton 1970:110).

The development of Burns Harbor in the 1960s precipitated changes to the South Shore Line that increased its capacity to transport freight. NIPSCO constructed the Bailly Generating Station in late 1962 on a parcel adjacent to the Bethlehem Steel plant (Figure 85). By the late 1960s, the South Shore Line was carrying millions of tons of coal from southern Indiana mines to the Bailly plant (Middleton 1970:116).

Figure 85. Bethlehem Steel's Burns Harbor plant, still under construction in this 1964 scene, provides the backdrop to a South Shore Line train traveling on double track at Wilson (Middleton 1970:115).



The later decades of the twentieth century saw the dismantling of much of the historic fabric of the South Shore Line. Responding to the decline in passenger traffic, the South Shore Line removed double tracks in some locations and realigned tracks elsewhere. In 1978, Michigan City saw the realignment of tracks along 10th Street, as well as the rearrangement of its passenger yard (*South Bend Tribune* 1978:4). The South Shore Line closed numerous stations, replacing some with shelters or covered platforms, and simply eliminating others. A wood depot at Miller was replaced with a brick pavilion; the Tremont station was demolished and not replaced; stations at Wilson, Baillytown, and Port Chester were eliminated; the Beverly Shores station was sold and became a flag stop; and, most notably, Michigan City's 11th Street Station was sold and replaced with a glass enclosed shelter. Additionally, the South Bend terminal was relocated a second time from Bendix to the Michiana Regional Airport in 1992 (Ogorek 2012:55–57; 93). During the 1990s and early 2000s, stations were newly built or remodeled at Randolph Street (Chicago), Hegewisch, East Chicago, Hammond, and Gary (Ogorek 2012:89-93).

The South Shore Line, extending from South Bend, Indiana, to Chicago, Illinois, is significant under Criteria A and B. It is significant under Criterion A at the local level in the areas of transportation, recreation, and industry. The South Shore Line, begun in 1908 as the CLS & SB,

was the first—and would remain the longest-lasting—electric-powered form of public transportation in northwestern Indiana. The new interurban reflected the wider national trend of installing electric streetcar systems in cities and their burgeoning suburbs. By the dawn of World War II, 40 percent of America's interurban mileage was concentrated in Indiana, Ohio, Michigan, Illinois, and Wisconsin (Middleton 1961:17). The South Shore Line typified the Midwestern interurban in its route connecting the cities of South Bend, Michigan City, Gary, and Chicago.

Initially, and throughout the Insull-led era of the 1920s, the South Shore Line's primary business was recreation-based—transporting city dwellers out of their urban-industrial habitat and into the expanding public lands and beaches along the lakeshore, much of which was officially preserved by the Indiana Dunes State Park in 1926. Posters, brochures, and pamphlets from the 1900s through the 1930s catered nearly exclusively to the business of tourism and recreation, focused primarily on outdoors-based activities associated with beaches, hiking, and skiing (Figure 86), though advertisements also promoted Notre Dame football games and even Gary as a spectacular "Workshop of America" (Cohen and McShane 1998: 67). Prior to the advent of the private automobile becoming widespread among middle class America, the South Shore Line permitted—and actively sought out—urban Hoosiers and Chicagoans to escape the city confines and experience an expanding American ideal of leisure, particularly leisure in a natural environment. In the 1940s, the demands of World War II resulted in a reorientation of the South Shore Line's chief business. Though passenger numbers soared as never before, so did freight loads, transporting industrial goods to and from the upper Midwest's industrial cities (Middleton 1970:80). The South Shore Line acquired a new industrial significance during this period, which quickly superseded its role as a leisure-oriented mode of transport. This latter identity faded increasingly as the century wore on, and as the domestic steel industry collapsed in the 1950s and 1960s, so did the South Shore Line struggle to maintain the economic relevancy and viability it attained during World War II.






Figure 86. Promotional posters drawn by Urgelles in 1925 (left) and Raymond Huelster in 1929 (right) (Cohen and McShane 1998:55, 119).



The South Shore Line is additionally significant locally under Criterion B for its association with Samuel Insull, a utilities baron who dominated much of the electric industry in the Midwest during the early twentieth century. Born in London in 1859, Insull moved to the United States as private secretary to Thomas Edison in 1880. He quickly moved up the ranks in the electricity industry, becoming president of the Chicago Edison Company and assembling an “empire” of gas, electric, and transportation companies that fed approximately 5,000 communities in 32 states (Middleton 1970:37). Insull owned the Metropolitan Elevated Railway Company in Chicago (the “L”) and gradually acquired electric railway properties throughout the region, managing a nearly continuous web of interurban traction that stretched from Milwaukee to Louisville. When he took over the CLS & SB in 1925, he commanded an overhaul of the line, transforming it from near ruin into northern Indiana’s premier interurban. Insull’s upgrades to the electrical system, the cars, and the service gave the South Shore Line a level of sophistication on par with electric trains in Chicago, New York, and St. Louis. Insull emphasized comfort and amenities that included expensive Byzantine plush seats, separate and enclosed smoking compartments with leather furnishings, solariums, parlor cars with velvet seats and built-in writing desks, walnut woodwork, bronze parcel racks, electric fans, and, not least of all dining cars with full kitchens and menus offering high-end steaks, lobster, and French-inspired appetizers and desserts. Insull commissioned longer, steel-built cars to accommodate the deluxe services (Figures 85 and 86).

Figure 87. This c. 1927 timetable included a menu on the inside page of the South Shore Line's public timetable (Middleton 1970: 49).

Parlor - Observation and Dining Car Service

Top, left—An atmosphere of restful dignity and comfort pervades the main parlor compartments of the new cars.
Top, right—Interior of one of the new dining cars at "first call for luncheon."
Below, left—A quiet, cozy corner for writing in one of the parlor-observation cars.
Below, right—Luxury and refinement is suggested in the handsome furnishings of the parlor-observation cars.
Below, center—Beautifully appointed ladies' lounge in one of the parlor-observation cars.

Typical Dining Car Menu, Service a la Carte

SOUP		Strawberry or Peach Preserve	30
Mock Turtle in Tureen	30	Orange Marmalade	30
Consommé in Cup	20	Sliced Orange	30
FISH		Preserved Figs in Cream	40
Broiled Whitefish, Potatoes	75	Other Fruits in Season	
CHOPS AND STEAKS		Pie	20
Grilled Lamb Chops (3)	80	Ice Cream, Wafers	25
Special South Shore Steak	25	American Cheese, Crackers	25
Ham and Eggs	65	Roquefort Cheese, Crackers	35
Half Milk-Fed Spring Chicken	90	BEVERAGES	
Special South Shore Omelette	65	Coffee, Pot	15
Steamed Poached Egg and Bacon on Toast	65	Tea, Pot	15
VEGETABLES		Cocoa, Pot	15
French Fried Potatoes	25	Individual Bottle, Milk	15
Stewed Tomatoes	20	Assorted Bread or Hot Rolls, and Butter	15
Peas	20		

SOUTH SHORE LINE parlor-observation and dining cars are of heavy, all-steel construction and have been designed to afford utmost ease and luxury in riding. Large, roomy, soft-cushioned chairs, luxurious lounging and smoking rooms and airy, spacious observation platforms invite restful relaxation to parlor car travelers. Buffet luncheons are served on each car. In the new dining cars, provision is made for serving 24 persons at one time. Meals are prepared in extra-large, immaculate kitchens and served a la carte by experienced and attentive waiters. The cheerful and attractive furnishing of the cars create an environment like that of one's favorite club or hotel. (See page 15 for time schedules.)

Figure 88. The dining car interior aspired to imitate the "dignity and comfort" of a club or hotel (Middleton 1970: 49).



Additionally, the line's schedule was adjusted to deposit passengers on time to Chicago theater shows (the Chicago Theatre Limited schedule) and other special events taking place in Chicago, Gary, Michigan City, or in the dunes. The SSL complemented its services with those of the Shore Line Motor Coach, which coordinated schedules with the interurban and reflected its luxury style in its own leather upholstered wicker seats, colored glass sash windows, and toilet and wash rooms (Middleton 1970: 47-53; Figure 86). The South Shore Line reached its peak of customer service and luxury function during Insull's reign in the 1920s; after 1930, though traffic would variously increase, the interurban would never again achieve the kind of prosperity and luxury that characterized both its cosmopolitan, savvy owner and the 1920s era.

Figure 89. The Shore Line's deluxe "Golden Arrow" provided luxury service between Detroit and Chicago (Middleton 1970: 53).



Though significant under Criteria A and B, the surveyed segment of the South Shore Line extending from Michigan City to Gary, including its historically associated buildings and structures, does not retain sufficient integrity to convey its significance. It has lost overall integrity of association, feeling, workmanship, design, and materials. The latter three aspects of integrity have been lost principally through the replacement of historic depots and platforms with modern structures and stations. Only four buildings historically associated with the South Shore Line remain extant today in the surveyed corridor: the 11th Street Station in Michigan City; the Beverly Shores Station; and two brick substations in Porter County. Neither of the former depots functions as an active station or is owned by the South Shore Line. The two substations historically were part of a chain of a dozen or more substations that channeled power along the South Shore Line, but most of which have been demolished or replaced with modern structures. Today, the two substations in Porter County are owned by NIPSCO, not the railroad, and have been heavily altered.

The South Shore Line has also lost its integrity of association and feeling. The interurban struggled to survive during the 1970s through the 1990s, falling into bankruptcy multiple times. Its latest reincarnation as a commuter line, an identity that has helped save it from abandoning passenger service altogether, represents a final break from its historic association with recreation in the Indiana dunes and along the Michigan Lakeshore. The interurban has in fact made an about-face in purpose, serving today to transport working Americans into Chicago from the more bucolic outlying areas, rather than out of and away from the urban center.

Alterations to the South Shore Line corridor's primary purpose and architectural heritage have rendered it unable to convey its historic significance under Criteria A and B. Furthermore, though the far eastern and western portions of the line were not included in the Project area surveyed for this report, research suggests they have undergone similar character-altering changes to depots, alignment, and passenger service. The South Shore Line is recommended *Not Eligible* for listing in the NRHP.

6.3.2 RECOMMENDED GLEN RYAN PARK HISTORIC DISTRICT

Just west of Miller is a small, cohesive neighborhood composed primarily of modest 1-story post war single-family houses. Platted in 1956, the Glen Ryan Park neighborhood was fully developed between 1956 and 1959 (Lake County Plat Book 30:24). The eponymous neighborhood was developed by builder and developer Glen L. Ryan. Houses built by Glen Ryan Associates, Inc. in the neighborhood were almost exclusively 1-story, Ranch houses with a small number containing upper half stories. Dwellings are uniformly set back from the road an average of 40 feet, though the dimensions of rear yards vary due to the curvilinear nature of the road network. Sidewalks parallel each road and mature trees are located between the road and sidewalks. Houses are seen in multiple plan variations, though they retain nearly identical footprints.

An advertisement for the subdivision distributed in *The Hammond Times* in 1957 highlights the amenities of the development's homes, including square footage (1,051 square feet on average), landscaped lots and paved walkways, city utility hook ups, concrete driveways, counter-flow heating, and large family kitchens (Figure 90 through Figure 93). The neighborhood was constructed by Glen Ryan Associates, Inc. and the sales agent was Chapas Realty Co. Ryan owned land in multiple subdivisions in Lake County between at least 1938 and 1961. Glen Ryan Park is the largest subdivision that the company is known to have been involved with and the only subdivision identified that was planned and built by Glen Ryan Associates, Inc. (*The Hammond Times* 1938, 1940, 1957).

Figure 90. 1957 Advertisement for Glen L. Ryan's Subdivision (*The Hammond Times* 1957).

The Peerless Home

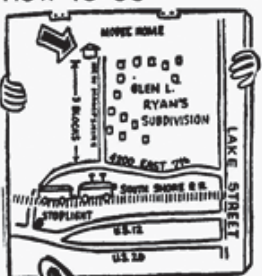
3 Bedrooms
640 NEW HAMPSHIRE ST.
IN MILLER—GARY

- 1051 SQ. FT.—Compare Large Rooms—your easy living
- LANDSCAPED LOT
—Your own lawn and flowers
- ALL CITY IMPROVEMENTS
—Your family's comfort
- PUBLIC and SERVICE WALKS
—Your clean home
- FULL CONCRETE DRIVE
—Your automobile
- COUNTER-FLOW HEATING—Warmth
—Your children's health
- LARGE FAMILY KITCHEN—Expandable
—Your family's enjoyment

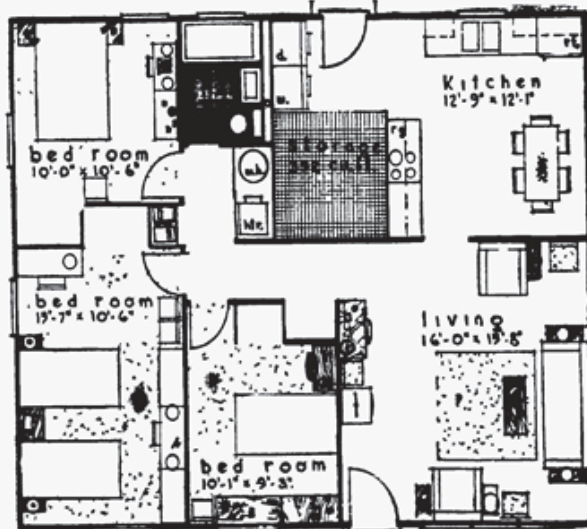
— YOURS —

\$300 DOWN to GI
\$82⁵³ PER MONTH
Including Principal, Interest,
Taxes and Insurance

HOW TO GO



MODEL HOME
OPEN DAILY
12:30 'til dark



Built by GLEN RYAN ASSOCIATES, Inc.

A Richmond Home

CHAPAS REALTY CO.
—Sales Agent—
Phone YE 8-3621 — Evenings TU 7-1766

Figure 91. E. 7th Avenue, view northwest.



Figure 92. E. 6th Place, view southeast.



Figure 93. New Jersey Street, view south.

