

United States Department of the Interior  
 National Park Service

**RECEIVED**  
 JUN 04 1990

NATIONAL REGISTER OF HISTORIC PLACES  
 REGISTRATION FORM

**NATIONAL  
 REGISTER**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries. Use letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only archival paper (20 pound, acid free paper with a 2% alkaline reserve).

1. Name of Property

historic name Kenosha Light Station  
 other names/site number N/A

2. Location

street & number 5117 Fourth Avenue N/A Not for Publication  
 city, town Kenosha N/A vicinity  
 state Wisconsin code WI county Kenosha code 059 zip code 53140

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>2</u>	<u>    </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>    </u>	<u>    </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>    </u>	<u>    </u> structures
	<input type="checkbox"/> object	<u>    </u>	<u>    </u> objects
		<u>2</u>	<u>0</u> Total

Name of related multiple property listing:  
None

No. of contributing resources  
 previously listed in the  
 National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.      See continuation sheet.

X *[Signature]* 5/31/90  
Signature of certifying official Date  
State Historic Preservation Officer-WI  
State or Federal agency and bureau

In my opinion, the property      meets      does not meet the National Register criteria.      See continuation sheet.

           
Signature of commenting or other official Date  
      
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

**Entered in the  
National Register**

✓ entered in the National Register.  
     See continuation sheet

     determined eligible for the National Register.      See continuation sheet

     determined not eligible for the National Register.

     removed from the National Register.

     other, (explain:)     

*[Signature]* 6/28/80

           
Signature of the Keeper Date

6. Functions or Use

Historic Functions  
(enter categories from instructions)

Current Functions  
(enter categories from instructions)

Transportation/Water related  
Defense/Coast Guard Facility  
Domestic/Institutional Housing

Domestic/Institutional Housing

7. Description	
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
Greek Revival	foundation Stone
	walls Brick
	roof Asphalt
	other Wood
	Tin

**Describe present and historic physical appearance:**

The old Kenosha lighthouse and keeper's house is located north of the channel into Kenosha Harbor on a land mass commonly known as "Simmons Island." The structures are approximately 405 meters from the westerly shore of Lake Michigan, and approximately 200 meters from the north waterline of the channel entrance to the harbor. Of the original structures, only the lighthouse tower and keeper's dwelling remain. These structures rest atop a bluff, the crest of which is approximately 18 feet above the water of the lake and harbor.

The detached lighthouse is a conical tower constructed of cream colored brick on a stone foundation with weathered remains of a mortar coat. It rises 55 feet above the ground. The sides taper slightly to a corbelled, sawtooth cornice. An iron deck of approximately one half inch thickness and 12.5 feet in diameter, is fastened to the cornice.<sup>1</sup> An iron railing of the same diameter is attached to this deck. Stone steps lead to the one doorway above which is a datestone which reads "1866". Access is gained through a pair of five-panel wooden doors. There are three small windows in the tower, each with a wooden four-light sash, stone lintels and sills. One of these windows is currently boarded up. The lighthouse interior features a dramatic cast iron spiral staircase. The staircase is highly ornamental and consists of individual cast iron treads which tie into a central hub. The treads are cast with a pierced diamond patterned grill work. The risers are open arches with a decorative pierced fleur-de-lis bracket where the riser meets the hub.

The keeper's house is also constructed of cream colored brick and rests on a cut stone foundation. The building is ell-shaped in plan and two stories in height, and is topped by a gabled roof clad with asphalt shingles. There is a two-story porch at the ell supported by wood posts with simple capitals. There are eight six-over-six, seven one-over-one, and one two-over-two sash windows on the first floor. On the second floor there are six six-over-six, and five one-over-one sash windows. The six-over-six sash appear original to the 1866 structure. Each window opening features a simple rectangular stone lintel and sill. The ground level, southwest door is flanked by side lights with a transom above. Three chimneys rise above the tar shingle roof. The massing, fenestration and entrance show a strong Greek Revival influence.

