

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Gary Union Station

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)



2. Location

Street & number: 251 North Broadway

City or town: Gary State: IN County: Lake

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

XA ___ B xC ___ D

	ASHLEY D. ... DIRECTOR OF PRES. SERVICES	<u>4.25.19</u>
Signature of certifying official/Title:		Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

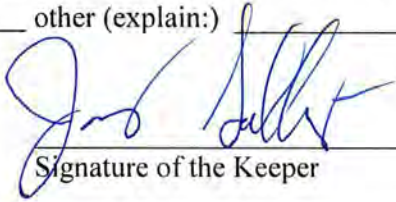
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

6.6.2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>1</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>4</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions.)

RECREATION/CULTURE: Museum

WORK IN PROGRESS

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS: Beaux Arts

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

roof:

CONCRETE

other:

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Gary Union Station is an impressive two-story Beaux Arts passenger depot constructed in 1910 and designed by Baltimore & Ohio Railroad architect Maurice Alvin Long. Long used emerging technology, completely constructing the building in reinforced concrete aided with the knowledge of the Leonard Construction Company of Chicago. Wedged between two elevated railroads, the passenger depot is connected to a smaller freight depot, constructed at the same time, by a raised platform. While Gary Union Station is vacant and in deteriorating condition, the concrete buildings and general site conditions remain as they were in 1910. Doors, plaster ceilings, and windows constitute the primary loss of integrity.

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Narrative Description

General site information

Gary Union Station is situated on the east side of Broadway Street, the main north/south thoroughfare through the City of Gary, and just two blocks from the central business district. When the station was constructed in 1910, it was wedged between two elevated railroads which caused site development to include a raised platform and stairs to the railroad tracks north and south of the building (photo 0001). As part of the overall construction in 1910, the raised platform immediately east of the main passenger depot allowed people to embark/depart trains at the same level as the railroad to the north from the second floor of the main building. This raised platform, approximately 80 feet long (photo 0005), connects to a large freight depot on its east end (photo 0006) and was constructed as part of the complex in 1910.

Additional site features include extant brick paving between the front (west) of the passenger depot extending to a concrete sidewalk on Broadway Street to its west (photo 0002). Concrete walks are north and south of the brick and combined, they surround a landscape bed in front of the portico. A gravel drive (once brick) leads around the south side of the passenger depot and gradually rises up and behind the freight depot's east end to the north side of the building (photo 0006). This drive was once partially covered by a glass and steel canopy directly south of the passenger depot. It extended to a staircase that led up to the railroad on the south side of the building. Portions of concrete retaining walls and tunnel for the staircase are extant (right side of photo 0002), but are not part of this nomination and are not located on the Gary Union Station site. The narrow site is wooded at its east end. Because of the general layout of the site and some hardscaping, the site is considered a contributing resource. The platform between the passenger and freight depots has a concrete retaining wall, approximately 16 feet tall, on its south side (photo 0005). This is considered a contributing structure. The wall has a simple cap at its west end, but its east half is largely deteriorated. Remnants of a metal handrail are on top of the wall near its west end. While the passenger and freight depots were constructed at the same time in the same materials and style, and are connected by the platform and wall, the buildings are considered two separate resources.

The 1911 Sanborn map identifies the station as the Lake Shore & Michigan Southern Railroad and Baltimore & Ohio Railroad Passenger & Freight Depots. The map indicates that toilet rooms were located on the first floor of the passenger depot, below the mezzanine. The mezzanine is identified as a baggage room. The passenger depot is identified as fire-proof construction of reinforced concrete. The freight depot is identified as fire-proof except roof and shows a wood platform on its north wall. The 1915 Sanborn map shows two tunnels that extended north and south of the passenger depot beneath the elevated tracks. These terminated with stairwells that permitted passengers to ascend to the elevated railroad tracks. Some of the concrete retaining walls and tunnels are extant both north and south of the building. These walls are similar in design to the walls that form bridges over Broadway Street near the station. A concrete retaining wall for the south edge of the north railroad tracks is also extant and period to

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construction of the station (left side of photo 0001). However, none of these external features associated with the elevated tracks themselves are part of this nomination.

Passenger Depot (photos 0001-0005, 0008-0009)

The two-story passenger depot is composed of reinforced, poured-in-place, concrete. Wood planking for forms is slightly noticeable at the base of the building, however, the facades received a finish coat of cement that hides the forms used during construction. The building has a smooth, raised base approximately four feet tall. The facades are divided into bays by two-story rusticated pilasters with Doric capitals. The capitals feature raised shield-like ornamentation. The bays are composed of large, two-story window openings divided by spandrel panels between floors. The panels have raised perimeter trim and diamond-shaped design in the center. The window openings have a segmental arch top with raised keystone. Only remnants of the original wood windows remain. The windows were divided into pairs of double-hung sashes with transoms; each sash had mullions in the shape of two clathrus crosses and the transoms had one clathrus cross. The pilasters support a tall entablature that features a frieze with raised ornamentation of alternating triglyphs and metopes with raised disks. A wide-overhanging cornice supported by mutules is above the frieze. It features coffering between the mutules on its underside. The building is crowned by a parapet that features a solid balustrade of piers with caps and recessed panels and low walls with recessed panels between. The building has a flat roof of reinforced concrete. A steel (top of photo 0014) gabled skylight extends east-to-west down the center of the roof over the two-story hall; the glass is mostly missing.

The front/west façade is divided into three bays with a wide center bay (photo 0001). A portico is in front of the center entry bay on the first floor. All of the doors and transoms of the entry are missing, however, historic photos of the interior indicate there were two pairs of wood doors and four transoms with clathri crosses. These likely matched the extant details on the south façade entry. The regular pattern of rusticated pilasters dividing bays of segmental arched windows continues on this façade except that the center bay is composed of a large, full-round arched opening in the second story. This was also filled with sashes composed of clathri crosses. The trimmed arch features a large keystone flanked by inscribed circle ornamentation in the spandrel. The word GARY is prominently carved into the frieze over the center bay. The front façade features a stepped parapet with a large cast concrete oval cartouche with garland swags centered at the top.

