

CHICAGO & MILWAUKEE RAILWAY
SECTION HOUSE
101 Sheridan Road
Winthrop Harbor
Lake County
Illinois

HABS No. IL-1252

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
REDUCED COPIES OF MEASURED & INTERPRETIVE DRAWINGS
FIELD RECORDS
SUPPLEMENTAL INFORMATION

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service U.S. Department of Interior
1849 C Street NW Washington, DC 20240

HISTORIC AMERICAN BUILDINGS SURVEY (HABS)
CHICAGO & MILWAUKEE RAILWAY SECTION HOUSE
HABS No. IL-1252

Location: 101 Sheridan Road
Winthrop Harbor, Lake County, Illinois, 60096

Part of the west half of Section 3, Township 46 North, Range 12 East of the Third Principal Meridian in the Township of Benton, Lake County, Illinois

Latitude: 42.492516°, Longitude: -87.821669°

Present Owner: The Village of Winthrop Harbor

Present Use: Vacant

Previous uses include:
ca. 1862- ca. 1901: Railroad Section House
ca. 1901- ca. 1924: Unknown
ca. 1924 – 2011: Residence
2011- 2017: Tobacco Outlet Store

Significance: The Chicago & Milwaukee Railway Section House is locally and regionally significant as the only known remaining section house in the upper Midwest region and for its history related to the Chicago & Milwaukee Railway. The building is architecturally significant as the oldest remaining building in the Village of Winthrop Harbor and as an example of the early national building typologies, front-facing gable cottage and single-pen.

Historian: Erica Ruggiero, McGuire Iglesias & Associates, Inc., 2020.

Photographer: Leslie Schwartz, Leslie Schwartz Photography, 2020.

Delineator(s): Sarah Haas, McGuire Iglesias & Associates, Inc., 2020.

Project Information: This HABS documentation project was undertaken to document the property at 101 North Sheridan Road, Winthrop Harbor, Illinois prior to demolition of the subject property as agreed upon between the Illinois State Historic Preservation Office and the Village of Winthrop Harbor.

Adhering to HABS/HAER guidelines, the subject property was documented through research of historic records, photographs, and maps. Historic material was reviewed as available at relevant archives and repositories. One site visit was conducted to photographically document the site, take note of the existing site conditions, features, and alterations over time, and take field measurements.

Draft digital photographs of the proposed views for HABS photography and field notes were submitted for review by the Illinois State Historic Preservation Office (ILSHPO). The ILSHPO was also consulted regarding the inclusion of historic images/maps and narrative report outline.

The completed HABS documentation will be provided to the Heritage Documentation Programs in the National Park Service for eventual deposit in the Library of Congress, and the ILSHPO will deposit the recordation package with the Abraham Lincoln Presidential Library in Springfield, Illinois.

Preparation of this documentation was funded and assisted by the Village of Winthrop Harbor and was undertaken by Erica Ruggiero and Sarah Haas of McGuire Igeski & Associates, Inc, Evanston, Illinois, under the direction of Anne McGuire. Photography was performed by Leslie Schwartz, Leslie Schwartz Photography, Chicago, Illinois.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date(s) of construction:

Original Construction – ca. 1862

Additions and Alterations: 1907-1939; 1982; 1986; 1987; 1989; and 2011.

2. Architect/Designer/Engineer:

Original Construction

Unknown

Additions and Alterations

Unknown

3. Original and subsequent owners:

Robert Alexander Conolly (Original)

Village of Winthrop Harbor (Current)

4. Builder, contractor, suppliers:

Unknown

5. Original plans and construction:

There are no known original plans or drawings available for the property.

6. Alterations and additions:

The exterior and interior of the Chicago & Milwaukee Railway Section House has been modified, to varying degrees, through multiple addition and/or alteration projects. Known alterations and additions include:

- 1907-1939: The center and south buildings were moved to the site and adjoined with the original north building. At this time, the stairs in the north building were reconfigured to accommodate the addition of the center and south buildings.
- June 1982: Re-roofed with asphalt shingles.
- January 1987: A shed was demolished on the property after being condemned in December 1986.
- June 1989: Porch repairs and repair/rebuild basement and foundation wall.
- August 1989: House was connected to the main sewer.
- August 1989: Roof repairs and a new gutter installed.
- July 2011: The northern section was remodeled into a tobacco store.
- Unknown: Rear addition constructed at center building.

B. Historical Context

History of Lake County, Benton Township, and Winthrop Harbor, Illinois

Lake County

The following is partially excerpted from “*A History of Lake County*”, published in 1912, unless otherwise noted.

The first permanent, white settlers arrived in the area that would become Lake County as early as 1834. They pursued farming, trading, and manufacturing in the hinterlands north of Chicago. To serve these small communities, stagecoaches began travelling the Green Bay Trail to connect Chicago and Milwaukee in 1836.

It wasn't until March 1, 1839 that Lake County was officially established through partitioning off a section of McHenry County. Libertyville, then known as Independence Grove, was the first county seat.

Prior to creation of Lake County, the area was a vast prairie, dotted with villages of the native Illinois, Winnebago, Wyandot, and Pottawatomi tribes.

During the next decade, the county saw a development boom when the population grew from just 2,600 residents in 1840 to over 14,000 by 1850. As a result of this influx in population, residents voted, in 1841, to move the county government to Waukegan, previously known as Little Fort, where it remains today. Located along the Green Bay Trail, Waukegan became Lake County's economic and government center because of its prospering harbor. By 1850, Waukegan accounted for 20 percent of the county's population.

In 1855, the railroad arrived and began transforming the landscape of Lake County. The earliest line, the Chicago & Milwaukee Railroad, began construction in 1855 to link Chicago and Milwaukee via Waukegan. Subsequently, it promoted the residential development that would become Chicago's North Shore.

The Elgin, Joliet & Eastern Railway was completed in 1891 to link Waukegan to other Chicago suburbs as an intraregional freight carrier. The Chicago, Milwaukee & North Shore Electric Railway opened in 1899 to transport passengers and freight until it was abandoned in

1963.¹ The opening of the three railroads through the area continued to spur residential and industrial development in the county. Between 1900 and 1930, the number of employees in the manufacturing sector of Waukegan and North Chicago grew by 71 percent.²

The railroads also encouraged the construction of two Federal defense stations, Fort Sheridan in Highwood (1887) and Great Lakes Naval Training Station in North Chicago (1911). The Great Lakes Naval Training Station continues to be the Navy's only recruit training center.³

At the beginning of the twentieth century, Lake County began to flourish as a cultural center for Chicago's North Shore. In 1905, Ravinia Park opened as an amusement park and continues today as an annual live music venue, the oldest outdoor music festival in the country.⁴

Development in Lake County continued into the 1920s with the advent of the motor vehicle. Early automobile traffic travelled Sheridan Road, a narrow, two-lane north-south road along Lake Michigan. By 1930, Lake County exceeded 100,000 residents and included the first suburbs, Libertyville and Barrington, along its western edges.⁵ Suburban development was stimulated by the completion of the Skokie Valley branch of the North Shore Line in 1926 and the completion of the Skokie Valley Highway (U.S. 41) in 1931.⁶

During the second half of the twentieth century, large-scale suburbanization took hold of Lake County. Between 1950 and 2000, Chicago's population decreased by 20 percent while Lake County's grew by 260 percent.⁷ Changes in population growth were driven by the completion of the Tri-State Tollway (I-94) in 1958 which provided easier access to O'Hare Airport and other metropolitan counties and the subsequent construction of large-scale, private-sector enterprises along the tollway including the Great America amusement park (1976), the Hawthorne Center (1973), and Gurnee Mills (1991).

Due to suburbanization, the county's picturesque landscapes have diminished, as farmsteads have been developed into new housing and shopping centers. To combat suburbanization, the Lake County Forest Preserve District was created in 1958. Acreage owned by the Forest Preserve doubled between 1980 and 2000, to 22,273 acres, roughly 6 percent of the county land mass.⁸

While suburbanization continues in Lake County, it remains home to 170 lakes and rivers, 30,000 acres of forest preserves, alongside major amusement centers like Six Flags Great America, governmental centers including the Naval Station Great Lakes, and cultural institutions including the Ravinia Festival and the Chicago Botanic Garden.⁹

¹ The Milwaukee Electric Railway & Transit Historical Society. "Chicago North Shore and Milwaukee," History. The Milwaukee Electric Railway & Transit Historical Society, Accessed July 15, 2019. http://www.tmer.org/Section/History/Chicago_North_Shore_and_Milwaukee/index.html.

² Michael H. Ebner. "Lake County, IL." Accessed August 6, 2019. <http://www.encyclopedia.chicagohistory.org/pages/706.html>.

³ John J. Halsey. *A History of Lake County, Illinois* (Chicago: Roy S. Bates, 1912), 790-793.

⁴ John J. Halsey. *A History of Lake County, Illinois* (Chicago: Roy S. Bates, 1912), 226.

⁵ Michael H. Ebner. "Lake County, IL." Accessed August 6, 2019. <http://www.encyclopedia.chicagohistory.org/pages/706.html>.

⁶ *Ibid.*

⁷ *Ibid.*

⁸ *Ibid.*

⁹ "About Our County," Lake County, Illinois (Lake County), accessed July 15, 2019, <https://www.lakecountylil.gov/2629/About-Our-County>

Benton Township and Winthrop Harbor, Illinois

The following is partially excerpted from *A History of Lake County* published in 1912, and *The Village of Winthrop Harbor - It's Story*, published in 1975, by author Stephen L. Ragno.

The Village of Winthrop Harbor is located within the Township of Benton. The earliest white settlers to arrive in Benton Township were Nelson Landon and Jeremiah Stowell. Prior to their arrival, the area was the native land of the Illinois, Winnebago, Wyandot, and Pottawatomie tribes.