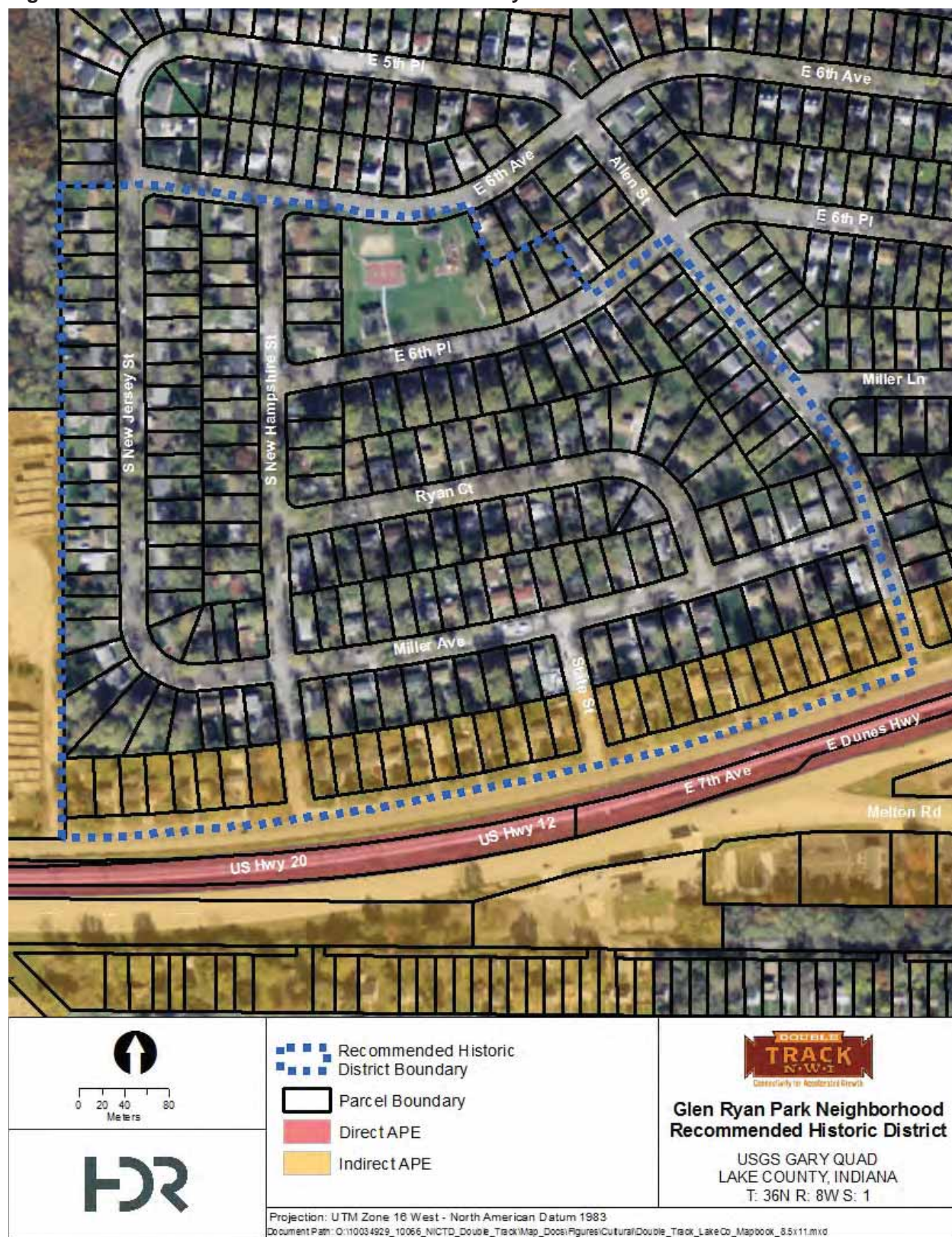


This highly cohesive neighborhood holds potential as a residential historic district. The Glen Ryan Park historic district identified during the survey is bounded by S. New Jersey Street on the west, E. 6th Avenue on the north, Allen Street to the east, and E. 7th Avenue to the south. In total, the recommended district contains 206 parcels (Figure 94). Eight parcels located at the northeast corner of the district are not included within the recommended boundaries, as they were developed after the rest of the neighborhood and differ in form, size, style, and materials. The boundaries are based both on the historic platting of the area, as well as the development of the subdivision, which occurred in two distinct phases. The entire area included within this district was developed between 1956 and 1959. The area east of Allen Street, known as the Glen L. Ryan Subdivision, was developed between 1960 and 1967. This later development utilizes the Cape Cod style, split-level form and design, and extensive brick exterior veneer, as well as larger lots and attached garages. There is a defined break between the area west of Allen Street and east of Allen Street in terms of architectural continuity. In addition, parcels located on E. 5th Place between New Jersey Street and Allen Street, as well as parcels located on the north side of E. 6th Avenue were also developed later than the Glen Ryan Park, and include 1.5- and 2-story designs. Survey was conducted for the Project primarily along E. 7th Street, with two surveyed parcels on State Street and one on Allen Street; therefore, further survey is recommended to verify consistent levels of integrity throughout the recommended district area (Historic Aerials 2017; *The Hammond Times* 1957, 1961).

The recommended Glen Ryan Park Historic District (Figure 94) is locally significant under Criterion A as an intact example of community development following World War II and the Korean War, as well as under Criterion C as an example of a cohesive, intact collection of mid-century modern middle class architecture. The neighborhood was platted in March 1956 and in May 1957 homes began being sold. Between 1956 and 1959, the entire recommended district was developed. The neighborhood later extended east beginning in 1961, though homes east of the recommended district follow different design influences. The district represents a period of suburbanization that occurred during the 1950s–1960s in Gary that led to subdivision development necessary to keep up with housing demands. Located just minutes from Gary's steel and metal manufacturing businesses, the district would have likely housed middle class, manufacturing workers and their families. The district was laid out with convenience and livability in mind, including the previously mentioned sidewalks, city utilities, and a small park (Glen L. Ryan Park). In addition, the 1957 advertisement encourages returning GIs to purchase homes through special financing rates, indicating the importance of returning veterans and the need for housing. The entire original platting of the district remains intact.

The recommended district is also locally significant under Criterion C as a cohesive neighborhood of 1956–1959 Ranch style homes. The district contains primarily 1-story residential dwellings that are generally rectangular in plan. Typical features associated with Ranch buildings are found within the district, including a strict continuity of form, similar lot sizes, tree-lined streets, curvilinear roads, and a general lack of attached garages. Many residences retain original horizontal and vertical wood siding, as well as original asbestos and wood shingles, and multi-pane wood-sash windows. A common design feature on 1950s Ranch style buildings, many residences feature a mixture of exterior cladding on their façades, often a mixture of wood (horizontal and vertical), asbestos shingles, wood shingles, and synthetic stone. Another distinctive design feature, which is found on many residences in the district, are large, multi-paned picture windows on the façade, some of which extend nearly full wall height. Evidenced through historic aerials and in-field inspection, the neighborhood is largely intact. The integrity of the residences individually ranges from excellent to fair, with the majority of alterations being cosmetic in nature—wood windows replaced with vinyl and horizontal wood siding covered with vinyl siding. In addition, there have been few alterations to the original plans of the residences with very few additions. Overall, this neighborhood retains historic integrity. The collection of buildings proposed to constitute the Glen Ryan Park Historic District is exemplary of a working middle class community built during the 1950s, and is reflective of post-World War II building trends, as well as community development. Thus, Glen Ryan Park is recommended *Eligible* for listing in the NRHP as a locally significant historic district under Criteria A and C.

Figure 94. Recommended boundaries for the Glen Ryan Park Historic District.



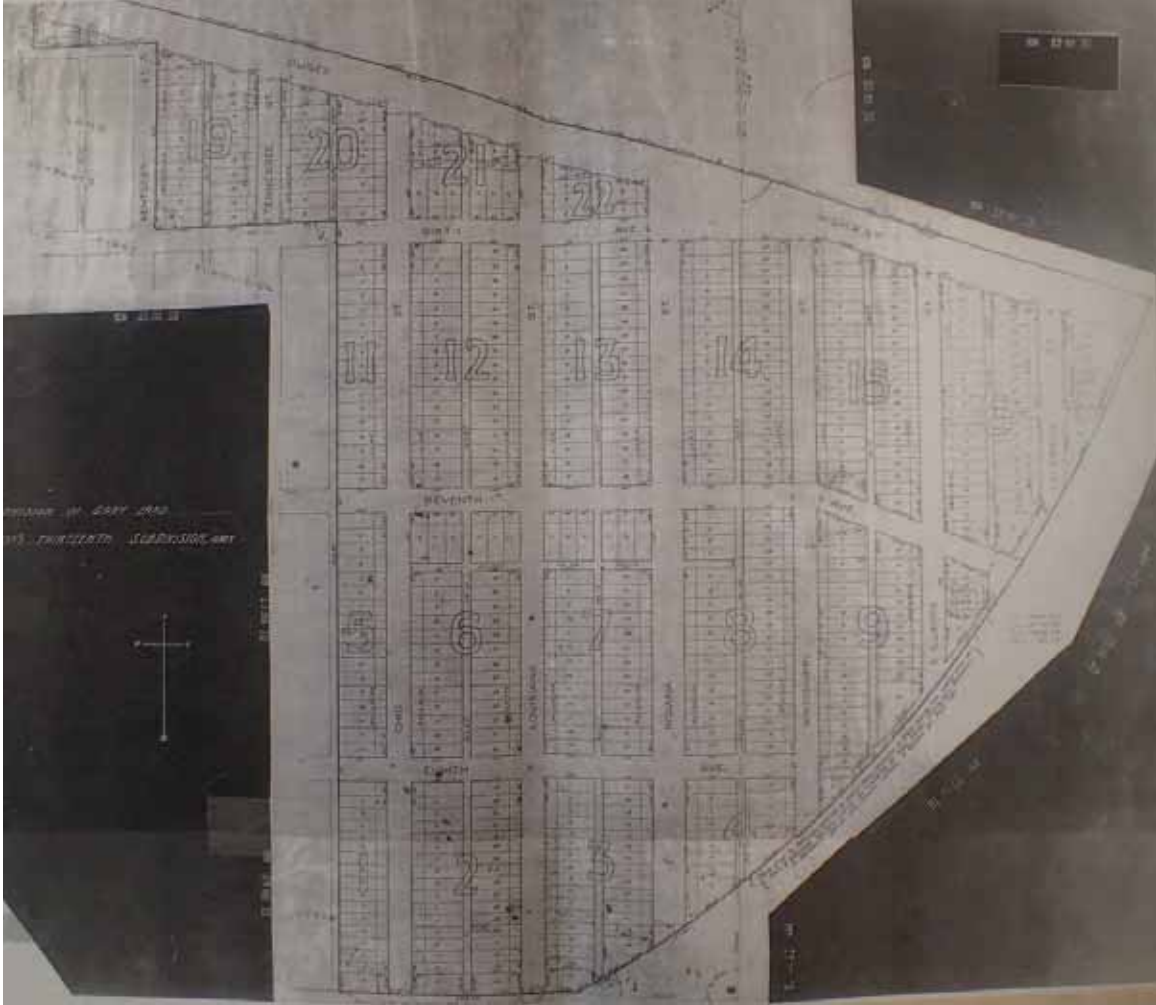
6.3.3 RECOMMENDED HIWAY HOMES HISTORIC DISTRICT

Located at the southeast corner of Gary's historic grid, is the Hiway Homes neighborhood. The recommended Hiway Homes Historic District is bound on the west by the east side of Ohio Street; on the east by the west side of Illinois Street; and on the south by the north side of 7th Avenue. The north boundary follows the north side of E. 6th Avenue between Ohio and Louisiana Streets, the south side of 6th Avenue between Louisiana and Mississippi Streets, and U.S. 12 between Mississippi and Illinois Streets (Figure 96). The boundaries of the recommended historic district mostly correspond with the neighborhood's construction by Hiway Homes between 1947 and 1949. Hiway Homes constructed the postwar neighborhood on a subdivision originally platted in 1910, which had been partially developed on the west and south sides prior to the 1940s. This earlier residential construction, which dates from the 1910s to the 1930s, is still extant within the historic plat boundaries (Figure 95) as far south as the railroad south of 8th Avenue and as far west and north as the 500 block of Kentucky and Tennessee Streets.

Dwellings built by Hiway Homes in this neighborhood were exclusively 1 and 1.5-story brick Minimal Traditionals, some embellished with Colonial Revival details (Figure 97 through Figure 101). Within the neighborhood, several forms of the Minimal Traditional style are present and arranged methodically. Houses on the west side of the district—on Ohio, Louisiana, and Indiana Streets—display an approximate pattern of singly alternating side gable house and front gable house. An exception to this rule is the west side of Louisiana Street, which contains an irregular pattern of two or three side gable houses alternating with two or three hipped roof houses. This latter pattern corresponds to the layout of houses on the west side of the district, including both sides of Mississippi and Illinois Streets. No front gable houses are present on this west side of the neighborhood.

In addition to lacking the architectural cohesion exhibited by the later Hiway Homes construction, the properties that lie outside the recommended historic district boundaries retain little or no integrity of materials, workmanship, or design. Additionally, the east side of Illinois Street, which historically constituted the east end of the neighborhood and matched the rest of the adjacent 1940s construction, was excluded from the recommended historic district boundaries due to a widespread loss of historic materials. This row of dwellings on the west side of Illinois Street between 6th and 7th Avenues no longer contributes to the architectural cohesion and overall character of the Hiway Homes neighborhood.

Figure 95. 1910 Plat for the re-subdivision of Gary Land Company's Thirteenth Subdivision (Lake County Assessor's Office).



The parcel and street block layout of the recommended historic district matches the grid style applied to most of Gary's residential neighborhoods to the north and west, including the adjacent East Side neighborhoods. The layout consists of narrow street blocks two parcels wide and 15 parcels deep. Today, streets in the Hiway Homes neighborhood accommodate parking along both sides, and are designated as alternating one-way traffic routes. The exception—Indiana Street (today also called Martin Luther King Drive)—stands at the center of the historic neighborhood and contains a central double-wide parking space median, as well as parking along both sides of the street. The street accommodates two-way traffic along opposite sides of the central median. This two-way configuration with a central median (which may not always have been parking space) is original to Indiana Street, and may suggest that one-way traffic on the adjacent neighborhood streets is also original, with Indiana historically functioning as the subdivision's major north-south artery.

Parcels, though narrow, allowed for a moderate set back from the road—enough to accommodate lawn chairs, yard sales, or even a picnic—and included a backyard that covered half the length of the entire parcel. Several garages were constructed the same year as the dwelling, and many more were built soon after. Original garages are typically square with hipped roofs and brick exteriors. Each parcel was wide enough to include a driveway that ran to the rear of the property alongside the house.

Figure 96. Recommended Boundaries for the Hiway Homes Historic District.



Figure 97. Indiana Street, view northeast.



Figure 98. Louisiana Street, view northeast.



Figure 99. Louisiana Street, view east.



Figure 100. 6th Avenue from Ohio Street, view northeast.



Figure 101. Louisiana Street, view northwest.



Two variations of the side gable form exist in the Hiway Homes district: those interspersed with front gable homes exhibit a steeper pitch and overall more square dimensions, and those interspersed with hipped-roof homes exhibit a moderate pitch more typical of Minimal Traditionals in all regions of the United States. Both variations of the side gable form typically have symmetrical façades, with a central door flanked by two single or paired sash windows of varying configurations. Front entries open onto low concrete stoops and are occasionally covered by later-addition awnings. Moderately pitched side gable forms usually feature center gabled entries, some of which project out from the façade wall. Hipped-roof houses match the moderately pitched side gable forms in details and fenestration.

Two variations of the front gable also exist: a double stacked gable form and a pent-roof form. All front gable dwellings contain gable windows arranged in pairs or as singles. Front gables are typically partially or entirely clad in siding—originally wood, and in some cases replaced with aluminum or composite board. Façades are typically asymmetrical, featuring a central entry flanked by various window configurations. Entries open onto low concrete stoops, and some have been covered with awnings. Interior brick chimneys and raised basements exist on all house forms. Several homes also feature decorative details that included skinteled brick around window and doors and brick sills. Additionally, many side and front gable houses have shed roof dormer additions, clad in siding and likely dating to the 1950s.

The recommended Hiway Homes Historic District is significant under Criteria A and C. The district is significant under Criterion A for its representation of residential development during Gary's postwar era, a time period distinct from the city's earlier and well-documented steel-driven boom that took place from 1906 through the 1920s, and again during World War II. The subdivision built by Hiway Homes in the late 1940s reflected the optimism of the era, a nationwide mood correlating to surges in population and prosperity in cities and suburbs across the United States. In Gary, however, the hopeful feeling of the postwar years was not as opulent as it was in America outside the Midwestern industrial belt. Plagued by steel worker strikes, threats of industrial outsourcing to foreign competitors, and the movement of the city's upper and middle white class whites to new and commodious suburbs further south, new development in the city was modest in scale and in ornamentation. The single-family, 1-story brick houses lining Ohio,

Louisiana, Indiana, Mississippi, and Illinois Streets in neat, orderly fashion represent this measured optimism in mid-century Gary. Their location at the southeast corner of the historic city grid was due in large part to the city extent at the time, which between U.S. 12 and 7th Avenue spread just as far east as the east side of Ohio Street. However, the neighborhood was also well situated to access the steel mills on the other side of U.S. 12 and industrial plants immediately east, including the Gary Screw and Bolt Company and the Walter Bates Steel Corporation.

The Hiway Homes neighborhood is significant under Criterion C for its intact collection of distinct postwar-era residential architecture. The dwellings represent the tail end of the Minimal Traditional as a popular architectural style for modest single-family homes, before the Ranch style came quickly to dominate American middle class domestic architecture. Other postwar neighborhoods in Gary, including those in Miller and Aetna, are more representative of the shift towards the Ranch. The Hiway Homes dwellings also represent a firm break with the World War II or pre-World War II era of urban and suburban architecture, omitting in their simplicity any features derived from the Tudor Revival, Craftsman, or Prairie styles.

