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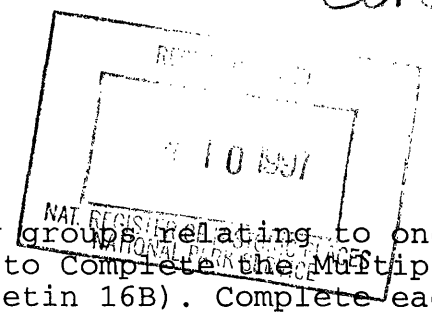

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission _____ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of Route 66 Through Illinois

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Transportation Across Illinois, 1926-1956

C. Form Prepared by

name/title **Dorothy R. L. Seratt and Terri Ryburn-Lamont**

organization **Route 66 Association of Illinois** date **August 1997**

street & number **408 North Front Street** telephone **815-998-2300**

city or town **Odell** state **Illinois** zip code **60460**

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

William L. Wheeler for SHPO — 9.30.97

Signature and title of certifying official — Date

Illinois Historic Preservation Agency
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

for Beth L. Savage 11/19/97

Signature of the Keeper Date

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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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 120 hours per response including the 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 Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Context

Historic background

United States Route 66 holds an interesting place in transportation history. Other roads are older, and some are longer, but Route 66 has captured the imagination of generations of travelers. The route emerged at a time when road construction techniques were developing to meet the needs of ever-increasing numbers of automobiles and their drivers which demanded good roads. The earlier National Road (U.S. Route 40) arrived at the Illinois border from the east. Other roads, such as U.S. Route 20 and U.S. Route 30 (the Lincoln Highway), crossed the northern part of the state, and U.S. Route 51 bisected the state vertically. Route 66 later crossed Routes 20, 30, and 51 and it was Route 66 which became an important transportation corridor between two great cities: Chicago and St. Louis. It became the starting point of westward-moving people who required an all-weather road to ensure safe and timely delivery of goods and completion of trips. The following narrative explores the relationship of Route 66 to transportation and American society at the national, state and local levels from its inception in 1926 until its decommissioning in 1985.

Beginning with the Federal Aid Post Road Act of 1916, the federal government began to supply individual states with funding to construct highways. One aspect of the federal government's entry into national road building was the numerical designation of a nationwide federal road system. Various state and local roads were spliced together and assigned a number selected by a committee made up of members of the American Association of State Highway and Transportation Officials (AASHTO). As a result of this effort, put into effect in 1926, a series of discreet roadways in eight different states were united under a single number to create U.S. Route 66. Thus began a history that would last officially for fifty-nine years to 1985. Since the last twenty-nine years of that history are largely an account of the eclipse of Route 66, the real story of the road spans a period of only thirty years, from 1926 to 1956. That period can further be broken into four sections, the pioneer period dating from 1926 to the recovery programs of the New Deal beginning in 1933, the Depression-era highway improvement projects extending to 1941, the period of neglect during World War II, and the decade from 1946-1956 following the war in which the highway gained renown as a popular icon of American mobility but also began to show evidence of its eventual demise. The date 1956, was chosen for the ending period of significance, due to the creation of the

Interstate Highway Act which led to the demise of Route 66. Areas of significance related to the historic context, "Transportation across Illinois 1926-1956" include transportation, commerce, engineering, and architecture.

In 1926 construction began on a 2,448 mile highway which would stretch from Chicago to Santa Monica, California. Route 66 became a symbol of America's heritage of travel and the desire to make a better life for ourselves by moving west. The road was especially important to Illinois and the Midwest and many small, sleepy towns came to life as the road snaked its way through them. (Route 66: Goin' Somewhere The Road in McLean County, Ryburn-LaMonte) It passed through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona, on its way to California. When Route 66 was first designated, its boosters publicized its first "scientific" qualities, noting its "great arc" from the Midwest heartland to the Pacific shores of southern California. It did, in fact, resemble an arc as it curved southwesterly from Chicago through Missouri to southeastern Kansas. And it did adhere to a relatively straight line along the 35th Parallel as it stretched from Oklahoma across the Texas Panhandle and through New Mexico and Arizona and on to Los Angeles.