The current, primary front entrance is at the junction of the ell. Upon entering there is a small ante-room (created by enclosing a portion of the porch) beyond which is the living room. To the immediate right of that doorway is another which leads to the original front entrance. In that hallway is a door leading to the basement and a stairway leading to the second floor. The dining room is located

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 7 Page 1 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

southeast of the living room. There is a small room, currently used as an office located just off the north side of the dining room. Just north of this office is a bedroom. Directly opposite the entrance from the living room to the dining room is the doorway opening on the kitchen. Immediately to the right upon entering the kitchen is a pantry. Directly opposite is the rear door of the house.

At the top of the stairs leading to the second story of the keeper's dwelling is a short hallway with a closet at the west end. Directly opposite the top of the top of the stairway is a doorway to two bedrooms, with the entrance to the second opposite the first entrance off the hallway. At the east end of the entrance to the third bedroom. Opposite that entrance is the entrance to a fourth bedroom.

The basement stairs lead directly to a bedroom. At the right of this bedroom is an entrance to the furnace and other utilities for the house. The wainscoting and moldings are painted wood. The interior walls are constructed of plaster and lath. No significant changes have occurred to the building since 1913.

"Considerable excavation"<sup>2</sup> began in 1866 for the lighthouse at 42° 35' 24" north latitude, 87° 48' 56" west longitude, Kenosha, Wisconsin. Much of the material from the old tower, built in 1848, was used in the construction of the new. The tower was 55 feet tall, upon which the cupola was built, raising the elevation of the light beam to 76 feet from lake level.<sup>3</sup> The conical brick tower on a stone foundation had walls four feet thick.<sup>4</sup> Inside was a circular, iron stairway to the top, and an iron top deck which was 1/2 inch thick as 12.5 feet in diameter.<sup>5</sup> It was fitted with a fourth order Fresnel lens.<sup>6</sup>

Two other buildings, none of which are extant, comprised the original light station complex. A barn of unknown dimensions stood east of the tower and house. A small round iron brick-lined oil house stood to the north of the house.<sup>7</sup> These buildings were subsidiary service structures and their loss has not had a major effect on the historic integrity of the light station complex. Only the tower and keeper's house remain standing today.

According to the 1867 Annual Report of the Lighthouse Board, soil had been brought from the mainland and spread on the lighthouse lot to prevent shifting of the sand.<sup>8</sup>

In 1903 the light at the 1866 lighthouse was discontinued by order of the Lighthouse Board. However, the keeper continued to occupy the keeper's dwelling in order to maintain the new pier head light.<sup>9</sup>

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 7 Page 2 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

In 1907 the keeper's house underwent significant changes, which are evident today: the two story ell and porches were added to the north side of the house; a one story addition was attached to the kitchen on the southeast corner of the house; and a room was added to the second story above the kitchen. Bathrooms were also added.<sup>10</sup> In 1913 the Lighthouse Board approved a Weather Bureau proposal to erect a storm warning tower on top of the lighthouse. In that year a 15 foot steel tower and flagstaff was secured to the lighthouse<sup>11</sup> and the oil house was removed.<sup>12</sup>

In 1941 the light station was inspected. Only the light tower, keeper's dwelling, and a storeroom remained. Their condition was rated "only fair".<sup>13</sup> The Cupola and lantern were removed in 1959, and in 1966 the Kenosha Chief Building Inspector reported that the tower was in "poor condition", noting that the interior staircase was rusty, and the landing cracked.<sup>15</sup> Today, the tower windows and door are boarded up due to the persistent break-ins of children and pigeons.

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 7 Page 3 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