Figure 102. The new Hiway Homes construction on Ohio, Louisiana, and Indiana Streets between 6th and 7th Avenues, 1949 (Abrams Aerial Survey Corp 1949, Vol. 4).



Figure 103. New Hiway Homes construction on Indiana, Mississippi, and Illinois Streets between 6th and 7th Avenues, 1949 (Abrams Aerial Survey Corp 1949, Vol. 5).



The neighborhood constructed by Hiway Homes in 1949 was in many respects the “Levittown” of Gary. The houses are typical of Levittown-style suburbia in their simplicity, small scale, and suburban and auto-friendly setting. They are also the most extensive and intact representation of postwar suburban development within the city. Two neighborhoods exhibiting architectural styles and forms that are similar those present in the Hiway Homes neighborhood were identified as significant in the Lake County Interim Report survey conducted in 1994. These include the Gary Westside Historic District (089-232-14001-029) and the Chase Historic District (089-232-16001-040) (Davis 1996:64–70). The Gary Westside and Chase Historic Districts may have been constructed by Hiway Homes as well, though research could not confirm this. One key distinction between the recommended Hiway Homes Historic District and the two previously surveyed neighborhoods is the era of construction: the dwellings in Gary Westside and Chase all date to c. 1940. Developed during World War II, their significance lies in historic themes related to the wartime expansion of the steel industry and a revolving population of steelworkers, servicemen, and their families. Though similar to the building forms in the recommended Hiway Homes Historic District, the brick Minimal Traditionals in this corner of Gary occasionally also exhibit details of the Tudor Revival style, which distinguishes the overall character of the two IHSSI neighborhoods from the recommended historic district. Furthermore, the Hiway Homes neighborhood in southeast Gary is more extensive and overall more intact than the previously surveyed neighborhoods. In addition to the loss of historic building materials, the Chase neighborhood was negatively impacted by the expansion and realignment of several roads (4th Avenue, Jennings Street, and Wabash Avenue), resulting in the severance of the north half of the neighborhood from the south.

In contrast, a substantial core—in fact, the majority—of the historic Hiway Homes subdivision remains overall intact in materials, design, workmanship, setting, location, feeling, and association. Homes are primarily still owned, rather than rented, and are generally well maintained. The majority of original fenestration is intact, brick exteriors remain, and additions are limited to historic-age dormer additions. The Hiway Homes Historic District is therefore recommended for *Eligible* for listing in the NRHP under Criteria A and C.

7.0 CONCLUSION

In summary, 243 architectural resources were surveyed in the Project APE in Lake County (Table 2). Twenty properties in the Lake County APE were previously surveyed in the 1994–1996 Lake County Interim Report. No properties located within the APE were listed in the NRHP. Of the previously surveyed properties, three are no longer extant, including the former Baltimore & Ohio Railroad Bridge (089-232-07090), rated Outstanding, and two formerly Contributing properties (089-232-07115 and 089-232-19026). The remaining 17 previously surveyed resources included two rated Notable—Miller School (089-232-07095) and the Walter Bates Steel Corporation (089-232-19667). All 17 resources were re-evaluated for NRHP eligibility. Two of these properties, Miller School and the dwelling at 5512 E. Melton Road (089-232-07104), were recommended individually eligible. Four IHSSI-rated properties were additionally recommended eligible as contributing resources to the recommended Hiway Homes Historic District. In total, six previously evaluated resources were recommended eligible, and the remaining extant 11 were recommended not eligible.

In addition to the previously IHSSI-rated properties, three resources were newly evaluated for eligibility: Glen Ryan Park Historic District, Hiway Homes Historic District, and the South Shore Line. The two historic districts are recommended eligible for listing in the NRHP under Criteria A and C. The South Shore Line is recommended not eligible due to a loss of integrity.

In total, six individual properties and two new historic districts are recommended eligible for NRHP listing in the Lake County Project APE.

Table 2. Previously and newly evaluated resources in Lake County.







Photo	IHSSI No. and Rating	Property Name	Address	Date	NRHP Recommendation
	089-232-07091 (Contributing)	House	6101 E. 6th Place, Gary	c.1904	Not Eligible
	089-232-07092 (Contributing)	House	6064 E. 6th Place, Gary	c.1919	Not Eligible
	089-232-07093 (Contributing)	House	6032 E. 6th Place, Gary	c.1914	Not Eligible
	089-232-07095 (Notable)	Miller School	665 S. Lake Street, Gary	1910	Eligible
	089-232-07096 (Contributing)	House	630 Greene Street, Gary	c.1910	Not Eligible
	089-232-07101 (Contributing)	Apartment Building	662 Elkhart Street, Gary	c.1900	Not Eligible

Table 2. Previously and newly evaluated resources in Lake County.







Photo	IHSSI No. and Rating	Property Name	Address	Date	NRHP Recommendation
	089-232-07103 (Contributing)	House	5428 E. Melton Road, Gary	c. 1927	Not Eligible
	089-232-07104 (Contributing)	House	5512 E. Melton Road, Gary	c. 1924	Eligible
	089-232-07114 (Contributing)	House	4032 10th Avenue, Gary	c. 1932	Not Eligible
	089-232-19001 (Contributing)	House	575 Ohio Street, Gary	c. 1924	Not Eligible
	089-232-19003 (Contributing)	House	552 Tennessee Street, Gary	c. 1924	Not Eligible
	089-232-19004 (Contributing)	House	523 Kentucky Street, Gary	c. 1924	Not Eligible

Table 2. Previously and newly evaluated resources in Lake County.









Photo	IHSSI No. and Rating	Property Name	Address	Date	NRHP Recommendation
	089-232-19667 (Notable)	Walter Bates Steel Corporation	2600 E. 5th Avenue, Gary	c. 1927	Not Eligible
	089-232-19670 (Contributing)	House	602 Illinois Street, Gary	c. 1948	Eligible as a Contributing Resource to Hiway Homes Historic District
	089-232-19671 (Contributing)	House	608 Mississippi Street, Gary	c. 1947	Eligible as a Contributing Resource to Hiway Homes Historic District
	089-232-19672 (Contributing)	House	628 Mississippi Street, Gary	c. 1947	Eligible as a Contributing Resource to Hiway Homes Historic District
	089-232-19674 (Contributing)	House	637 Indiana Street/Martin Luther King Drive, Gary	c. 1947	Eligible as a Contributing Resource to Hiway Homes Historic District
	N/A	South Shore Line		c. 1908	Not Eligible

Table 2. Previously and newly evaluated resources in Lake County.

Photo	IHSSI No. and Rating	Property Name	Address	Date	NRHP Recommendation
	N/A	Glen Ryan Park Historic District	N/A	c. 1955	Eligible
	N/A	Hiway Homes Historic District	N/A	c. 1948	Eligible

See Appendix C for full survey results in Lake County.

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A

Maps



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Figure A - 1. Map 6.2.1 (089-232-07091), 6101 E. 6th Place, Gary.



Figure A - 2. Map 6.2.2 (089-232-07092), 6064 E. 6th Place, Gary.



Figure A - 3. Map 6.2.3 (089-232-07093) – 6032 E. 6th Place, Gary.



Figure A - 4. Map 6.2.4 (089-232-07095) Miller School, 665 S. Lake Street, Gary.



Figure A - 5. Map 6.2.5 (089-232-07096) 630 Greene Street, Gary.



Figure A - 6. Map 6.2.6 (089-232-07101) 662 Elkhart Street, Gary.



Figure A - 7. Map 6.2.7 (089-232-07103) 5428 E. Melton Road, Gary.



Figure A - 8. Map 6.2.8 (089-232-07104) 5512 E. Melton Rd, Gary.



Figure A - 9. Map 6.2.9 (089-232-07114) 4032 10th Avenue, Gary.



Figure A - 10. Map 6.2.10 (089-232-19001) 575 Ohio Street, Gary.



Figure A - 11. Map 6.2.11 (089-232-19003) 552 Tennessee Street, Gary.



Figure A - 12. Map 6.2.12 (089-232-19004) 523 Kentucky Street, Gary.



Figure A - 13. Map 6.2.13 (089-232-19667) Walter Bates Steel Co., 2600 E. 5th Avenue, Gary.



Figure A - 14. Map 6.2.14 (089-232-19670) 602 Illinois Street, Gary.



Figure A - 15. Map 6.2.15 (089-232-19671) 608 Mississippi Street, Gary.



Figure A - 16. Map 6.2.16 (089-232-19672) 628 Mississippi Street, Gary.



Figure A - 17. Map 6.2.17 (089-232-19674) 637 Indiana Street, Gary.



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Figure A - 18. Map 6.3.1 – South Shore Line.



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Figure A - 19. Map 6.3.2 – Recommended Glen Ryan Park Historic District.

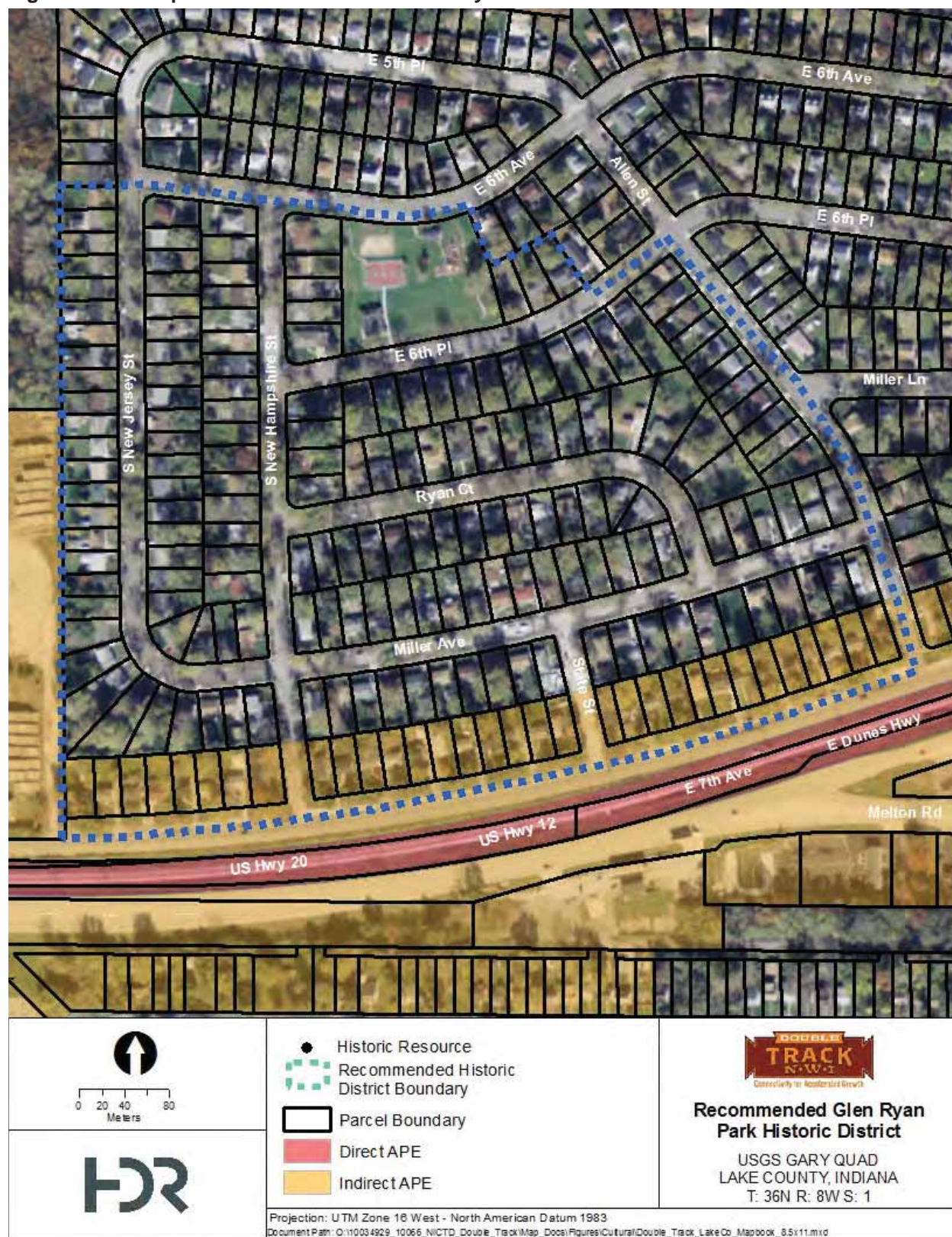


Figure A - 20. Map 6.3.3 – Recommended Hiway Homes Historic District



A large, stylized letter 'B' graphic that serves as a background for the page. It is composed of three main rectangular sections: a dark grey top section, a large maroon middle section, and an orange bottom section. The letter 'B' is formed by the negative space and the arrangement of these colors.

B

APE Maps

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Figure B - 1. APE in Lake County (map 1 of 22).

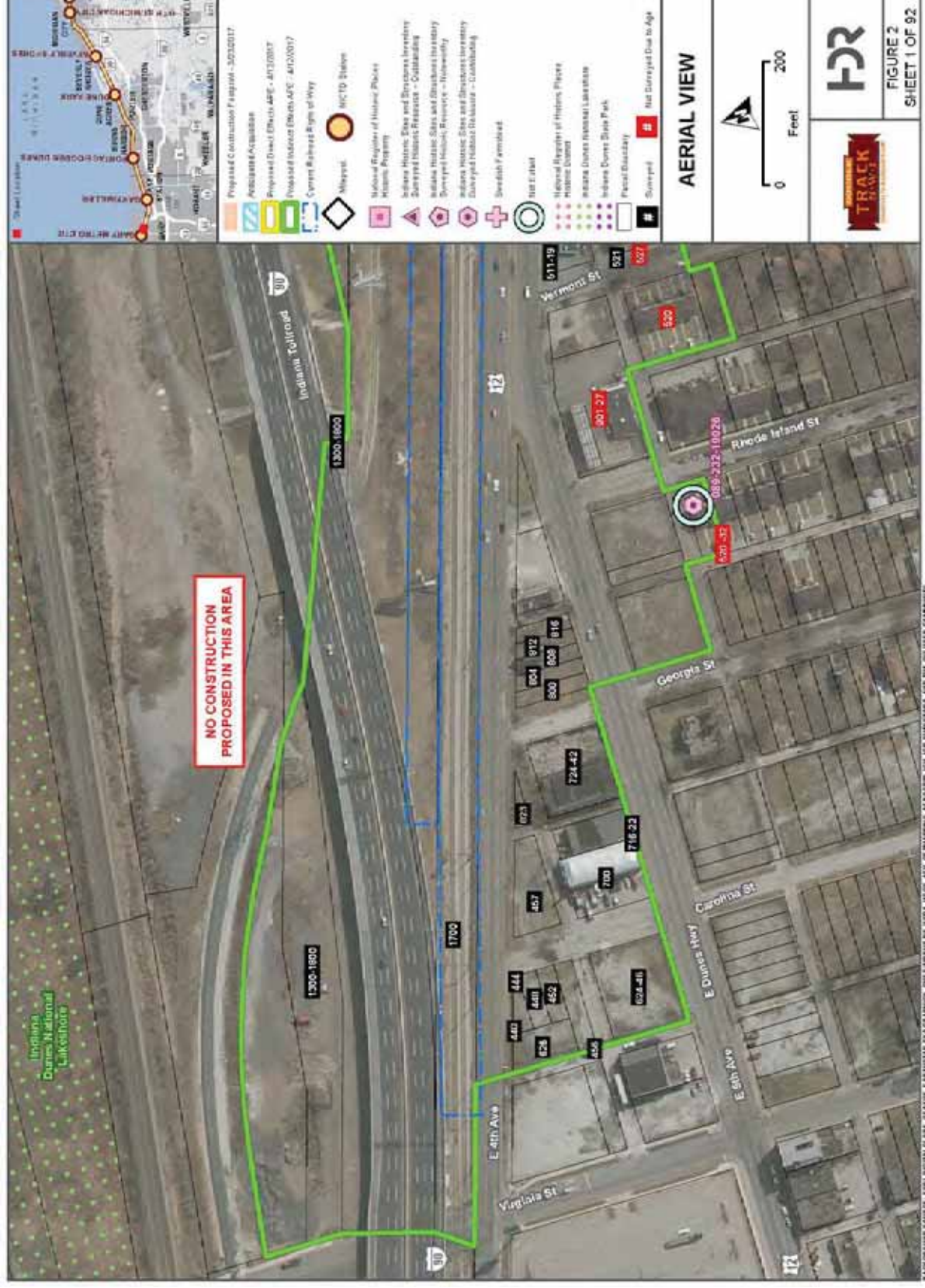


Figure B - 2. APE in Lake County (map 2 of 22).