The one-story portico is composed of reinforced concrete and features two wide corner Doric antae (left side of photo 0004). Engaged pilasters visually support the portico against the façade. Two Doric columns flank the wide openings of the portico's front (west) and north and south sides. The column capitals feature raised shield-like ornamentation on each face matching those of the building's pilasters. The columns and pilasters support an entablature with plain frieze and a simple cornice. A balustrade of short concrete balusters flanked by piers with recessed panels tops each wall of the portico's roof.

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The north and south facades are nearly identical (photos 0004-0005 show the south façade and photos 0003, 0009 show the north façade). Each is composed of eight bays. The third bay from the west features an entry on the first floor and was formerly composed of a pair of wood doors flanked by narrow pilasters and transoms. The doors and transom were separated by a tall wood entablature. The east pilaster and entablature are extant in the south entry. The north entry's entablature and transoms are extant, however the mullions are missing from the transoms. The south entry had a glass and steel canopy extend to the south toward the railroad. Only some flashing in the concrete wall above the transom is extant. The north entry features a wood vestibule of beaded boards with doors and tall transoms to the east and west. The wood features are greatly deteriorated and mostly gone (lower half of photo 0003). The vestibule roof was gabled. A concrete tunnel beneath the railroad to the north extends from the vestibule to a former staircase, but is not part of the site (the tunnel is seen through the window opening in the left side of photo 0011). The space between the north façade of the building and the concrete retaining wall of the railroad is approximately six feet wide, which is the space the vestibule occupies in the third bay (photos 0003 and 0009).

Only the second floor is exposed on the back/east façade due to the first floor being covered by the embankment on the east end of the building (photo 0008). The façade is divided into three bays with a wide center bay. The regular pattern of rusticated pilasters dividing bays of segmental arched windows continues on this façade. The north and south bay openings likely contained pairs of doors and transoms based on some extant wood framing in the south bay. The middle bay was likely filled with window sashes.

The interior of the building is now essentially one large open space with a second floor/mezzanine in the east third of the space (photo 0010). This second floor was originally closed off from the grand hall by a wall that is no longer extant. A modern, covered observation room is built off the south entry into the space (photo 0015). A wide steel staircase is centered in the mezzanine and leads down to the main floor (middle of photos 0010 and 0013). The staircase has a panel design in the risers but the wood treads have been replaced with modern wood planks. The staircase is flanked by four concrete Doric pilasters on the first floor (photo 0013). A concrete wall with three large openings supports the front edge of the mezzanine on the first floor (lower half of photo 0010). The center opening is wider and aligns with the bottom of the staircase. While no doors or transoms are extant, these openings appear to have had these to separate the space under the mezzanine. Wood nailers embedded into the concrete wall are in the jambs on each side of the openings. Concrete beams support the concrete mezzanine floor and align with pilasters on the outside walls and those flanking the staircase (photos 0012 and 0013).

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While many of the finishes are no longer extant, several remnants of trim exist to provide an idea of the original appearance of the building. The floor is covered with large, buff-colored tile squares with occasional darker tile trim. The tiles are composed of a mix of cement and crushed granite. Much of this floor tile is broken and heaved-up from the concrete on which it is laid. The tile on the mezzanine floor is missing (photo 0016). There is sufficient wood trim around windows to understand that the first floor doors and windows had wide wood casings and shouldered architrave surrounds (photo 0011). Second floor windows had wide wood archivolt surrounds that followed the segmental arched tops (left side of photo 0015). An enframed wood panel was between the first and second floor windows (right side of photo 0014). Ticket rooms with wood partition walls were in the northwest and southwest corners of the grand hall, but no portion of these rooms is extant. The mezzanine has an area of charred wood wainscot in its southeast corner, which may indicate this was present around the interior perimeter of much of the building (photo 0016). The west mezzanine wall (no longer extant) featured a wide full-round arched top opening centered in the space flanked by smaller openings, likely a continuation of the openings directly below on the first floor. The ceiling of the grand hall was covered with plaster and attached to steel truss work. A historic photo indicates it had a heavily coffered appearance with beams that were visually supported by pilasters against the outside walls. The plaster ceilings have largely collapsed exposing the steel trusses that support the roof. The skylight is open above (photo 0014).

Freight Depot (photos 0006-0007, 0018-0020)

The freight depot is one-story with a raised basement in its west end that is exposed on the south façade. The building has reinforced concrete walls and floors. The roof is missing, but was built on wood framing (extant) and likely was covered with asphalt. While the general design is simpler than the passenger building, it continues the Beaux Arts style. The west façade faces the passenger building and raised embankment between the buildings (right side of photo 0007). It has a window opening in its north end, a large window opening centered in the façade, and a wide opening for baggage doors in its south end. The openings are trimmed in cast concrete. A small basement window opening is centered in the bottom of the wall. The top of the façade features a concrete cornice supported by four large triglyph-styled brackets with tassel and garland ornamentation. The cornice follows the top of a broad segmental-blind arch section of wall in the center of the façade. A round-topped concrete finial is at the top of the blind arch. A short, capped parapet is to each side of the blind arch. A tall square concrete chimney rises above the parapet on the south half of the façade.

The north façade has a stepped base and features five wide freight bay openings (left side of photo 0007). The doors are no longer extant. Steel jamb protectors and thresholds are at each bay. Between the second and third freight bay from the east end of the façade are two window openings. The east opening contains a 6/6 wood window. The west window is missing. The freight bay and window openings are enframed with cast concrete. The roof has a wide overhang on the north façade which is supported by an extension of steel beams that carry the main roof. The overhang was for weather protection in unloading freight. The steel beams were wrapped with wood to give the appearance of massive brackets with scrolled ends. Some of

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these details are extant. The east façade matches the west façade, however there is no chimney and the baggage door opening in the south end is replaced with a 6/6 wood window (right side of photo 0006). Grade on this end of the building also begins to fall away to the south and the concrete foundation becomes more exposed. The south façade features six window openings enframed by cast concrete (left side of photo 0006). The windows are missing. The basement wall is fully exposed on this façade and features two large openings in the west end. The east opening was likely a window while the west opening would have contained a door since the staircase to the basement is just inside the opening.

