

United States Department of the Interior
National Park Service

SENT TO D.C.

11-6-95

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Dempster Street Station

other names/site number Skokie Swift Station

2. Location

street & number 5001 Dempster Street not for publication

city or town Skokie vicinity

state Illinois code IL county Cook code 031 zip code 60007

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Illinois Historic Preservation Agency William L. Wheeler, SHPO 6-26-95
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____	_____	_____

Dempster Street Station
Name of Property

Cook, Illinois
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related

Current Functions
(Enter categories from instructions)

Transportation/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Craftsman
Prairie School

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick
roof Asphalt
other Wood
Limestone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Dempster Street Station
Name of Property

Cook, Illinois
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1925-1945

Significant Dates

1925

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Gerber, Arthur U., Architect

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Dempster Street Station
Name of Property

Cook, Illinois
County and State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 6	4 3 7 7 5 0	4 6 5 4 3 2 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Nancy Wagner and William Lebed
organization Landmarks Preservation Council of Illinois date May 7, 1995
street & number 53 W. Jackson, Suite 752 telephone 312-922-1742
city or town Chicago state IL zip code 60604

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Chicago Transit Authority, Real Estate Department, Merchandise Mart, Rm AC7-112
street & number PO Box 3555 telephone _____
city or town Chicago state IL zip code 60654

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number / Page 1

Dempster Street Station

The Dempster Street Station on the 5000 block of Dempster Street in Skokie, Illinois was built in 1924-25 as a depot for both the Chicago, North Shore, and Milwaukee Railroad and the Chicago Rapid Transit Company, the forerunner of the Chicago Transit Authority. It was designed by Arthur U. Gerber in his familiar "bungaloid" style, with heavy Prairie School influences. Seven other stations were created by Gerber and built at the same time on the five mile stretch between Dempster Street and the Howard Terminal in Evanston and Chicago. These stations, intended solely for rapid transit use, have since been razed. Only the Dempster Street Station, the largest and most ornate, has survived.

The Dempster Street Station sits on its original site with its north facade facing Dempster Street. This was the main entrance to the station. The south facade faced towards a loading platform to the south. This platform has been demolished. Today, it faces a new Skokie Swift Station, dedicated in 1993 about 60 yards farther south. The west facade was a loading platform for the trains and is still bordered by one of the original set of tracks. Passengers were dropped off at the east facade of the station to wait for their trains and this facade now faces a commuter parking lot and still provides a protective eave for passengers waiting for busses.

The station is a low, rectangular building 100 feet long. It is built of expensive and durable materials. It is solidly constructed of tapestry brick, reinforced concrete, and terra cotta with cast stone trimmings. The 12 inch thick walls rest on reinforced concrete footings. A basement extends under the south two bays of the station.

The exterior of the station has been modified over the years but most of the original fabric is intact. The hipped roof is gently sloped, projecting

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Dempster Street Station

approximately 12 feet beyond the station wall on the north side and 5 feet on the east and west. The green ceramic roof tiles have been replaced by red asphalt shingles. Four cast stone columns emphasize the overhang on the north and south facades. The columns and the grand north entrance of the station remain visible from the street. Although the doorways and some of the windows have been replaced with modern metal and glass doors and windows the scale of the openings remain the same. The roof projection on the south frontage is partially hidden by a metal and glass curtain wall and drop ceiling which was added in the late sixties. However, all of the original columns and lively articulated roof framing are well preserved under these additions.

Heavy, Craftsman brackets serve as support for the projecting eaves. These are ornate in scale and form. They reflect the influence of the Arts and Crafts movement and Prairie School architecture. The brackets supported light fixtures which can still be found on all of the brackets. They are missing only their glass globes. Seven brackets are spaced evenly on both the east and west sides. Four brackets frame the former main entrance on the north facade. The brackets on the south wall have been removed, though existing support beams reveal their former location. These broad overhangs provided shelter for riders of the Interurban and today shelter those waiting for bus transportation.