Landon was born in Salisbury, Connecticut in 1807. In 1832, he moved to Indiana and then to Michigan where he engaged in the hotel, stage coach, and iron works businesses. While in Michigan, he suffered multiple attacks of malaria. Hoping to find a more healthful area, he sailed across Lake Michigan with his friend Stowell and landed at Kenosha, Wisconsin (previously known as Pike Creek). They traveled south along the Sand Ridge Road until reaching the Illinois-Wisconsin State Line. Here, in 1835, Landon built a 12-foot by 12-foot log cabin and claimed 1400-2400 acres of prime farmland in the area that is now Winthrop Harbor in 1835.

Later in the year, Landon returned to Michigan for his wife, Rachel. Rachel would be the first white female inhabitant of the area, and their child would be the first born here. Landon was known as one of the most influential and wealthiest men in Lake County and a prominent politician.

His friend, Stowell, laid out a claim near the Landons, but soon moved to Waukegan (previously known as Little Fort). In Waukegan he constructed the hotel, Waukegan House. Later his family moved to Waukegan, but Stowell only remained in the area until 1850 at which time he joined the California Gold Rush. From California he traveled to Mexico and returned to Waukegan by way of Panama.

Other early settlers include: Hansen Minskey, Henry Paddock, Philo Paddock, Jeremiah Porter, John R. Nichols, Chester Butterfield, Samuel Ransom, Captain Morris Robinson, Reverend Samuel Stebbins, Dr. Edward Putnam, and Oren Jerome.

The small rural community was named in honor of Thomas H. Benton, at the time a leading statesman of the Union. At its founding, the township had no village, collection of residences, store, tavern, grocery, or public building of any kind within its limits, except for churches and schools. School was first taught by Emily Stebbins at the residence of Reverend Salmon Stebbins on Milwaukee Road in 1840. The following year, the first school, Howe Schoolhouse at Sheridan Road and 33rd Street, was constructed by the community.

Reverend Stebbins arrived in 1837 and was the first minister of the Gospel who settled and preached in Benton Township. He was of the Methodist denomination, and a pioneer minister in the Methodist Episcopal Church in Northern Illinois. The first religious organization in Benton Township was formed by members of the Methodist Episcopal Church, at the house of Reverend Stebbins, in the year 1838, under his direction. After construction of Howe Schoolhouse, religious meetings were commonly hosted in the school.

The first town meeting was held on the first Tuesday in April 1850 at the schoolhouse. Town officers were elected by the 86 votes cast.

In 1851, a post office was established on Sheridan Road (previously Sand Ridge Road and Green Bay Road), in the eastern part of the town, called Wellington. Sheridan Road had become the stage route from Chicago to Milwaukee. After the county seat was moved to Waukegan, the stage coach route, which once ran by way of Ostego to Kenosha (previously known as South Port), was discontinued, and with it the Ostego and Wellington post offices. To serve the Township of Benton, the Spring Bluff post office was established in 1871 along the Chicago & North Western Railway (CNW) at the State Line/Spring Bluff Station. This name was then applied to the village, until it was chartered as Winthrop Harbor in 1894.

Spring Bluff was a small settlement with a scant collection of residences, a relay house, grist mill, blacksmith, and few farms. The farms in the area, some more than 1000 acres, produced dairy products, vegetables, and furs. In 1855, the CNW completed its line between Chicago and Milwaukee. With a stop in Spring Bluff, the railroad allowed residents to commute to either city, as well as encouraged industrial development in the area.

It wasn't until 1883, that Spring Bluff saw its first promise of large-scale development. In that year J.H. Van Vlissingen of Chicago travelled the CNW in search of land along the railroad. Van Vlissingen purchased 2,700 acres near the State Line and intended to develop the land into an exclusive subdivision. After years without any progress, he sold his holdings to the Winthrop Harbor and Dock Company (WHDC) in 1893. The WHDC had planned an industrial harbor which would be lined with manufacturing plants and the remaining acreage dedicated to a residential district. After pressuring elected officials, Spring Bluff was renamed Winthrop Harbor after the WHDC.

During the Chicago World's Fair, it is said that land speculators brought people, by train, to the village where they sold 20-foot lots for \$150.00 each. Winthrop Harbor's first planned residential district extended from 5th to 9th Street and from Sheridan Road to Park Avenue.

Though the village was still predominately a rural community at the turn of the twentieth century, the residential population, community services, and infrastructure grew and with it. The first school district, known as Spring Bluff, was established in 1888.

Growth in the Village began in earnest around 1899 when the first industry was established, Simpson Manufacturing Company, on the north side of Main Street, east of the CNW tracks. In 1900, the Nienaber Hotel was built at 601 Sheridan Road, here John Warne Gates and Andrew Carnegie stayed while surveying the area as the potential site of their steel mills before deciding on Gary, Indiana. A year later, the Village of Winthrop Harbor was chartered and received its first telephone services through the Chicago Telephone Company. The first Village Hall was constructed in 1902 and used until the late 1950s. That same year, the Municipal Engineering and Contracting Corporation opened, manufacturing ditching and trenching equipment. The company employed a large workforce from Winthrop Harbor, Zion, Waukegan, and Kenosha. In 1905, the first water system was installed, fed by the natural flowing well at College and 6th Streets. By the end of the decade, the Chicago & Milwaukee Electric Railroad was permitted to operate within the village limits.

As World War I approached, Winthrop Harbor's growth flourished as industries continued to move to the Village. One company was the Winther Motor Truck Corporation, which moved into the building formerly used by the Western Telephone Company (operations closed in 1906). During the War, business boomed for the company, manufacturing trucks for the

Army and Navy. After the War, the company tried to continue their success by manufacturing automobiles, but failed and ultimately closed circa 1925. Industrial development continued to decline in the early twentieth century when the Interstate Commerce Commission established low freight rates only to Waukegan, cutting Winthrop Harbor off from the more economical freight transport.

Village officials turned their sights from industrial to residential development, imagining Winthrop Harbor as an exclusive, residential community along the lakefront composed of large homes with landscaped gardens and access to beaches and recreational facilities. The development, to be known as the Oakshore Subdivision, was designed by William C. Heinroth and Leslie M. Needham of Chicago and located east of the CNW tracks between Main Street, the State Line, and Lake Michigan. An elaborate stone entrance to the subdivision, along with granite columns to mark the boundaries, 10 marble pillars at the east end of Main Street, sculpted shrubbery, and sunken gardens were installed. A nine-hole golf course was even constructed south of Main Street, with plans for nine additional holes. These initial developments were completed in 1922.

Prior to and through the Great Depression, commerce and industry suffered in Winthrop Harbor. In 1928, a severe drought struck the area and cattle were driven down Main Street to Lake Michigan for water and forage. During the Great Depression, the remaining industries failed, farms were divided, and the village saw a 90 percent unemployment rate. To feed the citizens of Winthrop Harbor, oral histories state that the Town Supervisor bought cattle and had them slaughtered and the meat distributed to the community. As in many communities across the nation, the Works Progress Administration (WPA) did help Winthrop Harbor through the Depression. WPA improvements included: the demolition of all the old buildings in the industrial park east of the CNW tracks and along the lake, so their bricks could be used to construct new buildings and the concrete foundations used for riprap; the paving of Main Street/7th Street, which at the time was still a dirt road; and the construction of a community hall at 619 Kirkwood. The hall hosted dances, card parties, and social gatherings. It was donated to the school and also used as class rooms, gymnasium, meetings, and a lunchroom. The village also dedicated its first park, 500 feet of lakefront, in 1938. At the end of the Depression, Winthrop Harbor's population was a mere 600.

A resurgence of population did not arrive until after World War II, as service men returned home. Additionally, an influx of southern families from Alabama and Mississippi arrived, as the remaining industries in the area sent recruiters south to bring up needed workers.

Spurred by the post-WWII population boom, village developers revisited the site of the old Oakshore Subdivision to create Sherman Shores in 1954. Located along the lakefront and north of Main Street, 140 homes were built. South of 9th Street, developer Collier & Sabine constructed spacious and expensive lakefront homes.

Economic development was again short-lived. In the early 1960s, the Chicago, North Shore & Milwaukee Interurban (previously known as the Chicago & Milwaukee Electric Railroad) was abandoned and the bus lines between Waukegan, Zion, and Winthrop Harbor greatly diminished. These cutbacks deprived the village of hourly, rapid transit to Chicago and the southern suburbs as well as Kenosha, Racine, and Milwaukee, and between adjacent communities.

Simultaneously, the state used the power of eminent domain to purchase 178 homes, 40 of which were located directly along the lakefront, to remove residences as lake levels rose and consumed acres of land. Because of this population removal, the school lost approximately 200 students and its state aid.

Relentless, the Village persisted and provided a new community center, three new parks, athletic fields, and infrastructure improvements (new storm sewers, sanitary disposal system, and street lights).

Today, Winthrop Harbor remains a small, residential community of about 6,800 people, known for its parks, recreational facilities, and beaches. The village is home to North Point Marina, the largest marina on the Great Lakes, with over 1,500 boat slips, the marina sees nearly one million visitors every summer.¹⁰

History and Development of the Chicago & Milwaukee Railway Section House

The original sale of 101 North Sheridan Road, as part of the Illinois Land Tract Sale in the 1840s, could not be verified. The earliest owner documented by the Lake County Recorder of Deeds was Rachel Paddock in the early 1850s. Rachel was the wife of Henry Paddock, one of the first white settlers to Benton Township. The Paddocks never built a house on this site. They owned the Entertainment Inn, a relay house, 1,600 feet south of the State Line on Sheridan Road to serve the stage coach line between Waukegan and Kenosha.¹¹

Henry died in Benton Township on September 16, 1848 and seven years later, in 1855, Rachel sold the 106-acre property to Amasa Stone Jr.