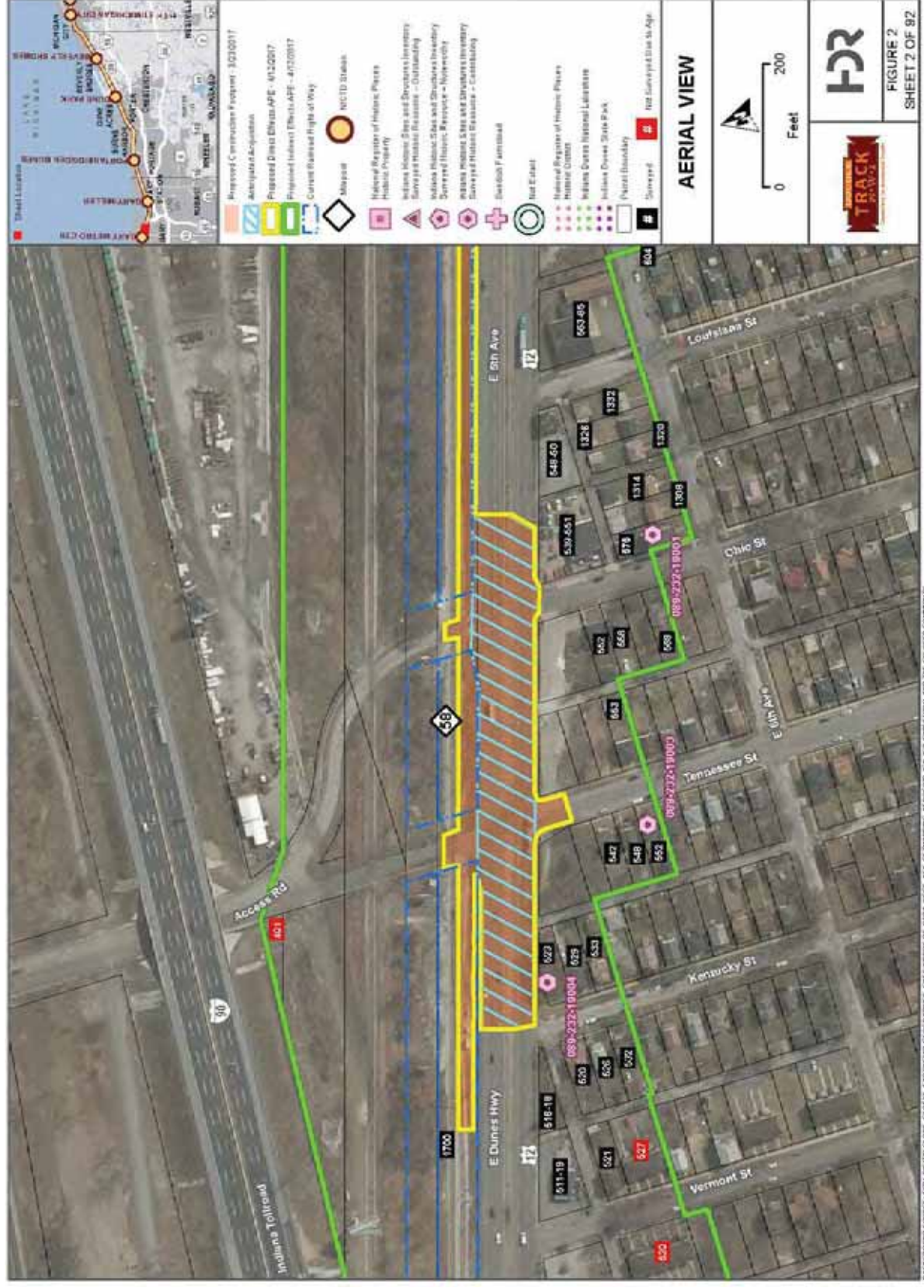


Figure B - 3. APE in Lake County (map 3 of 22).

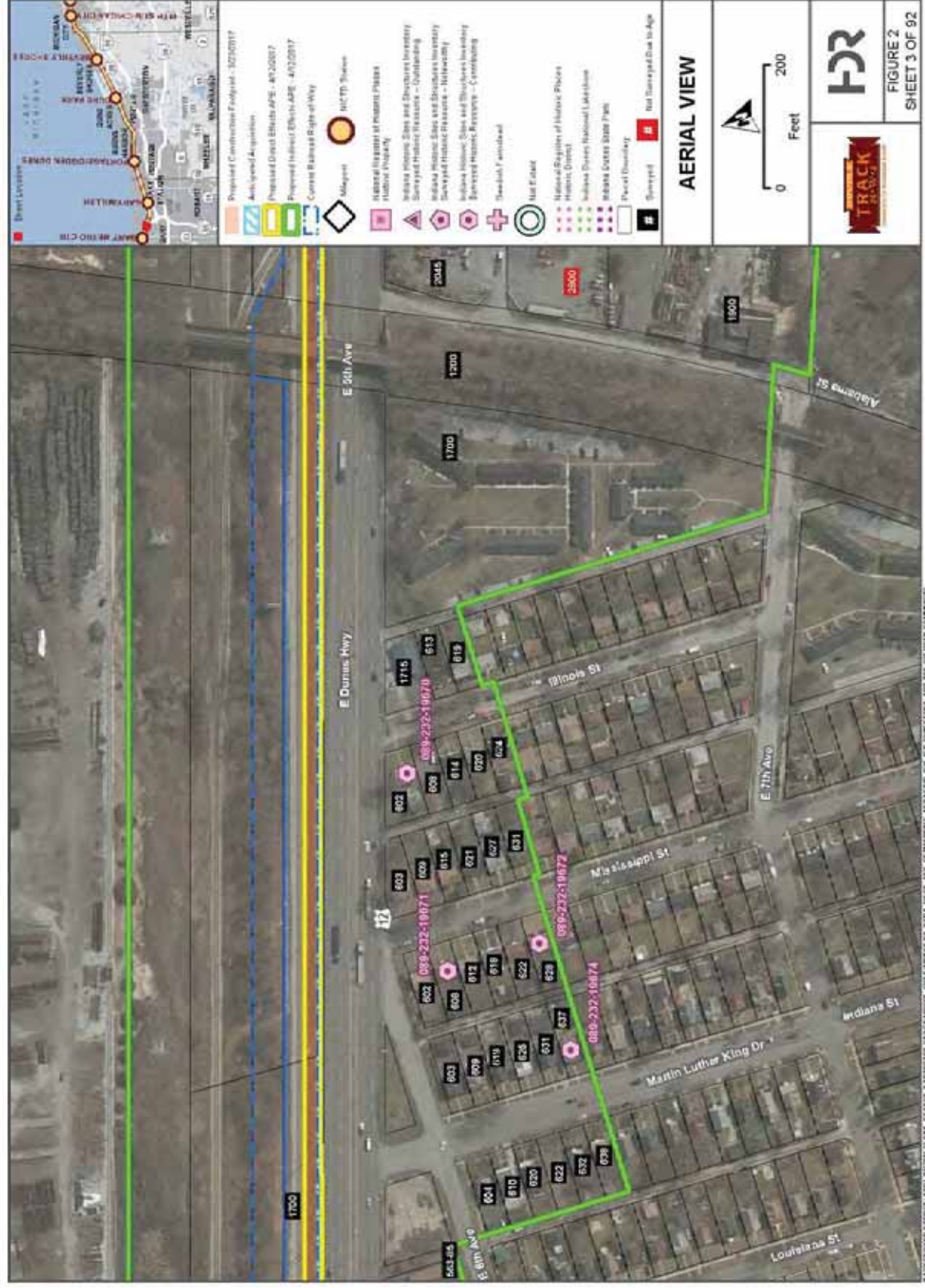


Figure B - 4. APE in Lake County (map 4 of 22).

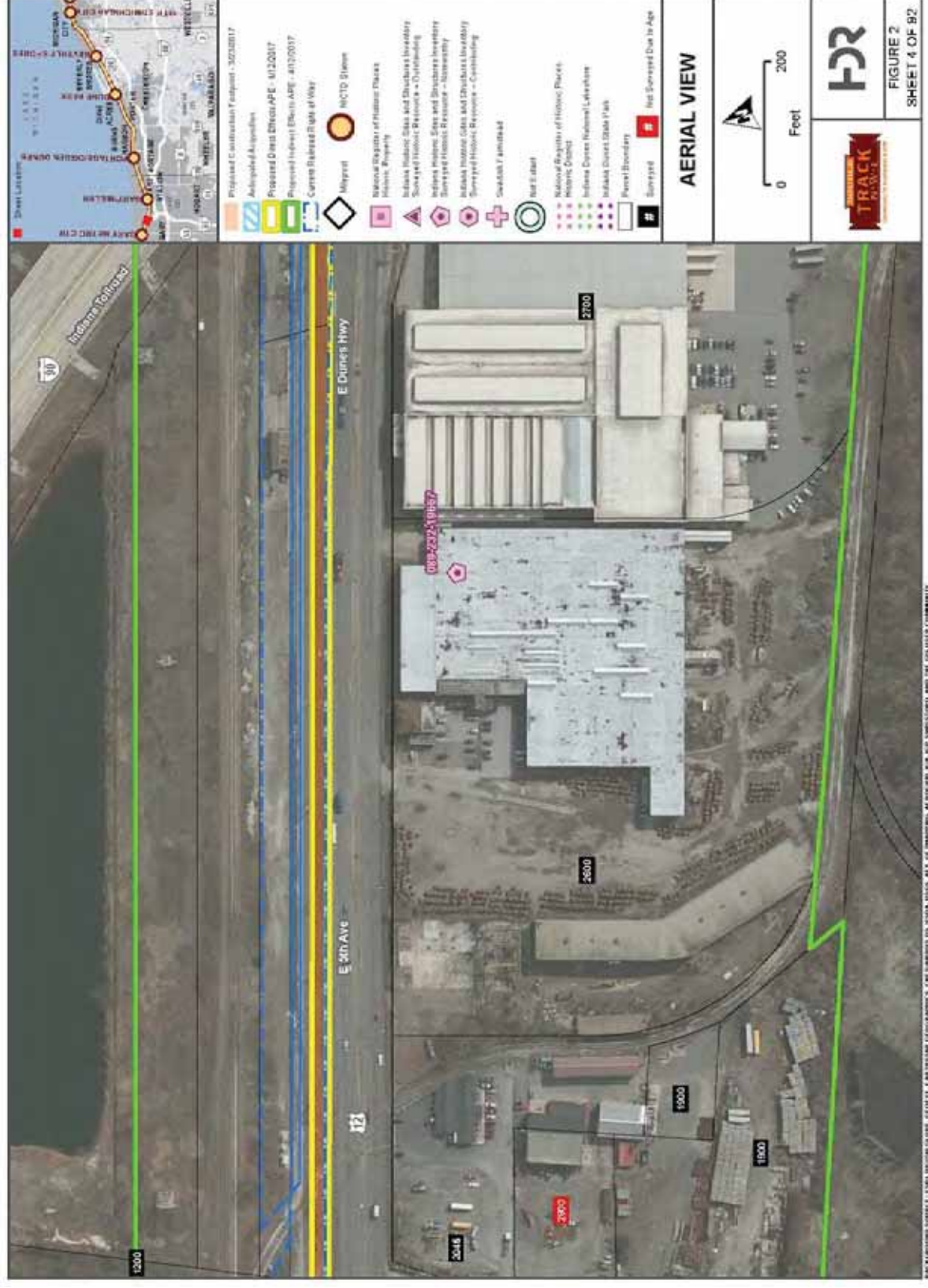


Figure B - 5. APE in Lake County (map 5 of 22).

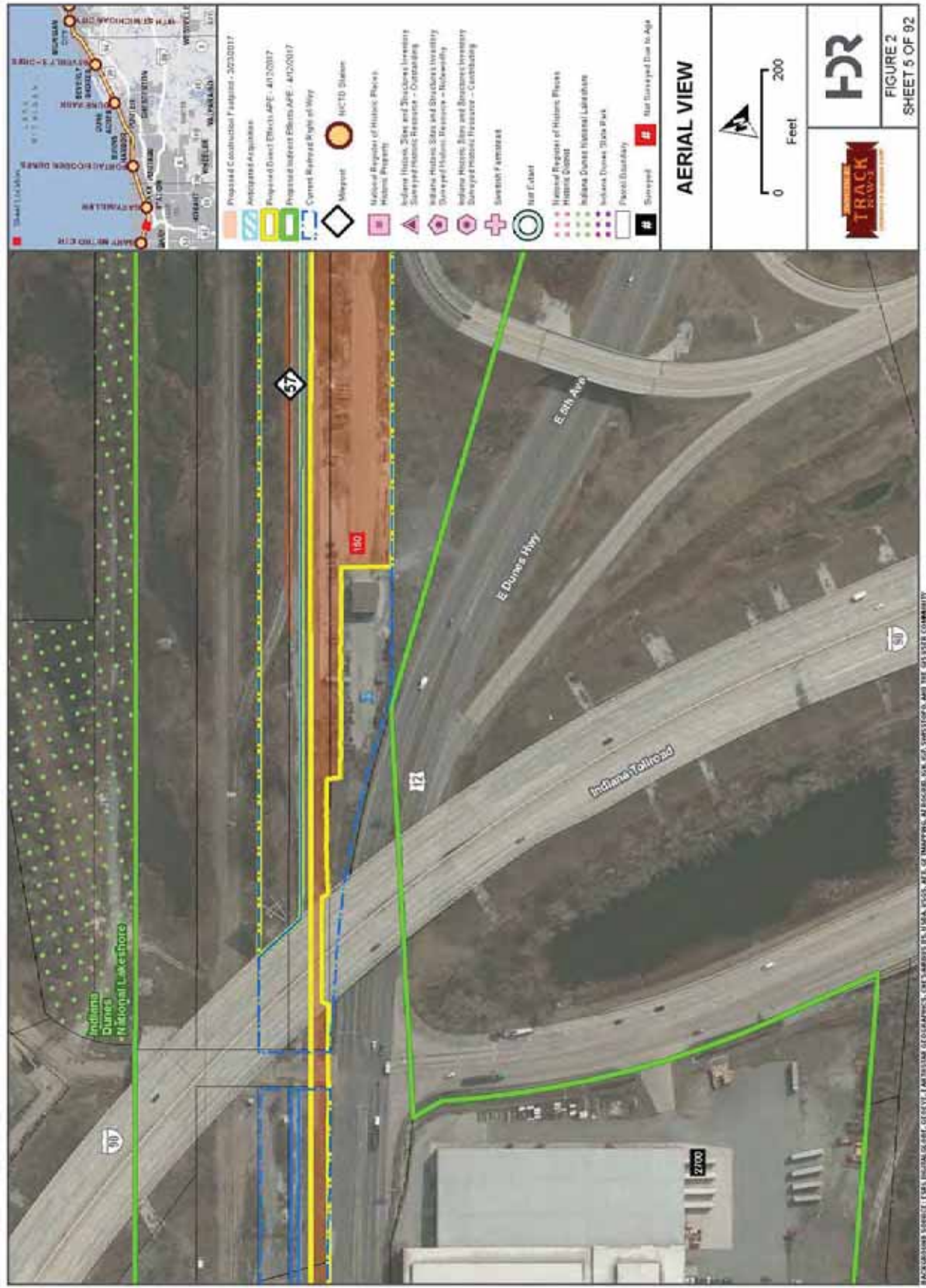


Figure B - 6. APE in Lake County (map 6 of 22).