The interior of the freight building is missing most of its historic features (photos 0018-0019). It has a concrete floor and concrete walls. The ceiling is missing but the steel beams and some wood framing that supported it is extant. The steel tracks and guide system for the freight doors is extant on the north wall, but any framing that covers the openings does not appear to be historic, but are more recent additions (left side of photo 0019). The southwest corner of the basement housed the boiler system for the building (photo 0020). A brick chimney is in the west wall. Concrete steps and the remnants of a metal handrail are in the southwest corner of the basement.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
TRANSPORTATION

Period of Significance

1910-1969

Significant Dates

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Long, Maurice Alvin
Leonard Construction Company

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Period of Significance (justification)

Gary Union Station was constructed in 1910, just a few short years after the boom town of Gary was founded. While passenger service diminished during the middle part of the 20th century, some passenger trains were consolidated with stops at the building in 1957. However, in 1971, passenger service ended and the building closed due to the creation of Amtrak. Therefore, the period of significance extends as far as possible from the time the building was constructed in 1910 until it closed in 1971 (1910-1969).

Criteria Considerations (explanation, if necessary)

Not applicable

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Gary Union Station is eligible for the National Register under criterion A as an impressive example of railroad-era architecture for passenger transportation. The building highlights the golden age of passenger service with its lofty style and connection to a booming urban industrialized area. The station is also eligible under criterion C, under the area of architecture, as an example of the Beaux Arts style, popularized regionally by the World's Columbian Exposition in Chicago in 1893. The unusual nature of the station being constructed of reinforced concrete adds to its architectural significance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

ARCHITECTURE

The construction of Gary Union Station, through the Baltimore & Ohio Railroad, was a gift to the newly-formed City of Gary by the United States Steel Corporation in 1910. In many ways, the monumental style of its architecture set the standard for most commercial and public buildings that followed in the city for the next two decades. Prior to 1910, the large buildings that composed the complex of the United States Steel Corporation's Gary Works were the only buildings of any scale or significance in the city, a place that had just begun to hit its boom period. The Gary Works' brick buildings were large examples of Craftsman-influenced design. Only the city's water tower located at 650 Madison Street (John Alvord, architect), built about a year before Gary Union Station, had elements of classical architecture in a monumental scale.

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It is unclear how much influence the United States Steel Corporation had on the design and style of Gary Union Station, positioned immediately south of its gates on Broadway Street. The building was constructed by the Baltimore & Ohio Railroad (and shared with the Lake Shore & Michigan Southern Railroad) under the supervision of its lead architect, Maurice Alvin Long (this is incorrectly cited as M. A. Lang in some publications). It is clear that the selection of construction materials, reinforced concrete, was likely influenced by the corporation which owned a subsidiary Portland cement plant nearby. The United States Steel Corporation, through another subsidiary, the United States Sheet and Tin Plate Company, announced plans in 1910 to build worker housing based on the Thomas Edison concrete concept homes developed in 1906. Both Gary Union Station and the housing project used concrete and steel that could have been provided by the Gary Works plant. Gary Union Station was featured in *The Cement Era* Volume 9 publication in 1911. The company responsible for constructing Gary Union Station was heavily engaged in the testing and development of reinforced concrete during the 1900s-1910s. Three of these buildings were the Deere and Webber Building in Minneapolis (1910), Franks Building (1911) and Soo Line Freight Terminal (1914) in Chicago. The three buildings were developed with four-way reinforced concrete floor slab systems.

The architect, M. A. Long, had previously designed other monumental railroad stations for the Baltimore & Ohio Railroad, some in the same style as the Gary station. Long designed Wheeling, West Virginia's passenger station in the Beaux Arts style in 1908. The building includes a rusticated base and stone quoins. Long also designed the massive freight house for the Baltimore & Ohio Railroad in Cincinnati in 1906. The five-story brick building has a rusticated stone base and full-round arched bays divided by pilasters, not unlike the general façade composition of Gary Union Station. Long had been associated with the B & O Railroad since 1899, taking full charge of its building construction division in 1904. He resigned and began his own company in 1919. Long was born in Middletown, Ohio in 1875 and took correspondence courses in engineering and architecture. Aside from this, his only formal training was an apprenticeship with an architect in Dayton, Ohio. He first worked for a company that built railroad cars before his employment with the B & O Railroad. Though Long lacked the formal training of a "true" Beaux-Arts practitioner, his selection of the Beaux-Arts style for Gary Union Station in 1910 was not out of keeping with his previous work. Additionally, he may have been influenced by the overwhelming popularity of classical architecture on display in nearby Chicago's gleaming white city of the World's Columbian Exposition held in 1893.

The Beaux-Arts style is a more sophisticated and decorated interpretation of classical architecture and therefore is most often found on large-scale public buildings or homes of the elite. Features include a formal, typically symmetrical front façade and rusticated base with exaggerated masonry joints. Window and entry openings are typically arched, particularly on the first floor, and may feature large ornamented keystones. Other features include balconies with stone balustrades, pairs of columns on upper floors, and accentuated cornices with roof-line balustrades. These design elements are present on Gary Union Station, but unlike most buildings constructed in this style, the features are of reinforced concrete rather than limestone. The building has a simple base on which two-story rusticated pilasters rest (photo 0002). Rustication was created by forming concrete to give it a scored appearance, similar to other details of the

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building. The pilasters divide the facades into bays of two-story windows with arched tops. The pilasters, with their ornamented capitals that support an ornamented entablature are the building's most prominent Beaux Arts features. These features, along with a large cartouche on the front façade, are all of concrete (photo 0001). Only the cartouche was precast in a mold and raised into place. All the other features were cast in place. Another prominent feature of the building is the large one-story portico supported by square and round Doric columns and rooftop balustrade (photo 0004). While much of the interior's finishes are missing, the evidence of classical architecture remains with remnants of wide wood trim and shouldered moldings on windows and doors and wood panels between windows (photos 0011 and 0015). Two other important interior features also remain: the grand metal staircase and skylight over the grand hall (photo 0013 and 0014, respectively). The building gained national recognition when it was featured in the 1951 film *Appointment with Danger*, and in the 1996 film *Original Gangstas*.

