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# A Park in the Making: the History of the Development of Illinois Beach State Park

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## **A Park in the Making; the History of the Development of Illinois Beach State Park**

### ***Introduction***

Illinois Beach State Park is a natural resource for the citizens of our state. This vast expanse of primarily undeveloped lakefront property provides a place for public education and recreation, and protection for a unique ecosystem that is a refuge for a variety of plant and animal species that are adapted to this specialized habitat. Looking at this relatively pristine corner of Illinois today, one would have a difficult time imagining the interesting developmental history of the area. Lakefront residential communities, a short-lived industrial sector, railroad spurs, sand mining operations, farmland, a lakeside restaurant and social gathering place; all of these were once present on what is now predominantly a landscape of windswept sand dunes. Exploring the history of development in the Illinois Beach State Park area within the last century shows how a park of this magnitude comes into being, and how it may slowly disappear through normal erosional processes without continued efforts to assure its protection.

### ***Geologic Setting***

Chrzastowski and Frankie (2000) discussed the geologic framework and coastal processes that characterize the Illinois Beach State park area. They described the coastal setting as a beach-ridge plain, which is defined as coastal land formed by deposition and migration of a succession of nearly-parallel beach ridges or mounds of sand and/or gravel. The beach-ridge plain is a fragile geologic feature that is a result of complex coastal processes, including littoral transport, or the movement of sediments by wave action, storm events and their associated wave dynamics, short- and long-term changes in lake level, and the influence of coastal ice (Chrzastowski and Frankie 2000). Shoreline erosion is a continuing coastal management problem in the Illinois Beach State Park area. Understanding the fragile nature of the shoreline in the park is important when trying to unravel the developmental history and continually changing landscape of the surrounding area.

### ***Physical Setting***

Illinois Beach State Park is located in northeastern Lake County; the park extends along the western shore of Lake Michigan through several municipalities including Waukegan, Zion, Beach Park, and Winthrop Harbor, and occupies approximately 1683 hectares (4160 acres) between Waukegan on the south and the Lake County Spring Bluff Forest Preserve and North Point Marina on the Wisconsin-Illinois border. The park is divided into a North Unit and a South Unit. The South Unit extends from the southern boundary of the park (less than 0.8 km [0.5 mile] north of Greenwood Avenue in Waukegan) to approximately 29<sup>th</sup> Street in Zion (about 6 km (4 miles) of beach front), while the North Unit extends northward from 21<sup>st</sup> Street in Zion to 7<sup>th</sup> Street (Main Street) in Winthrop Harbor (about 3 km (2 miles) of beach front). Land between the North and South Units is owned by Commonwealth Edison and the city of Zion (Illinois Beach State Park web site) (Figure 1).

Illinois Beach was legally designated a state park on July 13, 1953. Prior to the park designation, the area had a diverse history and saw a variety of land uses. The initial designation as a park encompassed what is now the South Unit. The North Unit has existed for only about 30 years and

resulted from land acquired by the state in the 1970s.

### ***South Unit History***

Illinois Beach State Park had its inception with land acquisition in what today is called the South Unit. In general, the South Unit of the park was always less developed residentially and industrially than the North Unit. However, prior to the legal designation of the state park in 1953, a few other activities had taken place in the region. In the late 1880s, a nurseryman named Robert Douglas, envisioning the area as a future regional park, planted Austrian and Scotch pine trees and Waukegan juniper along what is now the southern limit of Illinois Beach State Park (Mullery 1989 and Waukegan Historical Society archives). By the late 1800s/early 1900s, two threats to the pristine quality of the natural landscape were emerging. Industry began advancing northward from Waukegan, and sand mining was damaging the dunes in what is now the southern portion of the park.

One early Lake County history (Partridge 1902) noted that immense quantities of sand and gravel were being mined in the area and shipped to various locations from the Beach railroad station in Benton Township (Figure 2). According to Bob Grosso, superintendent of Illinois Beach State Park (personal communication, 1998), an old railroad spur headed towards the lake in the southern portion of the park where sand mining was prevalent; wooden piers were discovered in the lake at the end of this spur. A topographic map dated 1908 (reprinted 1939) confirmed a railroad spur coming off the Chicago and North Western Railroad tracks and heading eastward to the lake in sections 34 and 35 near Farnum Point; two buildings were shown at the terminus of this spur (Figure 3). By 1960, the railroad spur was no longer visible on topographic maps, having been replaced by an entrance road into the park (Figure 4). A recent photograph indicates that the railroad tracks were never completely removed, but are buried with sand (in Chrzastowski and Frankie 2000) (Figure 5).

Land currently in the South Unit of the Illinois Beach State Park area had another interesting former land use; it was a site for shooting several Hollywood films (westerns) as early as 1907 and continuing into the 1920s; some reportedly starred Charlie Chaplin. One movie filmed there, "The Main Trail", was the largest thriller of its kind ever filmed in the Chicago area and required the construction of a "town" movie set within what is now the park itself. As a climax to the film, the set buildings were blown up and several people were injured (Waukegan Historical Society archives).

Johns-Manville, a manufacturer of asbestos products, constructed a factory at the south end of Illinois Beach State Park in 1922 (Gregory 1967) (Figures 3 and 4). Concerned about the continued sale of land along the lakefront to industry, the Illinois Dunes Park Association leased some land along the lakefront in the 1930s. The association hired caretakers and charged fees to people visiting the lakefront "park". In 1943, the Illinois General Assembly approved the purchase of 182 hectares (450 acres) of land, but the land was promptly turned over to the U.S. Army for temporary use during the war. After the war, the land reverted to the state, which then purchased another 252 hectares (623 acres) (Waukegan Historical Society archives). In this way, land acquisition of the South Unit of Illinois Beach State Park by the state of Illinois began in earnest and was virtually completed in the 1940s-1950s, culminating in the official designation of Illinois Beach as a state park in 1953.

It has been uncertain whether or not residential land use ever existed in the southern portion of the South Unit of the park. Mayville, a platted residential subdivision, may have existed within what are

now park boundaries near the Dead River. It was shown on a 1907 plat map and a 1956 Sidwell map as being in the northwest quarter of section 2 (Figure 6; also see Figure 3). No records were found to indicate whether the community was ever constructed; most historical sources surmise that the area was planned and even given a name, but never built (Clifton et al. 1989). Houses and roads are not depicted in the alleged Mayville area on topographic maps dated 1906-1993 or on aerial photographs from 1939 to 1998. However, an aerial photograph from 1939 showed the presence of a small community (around 20-25 homes) just north of Bull Creek in section 27 (see Figure 3); this community was no longer present on aerial photographs from 1961.

The northern portion of the South Unit of Illinois Beach State Park, which extends into the municipality of Zion, has seen a little more variety in land use throughout the last century. Zion City was founded in 1900 by Dr. John Alexander Dowie, a minister with the Christian Catholic Church who embraced the doctrine of Divine healing (Zion Chamber of Commerce 1979). He came to the Chicago area with plans to build a church based on his ideals, established a following, and founded his “utopia” at Zion City as a religious/industrial community. Strict laws enforced by Dowie and his Church controlled all activities, and thus the Church owned all industrial and commercial establishments. Historical accounts discussed in Cook (1996) stated that by 1901, a 30-m (100-ft) strip of the projected 91-m (300-ft) wide Shiloh Boulevard stretched from the Shiloh Tabernacle eastward to Lake Michigan’s Hosah Beach, with a wide boardwalk running alongside (Figure 8). In the summer, the sandy beach was in constant use; a pavilion and bath houses were subsequently built near the boardwalk. A fishing industry sprang up along the lakefront as well; in the summer of 1901, one resident pitched his tent on the beach, and by the fall, he had more than a mile of nets and several employees (Cook 1996). An article in a Zion City newspaper, “The Theocrat”, dated 1915, indicated that there were plans to transform lakefront land into productive farmland, stating that “peat land is the best for the growing of celery”. Historical photographs show that by 1916, lakefront property was under agricultural use in certain areas. For example, a cabbage field was located along the lake south of 29th Street in Zion (Zion Historical Society archives) (see Figure 1 for location of 29<sup>th</sup> Street).

Dowie consecrated an artesian well in Shiloh Park called Shiloh Spring in 1902; it had a well depth of 478 m (1569 ft) (Zion Historical Society 1970). He also introduced a new industry to America, the making of Valenciennes lace; the famous Zion Lace Factory was constructed on Deborah Avenue between 27th and 28th Streets (Lake County Museum Regional History Archives) (Figure 7). Also present in Zion were a candy factory, a cookie factory (famous for its fig bars), and a printing establishment (the Zion Printing and Publishing House on 25th Street and Deborah Avenue). According to historical accounts (Osling 1976; Cook 1996), several rather bad business decisions contributed to the demise of these industries, and Dowie died in 1907 after suffering a breakdown of his own. The lace factory was sold to Marshall Field & Company in 1907, and was run as a private operation until 1952. The building then was used to make televisions for the Warwick Manufacturing Company; it is still standing today and houses several small industries.