Born April 27, 1818, Amasa Stone Jr. was an American industrialist, known for his work creating the regional rail networks of the Cleveland, Columbus & Cincinnati Railroad and Lake Shore & Michigan Railway.¹²

Stone initially gained prominence in New England in the 1840s for building hundreds of bridges, and perfecting the Howe truss bridge with its inventor and his brother-in-law, William Howe.¹³ In 1848, he became interested in railroad construction and moved to Cleveland, Ohio two years later, to open the Cleveland to Columbus spur of the Cleveland, Columbus & Cincinnati Railroad.¹⁴

A year later, in 1851, Stone built the Cleveland, Painesville & Ashtabula Railroad. By 1852, he became the director of both the Cleveland, Columbus & Cincinnati Railroad and the Cleveland, Painesville & Ashtabula Railroad. Stone went on to be the director or president of numerous railroads in Ohio, New York, Pennsylvania, Indiana, Illinois, Iowa, and Michigan, including the Lake Shore and Michigan Southern Railway. Stone used his profits from the

¹⁰ Chicago Historical Society. "Winthrop Harbor, IL." Accessed August 6, 2019. <http://www.encyclopedia.chicagohistory.org/pages/1365.html>.

¹¹ John J. Halsey. *A History of Lake County, Illinois* (Chicago: Roy S. Bates, 1912), 303.

¹² William W. Williams. *Magazine of Western History*. Vol. III. (Cleveland: Magazine Western History Co., 1885), 108-112.

¹³ Justine Christianson and Christopher H. Marston. *Covered Bridges and the Birth of American Engineering* (Washington, D.C.: Historic American Engineering Record, National Park Service, 2015), 60.

¹⁴ Williams, William W. *Magazine of Western History*. Vol. III. (Cleveland: Magazine Western History Co., 1885), 108-112.

railroad to invest in the Cleveland Rolling Mills and smaller, affiliated mills throughout the country.¹⁵

On December 29, 1876, a Howe truss bridge collapsed at Ashtabula, killing 92 people after the train plummeted into the ravine. The investigation implicated Stone who constructed an exceedingly long, unsupported span, ignoring the engineers' recommendations.¹⁶

Following the Ashtabula Bridge incident and the failure of several of his steel mills, Stone committed suicide on May 11, 1883. Stone spent his last years engaging in major charitable endeavors, including a significant gift to Western Reserve College (later known as Case Western Reserve University), which enabled the University to relocate from Hudson, Ohio to Cleveland.¹⁷

During his time constructing railroads, Stone and Stillman Witt, a railroad engineer, signed a contract to clear and grade the 44.6-mile Chicago and Milwaukee Railway, predecessor of the Chicago and North Western Railway (CNW) from Waukegan, Illinois, to the border with Wisconsin, in 1855.¹⁸ They signed a second contract in 1858 to build the track.¹⁹ Based on the Lake County Recorder of Deeds, Stone sold the property, which includes 101 N. Sheridan Road, to Robert Alexander Conolly, a civil engineer and railway conductor with the Chicago & Milwaukee Railway, in 1861.

Robert A. Conolly was born in County Donegal, Ireland on February 22, 1830 to his parents John and Mary (Hamilton) Conolly. At the age of four, he immigrated with his parents to the United States and settled in Burlington, Chittendon County, Vermont. Conolly received his preparatory education at public school, supplemented by his studies at the University of Vermont.²⁰

In 1852, Conolly moved from Vermont to Chicago and secured a position as a civil engineer with the Chicago & Northwestern Railway Company (C&NW). During his twenty-two years with the C&NW, he surveyed the road from Chicago to Escanaba, Michigan, and later served as the contractor for the construction of line. He was also on the original survey team for the C&NW's line from Chicago to Madison, Wisconsin. Outside of his work with the C&NW, Robert was charged with the construction of the iron-ore docks at Escanaba and the first government cribs in Chicago.²¹

Conolly married Harriet E. Ballentine on September 12, 1861. Together, they had four children: Robert, Frederick, and Lewis. Between 1887 and 1891 Conolly retired. He died, at his home in Waukegan (481 N. Sheridan Road), June 28, 1903.²²

Based on the Greek Revival architectural details of the original residence, at the north section of the structure, the 1861 Atlas Map, which shows no structures at that exact site, and the

¹⁵ Burton Smith Dow III. *Amasa Stone, Jr.: His Triumph and Tragedy* (Master's thesis, WRU, 1956).

¹⁶ Ibid.

¹⁷ Ibid.

¹⁸ Interstate Commerce Commission (1928). *Decisions of the Interstate Commerce Commission of the United States (Valuation Reports)*. Vol. 137. (Washington, D.C.: Government Printing Office, January-March 1928), 312.

¹⁹ Justin W. McEachren. *The Valve World*. Vol. VII. (Chicago: Crane Company, 1911), 689.

²⁰ Lake City Publishing Co., *Portrait and Biographical Album of Lake County, Illinois...* (Chicago: Lake City Publishing Co., 1891), 522-523.

²¹ Ibid.

²² Ibid.

original tax year with the Lake County Assessor's office (ca.1860), the north section is circa dated to 1862. It is unknown when the center and south sections were moved to the site and adjoined with the north section. Based on the historic atlas maps, which show no change to the building footprint in 1885 or 1907, and an available aerial map from 1939, which shows the two relocated sections, the move is dated between 1907 and 1939. It is unknown where they were relocated from.

At the time of publication of the 1861 Atlas Map, the State Line Railroad Station was constructed at the center of the northern boundary of the 106-acre parcel (State Line/1st Street) and the CNW tracks bisected the property. During Conolly's ownership, the station was moved to the southern boundary of the parcel at 3rd Street, between 1861 and 1873, and then renamed Spring Bluff between 1873 and 1885, based on available atlas maps. The station was then moved to its current location, off of 7th Street, in 1901. According to Lake County land records, around Conolly's death in 1903, a portion of the 106-acre property was deeded to the Chicago & Milwaukee Electric Railroad Company. It is believed Conolly, and Stone before him, were owners of the land on behalf of the Chicago & Milwaukee Railway.

Based on available census records, biographies, and directories, the Conolly family never lived at the 101 North Sheridan Road property. Prior to marrying Harriet, Conolly resided at the Tremont House, until the couple wed and moved to Waukegan. The property also wasn't used as an office for Conolly, after he was no longer employed by the railroad (1874), as directories note his office in Chicago at 2 Clark Street in 1877 and in the Metropolitan Block in 1882 and 1887.

With the information available, it is believed that the original residence was constructed as a section house for the Chicago and Milwaukee Railway. A railway section house was a building or house-like structure located near or next to a section of railroad used for housing railroad workers, including engineers, surveyors, conductors, or the section foreman, or for the storing and maintenance of equipment. Section houses were predominately constructed between the 1890s to the 1960s. Currently, the oldest known section house is located in Wallace, Kansas. It was constructed in 1879 by the Kansas Pacific Railway Section House and served as the railroad superintendent's residence.

The Conolly family retained ownership of the remaining land until 1912, at which time it appears to have been sold to Duncan G. Bellows and Albert Frost. Bellows appears to have acquired most of the acreage and then subdivided it. Albert Frost was an owner of the Chicago & Milwaukee Electric Railway Company and acquired a portion of the remaining acreage for the line.²³

After the Conolly's ownership, the structure at 101 North Sheridan Road served as a typical single-family residence. Based on available land records from the Lake County Recorder of Deeds, Byron Knight bought the portions of the property in 1913, 1917, and 1924. It is unknown when the Knight Family moved into the residence, but by the 1925 directory, the Knights are noted at 101 North Sheridan Road. The Knight family owned the property until 1989, at which time it was sold to Robert and Jeanne Wheelwright. The Wheelwrights retained ownership until they sold it to the Village of Winthrop Harbor in 2017.

²³ Thomas William Herringshaw. *Herringshaws American Blue-Book of Biography: Prominent Americans of 1912-1913: an Accurate Biographical Record of Prominent Citizens in All Walks of Life ...* (Chicago, IL: American Publishers' Association, 1914), 399.

Architecture of 101 N. Sheridan Road

North Building

The Chicago & Milwaukee Railway Section House located at 101 North Sheridan Road consists of the original section house (north building) and two previously constructed residences (center and south (Italianate residence) buildings) which were moved to the property and adjoined to the original north building.

The original section house was constructed in the gable-front building form and designed in the Greek Revival style. Between circa 1830 and circa 1850, the gable-front form was commonly used to echo the pedimented façade of typical Greek temples. This gable-front form was particularly common in New England and its popularity expanded along with the expansion of the railroad network and remained a dominant folk form until well into the twentieth century.

Characterized by the roof shape, the gable-front roof has two sloped sides that meet at a center ridge. The triangular ends of the walls on the other two sides are called gables. In the gable-front form, the gable end faces the street as the front façade. The frame structures are rectangular in plan with minimal projections on the front façade. A house is usually two stories in height, while a cottage is one to one and half stories. The gable-front form is commonly found in Midwestern towns because it was a simple type for local builders to construct.

A subset of the gable-front form is the Greek Revival style, nationally popular between circa 1825 and circa 1860. The emphasis turned from Rome to Greece as the Greek Revival style developed around 1825. American interest in the culture of ancient Greece grew from sympathy for the Greek War of Independence (1821-1830) and emerging archaeological finds showing Greece as the earliest democracy. The Greek Revival style has much in common with Early Classical Revival, in its reliance on the temple form, front pediment, and classical order columns. Greek Revival, unlike its predecessor, is less monumental and is more commonly used for residential and commercial buildings.

The Greek Revival style is most often the earliest architectural style found in Midwestern towns and is most commonly a pre-Civil War style. Typical architectural characteristics include:

- Cornice line of main roof and porch emphasized by a wide band of trim, representing the classical entablature;
- Gabled or hipped roof of low pitch;
- Entry or full-height porches. Porches often have a traditional classical pediment supported by squared or rounded classical columns (Doric Order);
- Windows are typically six-pane, upper and lower double-hung sash; and
- Doors are often surrounded by sidelights and transoms.