The Beaux-Arts style was principally promoted by the French academy of architecture known as the Ecole Des Beaux-Arts. While debate over the appropriateness of varying styles or revivals of earlier styles may have captured architectural design in the United States during the 19th and early 20th century, such was not the case in France where the classically-engrained Beaux-Arts style was practiced by the establishment with the creation of the academy in 1803. Many American students attended the French academy from 1846 onward since it was the leader in architectural education, and they brought the school's influence back with them to the United States. Much of that influence became evident in the World's Columbian Exposition of 1893 in Chicago when American architect Richard Hunt, the first American to attend Ecole des Beaux-Arts, designed the most visible buildings on the grounds. Hunt designed the central domed Administration Building, around which all other buildings were located. To provide uniformity, Director of the Works, Daniel Burnham, and architects of those individual buildings agreed that their designs would be based on precedent of classicism and use a common material, stucco, painted white. The influence of the designs at the Exposition led to the popularity of the Neoclassical and Classical Revival styles that followed well into the 20th century.

As previously noted, Gary Union Station set the standard by which other large public and commercial buildings were designed and measured in the following decades. The next important public construction project was Gary's Carnegie Library. The library board applied for and received a grant from the Carnegie Foundation for \$65,000 to construct a new building at the corner of Adams and 5th Avenue in 1912. The limestone building was a large one-story classical building on a raised basement. Pairs of tall Doric columns divided the front façade into seven bays (demolished 1962). Smaller branch libraries constructed during the 1920s continued in the Classical style. In 1921, the city was said to have undergone an architectural renaissance as many of its original architecture, less than 20 years old, was replaced.¹ It was during the 1920s when the city's growth swelled and a building boom produced Gary's remaining monumental architecture. For example, Chicago architect George Maher designed the Gary Bathing Beach Pavilion in 1921 (NR, 1994) and the nearby Marquette Park Pavilion in 1924. Both designs combined classicism with Prairie School influences; the Bathing Beach structure was made of special concrete blocks. The Lake County Courthouse and Gary City Hall, which were built in

¹ The WPA Guide to Indiana: The Hoosier State, pg. 169

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1927, are in the Neoclassical style. The buildings flank Broadway Street just two blocks south of Gary Union Station and are of concrete construction. While a few other styles were used, including Renaissance and other exotic revival styles, classicism seemed to dominate both public and commercial architecture in the city from about 1908 until 1929.

TRANSPORTATION

The narrow path around the southern edge of Lake Michigan has long been a transportation corridor, even in prehistoric times. Situated between the lowlands of the Kankakee Marsh and the high sand dunes along the southern tip of Lake Michigan, the area became well-traversed in the 1800s as a means to travel between South Bend, Detroit and places east to the great northern gateway to the west, Chicago. While the area was riddled with road and railroad improvements, the land conditions were such that they proved of little value to develop. However, as the network of railroads continued to increase around the southern tip of the lake, and harbors were being investigated on its shore, it became clear that the region could capitalize on its position as a transportation corridor. The Pennsylvania Railroad, New York Central Railroad, Grand Trunk Western, Lake Shore & Michigan Southern Railroad, and the Baltimore & Ohio Railroad had all been routed through what would become the City of Gary in 1906. Gary Union Station was constructed by the Baltimore and Ohio Railroad (B & O) on a line that had previously existed before the Gary's platting. The B & O constructed their Chicago Line during the early 1870s, nearly 50 years after the railroad's founding and 30 years before the city's founding.

The B & O is the oldest mainline railroad in the United States. It traces its history to a committee of business men assembled at a Baltimore, Maryland residence in 1827. The men assembled weighed the options of canals, turnpikes, and railroads as the best means to open the city to markets in the developing western states by way of the Ohio River. It was established that a railroad was far more cost-effective than the construction of a canal, and that Baltimore had a considerable advantage since it was closer to the Ohio River than either Philadelphia or New York City. The committee requested a charter for a stock company to be known as the Baltimore and Ohio Railroad from the Maryland legislature in the same year. The legislature granted the charter with a capital stock of \$3 million dollars.² A survey for the route was undertaken in 1827 and in great fanfare a cornerstone was laid by Charles Carroll, the last surviving signer of the Declaration of Independence, to initiate the construction of the railroad on July 4, 1828.³

After the B & O reached the Ohio River, it began to set its sights further west which ultimately would include three routes through Indiana. The first two routes were constructed through southern and central Indiana in 1857 and 1852, respectively. The Civil War interrupted additional construction on the railroad, but demonstrated the importance of having a functioning system of rails as a national supply route. John W. Garrett, president of the B & O Railroad, immediately set plans into place following the end of the war to reach more markets with the railroad. Garrett eyed Chicago as an important destination for markets on the east to reach and

² Stover, pg. 17-18

³ Stover, pg. 27

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commenced the construction of the B & O Railroad through northern Indiana from Pittsburgh west to Chicago, becoming known as the Baltimore, Pittsburg, Chicago Railroad, in 1871. By the fall of 1872 a 260 mile grade had been established from a point on the Lake Erie Division ninety miles north of Newark west to Chicago. During 1873 most of the track had been laid between Chicago Junction on the Lake Erie Division and Deshler, Ohio, 63 miles to the west. The remaining 200 miles of track was laid between Deshler and Baltimore Junction, Illinois in 1874. The final track was laid on November 15, 1874 and the line was officially open for traffic on November 23. B & O passenger trains used the Illinois Central line coming into Chicago while freight trains used the Eastern Trunk line. The first year of operation showed revenue at nearly \$1 million dollars and a deficit of \$126,000. However the following year net earnings reach \$167,000.⁴