The east and west facades are composed of six bays. The bays contained very decorative, narrow wood casement windows. The window bays have three tall, narrow casement windows with smaller singular nine-pane windows on either side. A modern glass and metal entrance to the Greyhound ticket agency was added to one of the east facade bays in the 1980s. Many of the bays have been bricked in but the sense of pattern and rhythm can still be found in all of the remaining heavy cast

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Dempster Street Station

stone lintels and sills of the windows. On the west facade two window bays remain with all of the lintels and sills.

The interior of the station has been subject to changes over the years, however these changes are additive and much of the original interior remains intact. The floor of the station is of pink and green terrazzo. This rests on a 4 inch concrete slab which runs underneath the north end of the station and shelter areas. The basement extends under the south two bays of the building. The north part of the station was the waiting area for the trains and ran the entire width of the station and the length of four bays. A concession stand was located in the southwest corner of this room. Directly to the south were the public bathrooms, parcel and baggage rooms on either side of a central hall. The central hall extended to the south entry. In the middle of the central hall was the ticket counter. The original interior walls are solidly constructed of brick and are largely intact. Although the interior has been altered the original floor plan is very evident. The added wall partitions are cheaply constructed and easily removed. The only section of the interior that is open, or even viewable to the public, is the narrow central vestibule used by Greyhound.

The Dempster Street Station is one of relatively few examples of the Prairie School architectural style adapted to a non-residential public building. The strong horizontal lines of the roof of the station are balanced by the vertical emphasis of the brackets, providing the structure with an overall sense of balance still readily apparent. Most of the alterations to the station have been additive and can be removed during renovation and restoration. Subtractive modifications have been few. Most significant architectural elements are intact, including all structural components, wood trim, and columns. Filled-in windows can be restored, the original globe lights can be replaced, and the roof can be re-tiled. Using old photos and the volumes of historical documentation the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7, 8 Page 4

Dempster Street Station

Dempster Street Station can be returned to a state of utility while retaining its architectural integrity and historical significance.

Statement of Significance

The Dempster Street Station in Skokie, Illinois merits inclusion on the National Register of Historic Places under Criterion A, as a locally significant building relating to transportation. Its period of significance is from the years 1925 to 1945. Constructed in 1924-25 as a dual use facility for North Shore interurban trains and rapid transit trains, it was the essential factor in the transformation of Niles Center (the name was changed to Skokie in 1938) from a small prairie town populated mainly by truck farmers to a part of Chicago's economic/social orbit. The current village of Skokie, with a population of approximately 71,000 is located 15 miles north of Chicago. It is bounded on the north by Wilmette, on the south by Lincolnwood, on the east by Evanston, and on the west by Niles and Morton Grove.

The pattern of suburban development in America was intimately linked to the expansion of railroads. The Dempster Street Station was Skokie's rail link to Chicago for close to forty years; the modern village of Skokie grew up around it.

Niles Center was incorporated in 1888. By the late 1910's it had changed little--a sparsely populated collection of small farms, with Public Works consisting of one employee who also served as village blacksmith and village plumber. The few roads were old Indian trails, often used by the Essanay Film Co. to shoot their Westerns on. These roads were impossible to traverse when raining. Even without rain, the journey to Chicago often took over a full day.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Dempster Street Station

Samuel Insull was the man most responsible for changing this landscape. By 1907 Insull had merged his Chicago Electric Company with the Commonwealth Electric Company. Insull saw the villages and prairies lying outside Chicago as vast potential markets for his electric power. Insull had also, by 1914, amalgamated the city's various street railways into the Chicago Rapid Transit Corporation. He had already extended the Garfield Park El into the western suburbs. To tap the growth potential of the outlying areas to the north, he used the interurban railroad.