Hosah Beach was originally a beach and recreation area for Zion’s factory workers and their families. A 1908 (reprinted 1929) topographic map depicted about five buildings along the lakefront in section 23, just north of Shiloh Boulevard (Figure 8). On a 1939 reprint, these buildings were no longer present, but a road had been built along the lake in this same section. By 1960, a topographic map depicted a more developed Hosah Beach subdivision north of 29<sup>th</sup> Street and south of Shiloh Boulevard along the lake in section 23 (Figure 9). About 35-40 homes were present in this area. About 15 more homes were scattered along the lake from Shiloh Road north to 21<sup>st</sup>

Street, plus 25-30 more homes to the west in sections 14, 15, 22, and 23. Hosah Beach was eventually split up; some was purchased by a man named Bartlett for a future residential subdivision (Bartlett North Shore Acres), and some was bought by Commonwealth Edison. Some of the land directly north of Commonwealth Edison became a Zion Park District holding entitled Hosah Park.

Hosah Beach is now the site of the 250-million dollar Commonwealth Edison Company nuclear-powered generating plant (located between 29<sup>th</sup> Street and Shiloh Boulevard in Zion); construction on the plant was completed in 1973 (Figure 20). With its construction, the Illinois Beach State Park land mass was broken up. However by 1998, the decision had been made to decommission the Zion station, or remove and dispose of all of the radioactive components and clean up all residual radioactive materials; it is estimated that these activities may be completed by the year 2033 (Engineering News Record 1998).

### ***North Unit History***

The North Unit of the park encompasses land that had a much more extensive history of development than the South Unit, prior to being designated as parkland. The Camp Logan facility, with approximate north and south boundaries of 17<sup>th</sup> Street and 21<sup>st</sup> Street, respectively, was built in the early 1890s. Prior to construction, the parcel of land it sits on served as a prisoner-of-war camp during the Civil War. Halsey (1912), Johnson (1939), and Dretske (1998) described some of the early history of Camp Logan. In 1912, Camp Logan was used as the rifle range for the state militia and a practical school for the training of citizen soldiers. Five concrete barracks were present by the year 1912 to house the men who attended instructional sessions. The men were housed in older frame shacks prior to the construction of these barracks. Also by 1912, a new concrete arsenal had been constructed where ammunition and guns were stored. A cottage, called the central building of the reservation, was used as lodging for high officers and headquarters. A mess hall and canteen were also present on the camp grounds.

During World War I, Camp Logan was taken over by the Great Lakes Naval Training Station for use in the training of extra recruits. Twelve new barracks were constructed, as well as more officers' quarters. The arsenal was converted to a morgue (Figure 10).

After the war, Camp Logan became the site of various government projects. In 1935, the camp was used by the Illinois Emergency Relief Corps for a two-year project. By 1939, the range was used by the Illinois National Guard, because state militias had been federalized and the former militia forces of the individual states were now subject to call by the federal government to strengthen national defense when needed. The range was used by the Guard, the U.S. Army, and the U.S. Marine Corps for target practice and other training. Also during this period, the Works Progress Administration (WPA) undertook rehabilitation work at Camp Logan that provided employment to workmen during the Great Depression. The work included landscaping, remodeling, painting, and installing new plumbing and water systems. The camp was given over to these projects during the winter months, but became very crowded from early spring until late autumn when troops swarmed the facility.

Starting in 1972, Camp Logan was the home of the Lake County Sheriff's Department work-release program, which helped former prisoners negotiate the transition from prison to a responsible life with jobs and counseling. It served in this capacity until 1983 (Waukegan Historical Society

archives).

The Camp Logan area was eventually acquired from the military and naval departments and has been managed by the Illinois Department of Natural Resources (IDNR) (formerly the Illinois Department of Conservation [IDOC]) since 1974. Today the Camp Logan area is part of the state park. According to a 2000 IDNR brochure that describes the history of Camp Logan in detail, there are ten pre-1970s buildings still in existence at the camp; two of these buildings date from the 1890s. The Camp Logan National Guard Rifle Range Historic District was listed on the National Register of Historic Places on June 9, 2000.

The portion of Illinois Beach State Park with perhaps the most diverse and interesting history is the area north of Camp Logan, the village of Winthrop Harbor. The original name of the settlement at this location was Benton. The name was changed in 1871 when a post office was constructed and called Spring Bluff (Taylor date unknown). One Lake County history (Anonymous 1877) contained a map depicting this post office in the extreme northwest corner of section 10, as well as a cheese factory just west of the railroad tracks, also in the northwest corner of section 10 (Figure 11). Much of the early history of Winthrop Harbor was catalogued in a local historical document entitled "The Village of Winthrop Harbor -- Its Story" (1975), written by former local resident and town historian Stephen Ragno. Winthrop Harbor really had its beginnings when, in 1883, J.H. Van Vlissengen purchased about 1093 hectares (2700 acres) of land, intending to develop it as an exclusive subdivision. He never accomplished this dream and in 1899, sold his land to the Winthrop Harbor & Dock Company, which subsequently platted the land into two zones, an industrial area to the east of the railroad tracks and a residential area to the west of the tracks.

The name of the village was changed to Winthrop Harbor in 1894, and it was incorporated as such in 1901. The village experienced phenomenal growth for several years, as a few manufacturing plants became established in the region. People from surrounding communities flocked to work in these factories, their mode of transportation generally being walking or riding bicycles along the Chicago and North Western Railroad tracks (Ragno 1975). Taylor (date unknown) and Ragno (1975) documented the brief industrial history of the area (See Figure 12 for a pictorial representation). The first and largest of these industries was the Simpson Manufacturing Corporation (established in 1899), a manufacturer of brick forming and handling machinery. Their large brick building was located north of Main Street and just west of Irene Drive. Simpson stayed in business only three years, but the building itself was used by several other firms (including the Municipal Engineering Corporation in 1904, and later, the Gordon Fireworks Company). The fireworks company closed during the Depression. Different historical accounts exhibit some variation concerning which company took over which building; it was a time of wildly fluctuating successes and failures for the industries in the area.

Shortly after Simpson Manufacturing was established, the Western Telephone Construction Company moved into a new building also on the north side of Main Street, but further west adjacent to the railroad tracks. This plant constructed wooden phone boxes and switchboards; Van Vlissengen became the president of the company. This plant closed in 1906, and Linga Carburetor Company moved into the building. Following Linga's occupation, in about 1916, the building was taken over by the Winther Motor Truck Corporation. During World War I, they built trucks for the Army and the Navy. Local industry geared up for the war effort, and the Winthrop Motor Truck Corporation received an order for 235 "auto-trucks". When the war was over, the company manufactured automobiles, trucks, and fire engines (under the name of the Kenosha Fire Engine and Truck Company), but they shut down operations in 1925. The building was then occupied by



the Kenosha Wheel and Axle Company, which manufactured and installed wheels on automotive buses, converting them for use on railroad tracks.

The Austin Machinery Corporation established a plant in a location between Simpson Manufacturing and Western Telephone in 1902 and may have taken over the Simpson building under the name of Municipal Engineering Corporation in 1904. Austin Machinery manufactured ditching and trenching equipment, street sweepers, and cement mixers. It was believed that they were manufacturing military vehicles in 1917; the plant reportedly burned down in 1921.

Marine Boiler Works (otherwise known as Walters and Repkow or Pacific Boiler Company) constructed a building further north of Main Street and directly adjacent to Irene Drive in section 2. They were an international marine steam motor company which manufactured shallow draft stern wheelers. It is believed that they closed down in the early 1920s.

In the early 1900s, the Chicago and North Western Railroad constructed a spur line extending eastward to the factories along Main Street. This spur line, visible on a 1908 topographic map (sections 2 and 3), as well as on old historical documents, led to several former industrial buildings (Figure 12; see Figure 3 also).

Industrial hopes for Winthrop Harbor faded after many of these initial companies shut down, relocated, or burned in the early to mid-1920s. The Depression, changing freight rates, and the failure to build a shipping harbor in the area all contributed to this demise. During the Depression, the WPA demolished all of the old buildings in the “industrial park” east of the railroad tracks. Some of the bricks were used to construct other buildings and the concrete foundations were broken up for riprap to be used for erosion control purposes. Dretske (1995) stated that the former industrial area is now at least partially encompassed by the Spring Bluff Forest Preserve and that remnants of the former industries can be found in the area upon close inspection. No signs of the former industrial buildings were visible on a 1961 aerial photograph, although a faint trace of the former railroad spur to these buildings was visible on otherwise vacant land.

Winthrop Harbor village officials subsequently decided to concentrate on residential development and tried to create an exclusive lakefront residential community. William C. Heinroth and Leslie M. Needham of Chicago were employed to create the development. Much of the land east of the railroad tracks was subdivided and platted as the “Oakshore Subdivision” from Main Street north to the state line (Figure 13). South of Main Street, a nine-hole golf course was laid out and built. Construction of the carefully designed and planned Oakshore Subdivision began in 1922, and an elegant brochure advertising the subdivision was prepared and circulated (Needham 1924), but the subdivision was apparently never occupied. Former Winthrop Harbor mayor Art Fossland stated that only two to three homes were actually built before the Depression hit. The community had sunken gardens and sculptured shrubbery, and the entrance was adorned with two massive ornamental stone gates. Ten marble pillars were erected at the east end of Main Street. As of 1975, the stone entrance gates were still visible, but are now reportedly under water. In fact most of the golf course and roads have been washed away by the lake.

In 1954, Sherman Shores, a new housing subdivision, was established along the lakefront and north of Main Street (on the site of the old Oakshore Subdivision and extending into the former industrial area); about 140 homes were eventually built in this area (Figure 4), which is now completely covered by North Point Marina (see below). A large number of expensive lakefront homes were also constructed south of Main Street, extending almost as far south as Camp Logan.