The B & O Railroad's route through what would become the City of Gary was elevated in the location of the future union station (right side of photo 0001). Gary was founded in 1906 by the United States Steel Corporation south of its Gary Works operation. Gary Works was on the Calumet River on the north side of multiple sets of railroad tracks, while the incorporated City of Gary, named in honor of Judge Elbert Gary, chairman of the board for United States Steel Corp., was south of the railroad tracks. The first two years, the city was essentially just Broadway Street that was lined with shacks. The Gary Land Company was formed to develop the city, purchasing 7,000 acres adjacent to the steel plant to create the city. With its proximity to Chicago, and growing industry around the south edge of Lake Michigan, Gary's growth exploded during the early decades of the 20th century. Housing for every income level quickly developed as industry needed all levels of white and blue collar worker housing. During the late 1900s, Gary was promoted as the up-and-coming steel center of the world at a distance of only six miles from Chicago. Frequent promotional literature appeared in the region, advertising lots for sale in the city, adding that United States Steel Corporation would be investing \$75 million with the prediction that Gary would become a city of 200,000 in population. Inside lots sold for \$200 and corner lots sold for \$250. Gary's population reached 55,000 by 1920, an impressive number given its founding in 1906. It exceeded 100,000 by the 1930s and was the youngest metropolis with that level of population. The city never reached 200,000-falling short by just 30,000 in 1970 before the population began to decline.

With the quick growth of the city, business travel between Chicago and Gary, with Hammond, Indiana between, increased. Short passenger trips were made by rail to shopping and recreation opportunities along the lakeshore. Combined, both industry and the public demanded better transportation facilities. In reaction to this, the B & O co-located a passenger and freight complex with the Lake Shore and Michigan Southern Railroad (photo 0001). The Lake Shore & Michigan Southern Railroad was founded in 1833; it was later part of the New York Central Railroad. This united station better served passengers and freight customers between the two railroad's sets of elevated tracks. Gary Union Station was built immediately south of the industrialized area of the Gary Works division of United States Steel, nearly at its gates. The station was just a few blocks north of the center of the city on its main north/south thoroughfare, Broadway Street. The passenger and freight depots were built by 1910, and by 1915, concrete

⁴ Stover, pg. 152

Gary Union Station

Lake County, IN

Name of Property

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tunnels were extended under the elevated tracks both north and south of the building to allow passengers to embark and depart trains via staircases built to platforms at grade with the tracks. The building was meant to exude splendor and refinement as a symbol for a city on which so much promise was placed. It accomplished its goal, impressing passengers as they moved through the grand hall and ascended the wide staircase. The building was on par with any large American metropolitan passenger station of the early 20th century.

Unlike many other parts of the country, passenger service at Gary Union Station did not see significant reductions even as the automobile became the preferred mode of transportation. This was due in large part to its connection with larger urban areas to the west including Hammond and Chicago. Passenger rail service was an important feature for employment in Chicago for residents of Gary, and for workers arriving from outlying areas to the steel plant. While many railroads were discontinuing passenger service by the 1950s, Gary Union Station experienced consolidation of passenger service from other railroads to the lines it served in 1957. Even this bump in passenger service was short-lived as the 1960s saw continued decline in passenger use. In 1971, with the introduction of Amtrak passenger service, all passenger service was terminated from the lines Gary Union Station served and the building was closed. Amtrak service in Gary was provided out of the former Pennsylvania Railroad Station on 5th Street (demolished).

Originally railroad depots were fairly utilitarian and lacked distinctive architectural style. As railroad construction increased and the need for more sophisticated stations emerged, depots began to take on architectural styles of the period including Italianate and the Stick Style. Depot plans were fairly standardized and included a waiting area at one end of the building and a baggage/freight area at the other end separated by a station manager's office. The station manager's office typically had a bay formed on one long side of the depot with walls in either a polygonal or rectangular plan. By the end of the 19th century, a new architectural style had emerged as the most popular utilized in new depot construction. The new style was Richardsonian Romanesque popularized by architect H. H. Richardson. The style included large hipped roofs, heavy masonry walls, and large arches. Architects drew on Richardson's use of masonry and broad roof forms for their rail station designs. Most railroad architects simplified the costly stone work and elaborate details of Richardsonian Romanesque so that their designs could be standardized. The rise of the Arts & Crafts movement fit well into these ideas. Simple groups of functionally-placed openings sheltered under deep eaves of a hip roof became the iconic image of an American small town rail station.

Railroads began replacing the simple side-gabled frame depots of earlier times with these newer depots. Occasionally, a depot in a larger city called for a different solution. Monumental classicism, as was used for Gary Union Station, was most popular for such places by 1900-1910. However, railroads also selected Tudor Revival (Decatur, Indiana, 1902); Sullivanesque (Michigan City, Indiana, 1928); Colonial Revival (B & O Bremen Depot, Indiana, 1929); or Art Deco (South Bend Union Station, Indiana, 1929) for depot projects.

Gary Union Station remains as the last urban passenger station in Lake County. A brick freight station, c. 1910, is located four blocks east of Gary Union Station on the southeast corner of Mason and Virginia Streets. The building is on the north side of the Lake Shore tracks, which lie

Gary Union Station

Name of Property

Lake County, IN

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on the north side of Gary Union Station. The freight building has wide-overhanging eaves on its north and south facades and side-gabled parapets, though additions somewhat obscure the original building. In areas of Lake County outside of Gary, a few smaller passenger depots are extant in Crown Point, Griffith, Hobart, and Miller. The Colonial Revival-designed Hobart Depot was completed by the Pennsylvania Railroad in 1912. A small depot was constructed in Miller by the B & O Railroad, c. 1915, in the Spanish Eclectic style. A consolidated set of tracks created the Grand Trunk Western Railroad that built a depot in Griffith in 1911. The small depot is vernacular in design, in keeping with many rural depots of the late 19th and early 20th centuries. The Stick Style depot in Crown Point was built by the Pennsylvania, Cincinnati, Chicago and St. Louis Railroad in 1887 and features wide-overhanging eaves supported by large brackets.