Figure B - 7. APE in Lake County (map 7 of 22).

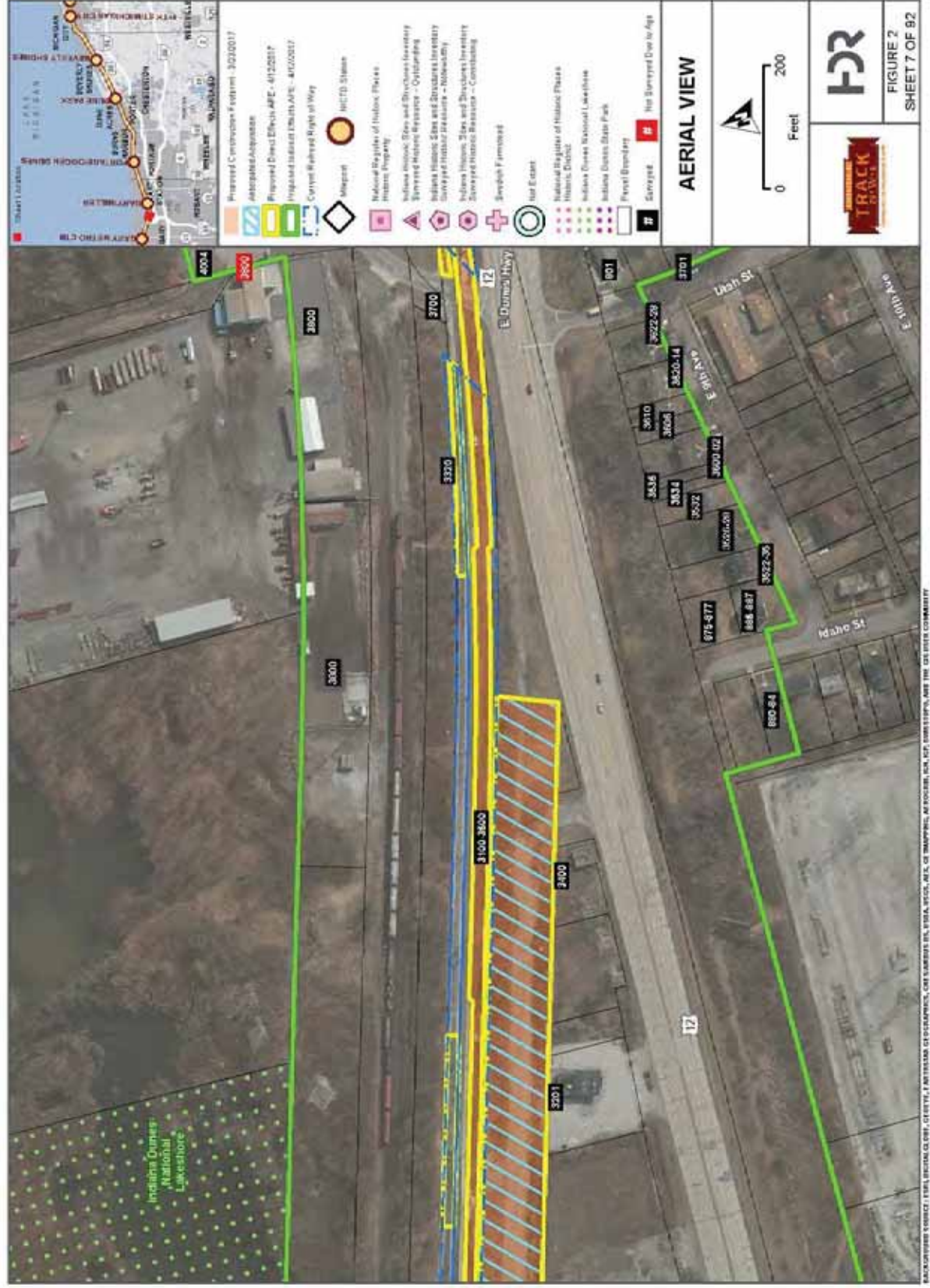


Figure B - 8. APE in Lake County (map 8 of 22).

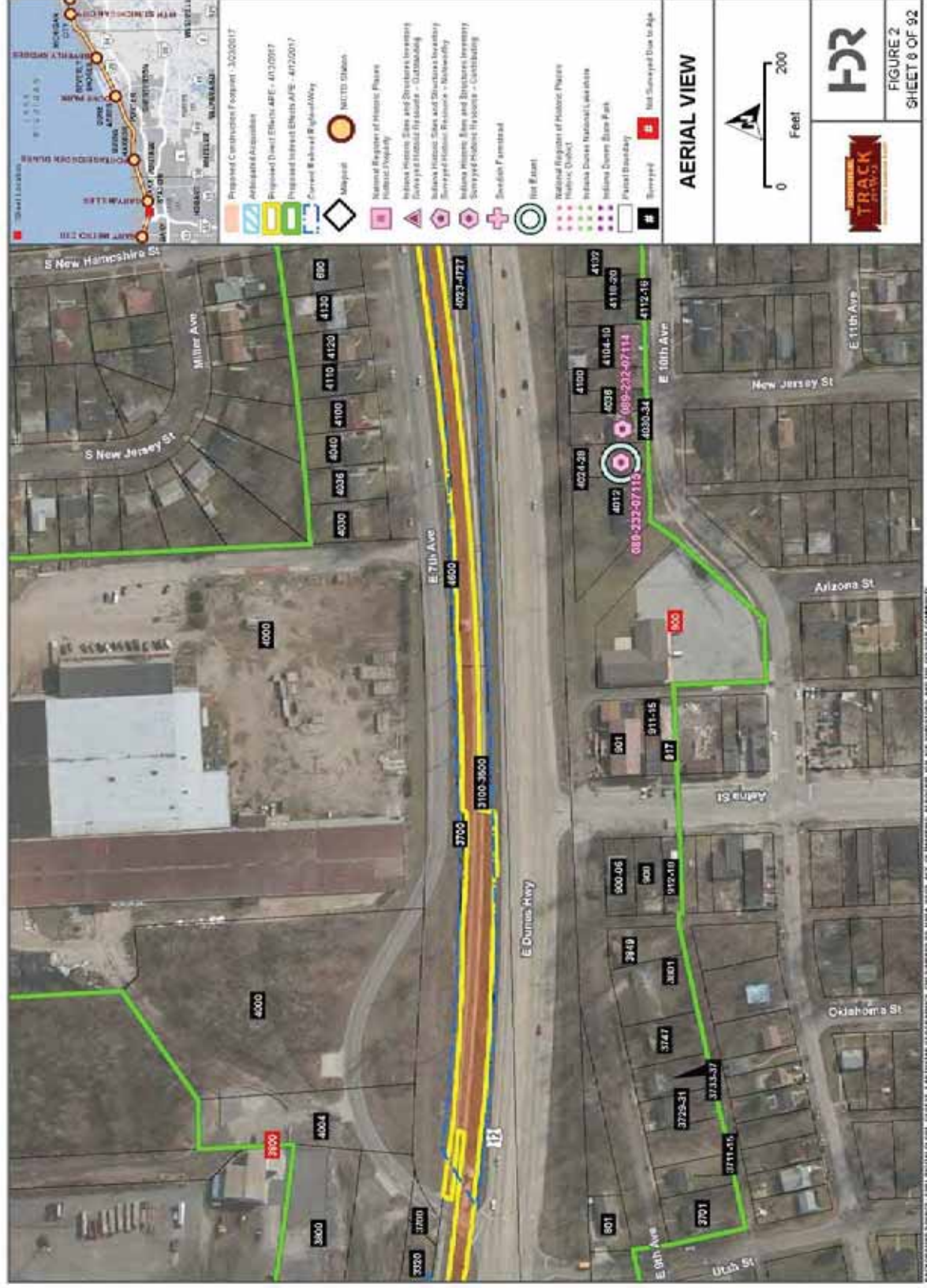


Figure B - 9. APE in Lake County (map 9 of 22).



Figure B - 10. APE in Lake County (map 10 of 22).



Figure B - 11. APE in Lake County (map 11 of 22).



Figure B - 12. APE in Lake County (map 12 of 22).

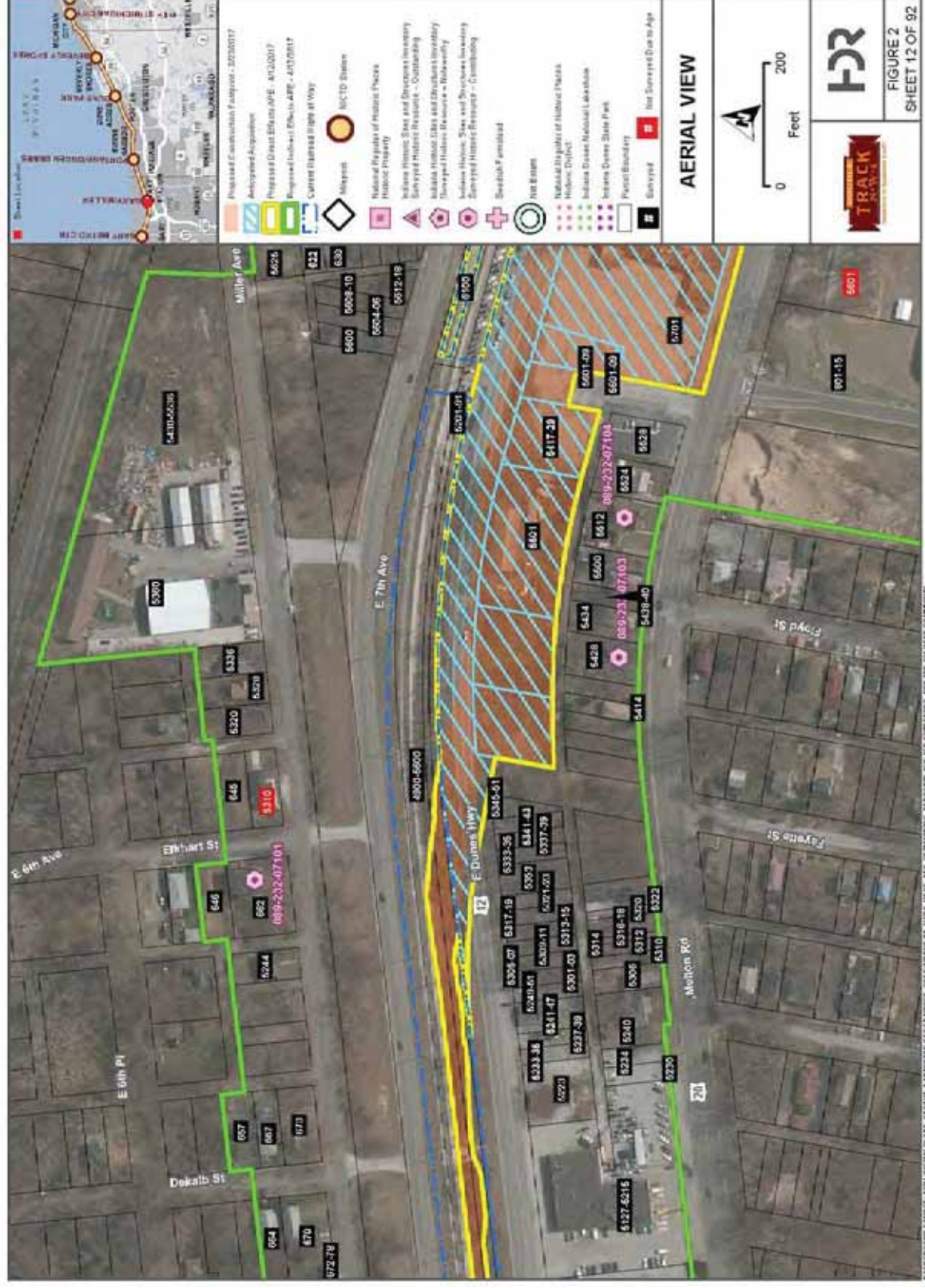


Figure B - 13. APE in Lake County (map 13 of 22).

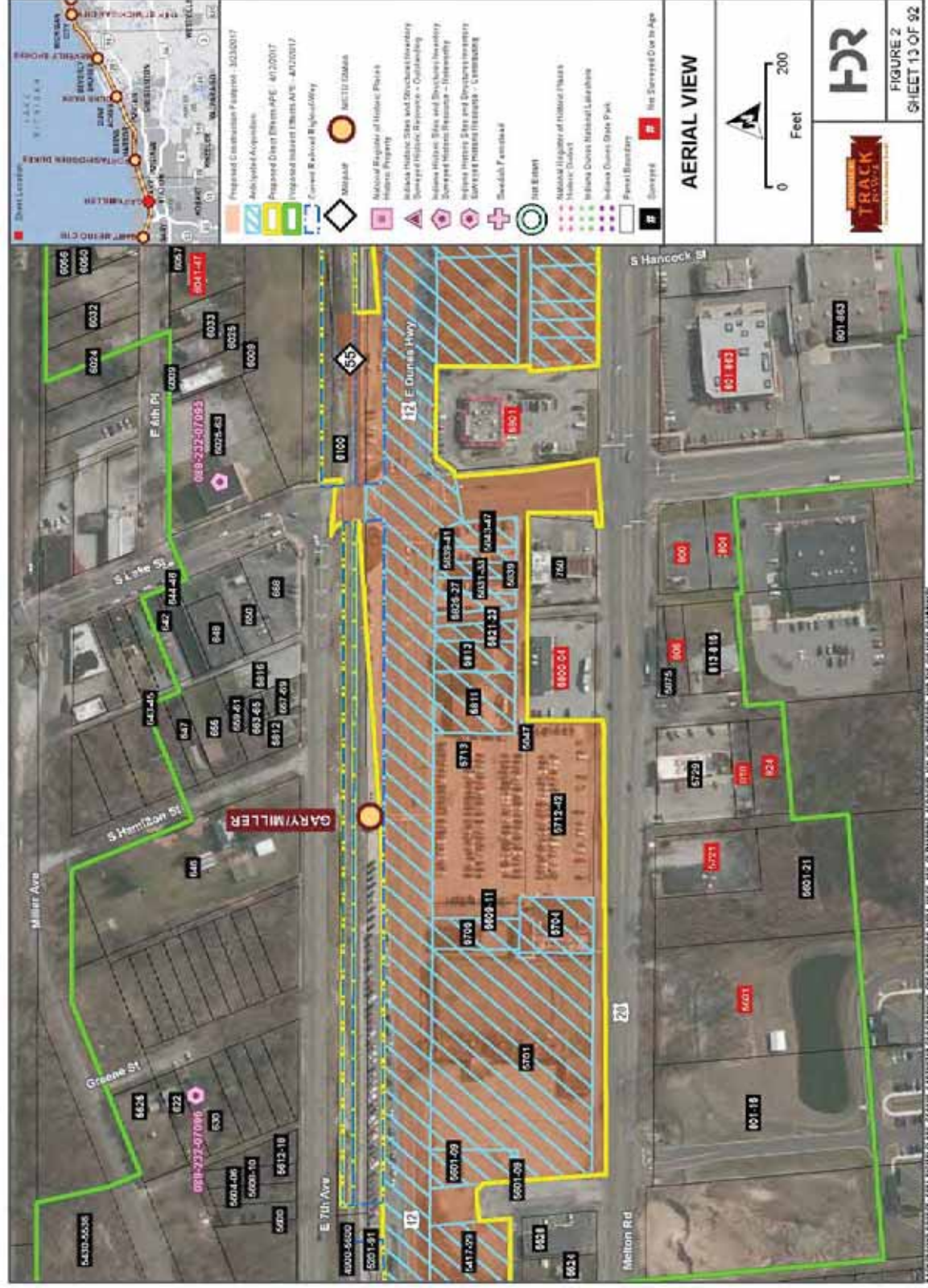


Figure B - 14. APE in Lake County (map 14 of 22).