As a utilitarian structure, the section house focuses on function with simple applied ornamentation from the Greek Revival style including the raking cornice, Greek Revival returns at the gable ends, and a gabled roof line which mimics the classical Grecian pediment.

South Building

The south building of the complex features the gable-front form, but is embellished with details derived from the Italianate architectural style, popular in America between circa 1840 and circa 1885. A popular nineteenth-century style, the Italianate was derived from the architecture of Italian villas and originated in England at the start of the Picturesque Movement. This style with its wide overhanging bracketed eaves was typically found on two- and three-story buildings. Varying forms include a cube with low pitched hipped roof, rectangular plan with front gable roof, or an asymmetrical plan with cross hip or cross gable roof. Often this style included a cupola. Typical architectural characteristics include:

- Vertical proportions;
- Tall, curved or arched topped windows and doors with hooded molds;
- Stone trim with incised foliated ornament;
- Wide eaves and cornices;
- Large brackets, sometimes paired;
- Intricate wood or pressed metal cornices;
- Porches, both small entry and full width, of single-story height; and
- Paired and single doors are common with large-pane glazing in the door itself.

The south building showcases many of the Italianate style's signature details including: vertical proportions; tall windows embellished with window hoods (arched and rectilinear to mimic a classical entablature); and a wide eave with a raking cornice.

Center Building

The center building currently functions as a hyphen, connecting the north and south buildings. The building form could only be studied from the interior layout and roofline, as the front façade was boarded up and the side facades previously removed to connect the building with the north and south buildings. Based on the interior layout, the center building appears to have been constructed as a single-pen. A Single Pen is a simple, side-gabled structure, one room deep (called single pile), and usually only one to one and half stories in height, popular during the Pre-Railroad era (prior to circa 1850, but up until 1890 depending on the arrival of the railroad to a local community). A Single Pen is typically two bays wide on the front facade, which include a doorway located on one side of the façade which corresponds to a side hall layout on the interior.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

The documented building is located in Winthrop Harbor, Illinois at 101 North Sheridan Road and consists of the original Greek Revival section house (north building) and two previously constructed residences (center and southern (Italianate residence) buildings) which were moved to the property and adjoined to the original north building. The move date for the center and south buildings is unknown, but is believed to be post-1907 based on the available atlas map which only depicts the footprint of the north building, but pre-1939 based on an available aerial photograph. The building is currently vacant and owned by the Village of Winthrop Harbor. It is slated to be demolished upon completion of fire practice by the local fire department.

B. Description of Exterior: Chicago & Milwaukee Railway Section House**1. Over-all dimensions:**

North Building: 18'-4" by 22'-4" and two stories in height with a basement.

Center Building: Overall the center building is 18'-1" by 29'-11". The original section measures 18'-1" by 20'-0". The rear kitchen addition measures 18'-1" by 9'-11". The building is one-story in height with no basement.

South Building: 20'-4" by 24'-3" and two-stories in height and no basement. The vestibule addition at the northeast corner measures 10'-9" by 5'-8" and is one-story in height.

Garages: Overall the historic garage is 12'-0" by 29'-10". The original garage is 12' by 21'-10" and a later shed addition was added to the rear which measures 12'-0" by 8'-0". The 1997 garage is 20'-2" by 22'.

2. Foundations:

The foundation of the northern section is a rubble foundation, composed of stones from Lake Michigan. The foundations of the center and southern sections are both concrete.

3. Walls:

The exterior walls of the building are painted wood clapboard siding.

4. Structural system, framing:

The north building is wood frame construction composed of milled lumber. Only a portion of the north building framing was visible and all of the center and south buildings' framing was inaccessible/concealed.

5. Openings:**a. Doorways and doors:**

There are three entrances to the residence: one located at the east façade of the north building; the second entrance is located at the east façade of the one-story entrance vestibule at the northeast corner of the south building; and the third entrance is located at the north end of the west façade of the center building. The entrance located at the east façade of the main building currently serves as the main entrance and only access point into the building. It is composed of a non-historic metal or fiberglass door.

The second entrance was boarded-up and inaccessible from the exterior. The second entrance was visible from the interior and consists of the original, paneled solid wood door. The door is ornamented with two inset vertical panels. The third entrance consisted of a non-historic glass and metal storm door on the exterior. At the interior entrance of the vestibule, the entrance is composed of a single, non-historic flush, hollow wood door.

Additionally, there was a fourth entrance at the northwest corner of the south building that has been cladded with siding on the exterior.

b. Windows:

There is one original window to the building at the south façade of the entrance vestibule at the northeast façade of the south building. The window is wood with four divided lights. It was inaccessible during the site visit and the type of window (e.g., hopper, awning, or fixed) could not be determined. All other windows are aluminum, one-over-one double-hung replacement windows. The date of the replacement windows is unknown.

c. Other:

N/A

6. Roof:

a. Shape, covering:

The north and south buildings have a front-facing gable roof. The central building appears to have originally had a saltbox roof, until the rear kitchen addition was constructed. All roofs are clad in asphalt shingles.

b. Cornice, eaves:

The cornice is a simple, wide wood raking cornice.

7. Decorative features:

As a whole, the building displays the typical vernacular architecture of the Nation at the time of construction, as well as architectural details from the popular Greek Revival and Italianate architectural styles.

The north and south buildings can both be categorized as front-facing gable cottages, but have been ornamented differently with Greek Revival and Italianate details, respectively. The defining features of the Greek Revival style on the north building are the wood cornice returns at the west and east façades and the overall front-gabled form which echoes the pedimented façade of ancient Greek temples. On the south building, the Italianate style is visible in the segmental arch window hoods at the east and south façades and rectilinear window hoods at the west façade which mimic a classical entablature.

The center building is a simple single-pen form. It was typical to extend this vernacular form with a front or rear porch or rear addition. This building has both a front porch and rear kitchen addition. Overall, the center building has less visible ornamentation than the buildings to the north and south. Carved, wood panels below the boarded-up windows at the west façade are visible. The base of a simple wood trim is barely visible below the boards, but appears to reflect a classical column.

C. Description of Interior: Chicago & Milwaukee Railway Section House

The Robert A. Conolly Residence, located at 101 Sheridan Road is composed of three residential buildings. The north building is original to the site and is a two-story, front-facing

gable cottage with Greek Revival details. The center and south buildings were moved to the site between 1907 and 1939. The center building is a one-story, single-pen residence. The south building is similar to the north building as it is also a two-story, front-facing gable cottage, but with Italianate details. The following interior descriptions are organized by building.

North Building

The main entrance for the north building is located at the rear (east) façade of the building. The first floor is composed of a large front room which most recently served as the storefront for a Tobacco Outlet store and is not considered to be the original configuration of this space. The front room encompasses two-thirds of the first floor of the north building. Much of the finishes in this space have been destroyed. Only the original, simple rectilinear wood window trim remains. The floor was concealed by debris.

The remaining one-third of the first floor is evenly divided by a small kitchen space, which appears to be a mid-twentieth century remodeling, in the north half, and a restroom located underneath the stairs to the second floor in the south half. The north and east elevations of the kitchen are composed of simple, flush wood cabinets and a counter. The main entrance door is located at the center of the east elevation of the kitchen. At the south elevation, there is a freestanding cast iron cabinet and sink with wood cabinets above. The restroom appears to be non-historic and contains no ornamentation. The walls appear to be drywall and the flooring a synthetic tile.

The second floor of the north building has been completely remodeled at an unknown date. Based on the wood veneer finish on the walls, the remodeling is believed to have occurred in the late twentieth century. This floor consists of two rooms connected by a rectangular hallway at the second floor landing of the stair. The east room is L-shaped to accommodate the stair. The west room is rectangular in plan with a closet adjacent to the stair. The finishes in the second floor include: wood veneer on the walls; simple, rectangular wood baseboard, crown moulding, and wall trim; a wood plank ceiling in the east room and acoustical ceiling tile in the west room; and the original wood plank flooring in the east room and plywood flooring the west room. The original chimney is located at the center of the west elevation in the west room and has been concealed by a wood veneer finish.

Center Building

The one-story, center building is a single-pen composed of a side hall along the north third of the original floor and a large, square living space which encompasses the remaining two-thirds of the floor. The side hall of the single-pen layout, now serves as the hallway between the north and center buildings. A rear kitchen addition spans the full length of the original floor along the rear (east) façade. A porch is located at the front (west) façade of the building. This building retains its original two paneled, wood doors, wood door trim at the exterior door, plaster walls, and wood flooring. The kitchen cabinetry and counters appear to be mid-twentieth century. The kitchen chimney has been concealed by plaster and the walls covered in plastic.

South Building

The South building is composed of two rooms on each floor with a staircase located in the northwest corner of the east room on each floor. The south building retains the most integrity in regards to finishes, as it was not remodeled as part of the Tobacco Outlet Store. All rooms

retain their original wood flooring, simple, rectilinear wood window, door, and wall trim, and plaster walls and ceilings.

D. Site:

1. General setting and orientation:

The building's site is located at 101 North Sheridan Road in Winthrop Harbor at the southeast corner of the Illinois-Wisconsin State Line. It is located on the east side of Sheridan Road, a major north-south thoroughfare which runs 62.1 miles from Chicago's Lakeview neighborhood to Racine, Wisconsin. The building was once located on 106 acres, which has been reduced to nine acres today. Constructed less than a mile from Lake Michigan, the foundation of the north building is composed of stones from the shoreline. Historically, the Chicago & Milwaukee Railway bisected the parcel near the eastern boundary. Until the Chicago & Milwaukee depot was moved to its current location in 1901 on 7th Street, the "State Line", later "Spring Bluff", Station first resided at the northern boundary of the property until sometime between 1861 and 1873 when it was moved to the southern boundary of the property.

Additional features on the site include: two garages roughly 62 feet from the east façades of the building, a historic wood frame garage (pre-1939), a pre-fabricated garage installed in 1997; and a well approximately 23'-6" from the southeast corner of the south building.