In 1886 George Westinghouse and William Stanley perfected the transformer, which made it possible to transmit electricity hundreds of miles by alternating current. This made possible the interurban railroad. By 1917, there were over 18,000 miles of interurban track in America. The interurbans were cleaner, faster, and prompter than the steam powered commuter lines.¹

By the 1920's Insull had acquired all three of Chicago's interurban lines; he purchased the North Shore, the oldest of the lines, in 1916. As early as 1901 the North Shore had a line that stretched from Chicago to Milwaukee. Insull and his associates decided to build a 23 mile, high-speed bypass a few miles to the west of this line. The Chicago, North Shore and Milwaukee Railroad was organized to carry out the project. Right-of-way was purchased and the Public Service Company of Illinois, controlled by Insull, installed high tension electrical lines.

The first leg of this bypass to be built was the 5 mile stretch between the Howard Avenue Station in Evanston/Chicago and Dempster Road in Niles Center. Construction on this began April 24, 1924 and was completed March 28, 1925. On this date, at 2:30 P.M., the station was officially opened. Special trains from Chicago and the North Shore transported hundreds to the ceremony, which was attended by more than 15,000

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

Dempster Street Station

people. Among the speakers were the mayors of Evanston and Niles Center, and Bernard Fallon, the vice president of the Chicago Rapid Transit Company. By June 1926 the remaining 18 miles of the bypass was completed to Libertyville.

With its wide, private right-of-way, steel bridges supporting overhead wiring, and heavy rails the Skokie Valley bypass was considered a state-of-the-art route. The North Shore trains featured dining cars, parlor cars, and observation cars. Express trains made the run from Chicago to Milwaukee in a little over two hours.²

The Chicago Rapid Transit Company (known as the CTC) was the first to use the Skokie Valley line, leasing the trackage rights. The North Shore Railroad did not begin service until the entire cut-off was completed. Operating only between Howard and the Dempster the CTC built "ornately furnished stations on the extension . . . to unusually high standards. Reinforced concrete and brick were extensively used in their construction and they were provided with concrete high level platforms and canopies. White cast stone and terra cotta were used for exterior trim. Floors were of terrazzo or pink marble and interior walls were of brick or pink Tennessee art marble."³ The other seven stations (Ridge, Asbury, Dodge, Crawford, Kostner, Oakton, and Main) have all been razed. Only Dempster Street, the largest and most elaborate remains.

The construction of the station precipitated an enormous land boom in the surrounding area. The North Side Realty Company published a pamphlet which compared opportunities in Niles Center to gold rush Alaska and quoted the large increases in land valuation in Chicago neighborhoods after extension of the El tracks. "The (builders and owners) can come to Niles Center and build with assurance of fully tenanted structures

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Dempster Street Station

because, with rapid transit lines in operation, their tenants can reach offices and shops in Chicago's Loop in less than 45 minutes."⁴

Between 1922 and 1926 land was annexed that increased Niles Center to 10 times its original size. The Niles Water Works System, a metered connection to the Chicago system, was completed. Farmland was purchased, subdivided, paved, and lit at an extraordinary pace. Niles Center Bank president Willard Galitz told of corner lot that "sold for \$3200 two and a half years ago. it was resold 18 months ago for \$10,000. Then six months later its was sold again for \$20,000. Now its on sale for \$45,000."⁵

The stock market crash of 1929 and the Depression which followed brought this activity to a halt. Thousands of vacant lots stood bare, ringed by paved streets and streetlights, surrounded by prairie. Numerous investors found themselves with land that was not worth its tax assessments and sold for pennies on the dollar. It was not until the post-World War II era that Niles Center, now Skokie, would experience the population increase that was predicted for it.

The vicissitudes of the economy in the area affected the railroads. The Rapid Transit system, never successful, had a ridership of only 700,000 in its peak year. It ceased operations in 1948.