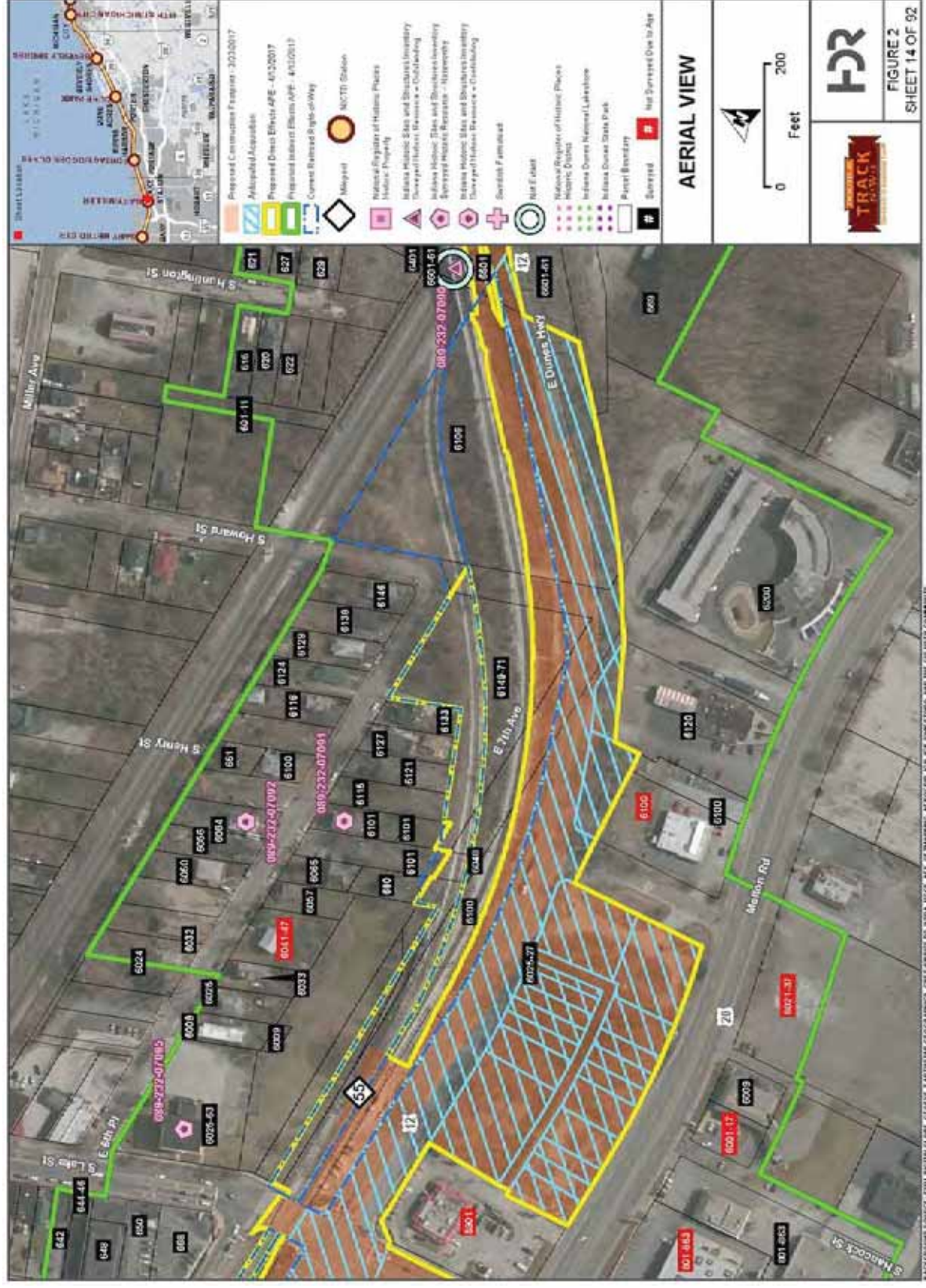


Figure B - 15. APE in Lake County (map 15 of 22).



Figure B - 16. APE in Lake County (map 16 of 22).

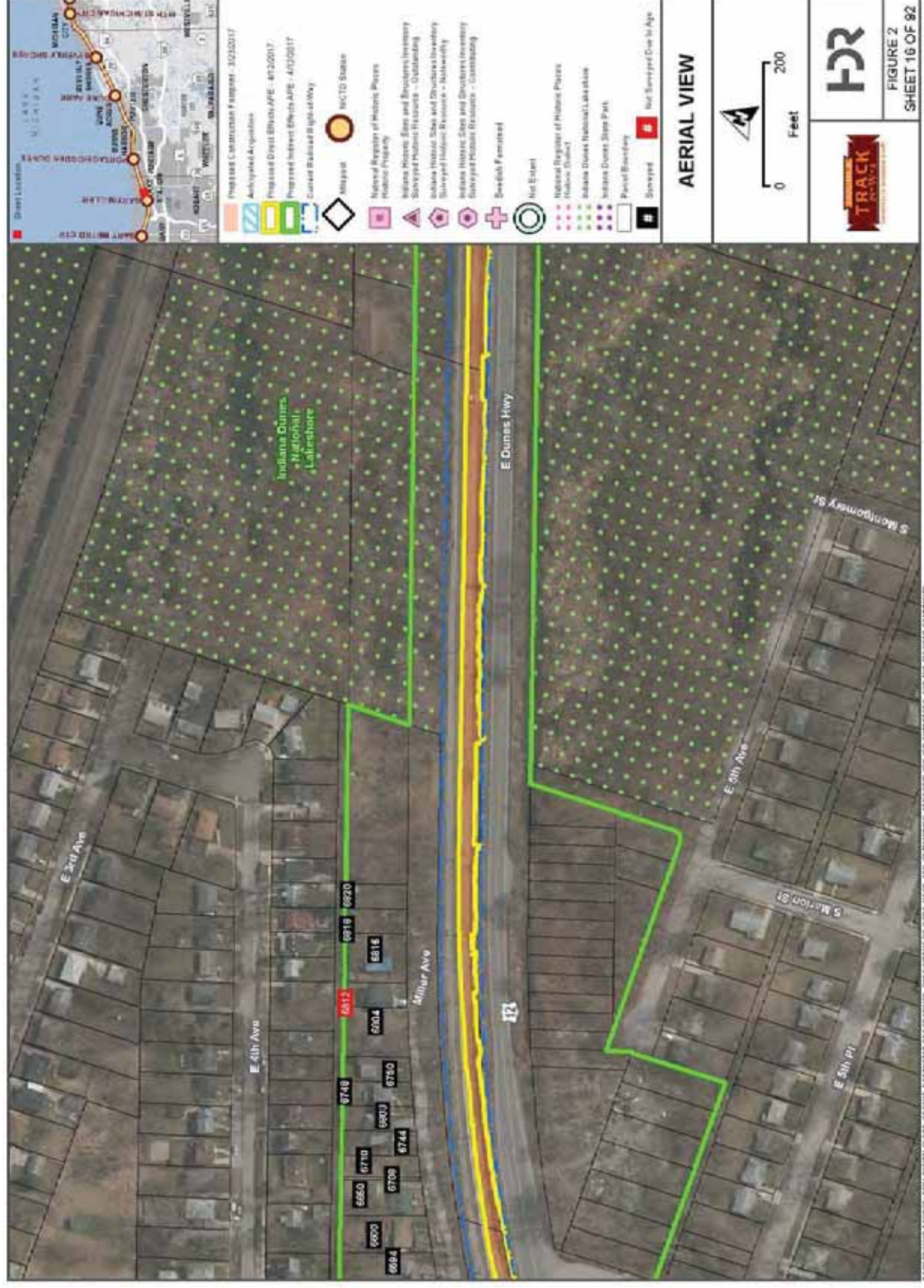


Figure B - 17. APE in Lake County (map 17 of 22).

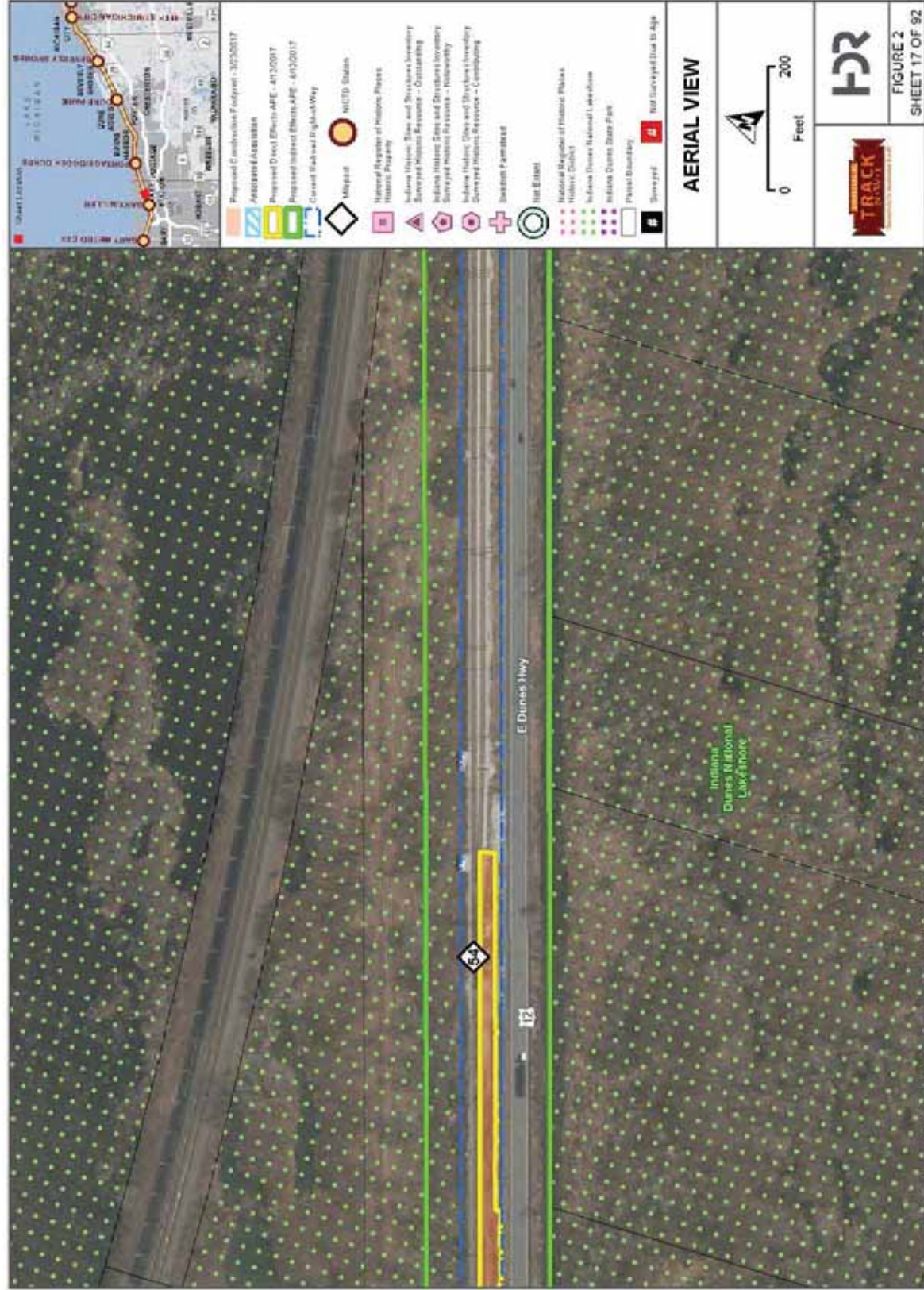


Figure B - 18. APE in Lake County (map 18 of 22).

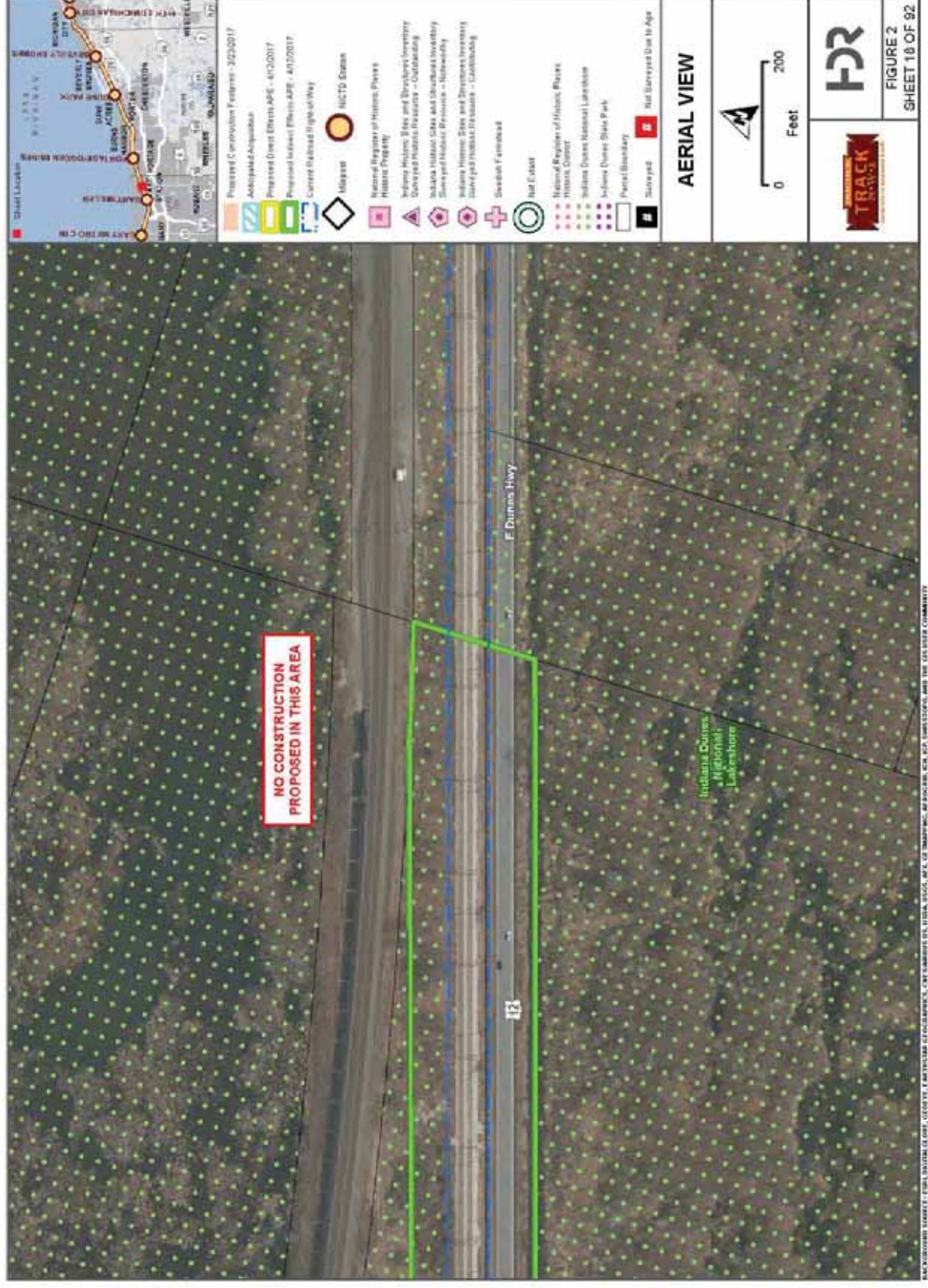


Figure B - 199. APE in Lake County (map 19 of 22).