In 1914 there were 123 depots on the three Baltimore & Ohio Railroad lines through Indiana. The number had dropped to 27 by 1986. In 1989, there were only 11 depots remaining on the Chicago line of the B & O.⁵ East of Gary Union Station, the B & O Railroad constructed wood depots in Miller, Walkerton, Teegarden and LaPaz as well as other smaller communities. Only the Miller depot, constructed in 1910, is extant and has been renovated as a restaurant. Continuing east, the Baltimore & Ohio Railroad constructed Colonial Revival depots in Bremen in 1929 and Nappanee in 1910. The Bremen Depot was relocated several blocks east of its original location and was restored as a museum. Nappanee is approximately ten miles east of Bremen; its depot remains an active passenger station. East of Nappanee the next B & O town is Syracuse. It retains its historic depot that was constructed in 1913 in the same style as Nappanee's depot; it is in deteriorating condition. East of Syracuse a wood depot was constructed in Wawasee in 1908; it was relocated to Benton, IN. East of Wawasee only two other B & O depots remain in Indiana. One is in Garrett, a town founded by the Baltimore & Ohio Railroad and named for its president; the building is the railroad's freight depot and was constructed as a simple side gabled building in about 1910. The other depot is the Auburn Junction Depot that was constructed about the time the B & O Railroad was constructed through Indiana, in 1874. It was built in the Italianate style and relocated from its original site. Most of the remaining B & O depots in Indiana date to railroad infrastructure improvements between 1910 and 1917.

Preservation of Gary Union Station reached a turning point in 2018, when the non-profit group Decay Devils took ownership of the property. The group has improved landscaping at the site and has held art shows at the building during warm weather. The group hopes to continue the revitalization of the depot and freight house.

Developmental History/Additional historic context information

⁵ Parker, pg. 23

Gary Union Station
Name of Property

Lake County, IN
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Alexander, Edwin P., Down at the Depot: American Railroad Stations From 1831 to 1920. New York, Crown Publishers, 1970.

Ball, Rev. T. H. Encyclopedia of Genealogy and Biography of Lake County, IN. Chicago: Lewis Publishing Co., 1904.

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"Gary Railway Station of Concrete". *The Cement Era, Volume 9*. Chicago: Cement Era Publishing Company, 1911.

Howat, William Frederick, M.D., Standard History of Lake County, Indiana and the Calumet Region. Chicago: Lewis Publishing Company, 1915.

Influence of Temperature on the Strength of Concrete. Bulletin No. 81. University of Illinois Engineering Experiment Station. July, 1915.

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Lancaster, Clay, Waiting for the 5:05: Terminal, Station, and Depot in America. New York, Main Street. 1977.

McAlester, Virginia & Lee. A Field Guide to American Houses. Alfred A. Knopf, New York, publisher, 2006.

Moore, Powell. The Calumet Region: Indiana's Last Frontier. Indiana Historic Bureau, 1959.

National Association of Cement Users Proceedings of Eighth Annual Convention, Vol. 3, 1912.

Parker, Francis H., Indiana Railroad Depots: A Threatened Heritage. Ball State University, Department of Urban Planning, publisher. Muncie, 1989.

Sanborn Insurance Maps for the City of Gary: 1911, 1915.

Stover, John F. History of the Baltimore & Ohio Railroad. Purdue University Press, West Lafayette, 1995.

Gary Union Station
Name of Property

Lake County, IN
County and State

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): 089-232-19074

10. Geographical Data

Acreeage of Property Less than one acre

Gary Union Station
Name of Property

Lake County, IN
County and State

Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 471962 | Northing: 4606059 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning on the east side of North Broadway, approximately 80 feet north of the Indiana Toll Road/Interstate 90 and on the north side of the CSX Railroad right-of-way, face north. Continue north in a line with the east side of the Broadway Street right-of-way approximately 90 feet. Turn in a slightly southeasterly direction and follow a line with the Norfolk & Southern Railroad south right-of-way approximately 475 feet to the east edge of the site. Turn south and follow a line approximately 130 feet to the CSX Railroad north right-of-way. Turn in a slightly northwesterly direction and follow a line with the north right-of-way of the CSX railroad to the east right-of-way of North Broadway Street, or the place of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries describe the historic site of Gary Union Station, the passenger and freight buildings, and its site improvements. While improvements were made to the railroads both north and south of the building for passenger boarding, these are off-site, not owned by the City of Gary, and generally have been lost.

Gary Union Station
Name of Property

Lake County, IN
County and State

11. Form Prepared By

name/title: Kurt West Garner
organization: Decay Devils, Inc./Indiana Landmarks PIP
street & number: 12954 6th Road
city or town: Plymouth state: IN zip code: 46563
e-mail: kwgarner@kwgarner.com
telephone: 574-936-0613
date: December 22, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake

State: Indiana

Gary Union Station

Name of Property

Lake County, IN

County and State

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Front (west façade) of passenger depot, looking east from Broadway Street

1 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Front (west façade) of passenger depot, looking southeast

2 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Narrow opening between north railroad tracks and north façade, looking east

3 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Gary Union Station
Name of Property

Lake County, IN
County and State

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Front (west) and south facades of passenger depot, looking northeast

4 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: South façade of passenger depot and platform retaining wall, looking northwest

5 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: South and back (east) facades of freight depot, looking northwest

6 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

Gary Union Station

Name of Property

Lake County, IN

County and State

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: North and west (front) facades of freight depot, looking southeast

7 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Back (east) façade of passenger depot, looking west

8 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Narrow opening between north railroad and north façade of passenger depot, looking west.

9 of 20.

Name of Property: Gary Union Station

Gary Union Station
Name of Property

Lake County, IN
County and State

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Grand hall of passenger station, looking east toward staircase

10 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: North wall of grand hall, looking northeast toward north side entry

11 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Northeast area below mezzanine, looking northeast from grand hall

12 of 20.

Name of Property: Gary Union Station

Gary Union Station
Name of Property

Lake County, IN
County and State

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Southeast area under mezzanine, looking northwest toward staircase

13 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west from mezzanine toward grand hall

14 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest into grand hall from mezzanine

15 of 20.