END NOTES

- <sup>1</sup> Letter to the Lighthouse Board, 20 June 1907, file 131, Record Group 26, National Archives, Washington, D.C. The following notes will contain these abbreviations: RG for Record Group, and NA for National Archives. Washington, D.C. will be assumed and not included.
- <sup>2</sup> Annual Report of the Lighthouse Board, 1866 (Washington, D.C.: GPO, 1866).
- <sup>3</sup> Letter to the Lighthouse Board from the 9th District, File 34, RG 26, NA.
- <sup>4</sup> Taylor, Virginia. Kenosha News, 7 May 1966, p.8.
- <sup>5</sup> Letter to the Department of Commerce from the Department of Agriculture, 13 February 1913, Files 1544-1546, RG 26, NA.
- <sup>6</sup> Letter to the Lighthouse Board from the 9th District, 24 August 1903, File 34, RG 27, NA.
- <sup>7</sup> Blue Print taken from File 225, RG 26, NA.
- <sup>8</sup> Annual Report of the Lighthouse Board, 1867 (Washington, D.C.: GPO, 1867).
- <sup>9</sup> Ibid., 1903.
- <sup>10</sup> Letter to Federal Works Agency, 20 February 1941, File 225, RG 26, NA.
- <sup>11</sup> Letter from the 9th District to the Lighthouse Board, 20 June 1907, RG 26, NA.
- <sup>12</sup> From the Lighthouse Inspector to the Commissioner of Lighthouses, 2 October 1913, File 1545A, RG 26, NA.
- <sup>13</sup> Letter to the Federal Works Agency, 20 February 1941, File 225, RG 26, NA.
- <sup>14</sup> From "Historical Data" attached to a photograph of site, undated, File 225, RG 27, NA.
- <sup>15</sup> Taylor, Virginia, Kenosha News, 5 May 1966, p.8.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:      nationally      statewide   X   locally

Applicable National Register Criteria   X   A      B      C      D

Criteria Considerations (Exceptions)      A      B      C      D      E      F      G

Areas of Significance

(enter categories from instructions) Period of Significance Significant Dates

		1866
Maritime History	1866-1913	1903
		1907

	Cultural Affiliation	
	N/A	

Significant Person	Architect/Builder
N/A	Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Kenosha Light Station is eligible for the National Register for its local significance under Criterion A. In 1866 the construction of a light tower and keeper's dwelling provided safety for ships on the lake, and marked a general, but short-lived increase in Kenosha Harbor activity. Echoing the desires of other small, Lake Michigan towns, Kenosha residents hoped that their harbor would one day be a significant commercial port. The light station's service as a navigational resource and its reflection of Kenosha's development ambitions, points to its historical significance in American maritime history.

The period of significance reflects the full extent of changes to the resource during the historic period which have given the Kenosha Light Station its current appearance. The 1866 to 1913 range also corresponds to the era of peak use of the Kenosha Light Station as a maritime resource. Although the tower light was relocated in 1903, the keeper continued to reside in the keeper's dwelling throughout the period of significance and the Light Station continued to play a historically important role in the maritime history of the Kenosha Harbor.

Historical Background

The town of Kenosha (or Southport, as it was originally known) was settled in a well planned manner. The growing opportunity in the West of the 1830s was much speculated upon in the East. One group of Hannibal, New York residents organized a corporation called the Western Emigration Company to find and settle a spot on the western shore of Lake Michigan. This place had to be a prime agricultural area, and it had to show the makings of a great harbor. The Western Emigration Company was determined that their new town become a commercial success, and in the mid-west of the 1830s that meant shipping.

  X   See continuation sheet

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 1 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

Once the settler's arrived at Southport, they realized that what at first seemed to be a natural harbor would actually need a great deal of work to become useful. The History of the Great Lakes described the harbor:

Kenosha harbor is at the mouth of Pike creek which discharges into what is called 'The Basin,' the southerly section of an extensive bayou trending northward, and separated from Lake Michigan by a point of sand. In the basin the original depth of water was about six feet, and the original depth at the mouth of Pike creek varied from absolute closure to four feet.<sup>1</sup>

As early as 1837, the inhabitants of the town began petitioning Congress for funds to make a workable harbor. In the meantime, they devised their own makeshift lighthouse to serve the increasing activity on its shore. Its base was the ten foot high stump of an oak tree located twelve rods south of the present harbor. Large flat stones were laid atop the stump, and a fire was lit on top of those, every night during the navigation season. Community members took turns tending their "lighthouse", rotating on a weekly basis. The determination of these settlers to make Southport an important commercial center is evident in these early efforts to create a harbor with its own navigational aid.