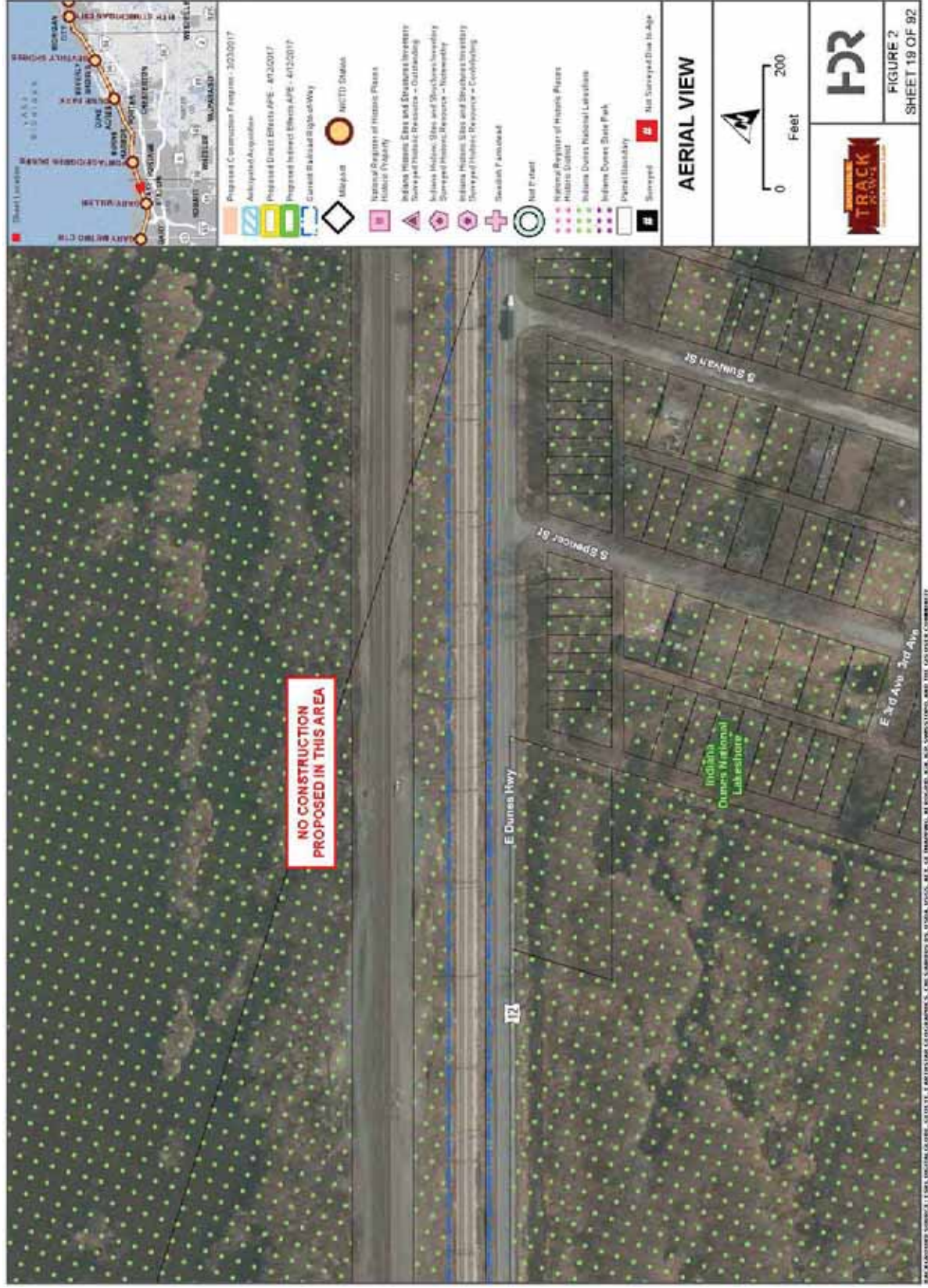


Figure B - 20. APE in Lake County (map 20 of 22).



Figure B - 21. APE in Lake County (map 21 of 22).

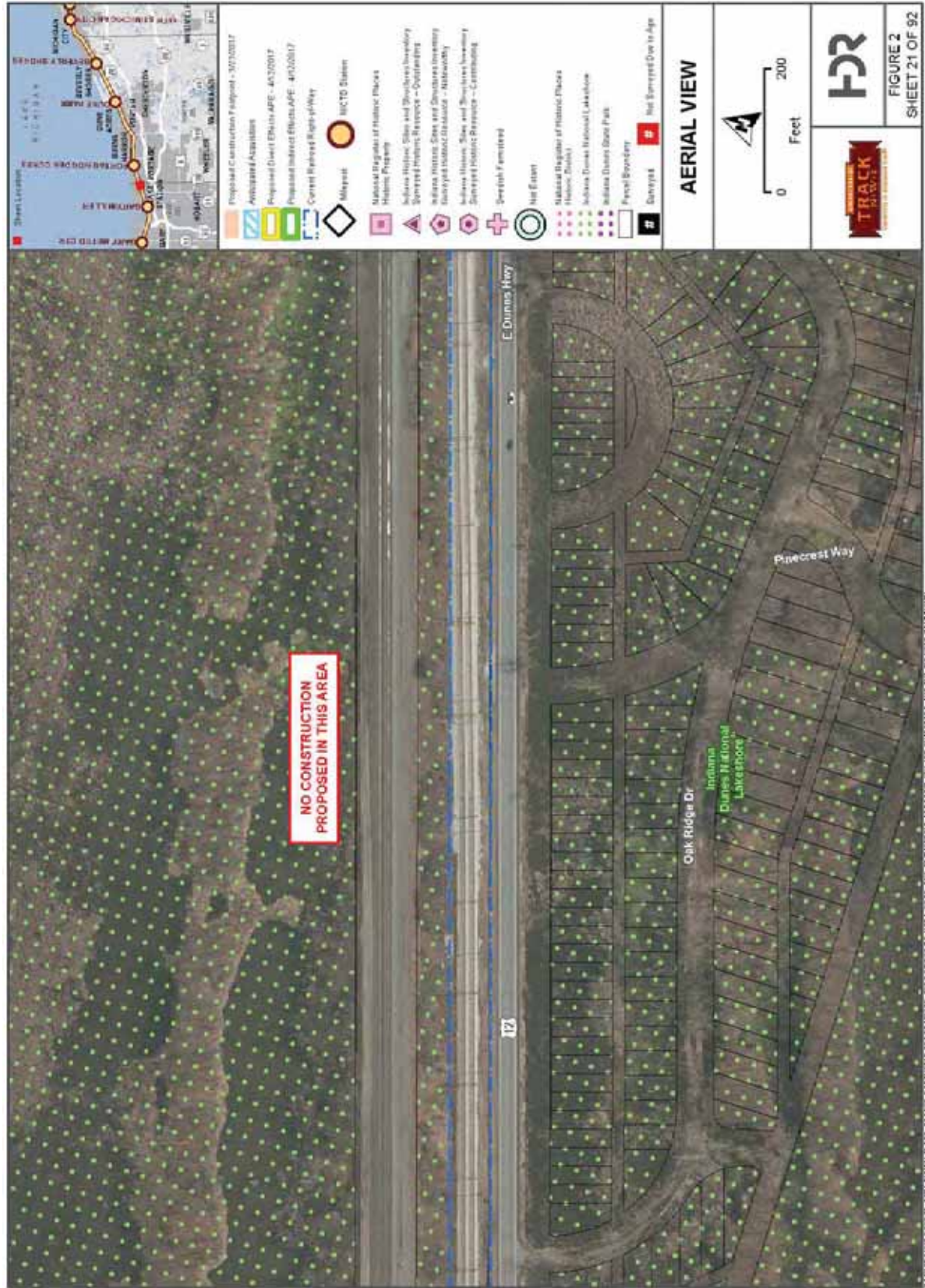


Figure B - 22. APE in Lake County (map 22 of 22).





C

Survey Results



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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3800 E 7th Avenue, Gary	Industrial	c. 1953/Industrial		Not Eligible
	4000 E 7th Avenue, Gary	T&B Tube Company	c. 1953/Industrial		Not Eligible
	3201 E Dunes Highway, Gary	Man Cave Nightclub	c. 1938, Renovations c. 1957/ Modern		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3400 E Dunes Highway, Gary	NIPSCO Substation	c. 1954/Utilitarian		Not Eligible
	4030 E 7th Avenue, Gary	House	c. 1958/Ranch (Detached garage c. 2002)		Not Eligible
	4036 E 7th Avenue, Gary	House	c. 1959/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4040 E 7th Avenue, Gary	House	c. 1959/Ranch		Not Eligible
	4100 E 7th Avenue, Gary	House	c. 1959/Ranch		Not Eligible
	4110 E 7th Avenue, Gary	House	c. 1957/Ranch		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4120 E 7th Avenue, Gary	House	c. 1957/Ranch		Not Eligible
	4130 E 7th Avenue, Gary	House	c. 1957/Ranch		Not Eligible
	690 New Hampshire Street, Gary	House	c. 1956/Ranch (Detached garage c. 1960)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	699 New Hampshire Street, Gary	House	c. 1954/Ranch (Detached garage c. 1956)		Not Eligible
	4208 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2002)		Not Eligible
	4216 E 7th Avenue, Gary	House	c. 1963/Ranch		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4224 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2002)		Not Eligible
	4232 E 7th Avenue, Gary	House	c. 1954/Ranch (Detached garage c. 1955)		Not Eligible
	4240 E 7th Avenue, Gary	House	c. 1954/Ranch (Detached garage c. 1954)		Not Eligible

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

Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4300 E 7th Avenue, Gary	House	c. 1954/Ranch (Detached garage c. 1980)		Not Eligible
	4308 E 7th Avenue, Gary	House	c. 1954/Ranch (Detached garage c. 1954)		Not Eligible
	4316 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible

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



Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4324 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible
	698 State Street, Gary	House	c. 1954/Ranch		Not Eligible
	699 State Street, Gary	House	c. 1954/Ranch (Detached garage c. 1954) (Utility shed c. 2002)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4408 E 7th Avenue, Gary	House	c. 1954/Ranch (Detached garage c. 1954)		Not Eligible
	4416 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible
	4424 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4432 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2002)		Not Eligible
	4440 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible
	4448 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2012)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4500 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible
	4508 E 7th Avenue, Gary	House	c. 1954 (Effectively built 1961)/Ranch (Utility shed c. 1954)		Not Eligible
	4516 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2002)		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4524 E 7th Avenue, Gary	House	c. 1954/Ranch (Utility shed c. 2002)		Not Eligible
	4532 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible
	4540 E 7th Avenue, Gary	House	c. 1954/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	699 Allen Street, Gary	House	c. 1963/Ranch		Not Eligible
	4610 E 7th Avenue, Gary	House	c. 1963/Ranch (Utility shed c. 2002)		Not Eligible
	4620 E 7th Avenue, Gary	House	c. 1963/Ranch (Utility shed c. 2002)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4628 E 7th Avenue, Gary	House	c. 1965/Bi-level Split Ranch		Not Eligible
	4601 E Melton Road, Gary	Dirty's Jazz & Blues Club	c. 1957/Mid-century Modern		Not Eligible
	4635 E Melton Road, Gary	Sporting Life Liquors	c. 1950/Commercial		Not Eligible

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



Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	602 Mississippi Street, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1973)		Not Eligible
	608 Mississippi Street, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1963)	IHSSI 089-232- 19671/Contributing	Eligible as a Contributing Resource
	612 Mississippi Street, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1974)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	603 Mississippi Street, Gary	House	c. 1947/Minimal Traditional		Not Eligible
	609 Mississippi Street, Gary	House	c. 1947/Minimal Traditional		Not Eligible
	615 Mississippi Street, Gary	House	c. 1947/Minimal Traditional		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	621 Mississippi Street, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1951)		Not Eligible
	602 Illinois Street, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1989)	IHSSI 089-232- 19670/Contributing	Eligible as a Contributing Resource
	614 Illinois Street, Gary	House	c. 1948/Minimal Traditional		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	620 Illinois Street, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	1715 E Dunes Highway, Gary	1020 Food Market	c. 1949/Mid-century Commercial		Not Eligible
	613 Illinois Street, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1953)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	619 Illinois Street, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	1700 E 7th Avenue, Gary	Dunes Court Apartments	c. 1950/Minimal Traditional		Not Eligible
	2045 E Dunes Highway, Gary	Superior Construction Co. Inc.	c. 1964 (Buildings added c. 1984) (Single-wide c. 2014)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1900 E 7th Avenue, Gary	Industrial	c. 1948		Not Eligible
	2600 E 5th Avenue, Gary	Walter Bates Steel Company	c. 1927/Craftsman (Railroad siding c. 1936) (Building added c. 1953)	IHSSI 089-232- 19667/Notable	Not Eligible
	2700 E 5th Avenue, Gary	ATCO-Gary Metal Technologies, LLC	c. 1916 (Effectively built 1936)/Classical Revival (Addition c. 2004)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	2901 E Dunes Highway, Gary	Industrial	c. 1965/Modern functional		Not Eligible
	3030 E Dunes Highway, Gary	Interstate Inn Former Holiday Inn	c. 1961/Mid-century Commercial (originally)		Not Eligible
	700 E 5th Avenue, Gary	Commercial	c. 1940/Mid-century Commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	724 E 5th Avenue, Gary	Commercial	c. 1948/Mid-century Commercial (Masonry wall c. 1980)		Not Eligible
	800 E 5th Avenue, Gary	Commercial	c. 1940/Mid-century Commercial		Not Eligible
	511 Vermont Street, Gary	Shark's Chicken & Fish	c. 1968/Commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	521 Vermont Street, Gary	House	c. 1924/Colonial Revival Foursquare (Detached garage c. 1964)		Not Eligible
	520 Kentucky Street, Gary	House	c. 1924/Craftsman (Detached garage c. 1924)		Not Eligible
	526 Kentucky Street, Gary	House	c. 1924/Colonial Revival Foursquare (Detached garage c. 1924)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	532 Kentucky Street, Gary	House	c. 1924/Colonial Revival Foursquare		Not Eligible
	523 Kentucky Street, Gary	House	c. 1924/Dutch Colonial Revival	IHSSI 089-232- 19004/Contributing	Not Eligible
	529 Kentucky Street, Gary	House	c. 1924/Colonial Revival		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	533 Kentucky Street, Gary	House	c. 1924/Colonial Revival (Detached garage c. 1920)		Not Eligible
	542 Tennessee Street, Gary	House	c. 1924/Colonial Revival		Not Eligible
	548 Tennessee Street, Gary	House	c. 1924/Colonial Revival		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	552 Tennessee Street, Gary	House	c. 1924/Colonial Revival	IHSSI 089-232- 19003/Contributing	Not Eligible
	553 Tennessee Street, Gary	House	c. 1924/Colonial Revival		Not Eligible
	552 Ohio Street, Gary	House	c. 1924/Colonial Revival (Detached garage c. 1924)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	558 Ohio Street, Gary	House	c. 1924/Colonial Revival		Not Eligible
	539 Ohio Street, Gary	Commercial Garage	c. 1948/Mid-century Commercial		Not Eligible
	548 Louisiana Street, Gary	Commercial	c. 1939/Commercial		Not Eligible

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



Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	575 Ohio Street, Gary	House	c. 1924/Craftsman (Detached garage c. 1932)	IHSSI 089-232- 19001/Contributing	Not Eligible
	1308 E 6th Avenue, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	1314 E 6th Avenue, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1980)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	1320 E 6th Avenue, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1953)		Not Eligible
	1326 E 6th Avenue, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	1332 E 6th Avenue, Gary	House	c. 1948/Minimal Traditional (Detached garage c. 1958)		Not Eligible

