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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

APR 13 1989

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.

1. Name of Property

historic name Beverly Shores South Shore Railroad Station  
other names/site number N/A

2. Location

street & number Broadway Avenue and U.S. Route 12  not for publication N/A  
city, town Beverly Shores  vicinity N/A  
state Indiana code IN county Porter code 127 zip code 46301

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>      </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>      </u>	<u>      </u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>      </u>	<u>      </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>      </u> objects
			<u>      </u> Total

Name of related multiple property listing: \_\_\_\_\_  
Number 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  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  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of certifying official *John C. Costello* Date 2-15-89  
Indiana Department of Natural Resources  
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 *Edwin C. Brown* Date 5/24/89  
National Park Service  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register. *Patrick Andrews* 7/19/89  
 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 of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

## 6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Transportation/rail-related

Domestic/single dwelling

Transportation/rail-related

Vacant/not in use

## 7. Description

Architectural Classification  
(enter categories from instructions)

Materials (enter categories from instructions)

Mission/Spanish Colonial Revival

foundation concrete

walls wood

stucco

roof ceramic tile

other brick

### Describe present and historic physical appearance.

The Beverly Shores South Shore Railroad Station, built in 1929, is a one-story structure of irregular outline on a small lot fronting the Chicago South Shore and South Bend Railroad right-of-way near the intersection of Broadway Avenue and U.S. Route 12, Beverly Shores, Indiana. The structure, measuring about 56 feet long by 35½ feet wide in greatest dimensions, consists of three sections: a rectangular passenger station, joined at the back to a rectangular ticket office, joined at the back to a five-room residence. The wood-framed structure is finished with troweled-on stucco, and the roof, of curved red tiles, has hip knobs on the ends of each ridge. The foundation is poured concrete. There is one sash window; the others are all casement, fixed or combination casement-fixed. All the window sills except the northeast window sill on the passenger station, which is wood, are flat stucco-finished blocks. The trim is painted green, which generally overlays orange paint, except for the window in the front storm door and the northeast side of the ticket office and residence, on which the trim is still painted orange. Deterioration of the structure is evident, but it has been otherwise virtually unaltered and therefore possesses a significant degree of architectural and historical integrity.

While the building is structurally sound, it requires extensive repair. Water has gotten into the interior and has stood in the basement. Repair work would include replacing the sheathing and tile of the roof, replacing the floors, replacing windows and doors, replacing the well and the septic, plumbing, heating and electrical systems, putting in a new basement, repairing the chimney, repairing the pedestals along the edge of the patio, repairing cracks in the stucco, and repairing the soffit and fascia.

The passenger station is oriented to the southeast, facing the tracks. It is about 26 feet wide by 13 feet deep with a gable roof and an overhanging eave across the front, supported by four wood brackets arranged as a closely-spaced pair at each end. The station has a double front door with an adjacent window on either side. Each window is composed of three vertical panels of 12 panes each. The outside top corner of both windows is rounded. Four small electric lamp fixtures were spaced across the front of the station. (Three are incomplete, and the fourth is missing.) The northeast and the southwest walls of the station each have a window of Tudor arch configuration and 48 panes. A neon sign, 25 feet long by 3 feet high, with "Beverly Shores" in white script on a navy blue background, runs across the roof of the station. It is mounted on two steel poles, one in the ground on either side of the station, and is supported by steel braces on the flat roof of the ticket office.

The ticket office, measuring about 24 feet wide by 6 feet deep, is attached at its southeast wall to the station and at its northwest wall to the residence. The southwest wall has three narrow rectangular windows with three panes each. The northeast wall has one small sash window with two panes, which are textured with a daisy-like pattern.

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The residence, measuring about 37 feet wide by 35½ feet in greatest depth, faces southwest. It has a hipped roof with a gabled wing extending at the front and with a gabled chimney situated on the southeast slope of the hipped roof so that it is centered when viewed from the front of the station. The brick chimney has an arched opening in each wall. The northwest slope of the gabled wing follows the line of the hipped roof. A small arched louver, with sill that matches the window sills, is situated in the gable. A gabled porch with a tiled buttress at each side follows the line of the southeast slope of the gabled wing.

Within the arched opening of the porch, the ceiling is flat and has an electric lantern mounted at the center. A smaller electric lamp fixture is attached to the front of the porch on either side of the arched opening. The front door is arched and has a circular window with quarter-circle panes. The storm door has an arched window of 12 panes. A small patio of poured concrete runs about 4½ feet southwest from the front of the porch and then runs southeast to where the residence joins the ticket office. Three wide stucco-finished concrete block pedestals are situated along the front of the patio, one at the southwest corner and one at either side of the entrance. A sidewalk runs from the patio to Broadway Avenue. To the right of the porch, the wall of the residence has three long narrow arched windows with 14 panes each. Two pilasters formerly between these windows are now missing. To the left of the porch, there is a large window of Tudor arch configuration and 48 panes.