The first permanent lighthouse structure erected in Southport was also a community project. In 1840, John Stryker collected sixty dollars for the building of a more modern light. This structure consisted of four posts, twenty-four feet high, which supported a platform. On this platform rested a three foot square lantern. Though not as primitive as the first beacon, this lantern and its supporting structure was still not the substantial lighthouse that Southport's busy harbor needed. The residents continued to petition Congress for harbor improvements and finally, in 1844, \$12,5000 was appropriated for the building of a harbor. An additional \$15,000 was appropriated the following year.<sup>2</sup>

In 1847, private owners sold lot number thirty in block number one of valued real estate to the United States government for the purpose of building a lighthouse. The lighthouse was erected in 1848 and was one of the first of these government structures to be built on the Wisconsin shore of Lake Michigan. Two years later, Southport was incorporated and changed its name to Kenosha.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 2 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

The Kenosha lighthouse was part of the navigation system originated by the federal government through the Lighthouse Establishment. This entity was begun in 1789 and originally empowered to acquire, maintain and operate 12 lighthouses on the Atlantic coast. The Lighthouse Establishment was originally envisioned as a temporary organization, but by 1820 had become permanent and expanded its authority to fifty-five light stations. By the mid 1840s the numbers had grown to three hundred and twenty-five lighthouses and lightships.<sup>3</sup>

These early lights were erected largely to serve local needs and were only nominally part of an overall strategy for developing systematic navigational aids. Congressional authorization of coastal lighthouse districts managed by appointed naval officers was an important step toward the development of a more fully integrated lighthouse program.<sup>4</sup> In 1851, the Secretary of the Treasury appointed a board to review the activities of the Lighthouse Establishment and make recommendations regarding the nation's lights.<sup>5</sup> The government wished to "maintain a light-house system which should be commensurate with the wants of our increasing commerce and the unrivaled resources of the country."<sup>6</sup> The act placed Army engineers in charge of construction work on lighthouses and authorized the replacement of Argand lamps with more effective Fresnel lenses.

The lighthouse board recommended sweeping revisions to the nation's lighthouse system and a permanent Lighthouse Board was created in 1852, mainly comprised of engineers and scientists. The Board was responsible for numerous improvements in lighthouse design including the bell buoy, siren fog signal, whistling buoy, and gas buoy. The result of this reorganization was the creation of a comprehensive system of navigational aids in the United States. In 1910, the Lighthouse Board was replaced by the Bureau of Lighthouses which was later superceded by the United States Coast Guard in 1939, which maintains the navigational system today.<sup>7</sup>

Navigational aids on the Great Lakes developed as part of this national system. Within four years after the construction of the first lighthouse on the Great Lakes in 1818, the network had grown to five lighthouses on Lake Ontario and one on Lake Erie. Lake Michigan's first light was erected at the mouth of the Chicago River in 1832. With the tremendous growth of Great Lakes shipping in the 1840s and early 1850s came a boom in the construction of light stations. From 1840 to 1852 twenty-seven lighthouses were erected on Lake Michigan alone.<sup>8</sup>

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 3 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

With the opening of the Erie Canal in 1826, the Great Lakes were connected to the Atlantic Ocean and Great Lakes shipping received a major boost by providing a cheaper water route to lake ports. Regular steamer lines between Buffalo and Chicago began in 1839 and facilitated the movement of immigrants to the Midwest. Schooner traffic in this period was generally confined to the supply of small lakeshore settlements. Schooners brought manufactured goods from the east in exchange for exportable raw materials. The opening of the canal at Sault Ste. Marie in 1849 linked all five lakes and allowed the shipment of bulk cargoes such as lumber and grain which made up the bulk of Lake Michigan commerce.<sup>9</sup>

Chicago and Milwaukee were booming commercial shipping areas, and with the lack of natural harbors all along the coast, the need for a government regulated navigational system was essential. The Kenosha light-houses of 1848, and later, 1866, were important parts of this system.