The former industrial buildings and associated railroad spur in sections 2 and 3 were no longer shown on a 1960 topographic map (Figure 9). This same map also depicted a subdivision (known as the Fred K.H. Bartlett subdivision) built along the lake from about 23<sup>rd</sup> Street to 17<sup>th</sup> Street. According to Thad Hanna, former acquisitions agent for IDNR (IDOC), the Bartlett subdivision was developed as early as the 1920s. Mr. Hanna also stated that a battle to protect Lake Front Drive from the effects of rising lake levels was waged for some time; riprap material was emplaced along the shoreline in the area of the Bartlett subdivision in an attempt to slow the landward erosion. However, at the time of IDNR (IDOC) land acquisition (early 1970s), Mr. Hanna believed that at least two blocks of the subdivision had disappeared into the water.

Shoreline erosion in the northeast corner of Illinois has been a long-documented problem. Fraser and Hester (1974) stated that the shoreline in this area had been extensively eroded as a result of the 1952 high lake level. In 1969, Lake County officials expressed concern; they had in their possession a surveyor's map, dated May 15, 1928, that showed the water's edge located 69 m (225 ft) east of Lake Front Drive, north of 21st Street. By 1969, parts of Lake Front Drive were under water (Waukegan-News-Sun 1977) (Figure 14). This north-south lakefront road was almost completely washed away in the 1970s according to Beverly Millard, a long-time employee of the Waukegan Historical Society. During the period from 1965 to the mid-1970s, the lake went on several major rampages, destroying much beach property and many lakefront homes (Ragno 1975) (National Archives at College Park, Figures 15-18). A punishing northeastern wind and an abnormally high lake level combined to flood scores of homes in the Zion-Winthrop Harbor lakefront area in November of 1972; this storm also accelerated the erosion of beach and lakefront property.

In 1973, one of the fiercest documented storms took many homes on their final tumble into the lake. This trend of large storms continued until about 1977. For a historical perspective on how coastal processes have drastically altered the Lake Michigan shoreline in the North Unit of Illinois Beach State Park, see Figure 19, taken from Chrzastowski et al., 1996.

Meanwhile in 1971, the state of Illinois decided that it wanted all of the lakefront from Zion north to the Illinois state line for an expansion of Illinois Beach State Park. Thad Hanna, formerly with IDNR, stated that the acquisition project of the North Unit began in earnest in 1971, and all properties had been acquired by sometime in 1973. He stated that the project evolved in the space of several months from one of land acquisition to expand the state park to one of a rescue operation for homeowners whose houses were being consumed by the encroaching lake. According to Mr. Hanna, there were 1487 identified ownerships, at least 400 occupied dwellings, and one restaurant in the acquisition area. The acres of streets and alleys vacated in the North Unit included about 18 hectares (45 acres) in Winthrop Harbor, 60 hectares (148 acres) in Benton Township and Zion, and 101 hectares (249 acres) in the Camp Logan area. The state used its power of eminent domain to condemn or negotiate for the sale of approximately 200 to 400 affected homes (this number varies depending on the source consulted). At least 40 of these homes were directly on the lakefront. Some of these homes were relocated throughout the area, some were demolished, and some were destroyed by Lake Michigan.

Articles in local newspapers from the year 1972 discussed the loss of lakefront homes in Zion and Winthrop Harbor in more detail. Many local homeowners made statements such as "if the lake doesn't get me, my property will be condemned by the state for use as park land"; some valiantly tried to protect their property from the lake's encroachment by using piles of rocks as barriers. One 1973 acquisition involved a commercial property known as the Lake Aire Restaurant; this business was formerly located at the east end of 21st Street (IL 173) along Lake Front Drive in Zion. IDNR (IDOC) land acquisition used the Lake Aire Restaurant as its headquarters for awhile, before it

eroded into the lake in the mid-1970s. Another interesting story involved a large house that stood at the end of Main Street on Lake Front Drive in Winthrop Harbor (545 Oak Shore Drive). Formerly known as “Robinson’s castle”, construction on this home began in the 1940s. It was purchased in the late 1960s by a couple who intended to complete the remaining details of construction. An article from the Lake County Circle dated 1970 stated that Lake Michigan was approximately 26 m (84 ft) from the back windows of the house; however, the lake was soon encroaching with a vengeance. The patio with a lake view soon became part of the lake itself. This property was eventually acquired by IDNR (IDOC).

The assembly of the North Unit of the park was called the largest land and water conservation project of the time. The drastically reduced number of buildings along the lakefront from Shiloh Boulevard north to the state line shown on the 1980 topographic map (Figure 20) compared to the 1960 map (Figure 9) clearly reflects the results of this project.

The North Unit originally extended along the shore to the Wisconsin-Illinois state line. Construction of North Point Marina resulted in a separate parcel of lakeshore land that is managed by IDNR separately from the state park. An article in the Chicago Tribune dated 1986 stated that trucks and bulldozers had moved into the future North Point Marina area (the area where the former Sherman Shores subdivision was located) and were removing the asphalt streets, sewer mains, and fire hydrants that once were part of Sherman Shores and Oakshore Estates. During the excavation necessary for marina construction, workers dug up numerous pieces of machinery, left over from the old Winthrop Harbor shore industries. One article stated that these items were reburied somewhere in the area. Engineers working on the project stated that the most challenging task for them was removing the old building foundations, septic tanks, paving, and assorted other buried debris that they found when dredging the area, because of the site having once been a lakeside housing development. Workers found an old road under at least 3 m (10 ft) of water. North Point Marina construction was completed in 1989.

On May 9, 2000, North Point Marina and Illinois Beach State Park were formally dedicated as the Cullerton Complex in honor of William J. Cullerton Sr., a long-time advocate of Lake Michigan conservation, fishing, and boating.

## **Conclusion**

**As we move into the new millennium, Illinois Beach State Park is touted as Illinois’ most popular state park, offering a host of recreational activities. Recent problems with asbestos-containing materials (ACM) being found on the beaches have caused a flurry of investigation into the source of this problem. Several theories for the appearance of ACM are espoused, but it is most likely that multiple sources have contributed to the problem, including debris from residential properties and associated utility infrastructures that once existed along the shore, and some contributions from the industrial property located just south of the South Unit of the park. Retracing the historical development of the park area, as we have done here, may provide some clues to assist park personnel as they continue to study and evaluate the situation.**

**Ongoing problems with shoreline erosion plague the Illinois Beach State Park coastline. As**

stated by Chrzastowski and Frankie (2000), erosion is variable from location to location and year to year. Storm frequency and intensity, lake level, and sediment supply are all variables that affect the rate of erosion. The challenge to park managers is to try to prevent any net loss of beach by erosion, while not altering the natural coastal processes.

The solutions to some of these problems may be uncertain at the moment, but most agree that Illinois Beach State Park must be protected as one of Illinois' last remaining vestiges of undeveloped lakefront, a natural and recreational paradise for the citizens of the state.

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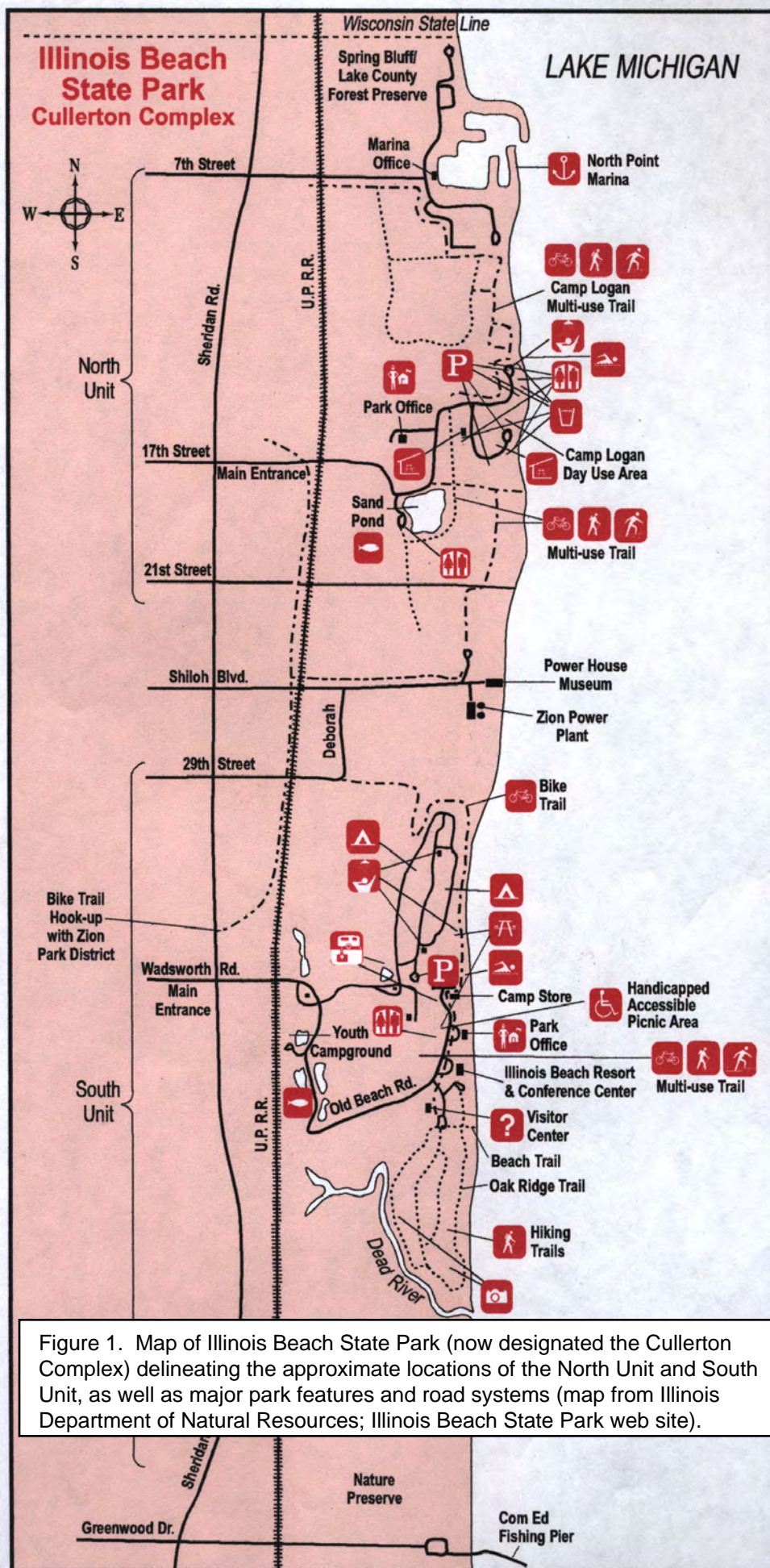
Zion Lace Industries, circa 1907+. Photograph # 92.27.201.1, Lake County Museum Regional History Archives, Wauconda, IL.