The site is predominately landscaped with turf in the area immediately surrounding the residence and garages and a stand of trees in the east portion of the parcel.

Historic photographs do not exist of the original site layout and elements. The 1939 aerial photograph shows two additional outbuildings on the site, in addition to the existing historic garage.

PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings:

N/A

B. Early Views:

One undated view of the property was located in the document "The Village of Winthrop Harbor – It's Story" by Stephen L. Ragno.

C. Interviews:

None

D. Bibliography:

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E. Likely Sources Not Yet Investigated:

Chicago & North Western Historical Society. The consultant did perform outreach, but the historical society was unresponsive.

F. Supplemental Material:

Selected historic illustrations and photographs are appended. See Index to Supplemental Materials.

HISTORIC AMERICAN BUILDINGS SURVEY

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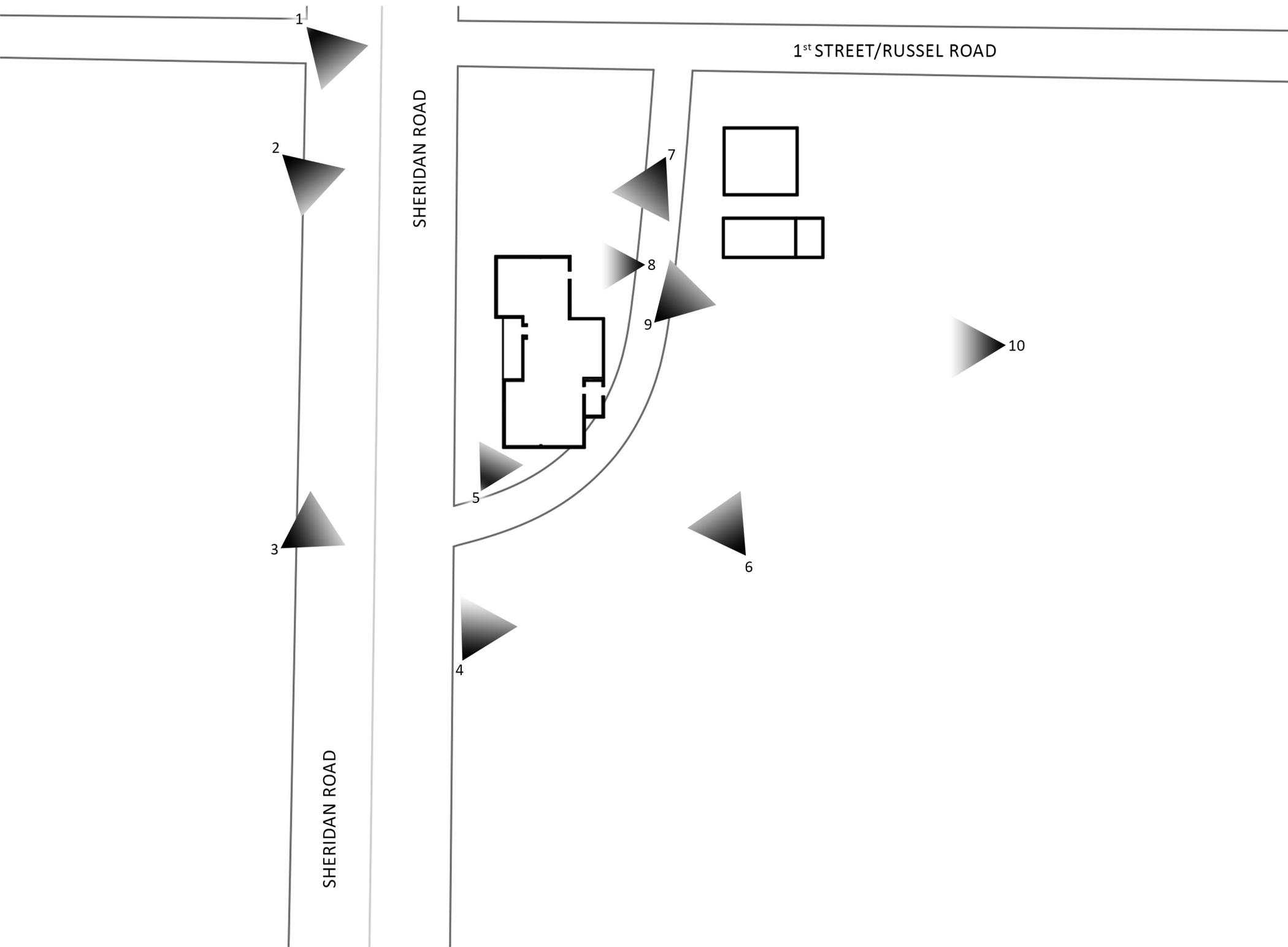
CHICAGO & MILWAUKEE RAILWAY
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101 Sheridan Road
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HABS No. IL-1252

Leslie Schwartz, Photographer June 2019

- IL-1252-01.1 View of 101 N. Sheridan Road complex, including main buildings and garages, looking southeast from the intersection of Sheridan Road and 1st Street.
- IL-1252-01.2 View of the west (front) façades of the main buildings, north façade of the original ca. 1862 construction, and garage (in background), looking southeast from Sheridan Road.
- IL-1252-01.3 View of the west (front) façades of the main buildings, south façade of the south building, located to the site between 1907 and 1939 looking northeast from Sheridan Road.
- IL-1252-01.4 View of 101 N. Sheridan Road complex, including main building and garages, looking northeast from the east side of Sheridan Road.
- IL-1252-01.5 Detail view of the cornice and Italianate window hoods on the south building of 101 N. Sheridan Road.
- IL-1252-01.6 View of the east (rear) façades of the south and center buildings, and south façade of the south building, looking northwest.
- IL-1252-01.7 View of the east (rear) façades of the north and center buildings, and north façade of the north building, looking southwest.
- IL-1252-01.8 Detail view of the Greek Revival cornice on the north building of 101 N. Sheridan Road.
- IL-1252-01.9 View of the south and west (front) façades of the historic, south garage looking northeast.

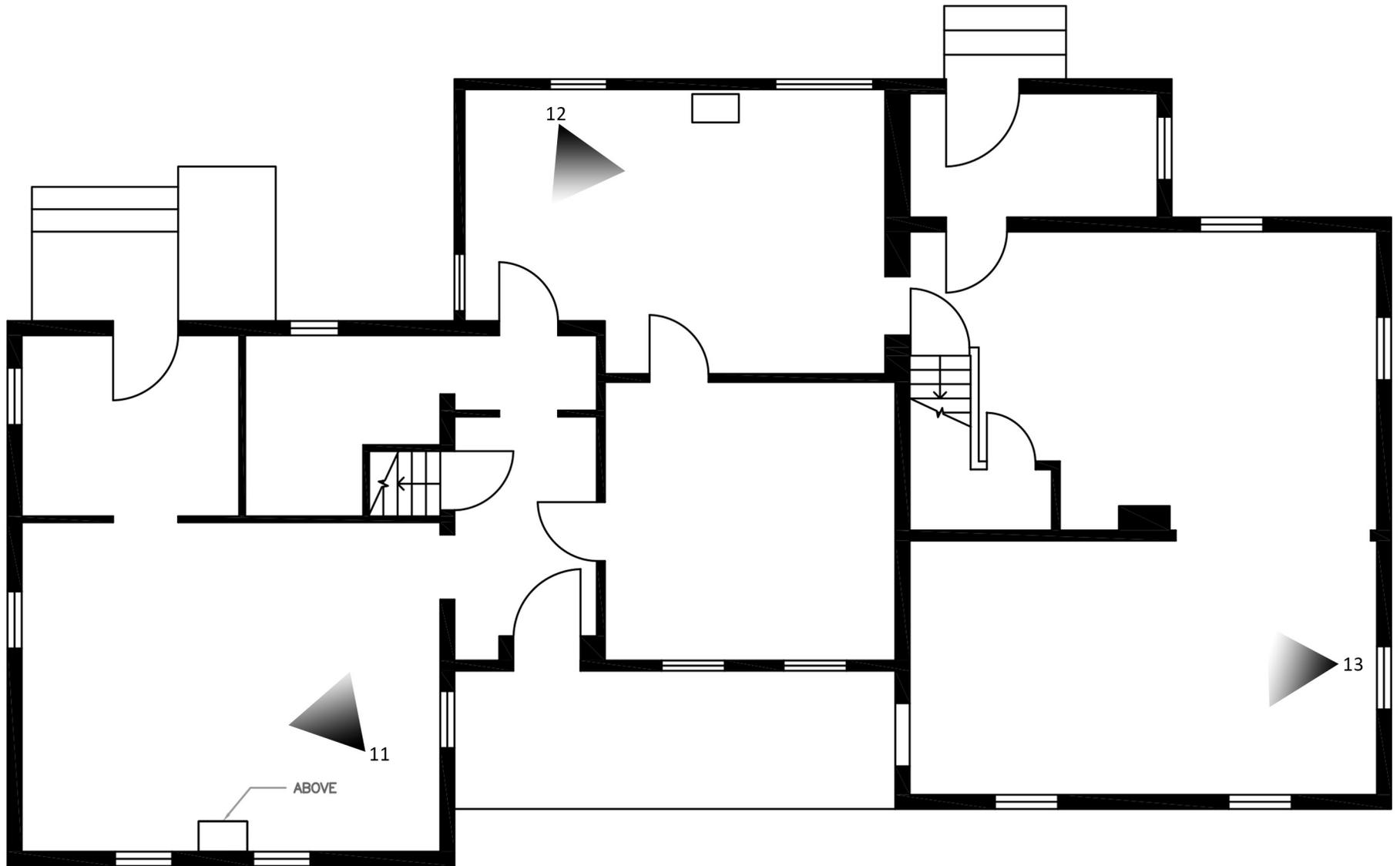
- IL-1252-01.10 View of the site looking directly west from the area east of the garages.
- IL-1252-01.11 Interior view of the first floor of the north building, looking northeast toward the kitchen and main entrance at the east (rear) façade.
- IL-1252-01.12 Interior view of the rear kitchen addition on the center building looking southwest. The passageway between the south and center buildings is visible in the background on the left. The closed door in the foreground on the right, is the passageway between the center and north buildings.
- IL-1252-01.13 Interior view of the first floor of the south building looking north toward the main entrance, located at the northwest corner of the building.
- IL-1252-01.14 Interior view of the east room on the second floor of the north building looking south.
- IL-1252-01.15 Interior view of the east (rear) room on the second floor of the south building looking northwest toward the west (front) room.