Restaurants, gas stations, truck stops, and other businesses sprang up along the road to accommodate the business travelers and vacationers who traveled Route 66. As America grew, with the resulting demand for faster and safer roads, the original two-lane road was replaced by a four-lane highway, that closely paralleled the first. This new road, built in the late 1930s through post-World War II, generally skirted towns, so some businesses moved closer to the road; others counted on the "Business Route 66" signs to funnel traffic off the new four-lane and into their places of business. The replacement of this four-lane highway by a more efficient pavement, the interstate, was authorized by the Federal Aid Highway Act of 1956. In actuality, it took five different interstates to replace Route 66: I-55 from Chicago to St. Louis; I-44 from St. Louis to Oklahoma City; I-40 from Oklahoma City to Barstow, California; I-15 from Barstow to San Bernardino; and I-10 from San Bernardino to Santa Monica. The last section of the interstate to bypass Route 66 was I-40, completed near Williams, Arizona in 1984.

Route 66 holds a special place in American popular culture. It has come to stand for the collective tourist experience. Much of the attraction the highway holds arises from the nostalgia growing out of the thrill of adventure on the open road. Yet a close study of Route 66 as it passes through Illinois reveals much more. It reveals the

history of road building and movement across the prairie and how early efforts at developing interstate transportation gradually evolved to a federal highway system. It also reveals how as the automobile grew in popularity people began to take to the open road in increasing numbers and how businesses grew up along the roadside to cater to their needs. These stages of road development and the commercial architecture it inspired provide the framework for this historic context.

Illinois' Topographical and Geographical Considerations

Illinois owes the flatness of much of its terrain to the Illinoisian glacier, which was the third, and most important of the Illinois glaciers, occurring between 50,000-15,000 years ago. This glacier left few obstacles for roads and railroads to overcome. In addition, the glacier deposited a thick and fertile layer of topsoil, known as loess, over the state which in future years would make Illinois a leading agricultural area and draw settlers who required adequate roads for travel and for transportation of their agricultural products.

In fact, it was the very nature of the land forms and their topographical features that shaped the north to south diagonal pattern of Illinois' transportation corridor in the first place. While alignments of specific trails, rail and automobile roads would change, the same general pattern of traffic remained. For this reason the term "corridor," is a particularly useful one, denoting a traditional passageway shaped by paths of least resistance in a land marked by physical barriers, including an initially impassable prairie.

Related to the topographical features were geological considerations. Just as rivers stymied wagons and railroads, early 19th century road builders were faced with adapting to a range of soil types. In areas where surface gravel or limestone was readily available for makeshift rock crushing plants, construction went smoothly. But in other areas, surface materials posed challenges that limited the quality of early roads and presented road builders with serious engineering problems. Builders mixed locally available shale and sand, then covered it with gravel, a surface referred to as macadam. Named after John McAdam, the Scottish engineer who perfected this surfacing technique in the early 1800s, it formed a well-compacted bed. Later in the nineteenth century road site location crews generally relied on the alignment decisions made by the earlier railroad builders and often built early roadbeds along the railroad

right-of-way. Even on level ground the absence of ample gravel supplies made road construction difficult. In the absence of a solid raised gravel bed, roads often remained water-logged for days. With the advent of automobiles in the early 1900s road officials were faced with hiring local men and their teams of horses to pull motorists through the quagmire or, as they sometimes did, constructing corduroy bridges made of railroad ties to permit crossing.