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

Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	563 Louisiana Street, Gary Business uses 1421 E Dunes Highway	Dunes Construction LLC	c. 1952/Utilitarian/Industrial		Not Eligible
	604 M L King Drive, Gary	House	c. 1947/Minimal Traditional		Not Eligible
	610 M L King Drive, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1960)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	603 M L King Drive, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1955)		Not Eligible
	609 M L King Drive, Gary	House	c. 1947/Minimal Traditional (Detached garage c. 1949)		Not Eligible
	880 Idaho Street, Gary	House	c. 1953/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	885-887 Idaho Street, Gary	Double House	c. 1953/Colonial Revival		Not Eligible
	3522-3535 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible
	3522-3524 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3600-3604 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible
	3616-3618 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible
	3622-3628 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3606-3610 E 9th Avenue, Gary	Double House	c. 1953/Colonial Revival		Not Eligible
	801 Utah Street, Gary	House	c. 1966/Ranch		Not Eligible
	3701 E 9th Avenue, Gary	House	c. 1949/Ranch		Not Eligible

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



Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3713 E 9th Avenue, Gary	House	c. 1953/Ranch		Not Eligible
	3729 E 9th Avenue, Gary	House	c. 1953/Ranch (Detached garage c. 1953)		Not Eligible
	3737 E 9th Avenue, Gary	House	c. 1953/Minimal Traditional (Utility shed c. 2002)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	3747 E 9th Avenue, Gary	House	c. 1948/Minimal Traditional (Utility shed c. 2000)		Not Eligible
	3801 E 9th Avenue, Gary	House	c. 1956/Ranch		Not Eligible
	3849 E 9th Avenue, Gary	House	c. 1935 (Effectively built 1955)/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	900 Aetna Street, Gary	House	c. 1956/Contemporary (Detached garage c. 1972) (Utility shed c. 1972) (Utility shed c. 2002)		Not Eligible
	912-18 Aetna Street, Gary	Commercial/Vacant (Formerly the relocated Wabash Railroad Depot and Otto G. Fifield Real Estate Office)	c. 1900; c. 1960/Mid- century Commercial		Not Eligible
	901 Aetna Street, Gary	Steward House Resale Store	c. 1954/Modern Commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	915 Aetna Street, Gary	Commercial	c. 1930/Neoclassical Commercial		Not Eligible
	4012 E 10th Avenue, Gary	House	c. 1953/Ranch		Not Eligible
	4032 E 10th Avenue, Gary	House	c. 1932/Tudor Revival (Detached garage c. 1963) (Utility shed c. 2002)	IHSSI 089-232- 07114/Contributing	Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4110 E 10th Avenue, Gary	House	c. 1931/Colonial Revival Foursquare (altered)		Not Eligible
	4114 E 10th Avenue, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	4118 E 10th Avenue, Gary	House	c. 1948/Minimal Traditional		Not Eligible

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

Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4132 E 10th Avenue, Gary	House	c. 1959/Ranch (Detached garage c. 2001)		Not Eligible
	4200 E 10th Avenue, Gary	House	c. 1959/Ranch		Not Eligible
	4202 E 10th Avenue, Gary	House	c. 1959/Ranch		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4212 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1953)		Not Eligible
	4222 E 10th Avenue, Gary	House	c. 1949 (Effectively built 1962)/Minimal Traditional		Not Eligible
	4304 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1957)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4308 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1959)		Not Eligible
	4316 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1950)		Not Eligible
	4320 E 10th Avenue, Gary	House	c. 1945/Minimal Traditional		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4326 E 10th Avenue, Gary	House	c. 1943/Minimal Traditional		Not Eligible
	4330 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1959)		Not Eligible
	4334 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4400 E 10th Avenue, Gary	House	c. 1949/Minimal Traditional		Not Eligible
	4402 E 10th Avenue, Gary	House	c. 1950/Minimal Traditional (Detached garage c. 1970)		Not Eligible
	6556 Miller Avenue, Gary	House	c. 1942 (Effectively built 1962)/Minimal Traditional (Detached garage c. 1942)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6564 Miller Avenue, Gary	House	c. 1941/Minimal Traditional (Utility shed c. 2002)		Not Eligible
	6568 Miller Avenue, Gary	House	c. 1941/Minimal Traditional		Not Eligible
	6570 Miller Avenue, Gary	House	c. 1918 (Effectively built 1940)/National Folk		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6580 Miller Avenue, Gary	House	c. 1926/Bungalow (altered) (Detached garage c. 2002)		Not Eligible
	6584 Miller Avenue, Gary	House	c. 1926/Bungalow (altered) (Detached garage c. 2005) (Utility shed c. 2002)		Not Eligible
	6586 Miller Avenue, Gary	House	c. 1925/Craftsman Bungalow (Detached garage c. 1936)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6590 Miller Avenue, Gary	House	c. 1906/National Folk		Not Eligible
	6594 Miller Avenue, Gary	House	c. 1909/National Folk (Detached garage c. 1972)		Not Eligible
	6600 Miller Avenue, Gary	House	c. 1967/Ranch (Detached garage c. 1967)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6650 Miller Avenue, Gary	House	c. 1969/Ranch (Detached garage c. 1973)		Not Eligible
	6744 Miller Avenue, Gary	House	c. 1948/Minimal Traditional		Not Eligible
	6750 Miller Avenue, Gary	House	c. 1963/Tri-level Split Ranch (Detached garage c. 1963) (Detached garage c. 1963) (Car shed c. 1963)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	521 Grand Boulevard, Gary	House	c. 1879/Colonial Revival (Utility shed c. 2013)		Not Eligible
	533 Grand Boulevard, Gary	House	c. 1949/Minimal Traditional (Detached garage c. 1951)		Not Eligible
	6510 Miller Avenue, Gary	House	c. 1949 (Effectively built 1954)/Minimal Traditional		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6516 Miller Avenue, Gary	House	c. 1923/Bungalow (altered) (Detached garage c. 1970)		Not Eligible
	6520 Miller Avenue, Gary	House	c. 1915/Bungalow (altered)		Not Eligible
	6540 Miller Avenue, Gary	House	c. 1925/National Folk (Detached garage c. 1961)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6544 Miller Avenue, Gary	House	c. 1941/Minimal Traditional (Utility shed c. 2002)		Not Eligible
	6550 Miller Avenue, Gary	House	c. 1942/Minimal Traditional (Detached garage c. 1953) (Utility shed c. 2002)		Not Eligible
	6532 Miller Avenue, Gary	House	c. 1928/Bungalow (Detached garage c. 1930)		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6401 Hobart Road, Gary	House	c. 1928 (Effectively built 1965)/National Folk		Not Eligible
	6717 Atcheson Drive, Gary	Industrial Warehouse	c. 1951/Mid-century Industrial		Not Eligible
	6656 E Dunes Highway, Gary	Industrial	c. 1950/Mid-century Industrial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6799 Dunes Highway, Gary	Industrial Warehouse	c. 1959/Mid-century Industrial		Not Eligible
	6555 Hobart Road, Gary Organization uses 6601 Hobart Road	Miller Dunes American Legion Post 279	c. 1963/Modern Commercial		Not Eligible
	669 S Grand Boulevard, Gary	Industrial	c. 1931/Industrial/ Utilitarian		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4926 Miller Avenue, Gary	House	c. 1926/Bungalow (altered) (Detached garage c. 1970)		Not Eligible
	4932 Miller Avenue, Gary	House	c. 1928/Colonial Revival		Not Eligible
	4938 Miller Avenue, Gary	House	c. 1929 (Effectively built 1932)/Minimal Traditional (Detached garage c. 1959)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5000 Miller Avenue, Gary	House	c. 1927/National Folk (Detached garage c. 1959)		Not Eligible
	5006 Miller Avenue, Gary	House	c. 1929/Bungalow (Utility shed c. 2006)		Not Eligible
	5034-36 E Miller Avenue, Gary	NIPSCO Decatur Substation	c. 1968/Industrial/Utilitarian		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	664 Dekalb Street, Gary	House	c. 1920/National Folk		Not Eligible
	672-78 Decatur Street, Gary	NIPSCO Decatur Substation	c. 1964/Industrial/ Utilitarian		Not Eligible
	670 Dekalb Street, Gary	House	c. 1928/Craftsman Bungalow		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	667 Dekalb Street, Gary	House	c. 1900/Prairie Style (altered) (Detached garage c. 1978)		Not Eligible
	5244 Miller Avenue, Gary	House	c. 1920/Colonial Revival (Detached garage c. 1925)		Not Eligible
	662 Elkhart Street, Gary	Apartment Building	c. 1900/Italianate (altered)	IHSSI 089-232- 07101/Contributing	Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5320 Miller Avenue, Gary	House	c. 1893/Neoclassical (altered)		Not Eligible
	5400 Miller Avenue, Gary	Kidstuff Playsystems	c. 1959/Mid-century modern		Not Eligible
	5430-5536 Miller Avenue, Gary	Kidstuff Playsystems	c. 1934/Utilitarian		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5000 E Dunes Highway, Gary	Fagen Pharmacy/Beauty & Wigs	c. 1956/Modern Commercial		Not Eligible
	4900 E Melton Road, Gary	Gas station & Convenience Store	c. 1958/Modern Commercial (altered)		Not Eligible
	5019 E Dunes Highway, Gary	Miller K Market	c. 1956/Modern Commercial		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	4901 E Dunes Highway, Gary	Gas station & Convenience Store	c. 1958 (Effectively Built 1995)/Modern Commercial		Not Eligible
	5001 Melton Road, Gary	Miller Beach Terrace	1950 (Effectively Built 1962)/Mid-century Modern		Not Eligible
	5127-5215 Dunes Highway, Gary Business uses 5200 Melton Road	Miller Collision Center	c. 1960/Modern Commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5241 E Dunes Highway, Gary	Commercial	c. 1945 (Effectively built 1977)/Mid-century Commercial		Not Eligible
	5240 Melton Road, Gary	House	c. 1949/Ranch		Not Eligible
	5306 Melton Road, Gary	House	c. 1928/Craftsman Bungalow (Detached garage 1928)		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5414 Melton Road, Gary	House	c. 1928/Bungalow		Not Eligible
	5322 Melton Road, Gary	House	c. 1929/Bungalow		Not Eligible
	5501 E Dunes Highway, Gary	Commercial Warehouse	c. 1940/Commercial warehouse		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5428 Melton Road, Gary	House	c. 1927/Bungalow	IHSSI 089-232- 07103/Contributing	Not Eligible
	5434 Melton Road, Gary	House	c. 1927/Bungalow		Not Eligible
	5500 Melton Road, Gary	House	c. 1925/Bungalow (Detached garage 1931)		Not Eligible

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



Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5512 Melton Road, Gary	House	c. 1933/Tudor Revival	IHSSI 089-232- 07104/Contributing	Eligible
	5524 Melton Road, Gary	House	c. 1939/Tudor Revival		Not Eligible
	5528 Melton Road, Gary	Commercial Darnail Lyles Attorneys at Law	c. 1964/Modern commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5600 E 7th Avenue, Gary	House	c. 1922 (Effectively built 1955)/National Folk (Detached garage 1995)		Not Eligible
	630 Greene Street, Gary	House	c. 1925 (Effectively built 1960)/National Folk (Detached building c. 1925)	IHSSI 089-232- 07096/Contributing	Not Eligible
	632 Greene Street, Gary	House	c. 1910/National Folk		Not Eligible

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


Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	646 Hamilton Street, Gary	House	c. 1923 (effectively built 1965)/Craftsman Bungalow (altered) (Detached garage c. 1960)		Not Eligible
	647 S Hamilton Street, Gary	House	c. 1937/Minimal Traditional		Not Eligible
	655 S Hamilton Street, Gary	House	c. 1915 (Effectively built 1965)/Colonial Revival		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5816 E 7th Avenue, Gary	House	c. 1924/Craftsman Bungalow		Not Eligible
	642 S Lake Street, Gary	Commercial	c. 1924 (Effectively built 1959)/Modern Commercial		Not Eligible
	644-46 S Lake Street, Gary	Commercial Ayers Realtors	c. 1927 (Effectively built 1961)/Art Moderne (altered)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	648 S Lake Street, Gary	Commercial	c. 1948/Mid-century Modern		Not Eligible
	616 S Huntington Street, Gary	House	c. 1900/Folk Victorian		Not Eligible
	620 Huntington Street, Gary	House	c. 1926/Craftsman Bungalow		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6313-6315 Miller Avenue, Gary	House	c. 1910/Colonial Revival (altered) (Detached garage c. 1938) (Utility shed c. 1989)		Not Eligible
	6307 Miller Avenue, Gary	House	c. 1910 (Effectively built 1930)/National Folk (Detached garage c. 1960)		Not Eligible
	621 Huntington Street, Gary	House	c. 1905/Craftsman Bungalow (altered)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	627 Huntington Street, Gary	House	c. 1910/Colonial Revival		Not Eligible
	629 Huntington Street, Gary	House	c. 1909/Colonial Revival (altered)		Not Eligible
	6024 E 6th Place, Gary	House	c. 1910 (Effectively built 1965)/National Folk		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6032 E 6th Place, Gary	House	c. 1914/Craftsman Bungalow (Detached garage c. 2012)	IHSSI 089-232- 07093/Contributing	Not Eligible
	6050 E 6th Place, Gary	House	c. 1960/Split-level Ranch (Utility shed c. 2000)		Not Eligible
	6056 E 6th Place, Gary	House	c. 1904 (Effectively built 1965)/National Folk		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6064 E 6th Place, Gary	House	c. 1919/Colonial Revival Foursquare	IHSSI 089-232- 07092/Contributing	Not Eligible
	6100 E 6th Place, Gary	House	c. 1920/Craftsman Bungalow		Not Eligible
	6116 E 6th Place, Gary	House	c. 1910/National Folk (Detached garage 1966)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6124 E 6th Place, Gary	House	c. 1916/Bungalow (Detached garage c. 1920)		Not Eligible
	6128 E 6th Place, Gary	House	c. 1919/Bungalow (altered)		Not Eligible
	6146 E 6th Place, Gary	House	c. 1920/Bungalow		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	665 S Lake Street, Gary	Miller School	c. 1910/Classical Revival	IHSSI 089-232- 07095/Notable	Eligible
	6025 E 6th Place, Gary	House	c. 1925/Craftsman Foursquare (Detached garage c. 1940)		Not Eligible
	6033 E 6th Place, Gary	House	c. 1914/National Folk (Detached garage c. 1965)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6057 E 6th Place, Gary	House	c. 1904 (Effectively built 1965)/National Folk		Not Eligible
	6065 E 6th Place, Gary	House	c. 1926/Bungalow (altered)		Not Eligible
	6101 E 6th Place, Gary	House	c. 1904/National Folk	IHSSI 089-232- 07091/Contributing	Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6121 E 6th Place, Gary	House	c. 1928/Colonial Revival		Not Eligible
	6127 E 6th Place, Gary	House	c. 1915 (Effectively built 1965)/National Folk (altered) (Workshop addition c. 2002)		Not Eligible
	6133 E 6th Place, Gary	House	c. 1911/National Folk (Detached garage c. 1955)		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	6009 E 6th Place, Gary	Apartment Building	c. 1920/No historic style evident		Not Eligible
	5701 E Dunes Highway, Gary	Commercial	c. 1959/Mid-century Modern		Not Eligible
	5705 Dunes Highway, Gary	Commercial	c. 1966/Modern commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	5811 E Dunes Highway, Gary	Commercial	c. 1940/Commercial/ Utilitarian		Not Eligible
	5813 E Dunes Highway, Gary	Commercial	c. 1940/Early 20th Century Commercial		Not Eligible
	5704 E Melton Road, Gary Business uses 5700 E Melton Road	M & M III Beauty Supply	c. 1961/Modern Commercial		Not Eligible

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




Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	750 S Lake Street, Gary	Gas station & convenience store	c. 1953/Modern Commercial		Not Eligible
	6120 Melton Road, Gary	Commercial	c. 1961/Mid-century Modern		Not Eligible
	6200 E Melton Road, Gary	Mosley Motel	c. 1960/Mid-century Modern		Not Eligible

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

Photo	Address	Resource	Date of Construction/ Style	IHSSI #/Rating	NRHP Eligibility Evaluation
	Over 7th Avenue west of Alabama Street	CSX Railroad Bridge	c. 1910/Wood Pile Trestle		Not Eligible



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