SITE PHOTOGRAPH KEY

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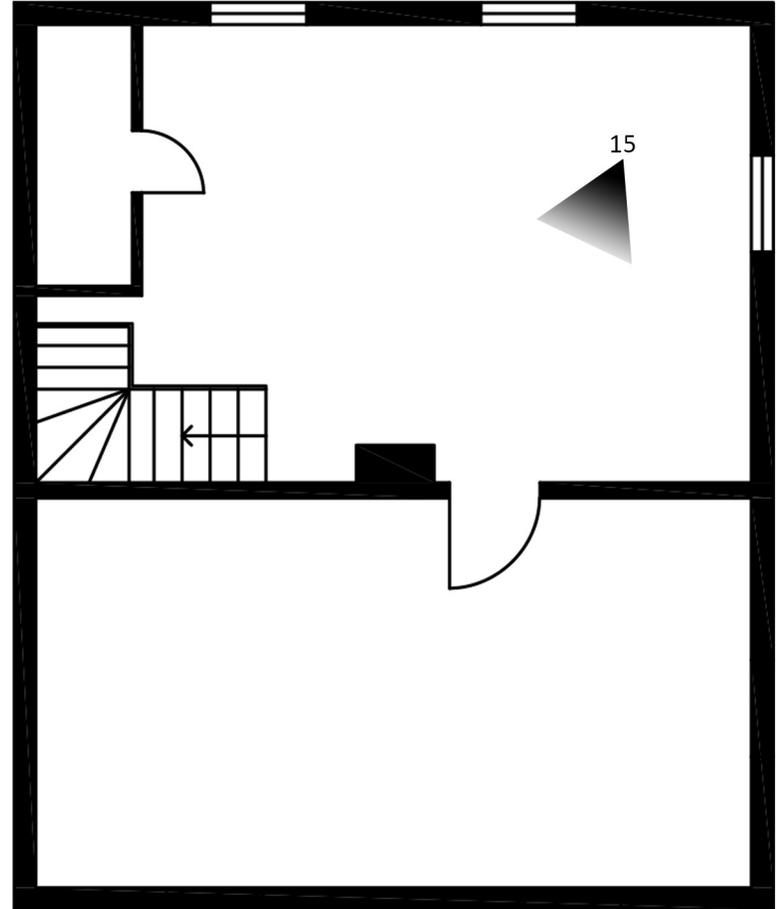
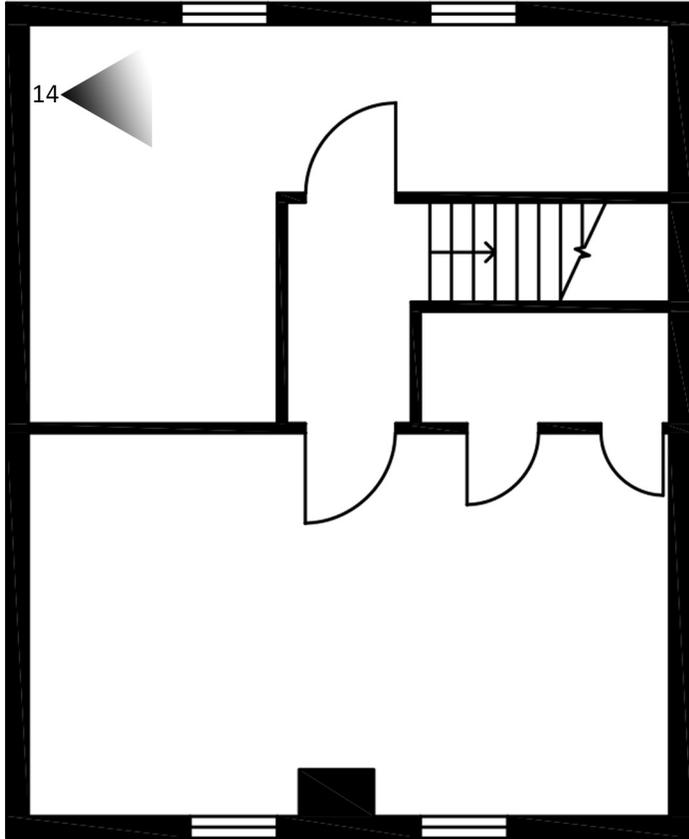
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FIRST FLOOR PHOTOGRAPH KEY

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SECOND FLOOR PHOTOGRAPH KEY

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STREET
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Leslie Schwartz, Photographer June 2019

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- Figure 1. View of the Chicago & Milwaukee Railway Section House located at 101 North Sheridan Road looking southeast from the southwest corner of the intersection of Sheridan Road and the Illinois-Wisconsin State Line. Reprinted from “The Village of Winthrop Harbor – It’s Story” by Stephen L. Ragno.
- Figure 2. 1861 Map of Lake County, Illinois. Published in St. Louis by L. Gast Bro. & Co. Lith.
- Figure 3. 1873 Map of Lake County, Illinois. Published in Chicago by Frost & Mc. Lennan.
- Figure 4. 1885 Illustrated atlas of Lake County, Illinois: containing maps of every township in the county, with village and city plats: also maps of Michigan ... Texas, and Washington Territory: compiled from late and authentic sources, together with other valuable information. Published in Chicago by H.R. Page & Co.
- Figure 5. 1907 Map of Winthrop Harbor, Benton Township. Published in Chicago by Geo A. Ogle & Co.
- Figure 6. Site Plan, as of June 2019. Prepared by McGuire Iglesiaski & Associates, Inc.
- Figure 7. First Floor Plan, as of June 2019. Prepared by McGuire Iglesiaski & Associates, Inc.
- Figure 8. Second Floor Plan, as of June 2019. Prepared by McGuire Iglesiaski & Associates, Inc.

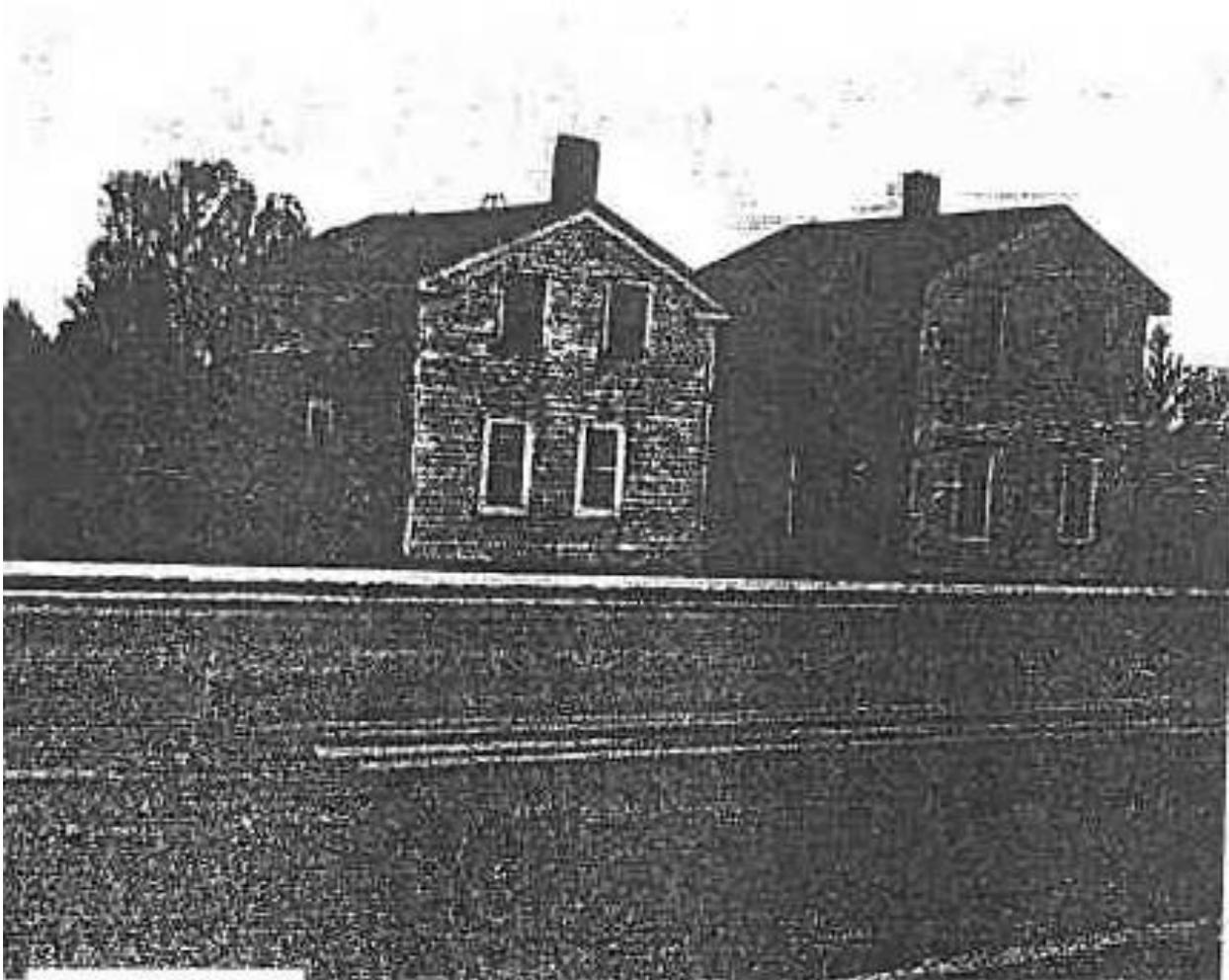


Figure 1.