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#### Legend

- Park Offices
- Biking
- Camping
- Cross-country Skiing
- Fishing
- Handicapped Accessible
- Hiking
- Marina
- Overlook
- Parking Area
- Picnic Area
- Picnic Shelter
- Restrooms
- Sanitary Dump Station
- Showers
- Swimming Area
- Water

#### TRAIL IDENTIFICATION

- Zion Bike Trail
- Multi-use Trail
- Hiking Trail

Alcoholic beverages are prohibited at Illinois Beach State Park, except at the State Park Lodge and Conference Center.



Figure 1. Map of Illinois Beach State Park (now designated the Cullerton Complex) delineating the approximate locations of the North Unit and South Unit, as well as major park features and road systems (map from Illinois Department of Natural Resources; Illinois Beach State Park web site).



Figure 2. Photograph of the old Chicago and North Western Railroad "Beach Station" in Benton Township. Large quantities of sand and gravel mined within what are currently park boundaries were reportedly shipped to other locations through this station (photo courtesy of the Waukegan Historical Society; date of photo unknown).

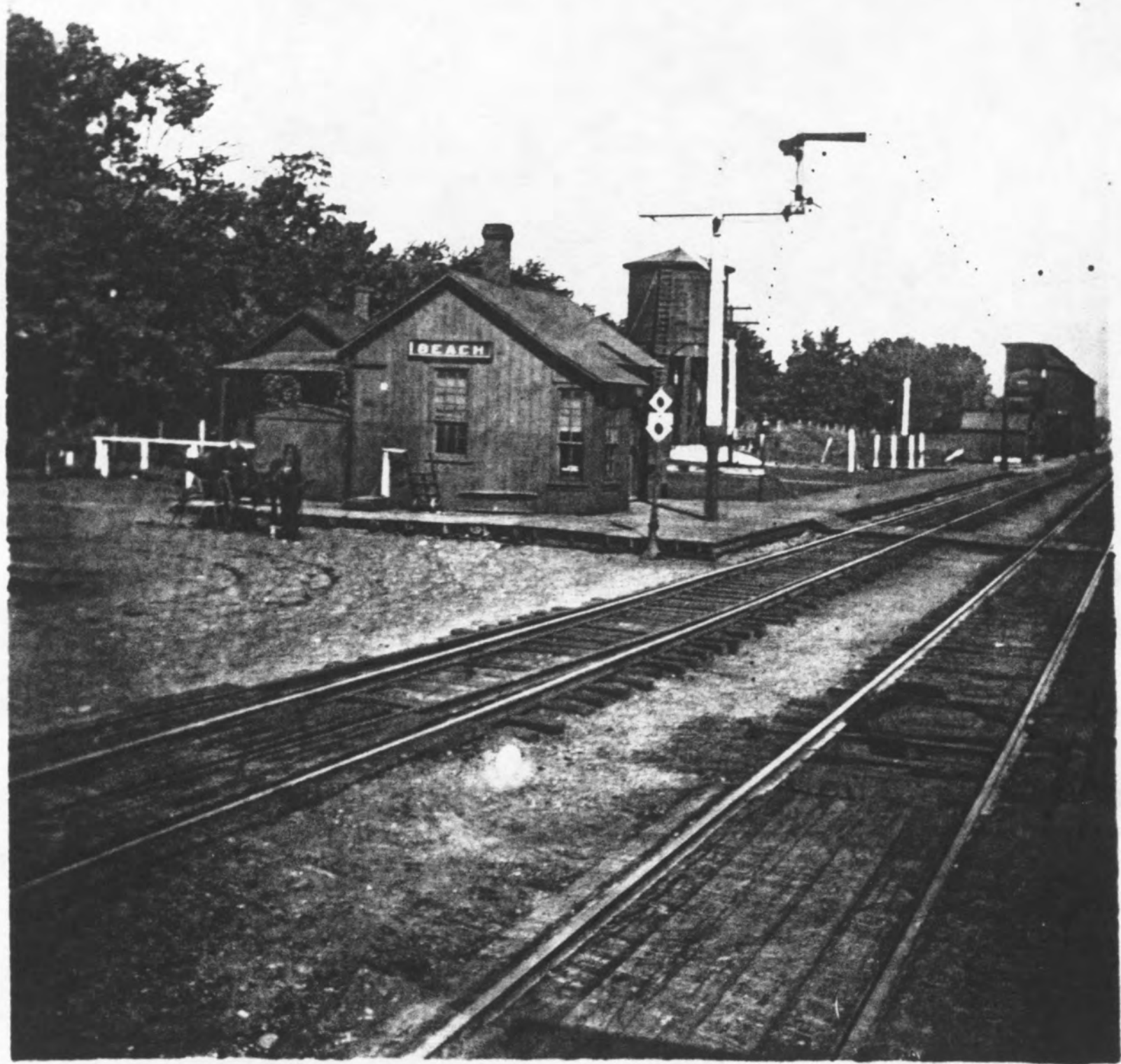
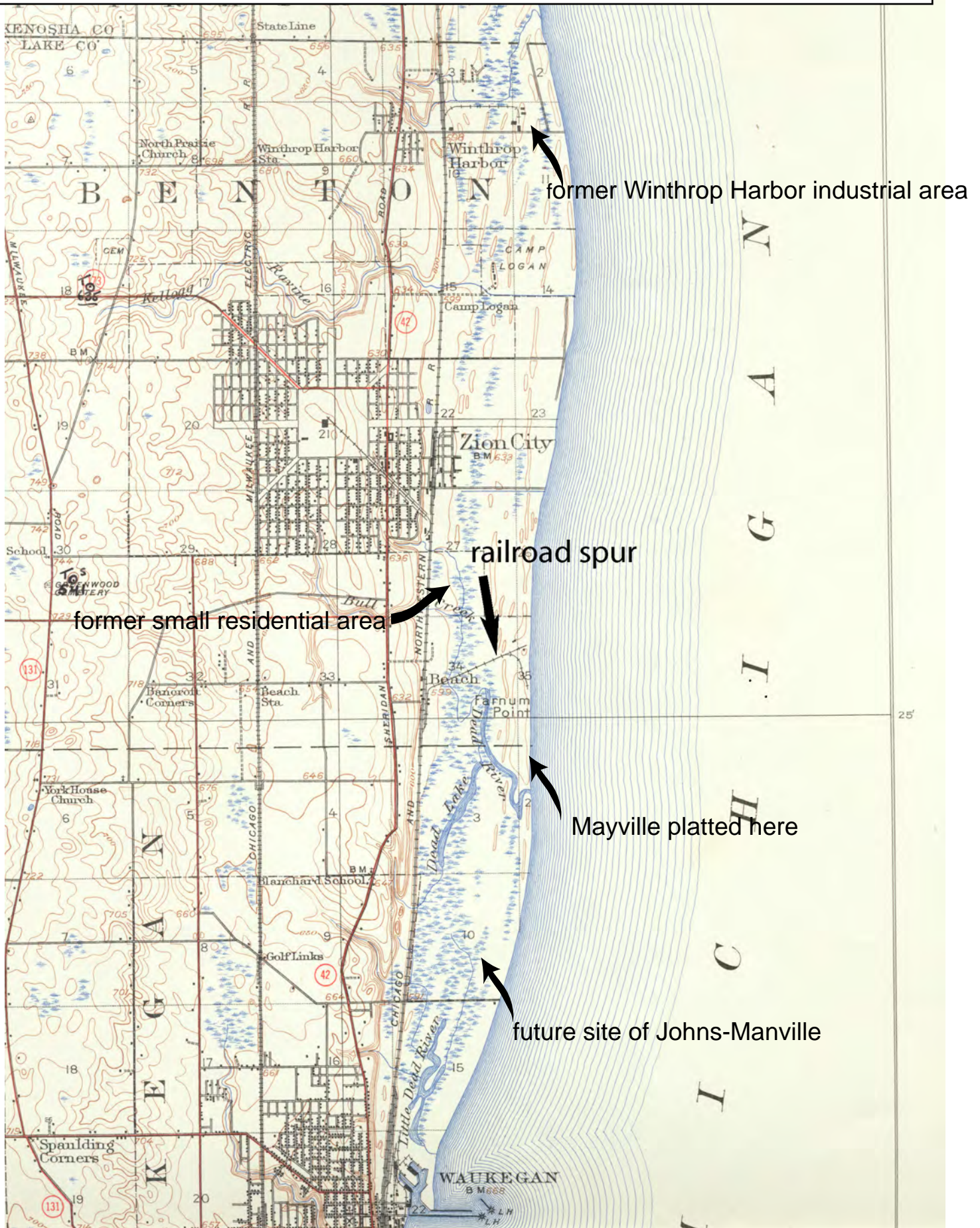




Figure 3. A railroad spur heading from the town of Beach towards the lake is visible in sections 34 and 35 of this topographic map, near Farnum Point. Sand and gravel was most probably excavated from the beach areas and transported by rail to other locations. Other historical features described in the text are depicted on this map as well. (United States Geological Survey, topographic map, Waukegan Quadrangle, 1908, reprinted 1939).