Early Illinois Roads

The first roads in America were Native American and buffalo trails which were very narrow and followed the path of least resistance. They were narrow, crooked, overgrown, and worn deep into the ground. White settlers broadened the paths by taking horses, then wagons, along the paths. Illinois was settled from the south and when Illinois was admitted to the Union on December 3, 1818 as the 21st state, settlers had clustered in groves near the streams and creeks, only later moving out onto the prairie, using the existing trails, which became roads through the tall prairie grass and marshy swampland. These early roads were poor, muddy in the wet season, and dangerous when rivers had to be forded, due to the absence of bridges.

Only after 1830 did the settlers begin to understand that the prairie they believed to be infertile due to its lack of trees was some of the richest farm ground in the world and that farming on the prairie was not only possible but desirable. As settlers began to produce more food than they needed, and as they moved inland, they discovered the need for a cheap and more convenient way to move themselves and their agricultural products to distant towns. In 1836, the Illinois General Assembly met and decided upon some internal improvements which were already occurring in states to the east. The result was the Internal Improvements Act of 1837, which unfortunately coincided with the Panic of 1837, thereby delaying most of the improvements planned by the General Assembly.

Illinois Railroads

Although railroad building in Illinois began in 1836, a series of depressions and financial disasters kept tracks to a minimum until the 1850s when rail lines increased from 111 miles to 2,790. The railroad became the primary method of transportation for both people and freight, since it made stops at each town and avoided the muddy and

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often impassable roads. Also, it proved to be faster and less expensive to travel by rail. Another dramatic result of the arrival of the railroads was the growth of towns on the prairie. Although some towns were already in existence, much wrangling and behind-the-scenes wheeling and dealing occurred as entrepreneurs bought up land through which the railroad tracks might be routed. The resulting towns generally had two things in common--a grain elevator and the railroad. Some towns sprang up at the elevators approximately every five miles or so along the railroad. Entrepreneurs worked hand-in-hand with the government to bring railroads to Illinois. The Illinois Central Railroad (from Cairo to Chicago) and the Alton and Sangamon Railroad (later renamed the Chicago and Alton) both reached Bloomington in 1853. Additional lines converged on Bloomington-Normal and meant employment for Bloomington in the form of the Chicago and Alton Shops which occupied acreage on Bloomington's west side. (Bloomington's C & A Shops: Our Lives Remembered, Matejka, Koos, Wyman.) For many years, the railroads would be the largest employers in Bloomington-Normal.

Several considerations pertinent to the genesis of Route 66 emerge from this synopsis of railroad construction. First is the pattern of government involvement in the financing of transportation. Beginning in 1858 with the passage of the Army Appropriations Act an effort began to shape an east-west roadway. Characterizing each of these early railroad construction efforts was the extensive support of the federal government in the form of land grants. In exchange for promoting a transportation form that would advance national goals such as improved mail delivery, more rapid shipment of military goods and increased commerce, the government's land subsidy offered the railroad companies an opportunity to recoup their investment in the form of land development. Just as it had appropriated money to construct the National Road and other wagon roads in the east, the government supported the development of much railroad construction in land grant subsidies. By 1916, the government would actively advance new transportation forms with the initiation of its matching funds to state highway departments. By 1926, the advent of the numerically-designated federal highway system assumed support in the form of annual appropriation. Later, during the Depression, grants for road construction and improvements would become a means of priming the nation's economic pump. Finally, the Federal Aid Highway Act of 1956 would mark the culmination of this federal subsidy of road transportation.

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Paving of the roads and the beginnings of U. S. Route 66

The necessity of paving country roads was important to farmers and rural residents who were losing money on their produce as well as suffering wear and tear to their horses and conveyances. Town dwellers also paid higher prices for goods whose delivery was delayed by the quagmires which served as roads. This problem would be discussed for many years, beginning in the mid-1800s as committees of leading citizens met to discuss permanent or "hard" roads. In 1889, the consensus seemed to be that gravel roads were the best solution and that roads should be built both by subscription and by a community of labor. An 1889 Bloomington, Illinois, Pantagraph article appealed to each man's ideals of citizenship, manhood and Christian duty to build good roads:

> ...Good roads not only indicate broad, intelligent citizenship, but more, the status of its actual Christian growth and worth. If we are proud of our house, our farms, our horses, it is somewhat more of manhood still to be proud of our county. (Pantagraph, March 13, 1889)

The discussion continued unabated but by the early 1900s it became obvious to all that good, paved roads had to be built. In 1900, 200,000 cars were produced in the United States. But in Illinois only 8 percent of the state's 94,141 miles of roads had gravel or macadam surfaces by 1905. Included among these figures was a stretch of the National Road that cut across the southern third of the state. The National Road, later known as U. S. 40, through Illinois had received little attention, once its construction in the area began around 1830. This reflected a perceived lack of local importance of the route and ultimately, the drying up of federal funds by the late 1830s, which stemmed from constitutional issues regarding internal improvements. As a result, the entire length of the National Road in Illinois remained unimproved; only clearing and grading were done in the 1830s and 1840s, but these were geared toward facilitating a future railroad right of way rather than providing an efficient roadway. By 1856, the National Road in Illinois fell deeper into obscurity as a federal act removed any federal control of the Illinois segment to the state. (Raitz, The National Road, p. 145; Rose, "Extending the Road West," in The National Road, p. 186-187).

By 1909 Portland cement was used to pour a concrete test road for a total of one mile in Detroit. Land grant colleges also began to teach highway construction. The

federal government was still a few years away from involvement in road building and maintenance. So, it was up to businesses and individuals who wanted a road through their towns to build, mark, and maintain them, issue maps, and promote the roads in their areas. Some communities responded to the perceived need by building their own hard roads which were subjected to constant use by a public which enjoyed their novelty and the fact that their vehicles would not be mired in the deep mud which many roads became during much of the year. The Bloomington Pantagraph reported on the use of the 1-1/4 mile hard road at Shirley:

> The hard road running southwest of Bloomington to Shirley is already beginning to show wear in places. It is no wonder for most any time an auto leaves Bloomington for a joy ride, it is down the hard road. Probably that road has ten times more travel than it otherwise would have had and that very thing shows how much such roads are liked. (Pantagraph, July 14, 1914)

Notable efforts to improve road conditions by the Illinois state government began in 1905 with the establishment of a commission to study the Illinois road system. Real progress began in 1910, when state legislation required state licensing of vehicles with the fees to be used for road construction. In 1913, under the leadership of Governor Dunne, the state passed the Tice Road Act of 1913, which approved state bonds to be used for roadway improvements. Legislation received a further boost in 1916, through the Federal-Aid Post Road Act. (Tingley, The History of Illinois, 1889 to 1928. Vol. 5, p.238-241.)

With the 1916 Federal Aid Post Road Act, or Shackleford Bill, Congress appropriated $75 million over the next five years to be dispersed among the states. Moneys were to be used for the construction of roads to be selected based on a compromise formula including both low cost rural roads in the poorer states and paved thoroughfares in the wealthier states. With its provision to provide ongoing funding over several years, the legislation made the federal government an active partner in road construction. Two years later the Office of Public Roads was elevated to bureau status in the Department of Agriculture and became known as the Bureau of Public Roads (BPR).

In 1919, Thomas H. MacDonald was selected to head BPR. Leaving his position as Chief Engineer of the Iowa State Highway Commission, he proved to be a visionary engineer with a gift for administration and long-range planning. The policies that he created on the national level served to shape national road building patterns. By 1921, MacDonald had streamlined the federal government's role in the distribution of highway aid money so that each state was able to designate seven percent of its certified public road mileage for inclusion in its system of Federal Aid Highways. Referred to as Federal Aid Projects (FAP), these road sections became the major arteries of the state's road system. There were limits placed on what a state could spend per mile of road construction as well as road standards that evolved as technologies improved but, in general, each state was free to spend its share of the federal aid money as it saw fit on constructing, but not maintaining, its roads in the system.