The northwest wall of the residence has two arched windows with 12 panes each. A group of three short, high rectangular windows, with three panes each, lie between the arched windows.

A shed roof from the northeast wall of the residence covers the enclosed entry and the enclosed basement stairs. The shed-roofed enclosure is about 12½ feet wide by 7½ feet deep. The arched door has a circular window which has quarter-circle panes and an arched storm door, missing its entire arched window. To the left of the door, there is an electric lamp fixture, missing the globe, and a rectangular window which apparently formerly had 16 panes, but a single pane now occupies a space where six of these smaller panes would have fit. The northwest wall of the entry has no openings; the southeast wall has a pair of narrow rectangular windows, each with eight panes. To the left of the entry, the northeast wall of the residence has a small high rectangular window of 12 panes and a large window of Tudor arch configuration. Originally, the arched window would have had 48 panes, but at present, in the lower left corner, two panes replace the former four.

The residence has a full basement with one window in the northeast wall and two, which are boarded up, in the northwest wall. Some of the structure's windows have screens, and some of the others have storm windows. The storm windows generally have more wood and fewer panes than the windows. All of the screens, storm windows, and storm doors are framed in wood.

The residence has two bedrooms along the northwest wall with the bathroom in between. The back entrance opens into the kitchen, which has the dining room beside it along the northeast wall. The living room faces southwest and has a fireplace in its northeast wall. Arches are used in the interior as well as the exterior of the residence.

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The interior of the passenger station is dominated by two pairs of doors in a wide frame of dark wood. Each pair of doors is a unit hinged together so that when the middle two doors are opened, all four can be folded back to open a wide space between the station and the ticket office. This space was spanned by a counter over which tickets, candy, and cigarettes were sold. The rafters of the station are exposed.

A poured concrete waiting platform, the width of the front of the station, runs out from the front door about 20 feet southeast. A chain link fence runs along the southwest edge of the platform, then turns southwest, ending at Broadway Avenue. An unpaved parking lot fills the northwest part of the structure's parcel of land, starting about 18 feet from the residence. The area around the structure is in grass with shrubs and several trees.

The structure lies in the right-of-way of the Northern Indiana Public Service Company (NIPSCO), and power lines pass directly over the station. The Calumet Trail, located within the boundaries of Indiana Dunes National Lakeshore, follows the NIPSCO right-of-way to the northeast and the southwest of the structure. In front of the station, between U.S. Route 12 and the South Shore Line's tracks, there are several commercial establishments facing U.S. Route 12. Behind the structure, to the northwest of the parking lot, there is a residence, and across the street from the residence is the Town of Beverly Shores Administration Building.

In spite of the power lines running over the site, the structure and its surroundings retain their small town feeling. The structure, although in poor condition due to lack of maintenance, remains otherwise nearly unaltered from its appearance in the 1930s.

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  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

Transportation

1929 - 1938

1929

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Gerber, Arthur U.  
Post, Leo W.

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

Under Criterion A of the National Register Criteria, the Beverly Shores South Shore Railroad Station is significant to the history of 20th century transportation and development in northern Indiana for its association with the Chicago South Shore and South Bend Railroad, commonly called the South Shore Line. The station, built in 1929 by Leo W. Post, was one of two South Shore stations of similar design that replaced local stops in the vicinity of Beverly Shores, a developing resort community on Lake Michigan. The station is the last unaltered structure of the nine of this design built on Samuel Insull's South and North Shore routes, and it is the last of this design to still serve as a waiting room for railway passengers. It still serves the 88-mile long South Shore Line, the last of the electric interurban railway systems. The station's significance lies in its representing the history of the South Shore Line, and it is the most appropriate representative of this history because it is the only station dating from the Insull period that is still in use between Chicago and South Bend. Furthermore, while the structure's architecture is not of intrinsic importance, its style is uncommon for Midwestern railroad stations, if not unique to Samuel Insull's interurban routes. As the last original unaltered station of this style, which so typifies Insull's interurban routes, it is the best representative of the South Shore Line's history.

The south shore of Lake Michigan provides the shortest route between Chicago and the East. An area of dunes and marshes, the south shore developed more slowly than the accessible land to the south, and the railroad provided the first fast and efficient transportation through the area, tying it closely to Chicago, raising land values, and encouraging agriculture. By the turn of the century, the district was rapidly developing into a major industrial area, and its recreational potential was emerging.