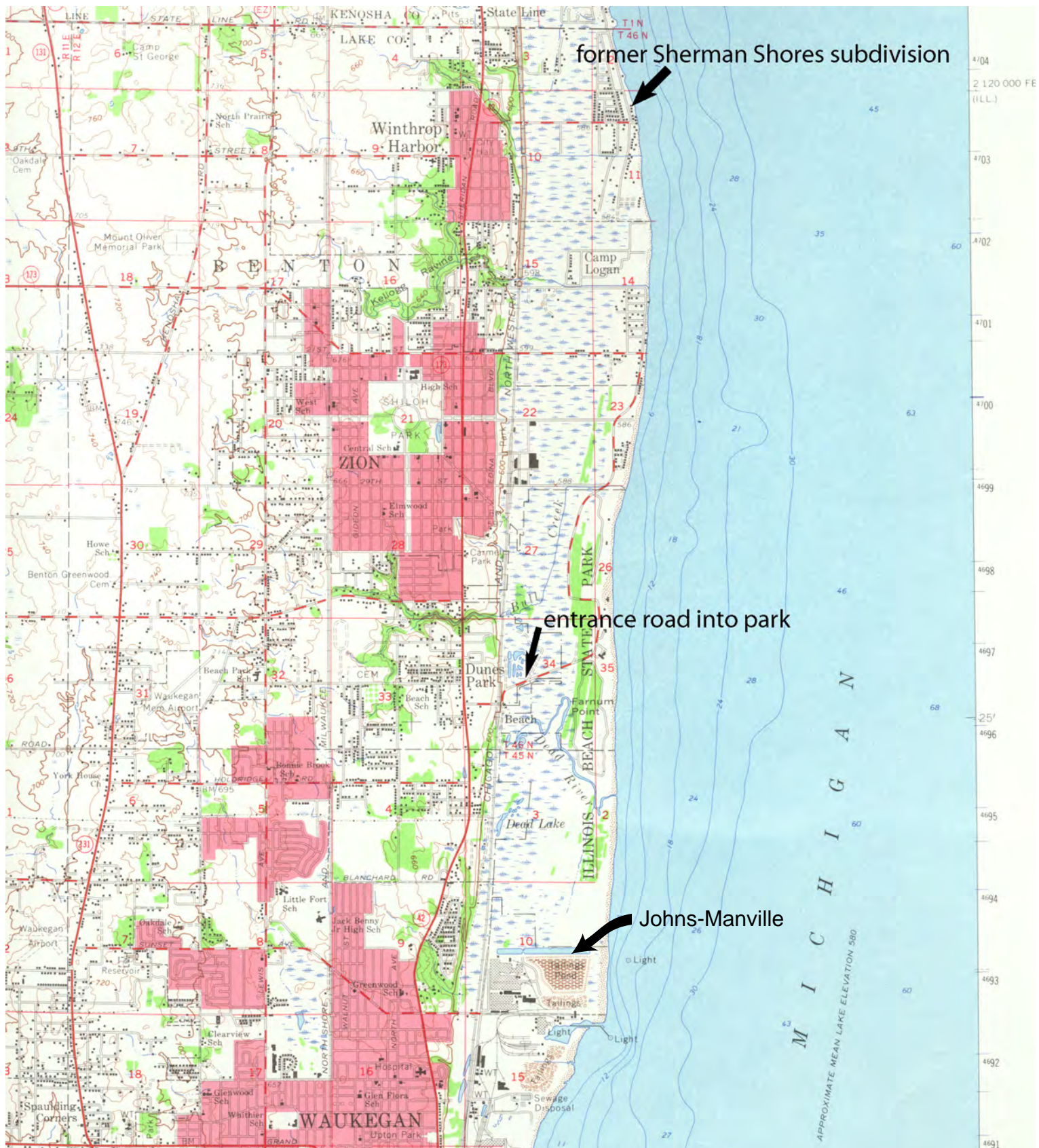


Figure 4. By 1960, an entrance road into the park had replaced the former railroad spur in sections 34 and 35. Also visible is the former Sherman Shores subdivision north of Main Street in Winthrop Harbor (sections 2 and 11), partially built on the site of the former Oakshore subdivision. Johns-Manville is shown near the south end of the park in section 10 (United States Geological Survey, topographic map, Waukegan Quadrangle, 1960).





Figure 5. Beach erosion in the late 1990s exposed the remains of railroad tracks formerly used to transport sand and gravel excavated from the beach for use as construction material. These tracks had never been removed, just buried by beach sand (photograph taken by Anthony Foyle, Illinois State Geological Survey, 1997; in Chrzastowski and Frankie, 2000).

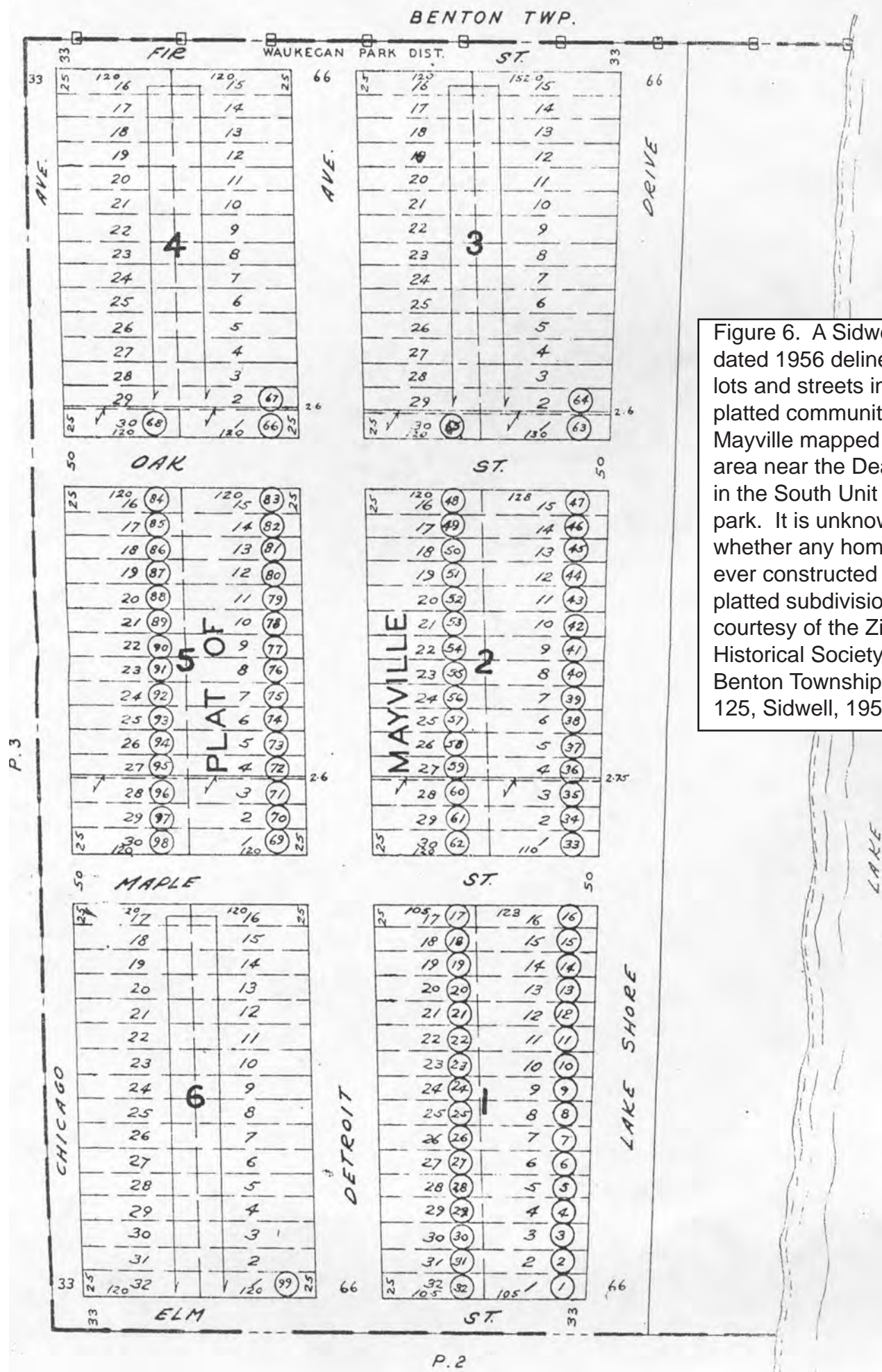


Figure 6. A Sidwell map dated 1956 delineating lots and streets in the platted community of Mayville mapped in the area near the Dead River in the South Unit of the park. It is unknown whether any homes were ever constructed in this platted subdivision (map courtesy of the Zion Historical Society, Benton Township map # 125, Sidwell, 1956).