When it made its initial selection of roads for inclusion in the Federal Aid System, the state highway department included some of the alignment of what would initially become U.S. 66. Inclusion as an FAP was no guarantee that a road would receive immediate construction work. The BPR developed a "stage construction policy" whereby states were not required to complete a section of road before moving ahead to another section (DOT 1976:113). This policy permitted, for example, an initial grading and draining of a section that could be financed with federal funds, and then returning to the section at a later date, sometimes years later, to improve curve grades, make necessary alignments, and add a final surface. The "stage construction" policy developed by MacDonald offers a striking example of the rational planning measures he brought to the federal road system.

As important as road surfaces was the matter of route selection and alignment of the road. Railroad construction imposed a more exacting set of demands on route selection than the wagon roads that preceded it. The transition marked a shift from travel over what Thomas Schlereth has termed "natural roads," or the well-drained, passable ground of "nature's geography," to the "new road" required by heavy machines (Schlereth 1985:3). Railroad grades, for example, could not exceed three percent, and steam engines required frequent sources of good water and repair shops along the route. These considerations resulted in a more scientific approach to site location, one that early road builders would also use. In the words of Rufous Carter, a design engineer for the highway department in the 1930s, following the railroad gave

highway builders "easy grades and easy curves" by following "the other guy's knowledge" (Carter, 1992).

As a result of the alignment decisions made by the railroad siting parties, the wagon roads of the railroad era generally used the right-of-way, paralleling the tracks. The homesteaders would gradually come to form a loose line of settlement determined by the location of the railroads. Later, many of these small trading and shipping centers added gas stations, garages and cafes along the road that would become Route 66.

The railroads' subsidiary companies and other promoters platted and developed town sites. Locations were, in part, based upon practical matters of repair shop locations as well as the railroads' needs to transport freight and passengers profitably. Most towns were oriented to the tracks that became their lifeblood. Their main streets often consisted on a single line of businesses facing on the railroad tracks. A linear business district consisting of mercantile stores, hotels and cafes, saloons, a bank, and other businesses faced the tracks with residences located on parallel blocks to the rear. As the towns grew, a business grid developed, with streets lining both sides of the tracks.

Since the early road generally paralleled the railroad tracks, in most instances it also entered these communities along the railroad commercial strip. At first, the businesses serving railroad workers and passengers also served early automobile travelers. With the railroad and early road paralleling each other and located within a few blocks, the normal growth pattern was simply an extension of the commercial area along the same axis. Livery stables and businesses selling wagons added garages and gasoline sales as well as parking spaces for automobiles. As the number of motorists increased, these new services began to stretch away from the depot. By the early 1920s, some auto camp grounds, even further removed, began to offer additional services for motorists such as gas, groceries, and meals. This gradual extension of automobile-related businesses would comprise the earliest automobile strip.

Also affecting state highway department resource decisions were private booster groups. Never having the funding available to give to the Bureau of Roads and never having the authority vested in state highway departments, these early booster groups nevertheless played a prominent role in encouraging the development of early roads. Much of their work involved marshaling public support through favorable press reports

and lobbying. Ultimately, these good roads groups would form an influential network that reached automobile and parts manufacturers, Congress, boosters in local communities, and, informally, state highway departments. Some of these regional groups would promote private highway associations that would encompass portions of what became Route 66 and the formation of the Route 66 Association.

Another influence in both the promotion of better roads and inter-city rivalries was the private highway association. This movement was inspired by the efforts of Carl G. Fisher, builder of the Indianapolis Speedway. Fisher envisioned a coast-to-coast highway system in 1912, and, in the absence of public funding, sought private supporters. By 1913, Fisher and his supporters, many of them influential figures in the nascent auto industry, formed the Lincoln Highway Association. Seeking subscriptions from the public, the group laid out a transcontinental route from New York to San Francisco. (The Lincoln Highway--U.S. Route 30, crosses the northern part of Illinois.) With their limited funds, they built small sections, or "seedling miles" of the road themselves, hoping that much like the earlier object lesson demonstration road sections built by the Office of Public Roads, local and state governments would fill in the gaps (DOT 1976:83).