By the early 1860s, Kenosha's harbor was in need of structural improvements and was gradually losing its commercial activity. With sand and silt filling the harbor's basin, short piers, and a dilapidated lighthouse, lake vessels were passing by Kenosha in search of more welcoming ports. In response to the requests of financially-worried Kenosha citizens, Congress appropriated \$75,000 in 1866 for improvements to the city's harbor.<sup>10</sup> These improvements included the extension of both north and south piers by several hundred feet, dredging between the piers to a depth of eleven to twelve feet, and erecting a new pierhead beacon. These harbor improvements would extend the busy days of Kenosha's harbor significantly, doubling trade between 1866 and 1867, and attracting the business of Goodrich line Steamers and other commercial vessels.<sup>11</sup>

Expecting increased traffic along Kenosha's coastline and inside her port, Congress appropriated an additional \$4,000 in 1866 for the construction of a new lighthouse. The old 1848 light station on Washington Island was in sad need of replacement; her inside and outer walls were crumbling and cracked from the harsh weather conditions along the water's edge, and the structure's foundation was very insecure. Considerable excavation had to be done in order to create a firm foundation for the new tower, but fortunately, much of the old light station's building materials could be used in the station's construction.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 4 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

Slowly and steadily, the new light tower and keeper's dwelling rose above Kenosha harbor during the year 1866. While the light station was under construction, and no tower light was in operation, the small, newly erected pierhead beacon served as the harbor's main light. The new light tower was of very strong brick and stone construction, rising fifty-two feet above the ground, which at that point, was eighteen feet above the lake. Inside it had a spiral, iron stairway reaching to the top, and a top deck of about one half inch iron fastened solidly to the masonry and twelve and a half feet in diameter. After workers had shipped soil over from the mainland to prevent the sand around the new light station from shifting, the federal government declared the light station completed in 1867, and the main tower commenced its long watch over Kenosha's harbor.<sup>12</sup>

Despite the failure of Kenosha to become a major harbor on the Great Lakes, it conveyed a considerable amount of tonnage through its port and while not an active port, shipped and received 83,972 tons of goods in 1897, roughly comparable to other Wisconsin harbors such as Port Washington, Two Rivers, and Oconto.<sup>13</sup>

In 1903 the Lighthouse Board discontinued the tower light in Kenosha. The station was far from the actual harbor area and pierhead beacons serviced the area much better than the tower itself.<sup>14</sup> In addition, a new leading light in Racine, Wisconsin was being built, which would more adequately provide navigational aid along the lake. Government workers moved the flashing, white light from the tower to the breakwater beacon, where it replace the red, fixed light there. Since a keeper was still needed to regulate the pierhead and breakwater lights, the light station's dwelling was retained, and in 1907, Congress appropriated \$2,500 for additions to the house, so that three men could live and maintain harbor aids there. The house was also newly plastered and provided with hardwood floors, new doors, and hardware for the comfort of its inhabitants.<sup>15</sup> With its light discontinued, the tower continued to serve as a navigational aid on the lake, by providing weather services for the federal government and lake traffic until 1953. The United States Light Service had turned over its care and upkeep to the newly formed U.S. Coast Guard in 1942. Eventually, the station's one half acre of property was deeded to the city of Kenosha. Soon after, the Coast Guard stopped issuing storm warning signals from the tower and began using radio for weather warnings to navigators.

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 5 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

Maritime History

The Kenosha Light Station is historically significant as a local manifestation of the increasing sophistication of maritime navigational aids and for its important local contribution to maritime commerce on the Great Lakes. The history of navigational aids illustrates a progressively more integrated and systematic approach and a desire to create an efficient national network of navigational aids through the oversight of the federal government. The Kenosha Light Station was erected under the auspices of the Lighthouse Board and therefore is a locally significant manifestation of a broader national policy. The Light Station embodies the aspirations of Kenosha citizen's to build the Kenosha Harbor into a major maritime shipping port because of the significant role it played in facilitating the development and use of the harbor as a lake port in the mid-nineteenth century. It further illustrates the importance of harbor traffic to the early growth and development of Wisconsin's lakeshore communities. Today, the 1866 Kenosha Light Station stands beside the quiet harbor as a reminder of the busier days of commercial activity typical of an early Lake Michigan port.