Gary Union Station

Lake County, IN

Name of Property

County and State

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south from north wall of mezzanine

16 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast toward back (east) wall of mezzanine

17 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Interior of freight depot, looking west toward front (west) of building

18 of 20.

Gary Union Station
Name of Property

Lake County, IN
County and State

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Interior of freight depot, looking northeast at north wall

19 of 20.

Name of Property: Gary Union Station

City or Vicinity: Gary

County: Lake State: Indiana

Photographer: Kurt West Garner

Date Photographed: December 5, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Basement of freight depot, looking northwest from outside (south side) of building

20 of 20.

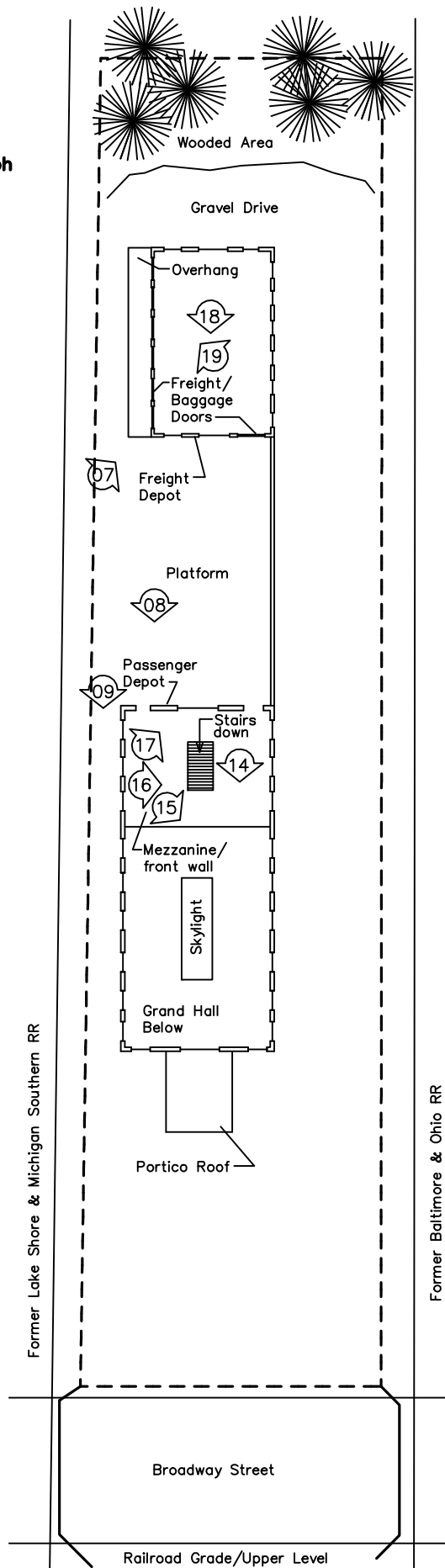
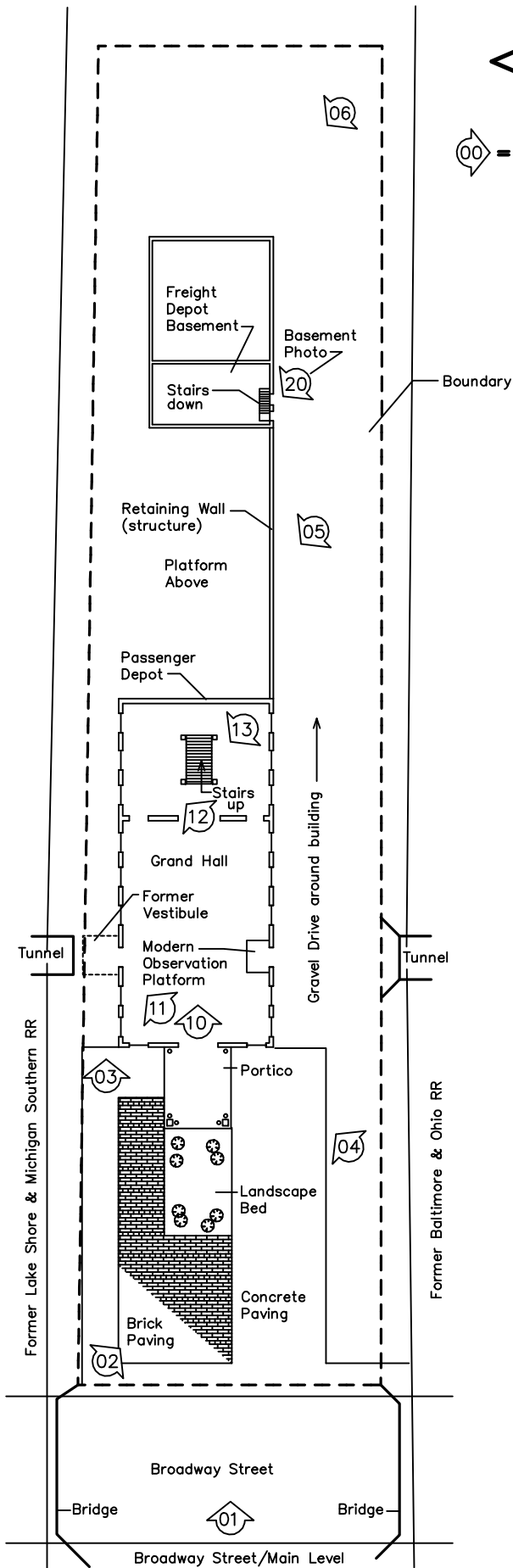
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