In the first year of the Skokie Valley route, 1926, the North Shore Railroad transported a total of 19.5 million passengers; it would not equal that total for another 20 years. Following the collapse of the Insull empire the railroad drifted through several hands. It received a brief reprieve during World War II, when it was used by servicemen in training at the Fort Sheridan and Great Lakes bases. 1946, though, was its last profitable year. commuter fares were not enough to cover costs. Equipment was

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

Dempster Street Station

old and deteriorating. Despite the population growth in the area in the 1950's the North Shore Railroad could not cope with competition from the newly built Edens Expressway and the more modern Milwaukee Road and Northwestern Railroad commuter lines. In 1963 Harold Mason, the president of the North Shore Railroad, said that the line had been losing \$1000 a day during 1962 and petitioned the Illinois, Wisconsin, and interstate commissions for the right to discontinue service.⁶ Despite strong protests from a commuter organization, which even offered to buy the line, service on the North Shore was suspended in January, 1963.

In 1964, aided by funds from the Department of Housing and Urban Development, the Chicago Transit Authority (CTA) began operating the Skokie Swift, a non-stop commuter service between the Dempster and Howard terminals. The CTA's Planning Department's earliest projections called for a new station at Dempster, although this was contingent on the success of the current venture. As it was, the Skokie Swift was a huge and immediate triumph and the CTA quickly began to phase out the old station. Although a new two-agent fare collection booth was installed, it was felt that the station could not accommodate the high level platform loading of rapid transit cars. Platforms were built to the south of the station for this purpose. Meanwhile the CTA leased space in the Dempster Street Station to various retail establishments including over the years a dry cleaning store, branch bank, restaurant, and dog grooming parlor.

At the same time planning continued for a new depot, and in October 1992 construction was begun. The new Skokie Swift Station opened in May 1994. This bustling, steel and concrete structure sits only 60 yards from its predecessor, used now only as Greyhound bus stop.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 9

Dempster Street Station

The Village of Skokie has few structures that delineate its history. The Dempster Street Station is important as a symbol of the forces in the past that shaped Skokie's present.

Endnotes

1. Douglas, George. Rail City: Chicago U.S.A. Howell-North, San Diego, 1918, p. 226.
2. Burke, Tom. "The Skokie Swift," Rail Classics. Oct.-Nov., 1988.
3. Souvenir Booklet of the Opening of the El Extension to Nilis Center. North Side Realty Co., 1926.
4. Howard News. 8/20/1924.
5. Skokie 1888-1988. Skokie Historical Society, Skokie, Illinois, 1988.
6. Chicago Tribune. 1/17/1963.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 10

Dempster Street Station

Burke, Tom. "The Skokie Swift", Rail Classics. Oct-Nov.-1988

Chicago Reader, Neighborhood News. October 28, 1994

Chicago Tribune. Jan.17, 1963.

Condit, Carl. Chicago, 1910-1930, Building, Planning and Urban Technology.
University of Chicago Press, Chicago, 1973.

Douglas, George A. Rail City: Chicago U.S.A. Howell-North, San Diego, 1981.

Howard News. Aug. 20,1924.

Hubbard, Nancy. National Register of Historic Places Nomination, Linden
Avenue Terminal. 1983.

Middleton, William. America's Fastest Interurban. Golden West, San
Marino, 1964.

Skokie 1888-1988. Skokie Historical Society. 1988.

Skokie Life. Sept. 17, 1944.

Souvenir Booklet of the New El Extension to Nilas Center. North Side
Realty Co. 1926