*LACE INDUSTRIES, ZION CITY, ILL.*

Figure 7. The Zion Lace Factory, one of the major industries brought to Zion in the early 1900s by John Alexander Dowie. The factory, which manufactured Valenciennes lace, was located on Deborah Avenue between 27th and 28th Streets in Zion (photograph courtesy of the Lake County Museum Regional History Archives; date unknown).



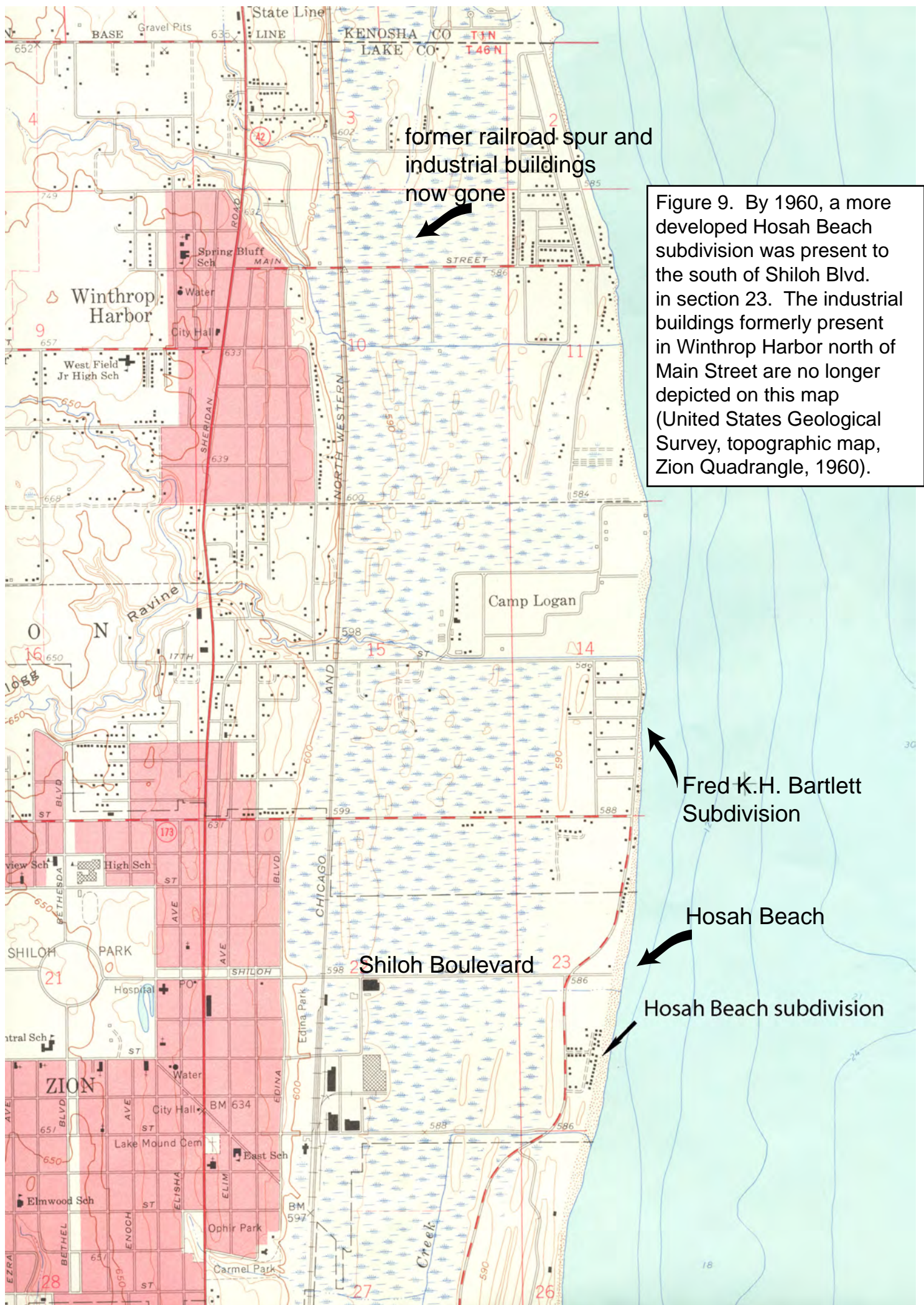
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Figure 8. Five buildings were once located along the lake in section 23, just north of Shiloh Boulevard (United States Geological Survey, topographic map, Waukegan Quadrangle, 1908, reprinted 1929).





former railroad spur and  
industrial buildings  
now gone

Figure 9. By 1960, a more developed Hosah Beach subdivision was present to the south of Shiloh Blvd. in section 23. The industrial buildings formerly present in Winthrop Harbor north of Main Street are no longer depicted on this map (United States Geological Survey, topographic map, Zion Quadrangle, 1960).

Fred K.H. Bartlett  
Subdivision

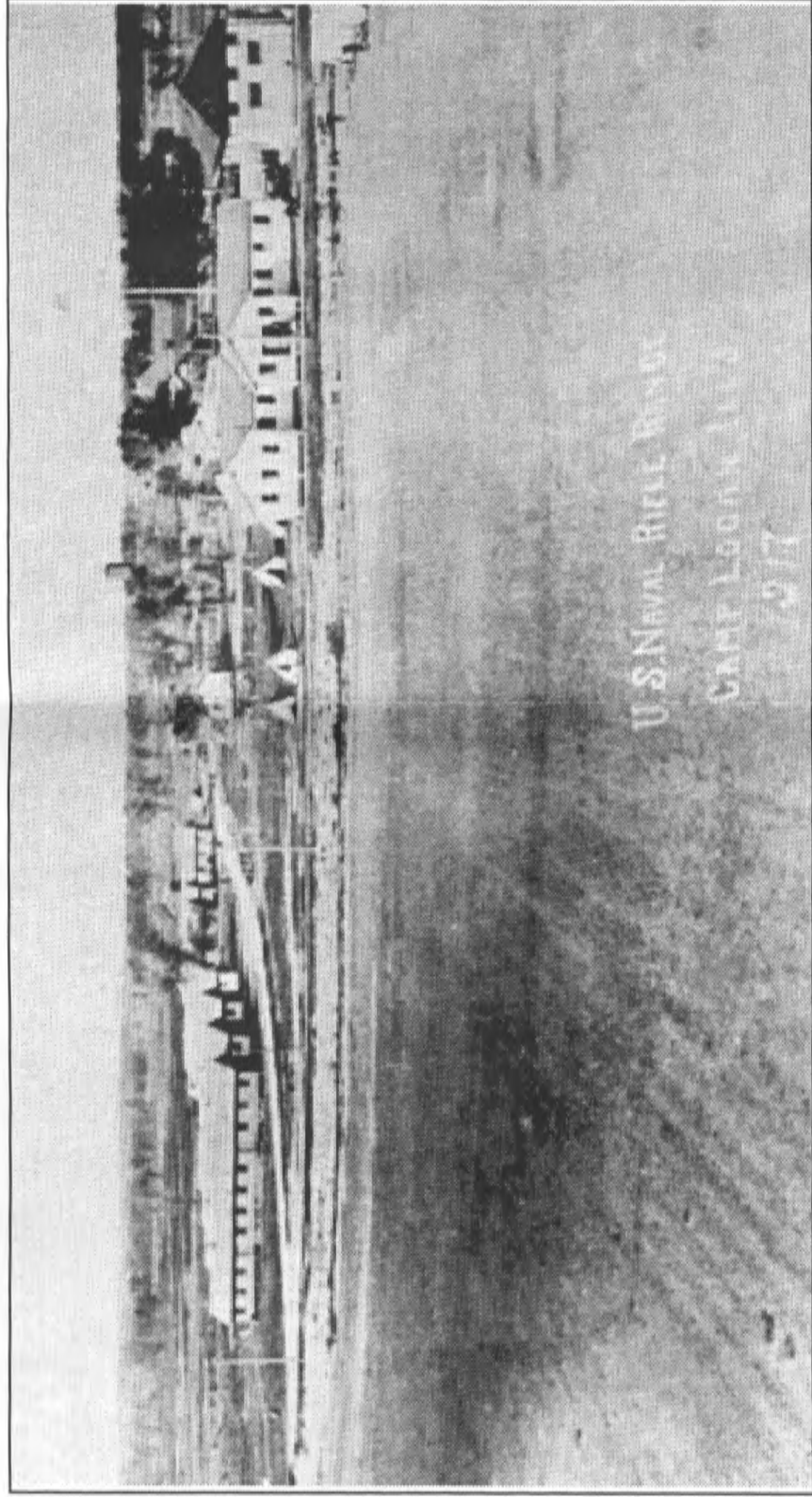
Hosah Beach

Shiloh Boulevard

Hosah Beach subdivision



Figure 10. A glimpse of Camp Logan's layout in 1917. (Photograph by Mole & Thomas of Chicago; taken from the Illinois Department of Natural Resources brochure entitled "Camp Logan National Guard Rifle Range Historic District at Illinois Beach State Park, Lake County, Illinois", December 2000).