GARY UNION STATION NATIONAL REGISTER OF HISTORIC PLACES

City of Gary, Lake County, IN

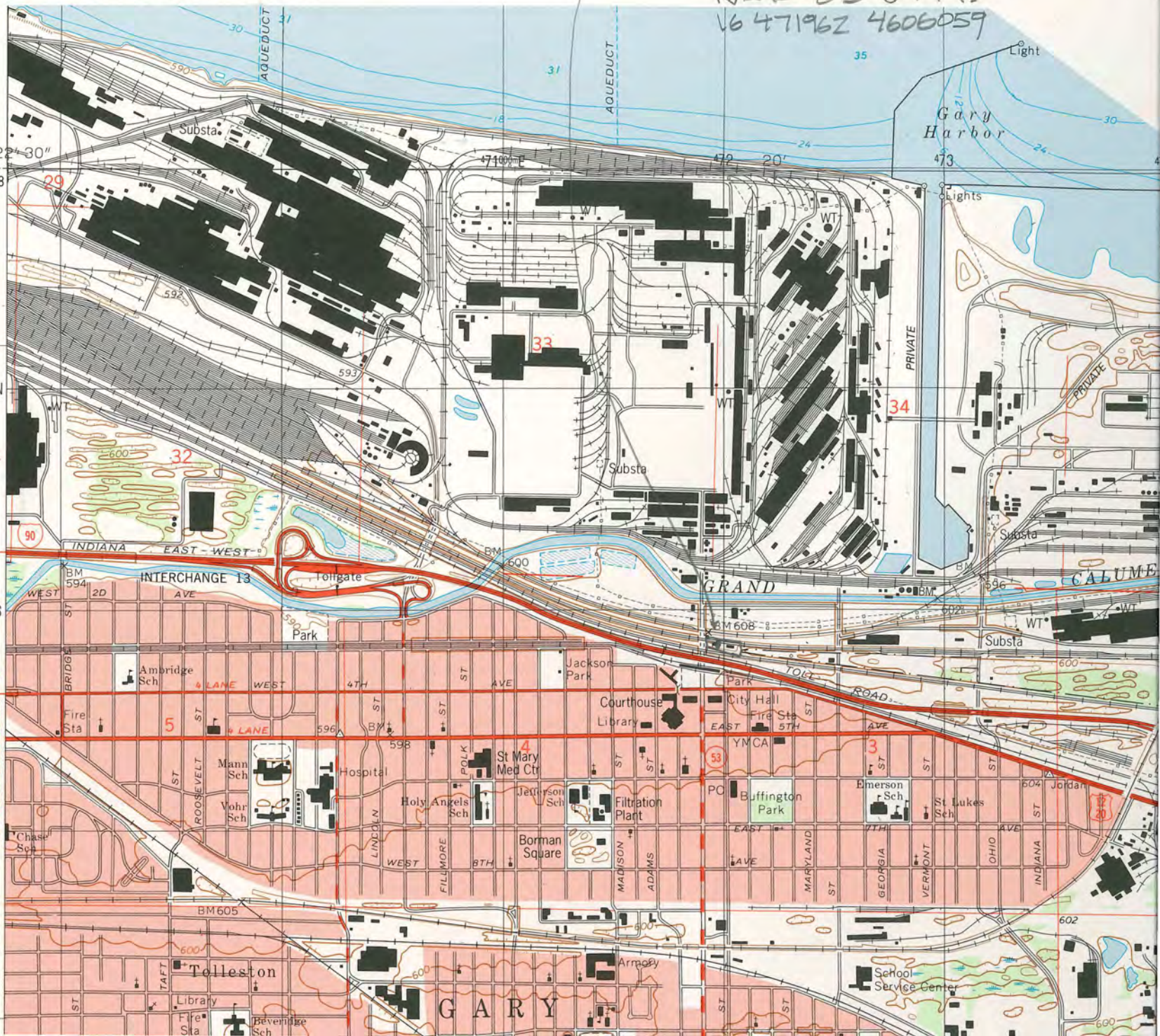
2 contributing buildings, 1 contributing site, 1 contributing structure



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

Gary Union Station National Revision
Gary - Lake Co. IN
NAD 83 UTM's
16 471962 4606059

3567 III NW
(WHITING)
87° 22' 30"
41° 37' 30"
4608
4607000N
T. 37 N.
CHICAGO, ILL. (INTERSTATE 94) 22 MI.
4606
T. 36 N.
CHICAGO, ILL. 28 MI.





The building is a grand, multi-story structure made of light-colored stone or concrete. It features a central arched entrance with a balcony above it, supported by columns. The facade is adorned with classical architectural details, including pilasters and a decorative pediment. The word "GARY" is faintly visible in the stone above the arch. To the left, a white wall with the word "MARCH" is partially visible. To the right, a mural depicts a person's face. The building is situated on a slight incline, with a concrete walkway leading to the entrance.

MARCH





GARY

WATCH US GROW











JSK



ETCH W. AMER



Various smaller graffiti tags and colorful patterns along the side wall, including a blue zig-zag pattern and a red star-like shape.













graffiti tags

2017
DIP
skull

graffiti tags

DIP

MOCK
BEST
REAL
STOP
MAY
DATE



THE RESAID DEAD

So
face

7
01/12















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Gary Union Station

Multiple Name: _____

State & County: INDIANA, Lake

Date Received: 5/1/2019 Date of Pending List: 5/16/2019 Date of 16th Day: 5/31/2019 Date of 45th Day: 6/17/2019 Date of Weekly List: _____

Reference number: SG100004040

Nominator: SHPO

Reason For Review: _____

X Accept Return Reject 6/6/2019 Date

Abstract/Summary Comments: The buildings, though deteriorated and without much in the way of interior finishes, still convey their central importance as the passenger rail hub for the city of Gary. Constructed in 1910, during the heyday of a city that gained incredible fortune in a very short period, the quality of the Beaux Arts design is evident in the exterior details and massing of the building. design

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic



April 25, 2019

Ms. Joy Beasley
Keeper of the National Register
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240



Re: Gary Union Station, Lake County, Indiana

Dear Ms. Beasley,

Enclosed is a National Register of Historic Places nomination for the Gary Union Station, Lake County, Indiana. The Indiana Historic Preservation Review Board reviewed the application and voted to recommend its approval to the National Register of Historic Places.

The enclosed disk contains the true and correct copy of the nomination for the Gary Union Station, Lake County, Indiana to the National Register of Historic Places.

Please address any questions you or your staff may have about this nomination to my National Register staff members, Paul Diebold or Holly Tate.

Sincerely,

Cameron F. Clark
State Historic Preservation Officer

CFC:PCD:pcd

enclosure: nomination package