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 11

Dempster Street Station

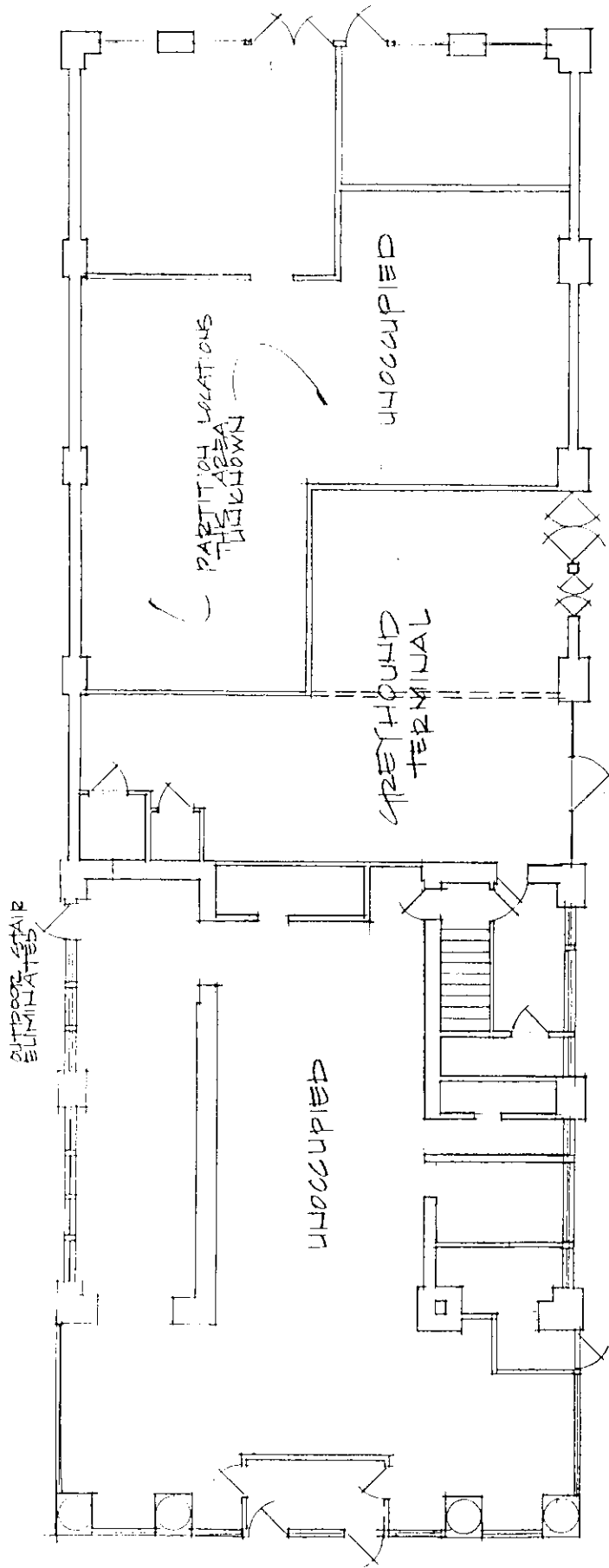
Verbal Boundary Description

The Dempster Street Station is located in Block #1 in Assessors Division of the northeast 1 quarter of Section 21, Township 41, Range 13 in Skokie, Illinois. The property index number is 10-21-202-034.