US Naval Rifle Range at Camp Logan, 1917. (Photo by Mole & Thomas of Chicago)



Figure 11. Map from an early Lake County history depicting the Spring Bluff Post Office and a cheese factory just west of the railroad tracks in section 10 (map from "The Past and Present of Lake County, Illinois", 1877).





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Kenosha River

Kenosha

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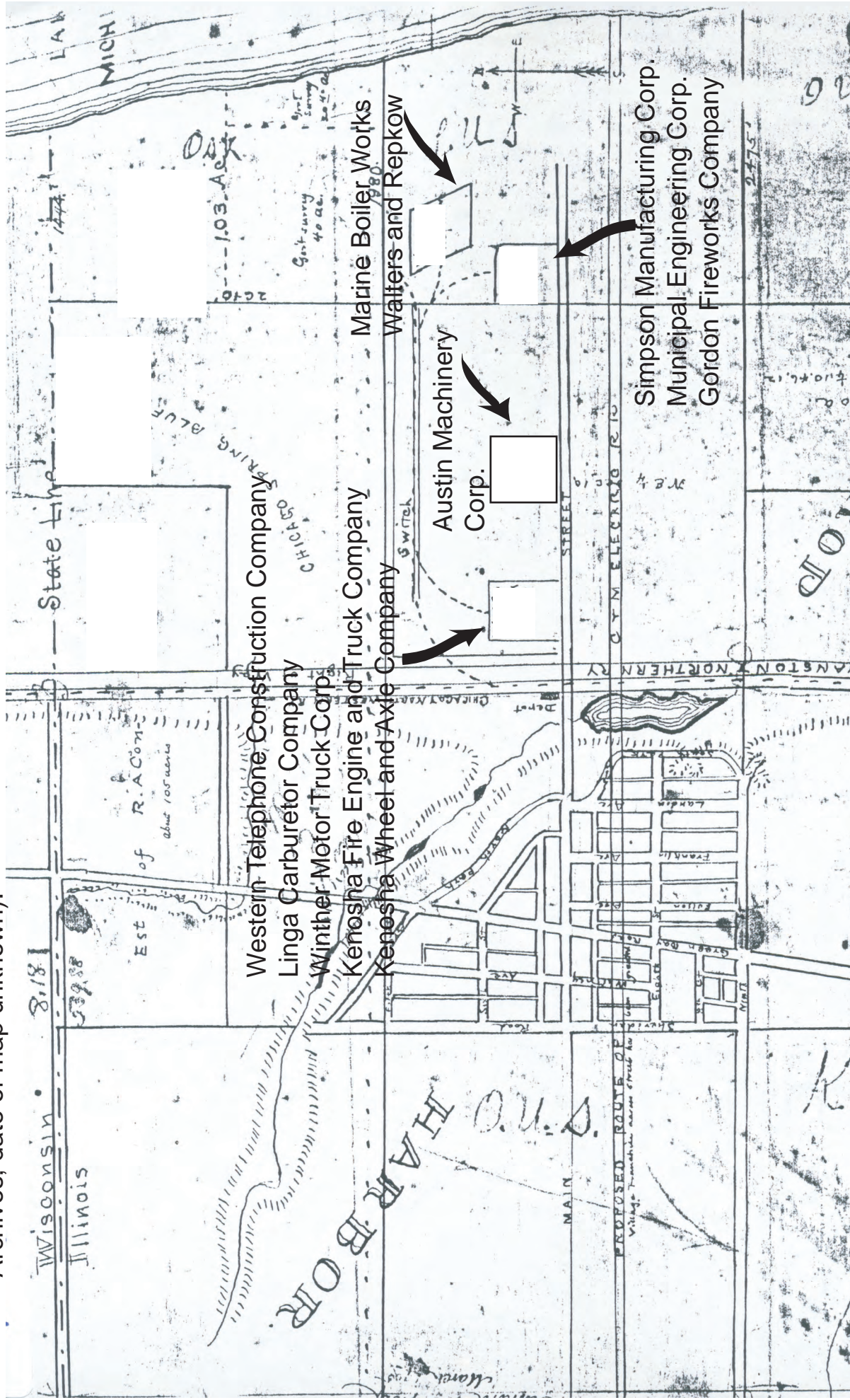
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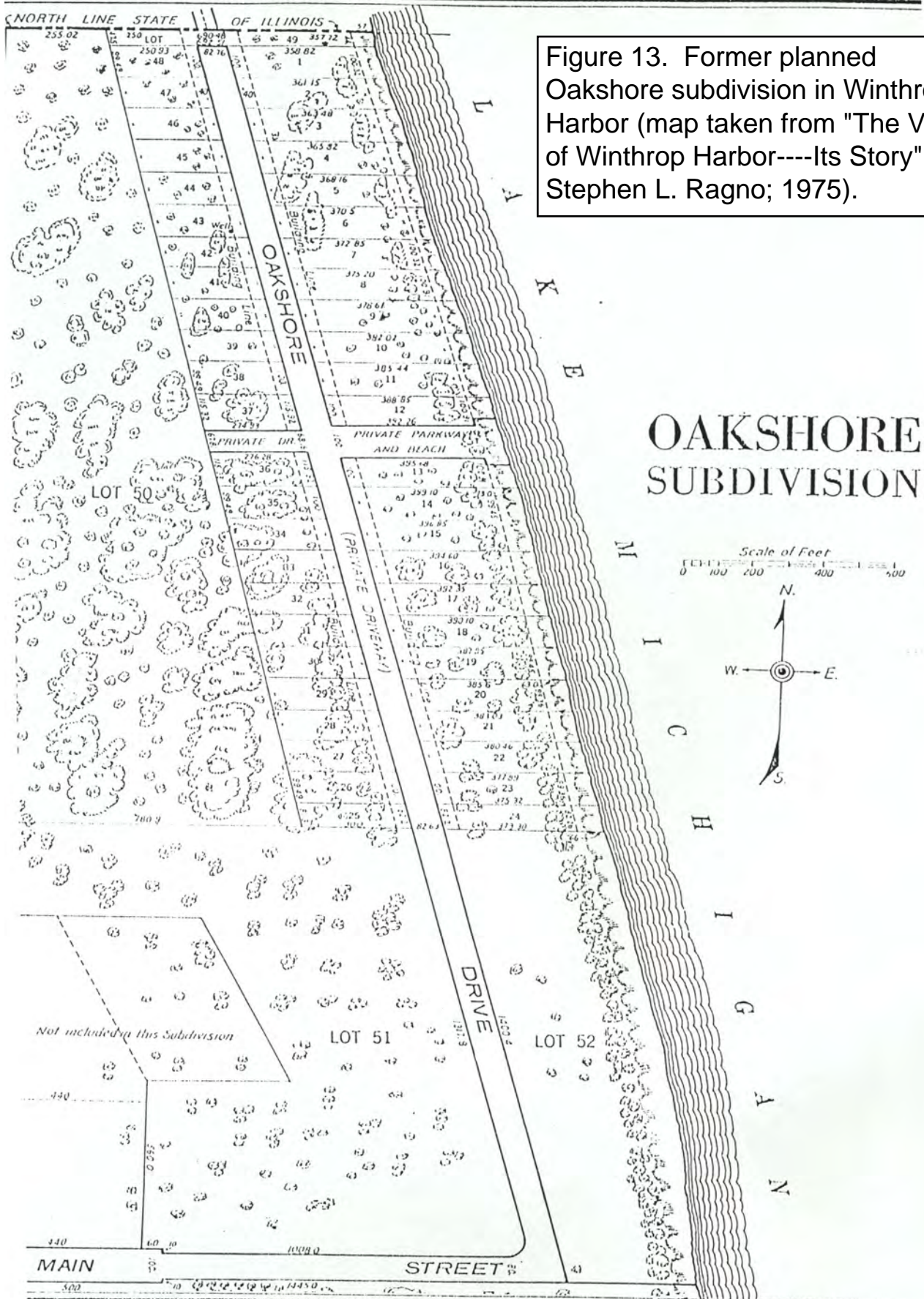


Figure 13. Former planned Oakshore subdivision in Winthrop Harbor (map taken from "The Village of Winthrop Harbor----Its Story", by Stephen L. Ragno; 1975).

Figure 14. View of the lakefront road being washed away into Lake Michigan (photograph in the Waukegan News-Sun, July 21, 1977).





Figure 15. Severe storms in the later 1960s to the early 1970s caused considerable damage to lakefront property, as depicted at this Zion residence (photograph # NWDNS-412-DA-4549, courtesy of the Still Pictures Branch of the National Archives at College Park, MD, date unknown).

*AFTERMATH OF SEVERE STORM IN ZION. (NWDNS-412-DA-4549)*



*Still Pictures Branch (NWDNS), National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001 PHONE: 301-713-6625 x234 FAX: 301-713-7436*



Figure 16. Another storm-damaged property in Zion (photograph # NWDNS-412-DA-4551, courtesy of the Still Pictures Branch of the National Archives at College Park, MD, date unknown).