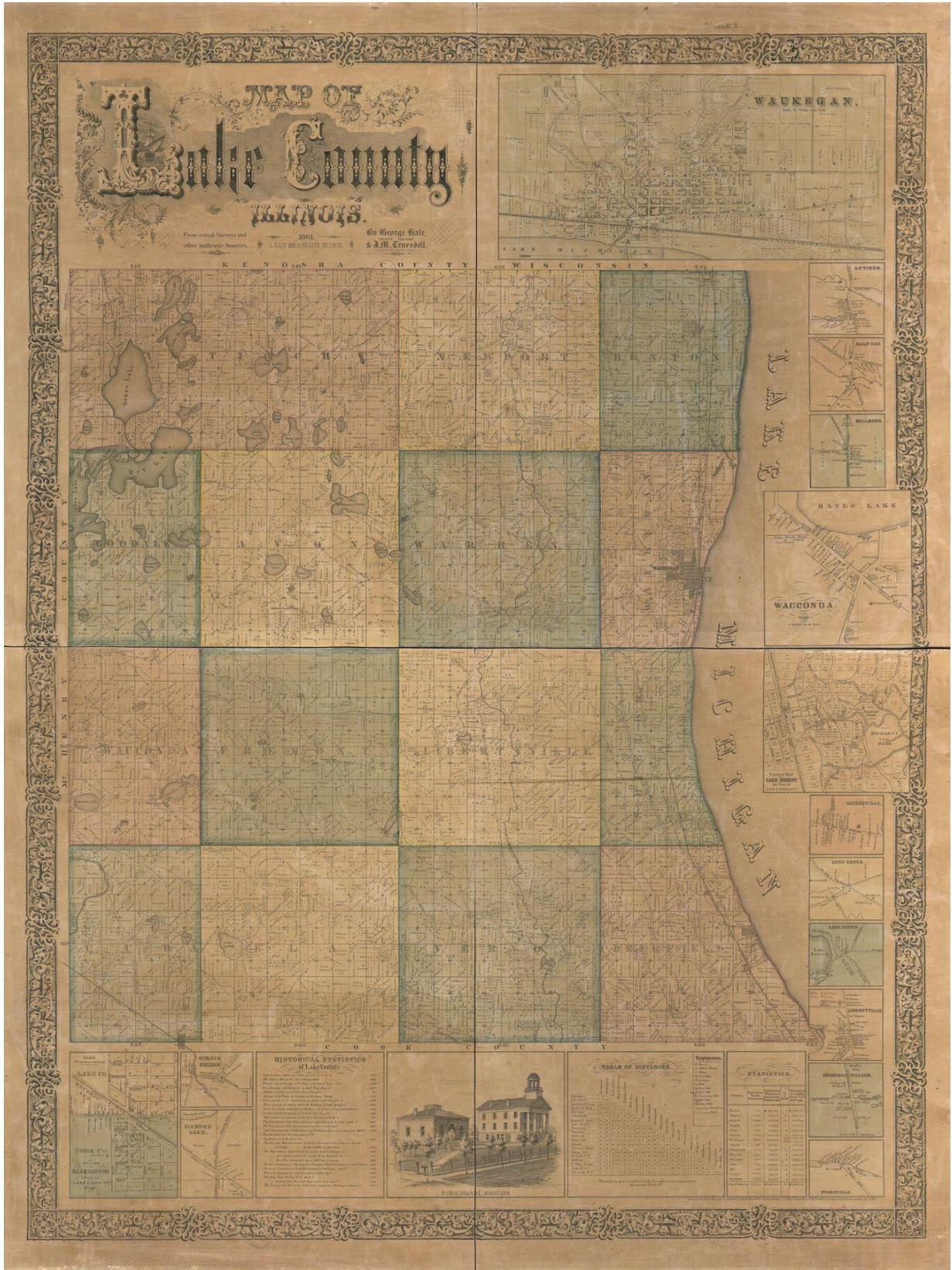


Figure 2.

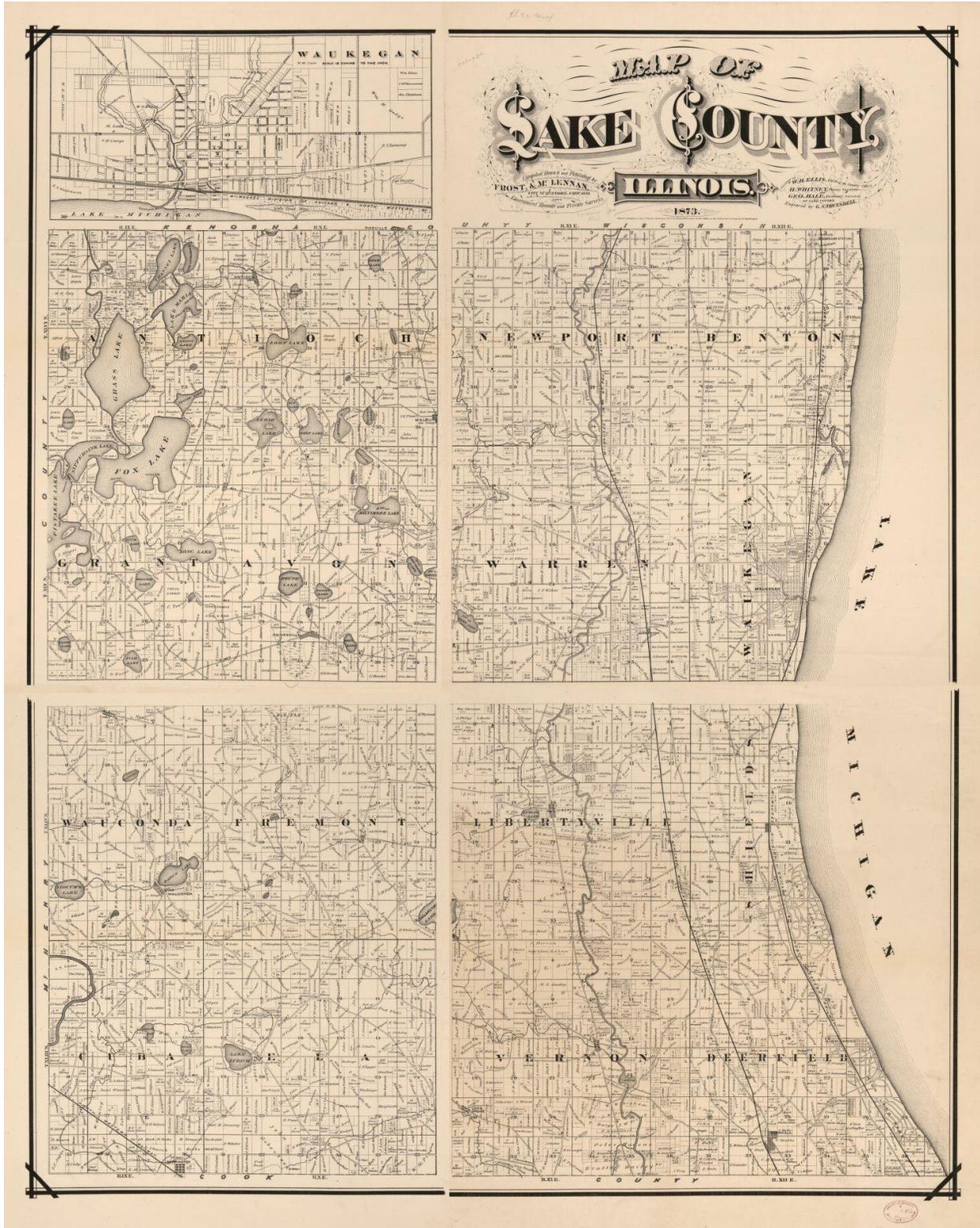


Figure 3.