The electric railroad line had its beginning in 1901 as the Chicago and Indiana Air Line Railroad. It carried both passengers and freight on a line that was eventually extended from Chicago to South Bend. Its promoters hoped it would serve as a link in a network of traction lines running from Chicago to New York City, but from the end of World War I through the 1920s, the interurban railway industry experienced declines due to competition from the automobile, bus, and truck. However, in 1925, a new and prosperous period began for the South Shore Line. It was reorganized and incorporated as the Chicago South Shore and South Bend Railroad by Samuel Insull, the public utilities pioneer who managed Thomas A. Edison's General Electric plant and later managed the company that developed into Commonwealth Edison. Insull's interest in electric railways was of long standing. In the

See continuation sheet

**9. Major Bibliographical References**

See attached.

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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Indiana Dunes National Lakeshore

**10. Geographical Data**

Acreeage of property Less than one acre

UTM References

A 

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4	6	1	3	3	0	0
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Zone Easting Northing

C 

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B 

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Zone Easting Northing

D 

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See continuation sheet

**Verbal Boundary Description** The trapezoidal parcel lies in the right-of-way of NIPSCO, in the NW 1/4 of Section 10, Township 37 North, Range 5 West. Starting at Broadway Avenue, the boundary runs northeast along the edge of the Chicago South Shore and South Bend Railroad right-of-way for 150 feet, then turns northwest for 125 feet, then runs southwest for 138 feet, then turns southeast, running along the edge of Broadway Avenue for 125 feet, enclosing an area of about 0.413 acre.

See continuation sheet

**Boundary Justification** The boundary is the same as that defined by the lease agreement of August 17, 1929, and is thus the parcel that has been historically associated with the property.

See continuation sheet

**11. Form Prepared By**

name/title Dorinda Partsch, Historian  
organization National Park Service, Indiana Dunes NL date 9 August 1988  
street & number 1100 N. Mineral Springs Road telephone (219) 926-7561  
city or town Porter state IN zip code 46304

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1880s, he had taken part in some of Edison's experiments on the subject. As part of Insull's massive upgrading, a number of stations, including the one at Beverly Shores, were built. The South Shore Line entered bankruptcy in 1933 but survived under new management and reorganization. Today, it is the last of the electric interurban railways in operation, with freight rather than passengers providing most of its income.

The South Shore Line was a major influence in the development of northwest Indiana as a 20th century industrial, residential, and recreational center. It provided efficient service for commuters and, with the automobile, allowed local residents to work in Chicago and Chicago residents to move out of the city. The South Shore Line promoted the establishment of Indiana Dunes State Park in the 1920s, running special excursion trains to the dunes. It brought thousands of potential residents to the area on special excursions to tour Frederick Bartlett's development of a new town, Beverly Shores, on more than 8,000 acres which he had bought for that purpose. Today, the South Shore Line links a major metropolitan area to Indiana Dunes National Lakeshore, as well as to Indiana Dunes State Park.

The Beverly Shores station, lying within the boundaries of Indiana Dunes National Lakeshore, is still owned by the South Shore Line. The lot on which it sits is owned by the Northern Indiana Public Service Company (NIPSCO). The structure lies in the NIPSCO right-of-way for gas and electric power lines. The lot was leased to the railroad by the utilities company under a 99-year lease on August 17, 1929. The structure is to be removed from the site at the termination of the lease. In 1929, Samuel Insull controlled Midland Utilities, which was the parent company to both the railroad and the power company. In 1930, the structure had a ledger value of \$12,500. The large neon sign, erected over the station prior to 1946, is owned by the town of Beverly Shores and is leased to the South Shore Line under a 50-year lease, ending November 30, 2034.

The passenger station is still used for shelter by waiting passengers while the attached ticket sales office and the attached residence are vacant. Tickets were last sold in 1963, and the residence, which had been occupied for more than 30 years by the only station agent, Mrs. Nellie Warren and her family, was thereafter rented for a time to other railroad employees.

Samuel Insull had seven stations of similar design to the Beverly Shores station built on his North Shore Skokie Valley Route and one other, the Lake Shore station, on the South Shore Line. Of these eight similar to the Beverly Shores station, only one station is still extant; this North Shore station, Briergate, has been significantly altered and is now occupied by a manufacturing company. The Beverly Shores station is the last "Insull Spanish" station to retain its original function, and it remains largely unaltered except for deterioration.

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