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 6 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

END NOTES

1. History of the Great Lakes, (Vol. 1. Chicago: J. H. Beers, 1899, reprinted Cleveland, Ohio: Freshwater Press, 1972), p. 343.
2. "Value of Good Harbor Seen in Early Days", Kenosha Evening News, June 1935, Industrial Section, p. 28.
3. "John N. Vogel, "Bailey's Harbor Range Lights", National Register nomination, February, 1988.
4. Ibid.
5. T. Michael O'Brien, Guardians of the Eighth Sea: A History of the United States Coast Guard on the Great Lakes (9th District, 1976)p. 32.
6. Annual Report of the Lighthouse Board, 1874 (Washington, D.C.: GPO, 1874).
7. Vogel.
8. Ibid.
9. David Cooper. 1986-1987 Archaeological Survey of the Schooner Fleetwing Site, 47DR168, Garrett Bay, Wisconsin. MA Thesis East Carolina University, August 1987. p.33-37)
10. Carrie Cropley, Kenosha: From Pioneer Village to Modern City, 1835-1935 (Kenosha: Kenosha Historical Society, 1958), p. 37.
11. Ibid., p. 38.
12. Annual Report of the Lighthouse Board, 1866 (Washington, D.C.: GPO, 1866).
13. History of the Great Lakes, p. 343.
14. Letter From Lighthouse Inspector to Lighthouse Board, Files 33-34, Record Group 26, National Archives, Washington, D.C.
15. Annual Report of the Lighthouse Board, 1907 (Washington, D.C.; GPO, 1907).



PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 9 Page 1 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

Major Bibliographical References

Anderson, F. J. Kenosha Illustrated: Historical Descriptive and Biographical.  
F. J. Anderson, 1897.

Annual Report of the Lighthouse Board. Washington D.C.: GPO, 1852-1910.

Bogue, Margaret Beattie. Around the Shores of Lake Michigan: A Guide to  
Historic Sites. Madison, WI: State Historical Society of Wisconsin, 1958.

Cooper, David. 1986-1987 Archaeological Survey of the Schooner Fleetwing Site,  
47DR168, Garrett Bay, Wisconsin. MA Thesis East Carolina University, August  
1987.

Cropley, Carrie. Kenosha: From Pioneer Village to Modern City, 1835-1935.  
Kenosha: Kenosha Historical Society, 1958.

Frank, Michael. The Early History of Kenosha. Madison, WI: State Historical  
Society of Wisconsin, 1857.

History of the Great Lakes. Vol. 1. Chicago: J. H. Beers, 1899, reprinted  
Cleveland, Ohio: Freshwater Press, 1972

Record Group 26, Files 33-35, 131, 225, 1544-1546, National Archives, Washington,  
D. C.

O'Brien, T. Michael. Guardians of the Eight Sea: A History of the United States  
Coast Guard on the Great Lakes. 9th District, 1976.

Taylor, Virginia. Kenosha News. 5 May 1966.

Taylor, Virginia. Kenosha News. 7 May 1966.

"Value of Good Harbor Seen in Early Days," Kenosha Evening News, June 1935,  
Industrial Section, p. 28.

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number   9   Page   2   Kenosha Light Station  
Kenosha, Kenosha County, WI

---

Major Bibliographical References Continued

Vogel, John N. "Bailey's Harbor Range Lights," National Register nomination, February, 1988. On file at the State Historical Society of Wisconsin, Division of Historic Preservation.

Wyatt, Barbara. Cultural Resource Management in Wisconsin. Vol. 2. Transportation Study Unit. Madison, WI: State Historical Society of Wisconsin, 1986.

PS Form 10-900a  
(Rev. 8-86)  
Wisconsin Word Processor Format  
Approved 2/87

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number Photos Page 1 Kenosha Light Station  
Kenosha, Kenosha County, WI

---

PHOTO DOCUMENTATION

The following information applies to all photographs:

Kenosha Light Station  
Kenosha, Kenosha County, WI Photos by Rebecca Strand  
Taken on March 29, 1989  
Negatives located at 6625 North Lakewood, 3C, Chicago, IL 60626

Photo 1 of 5	View looking west
Photo 2 of 5	View looking north
Photo 3 of 5	View looking southwest
Photo 4 of 5	View looking southeast
Photo 5 of 5	View of tower base, looking east

1251L