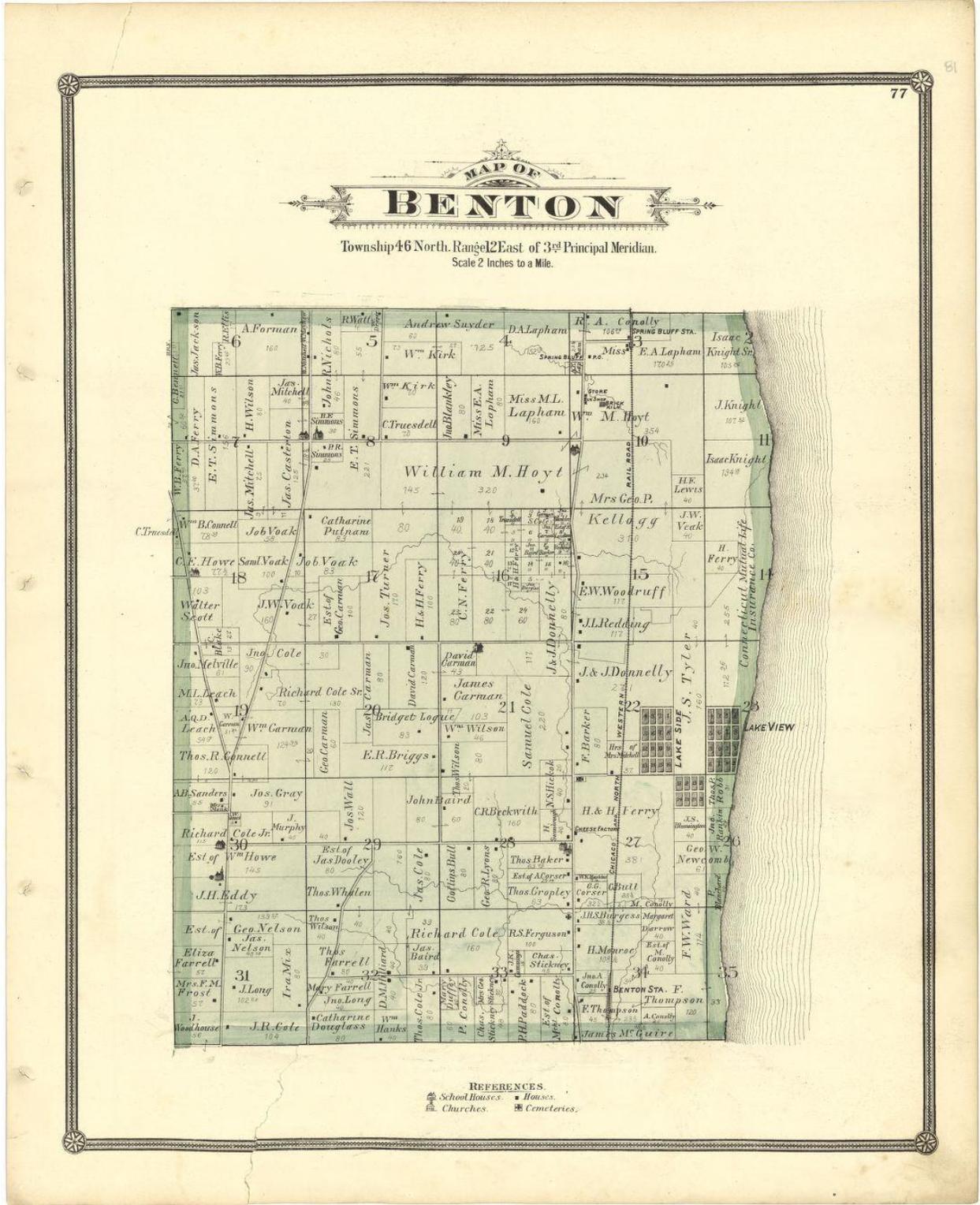


Figure 4.

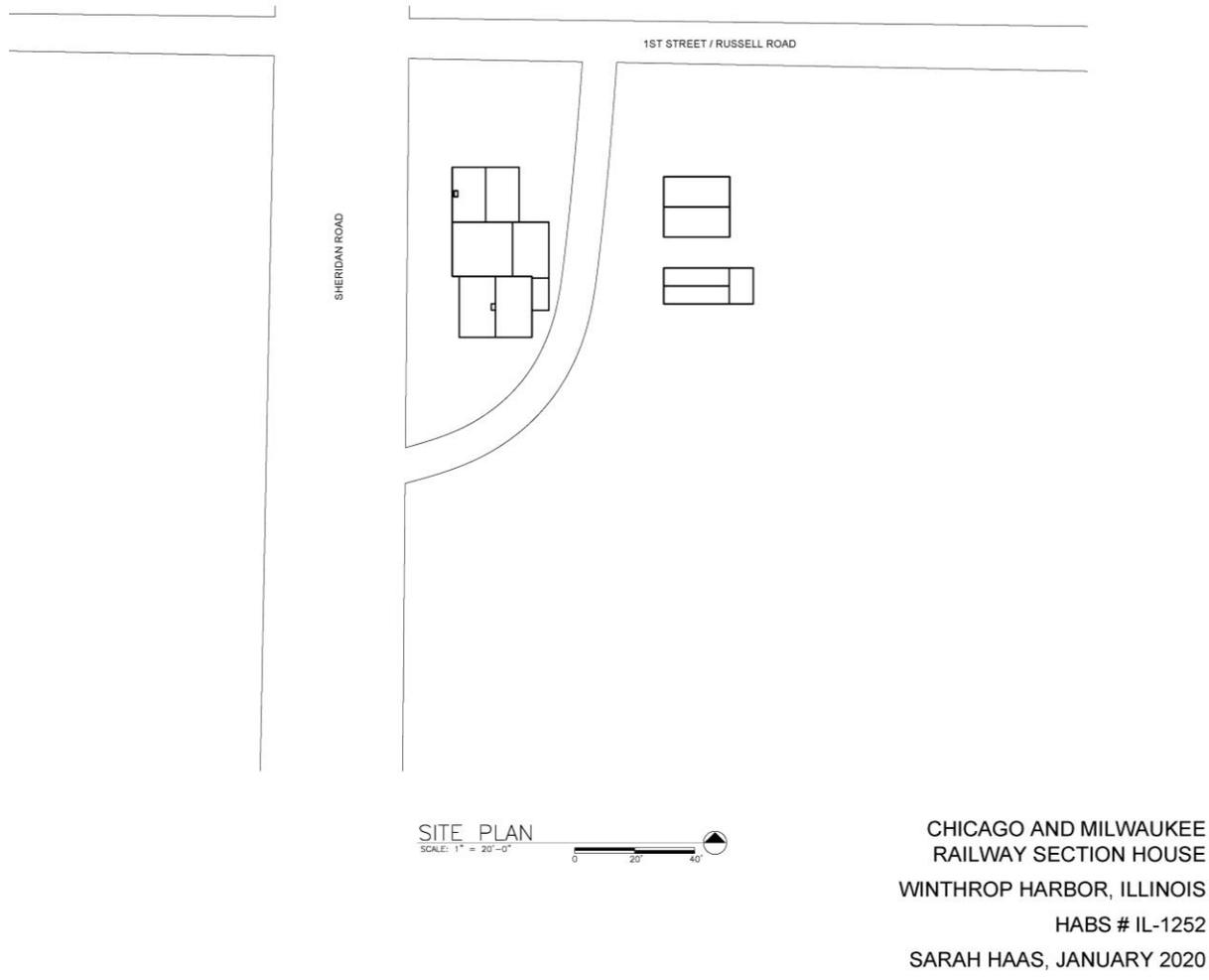
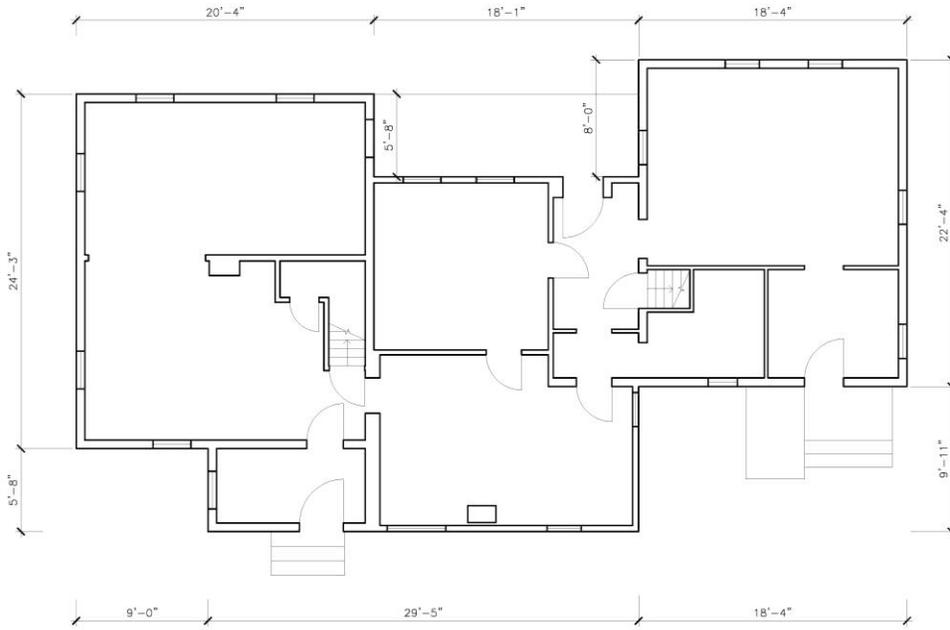


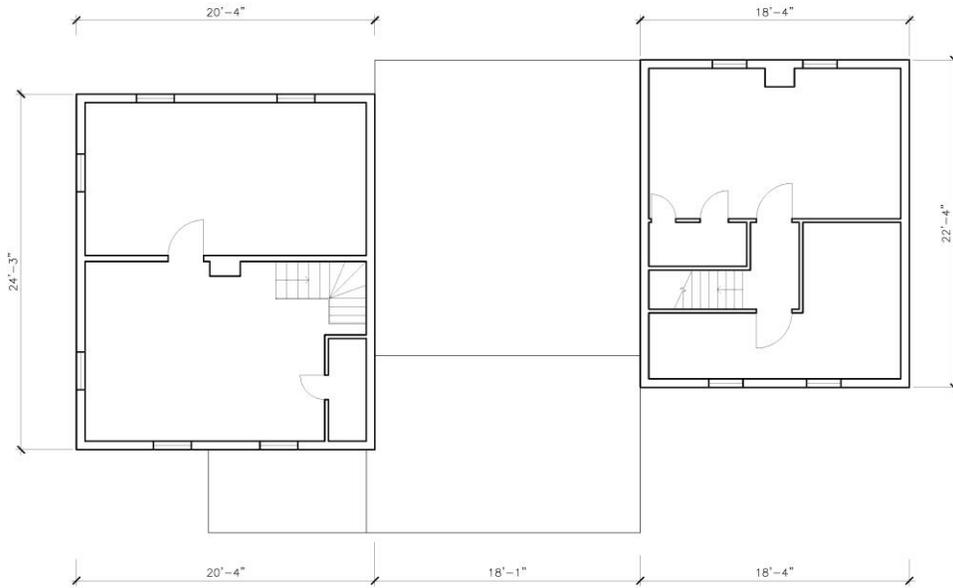
Figure 6.



FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"
0 1 5 10'

CHICAGO AND MILWAUKEE
RAILWAY SECTION HOUSE
WINTHROP HARBOR, ILLINOIS
HABS # IL-1252
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Figure 7.



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

CHICAGO AND MILWAUKEE
RAILWAY SECTION HOUSE
WINTHROP HARBOR, ILLINOIS
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Figure 8.