Boundary Justification

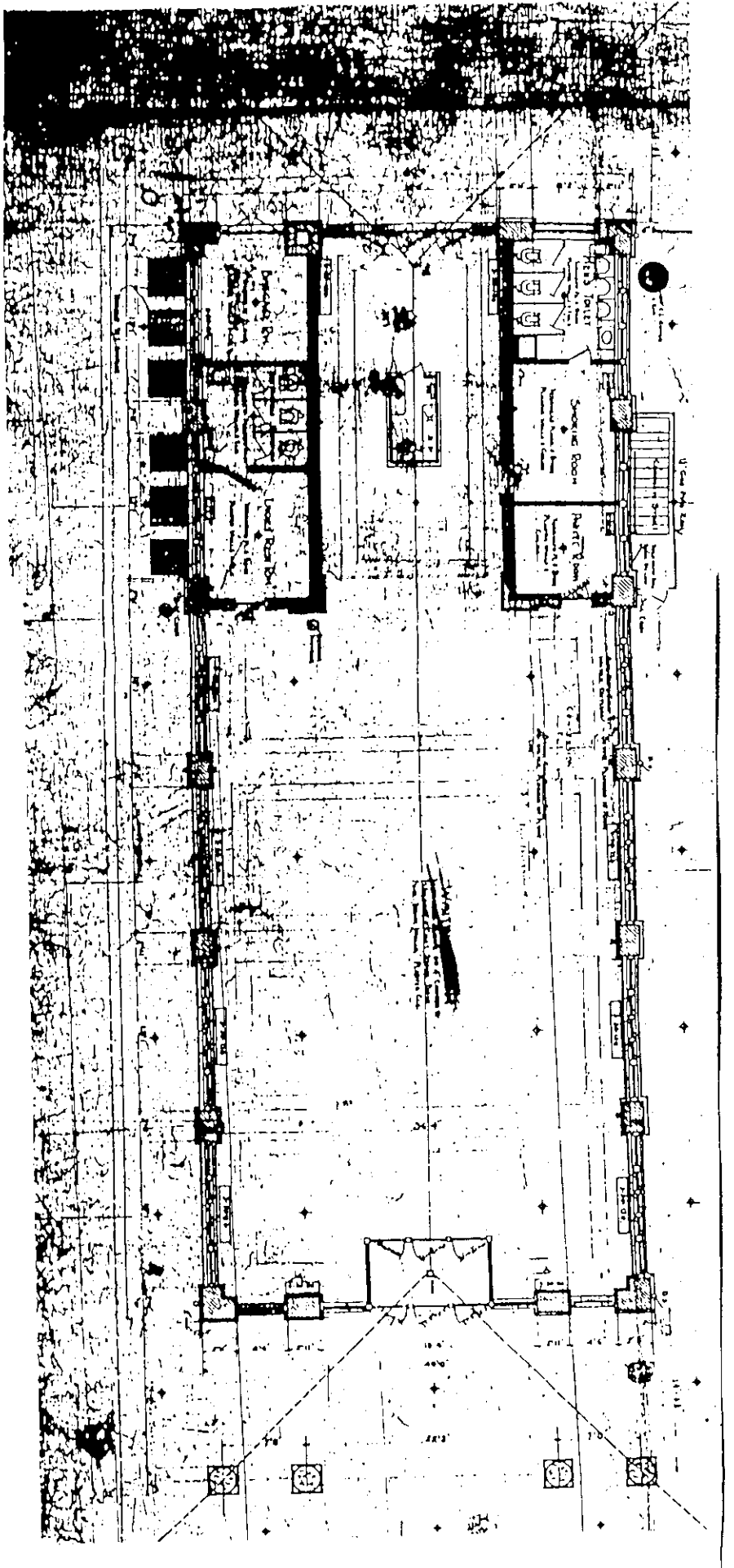
This is the block historically associated with the Dempster Street Station.