*LAKE MICHIGAN STORM HAS RIPPED SIDING FROM HOUSE AND TORN UP THE YARD IN ZION. (NWDNS-412-DA-4551)*



*Still Pictures Branch (NWDNS), National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001 PHONE: 301-713-6625 x234 FAX: 301-713-7436*



Figure 17. Severe storms caused major damage to this former lakefront home in what is now Illinois Beach State Park (photograph # NWDNS-412-DA-4598, courtesy of the Still Pictures Branch of the National Archives at College Park, MD, date unknown).

*BEACH-FRONT HOME AFTER SEVERE STORM ON LAKE MICHIGAN. (NWDNS-412-DA-4598)*



*Still Pictures Branch (NWDNS), National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001 PHONE: 301-713-6625 x234 FAX: 301-713-7436*



Figure 18. A home in Zion destroyed by flooding as a result of severe storms (photograph # NWDNS-412-DA-4592, courtesy of the Still Pictures Branch of the National Archives at College Park MD, date unknown).

*THIS HOME IN ZION (ON LAKE MICHIGAN) WAS DESTROYED BY FLOODS.  
(NWDNS-412-DA-4592)*



*Still Pictures Branch (NWDNS), National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001 PHONE: 301-713-6625 x234 FAX: 301-713-7436*

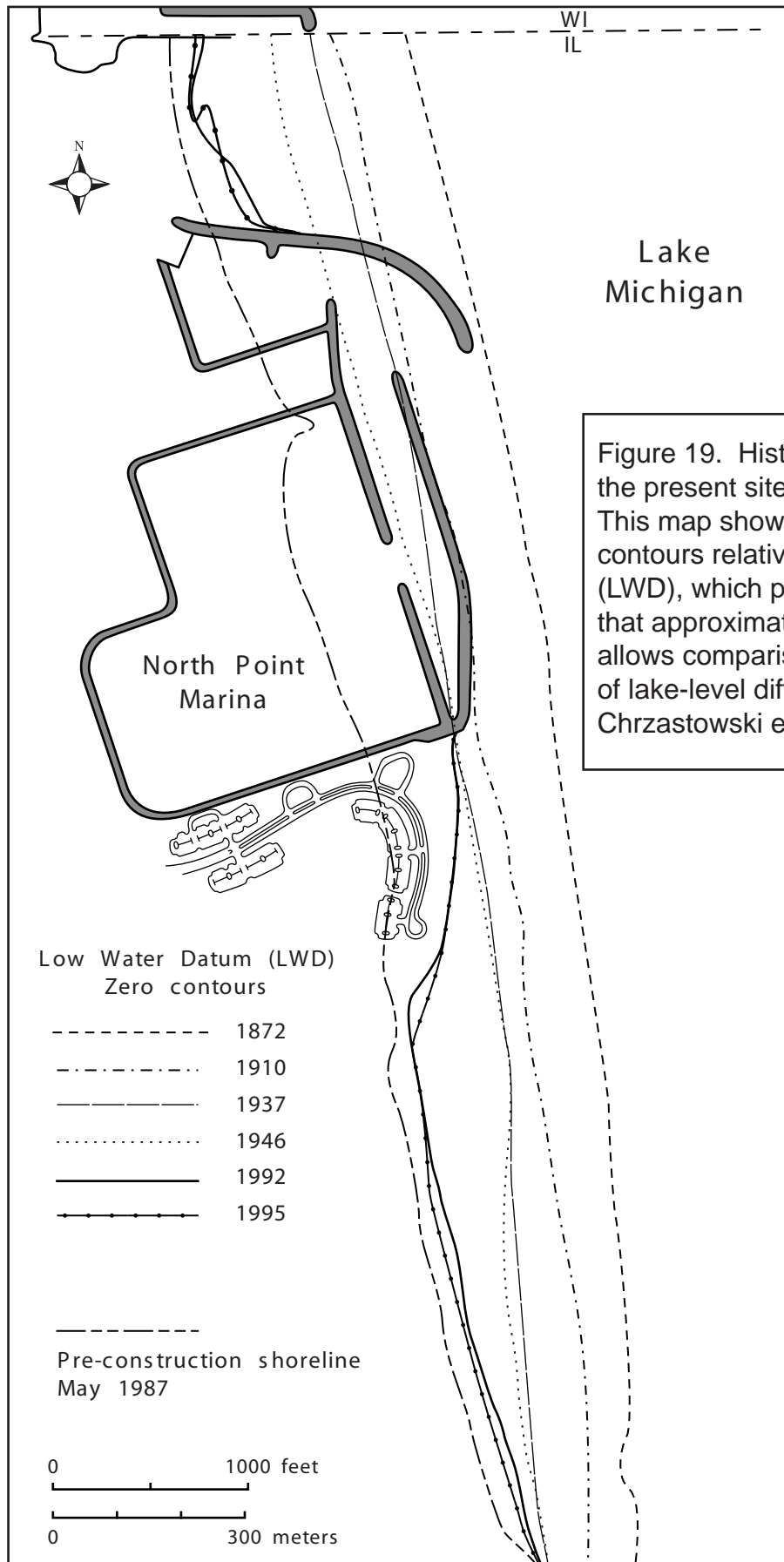


Figure 19. Historical shorelines near the present site of North Point Marina. This map shows the zero-depth contours relative to low-water datum (LWD), which provides a reference that approximates the shoreline, but allows comparisons independent of lake-level differences (from Chrzastowski et al. 1996).



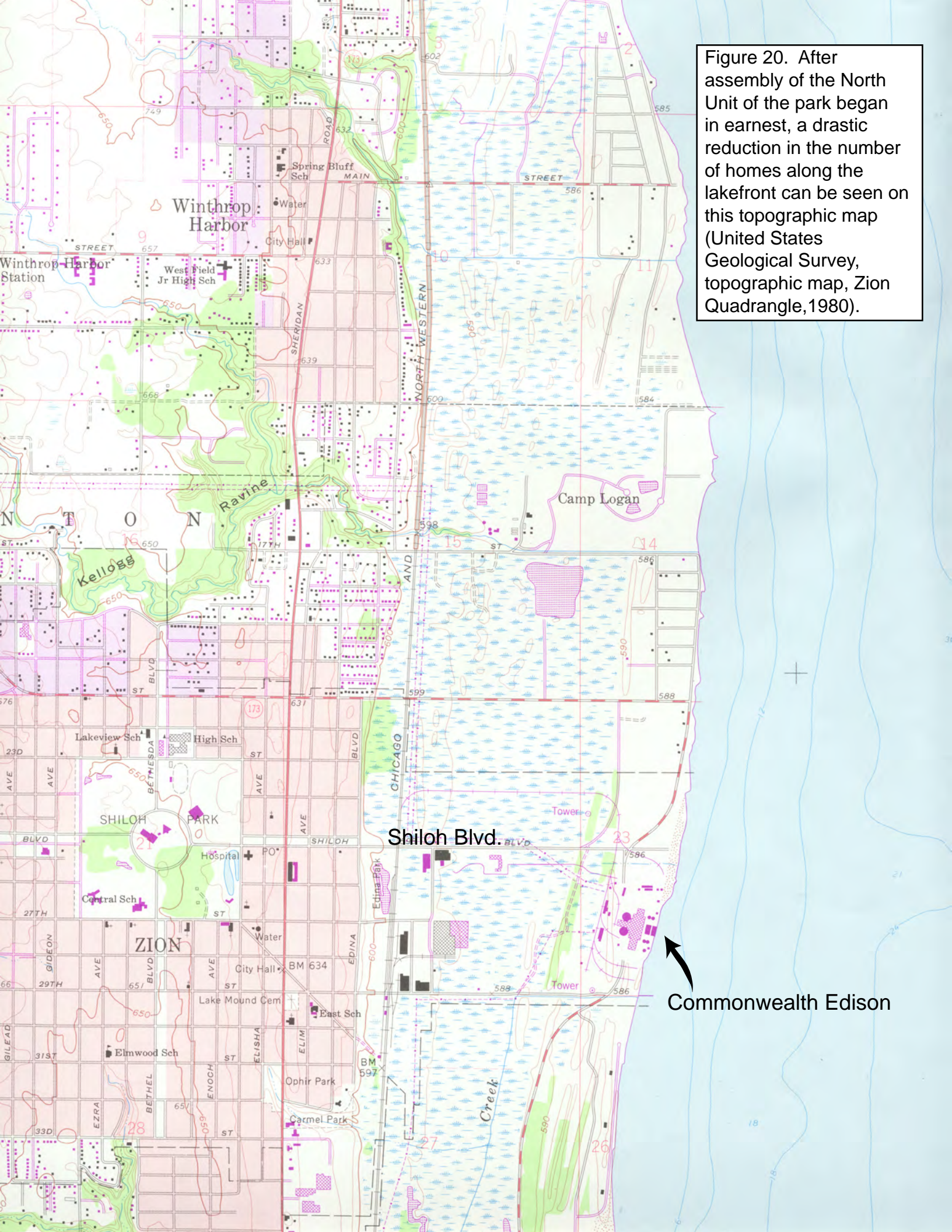


Figure 20. After assembly of the North Unit of the park began in earnest, a drastic reduction in the number of homes along the lakefront can be seen on this topographic map (United States Geological Survey, topographic map, Zion Quadrangle, 1980).

Commonwealth Edison