NORTH ▲

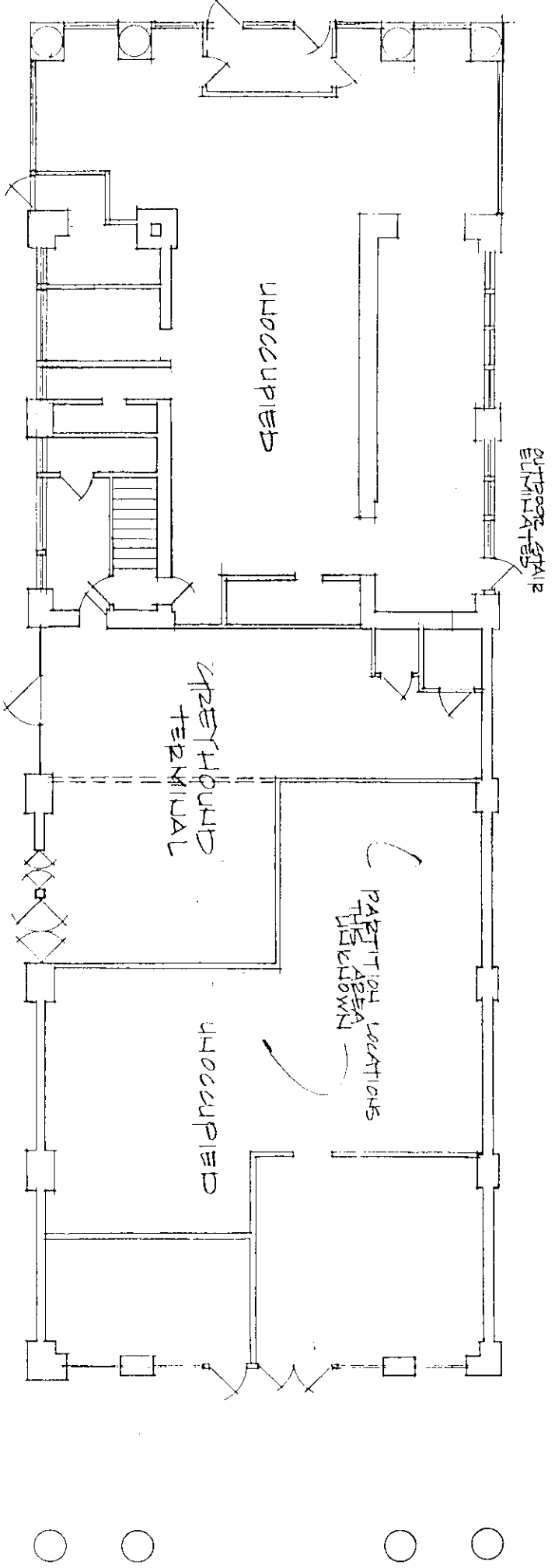


DEMPSTER STREET STATION, SKOKIE, COOK COUNTY, ILLINOIS
Not to Scale

DEMPSTER STREET STATION - 5001 DEMPSTER STREET - SKOKIE, ILLINOIS - ORIGINAL FLOOR PLAN



NORTH



DEMPSTER STREET STATION, SKOKIE, COOK COUNTY, ILLINOIS CURRENT FLOOR PLAN
Not to Scale



United States Department of the Interior

NATIONAL PARK SERVICE

P.O. Box 37127
Washington, D.C. 20013-7127

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice
(202) 343-1572, fax (202) 343-1836 or E-mail: edson_beall@nps.gov

Visit our web site at <http://www.cr.nps.gov/nr/nrhome.html>

MAR 29 1996

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 3/18/96 THROUGH 3/22/96

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ARIZONA, YAVAPAI COUNTY, Damp Date Creek, N of US 89, Date Creek vicinity, 95001361, LISTED, 3/22/96
FLORIDA, VOLUSTA COUNTY, Bethune--Cookman College Historic District, 620 Dr. Mary McLeod Bethune Blvd., Daytona Beach, 96000298, LISTED, 3/21/96 (Daytona Beach MPS)
GEORGIA, BIBB COUNTY, Lustron House at 3498 McKenzie Drive, 3498 McKenzie Dr., Macon, 96000216, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, DE KALB COUNTY, Parmer, Neville and Helen, Lustron House, 513 Drexel Ave., Decatur, 96000211, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, DE KALB COUNTY, Pines, Russell and Nellie, Lustron House, 2081 Sylvania Dr., Decatur, 96000207, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, DOUGHERTY COUNTY, Lustron House at 1200 Fifth Avenue, 1200 Fifth Ave., Albany, 96000214, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, DOUGHERTY COUNTY, Lustron House at 711 Ninth Avenue, 711 Ninth Ave., Albany, 96000213, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, FULTON COUNTY, Adams, Jack and Helen, Lustron House, 832 Burchill St., SW., Atlanta, 96000212, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, FULTON COUNTY, Spring, Thomas and Rae, Lustron House, 1692 Brewer Blvd., SW., Atlanta, 96000210, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, FULTON COUNTY, Knight, William and Ruth, Lustron House, 9166 Northside Dr., Atlanta, 96000208, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
GEORGIA, SUMTER COUNTY, Lustron House at 547 Oak Avenue, 547 Oak Ave., Americus, 96000209, LISTED, 3/18/96 (Lustron Houses in Georgia MPS)
ILLINOIS, COOK COUNTY, Dempster Street Station, 5001 Dempster St., Skokie, 95001005, LISTED, 3/01/96
ILLINOIS, LAKE COUNTY, Everson, Edward L., Area Historic District, 21950 N. Riverwoods Rd., Deerfield, 96000086, LISTED, 3/29/96
KENTUCKY, KENTON COUNTY, Bavarian Brewing Company, 522 W. 12th St., Covington, 96000281, LISTED, 3/21/96
MAINE, ANDROSCOGGIN COUNTY, Bagley--Bliss House, 1290 Royalsborough Rd., South Durham vicinity, 96000242, LISTED, 3/22/96
MARYLAND, WORCESTER COUNTY, Crockett House, 900 Market St., Pocomoke City, 96000299, LISTED, 3/21/96
MARYLAND, WORCESTER COUNTY, Mar-Va Theater, 103 Market St., Pocomoke City, 96000301, LISTED, 3/21/96
MASSACHUSETTS, MIDDLESEX COUNTY, Randall--Hale Homestead, 6 Sudbury Rd., Stow, 96000277, LISTED, 3/22/96
NEW JERSEY, CUMBERLAND COUNTY, Bivalve Oyster Packing Houses and Docks, Shell Rd., Miller and Howard Sts., Commercial Township, Bivalve, 96000079, LISTED, 2/28/96 (Marine and Architectural Resources of the Maurice River Cove MPS)
NEW YORK, ORANGE COUNTY, Brewster, Cliver, House, 66 Willow Ave., Cornwall, 96000149, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Brooks, Samuel, House, Pleasant Hill Rd., Cornwall, 96000148, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Carvey--Gatfield House, 375 Angola Rd., Cornwall, 96000152, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Cocks, Isaac, House, Old Pleasant Hill Rd., Cornwall, 96000153, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Hand, Walter, House, 520 Angola Rd., Cornwall, 96000154, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Sands--Ring House, Main St., Cornwall, 96000150, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Scribner House, 19 Roe Ave., Cornwall, 96000157, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Sutherland, Daniel, House, 32 Angola Rd., Cornwall, 96000147, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Sutherland, David, House, 70 Angola Rd., Cornwall, 96000146, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Van Duzer--Sayer, Mary, House, Taylor Rd., Cornwall, 96000155, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Woodruff House, NY 32, Cornwall-on-Hudson, 96000156, LISTED, 3/08/96 (Cornwall MPS)
NEW YORK, ORANGE COUNTY, Wyant--Talbot House, 42 Clark Ave., Cornwall-on-Hudson, 96000151, LISTED, 3/08/96 (Cornwall MPS)
OKLAHOMA, GARFIELD COUNTY, Enid Cemetery and Calvary Catholic Cemetery, 200 block of W. Willow Ave., Enid, 96000305, LISTED, 3/21/96
TEXAS, HARRIS COUNTY, Stevenson, Joseph R. and Mary M., House, 804 Harold St., Houston, 96000275, LISTED, 3/21/96
WISCONSIN, DOOR COUNTY, MERIBIAN (schooner) Shipwreck Site, Address Restricted, Sister Bay vicinity, 96000294, LISTED, 3/21/96 (Great Lakes Shipwrecks of Wisconsin MPS)
WISCONSIN, LA CROSSE COUNTY, District School No. 1, US 14/61 E of Jct. with WI 35, Shelby, 96000303, LISTED, 3/21/96
WYOMING, LARAMIE COUNTY, Pine Bluffs High School, Jct. of 7th and Elm Sts., Pine Bluffs, 96000228, LISTED, 3/21/96