While much grander in its scope than many of the regional highway associations that it inspired, the Lincoln Highway Association provided a model that would spawn over 250 such organizations by 1925. Characteristically each association used the subscriptions it sold, usually to boosters with business interests along a proposed route, to prepare route guidebooks that provided motorists with descriptions of the route, advice, and advertisements for various tourist services along the route. Most groups also developed a trail marker which displayed the association's logo, often in the forms of its initials, and was posted on trees, rocks, telegraph poles, or in some instances, obelisks the association erected at important intersections.

Individual private highway associations published primarily promotional booklets which also included travel directions. Another help for the motorist was less promotional. The Automobile Blue Book, a Chicago-based guidebook, used its own road inspectors. The company had devised a numbering system for all of the road portions included in its guidebook. While the books did include a few advertisements for tourist services, the ads were noticeably fewer than in the private associations' books. It also offered brief descriptions of the larger communities along the routes.

Road entries in the guidebook briefly described road conditions for each section and offered limited directions to the motorist.

The interstate routes that these associations spliced together were the forerunners of the federal numbering system begun in 1926. While each association boosted a particular route, many did belong to the Associated Highways of America, a group promoting the need for a national highway system. Although their period of importance was less than fifteen years, they pointed the way to the interstate roads that became possible as the federal government assumed a more active role in building the nation's highways.

The enormity of developing a rational system of modern, well-maintained roadways would require decades. Even then road planning would usually find itself trying to catch up to the improvements and new capabilities of automobiles as well as larger and heavier buses and trucks. When the "hard" roads began, there was no official maximum speed limit. Drivers were expected to drive at a "reasonable and proper" speed, to be determined by road and weather conditions. Len Small, a Kankakee banker and farmer, ran for Illinois governor in 1920, and was successfully elected on his promise to take Illinois out of the mud. During the first year of his administration, nearly 1,100 miles of road were paved. Soon, however, heavy trucks, loaded beyond their capacity, began to break up the road. In 1921, the 52nd General Assembly authorized the Department of Public Works and Buildings to hire a sufficient number of State Highway Patrol officers to enforce the provisions of the Motor Vehicle Law. Thus, the Illinois State Police were formed in 1922 to serve the people of Illinois on the new hard roads. Eight officers covered the entire state and were paid $150 a month. Their primary importance was the enforcement of weight limitations to protect the pavement. Other violations such as not obeying the speed law were of secondary importance. The officers were to be firm but courteous with traffic violators and to be ready to aid law-abiding travelers with directions, conditions of the roads, and locations of garages. (LaWanda Henry)

The efforts of Congress and the BPR to involve the federal government in long-term planning of a national road system beginning in 1916 is evidence that national leaders already understood that the early automobile was not simply a rich person's toy but the mode of private transportation that would reshape much of American society. Henry Ford's introduction of the Model T in 1912, a $650 car built for "Everyman," was

evidence enough of that trend. As the number of vehicles registered in the nation burgeoned from 187,000 in 1910 to 2,227,000 in 1920 and 4,265,000 in 1925, a second-hand market also emerged (Rae 1965:238). Also World War I demonstrated the inadequacies of the nation's roads for the rapid movement of troops and materiel. This wartime scare also contributed to the national resolve to improve the roads. It resulted in the drawing of the Pershing map of 1922, the first blueprint for a national highway system. All of these factors, along with the pressure of the AASHTO, prompted the Secretary of Agriculture in 1925 to appoint a committee of federal and state highway officials to develop a uniform method of numbering and marking a national highway system.

The five roads in Illinois designated to receive moneys from the Federal Aid System in 1919 were the: National Old Trails Road (National Road, now known as U. S. 40) which extended from East St. Louis in an easterly direction to the Indiana State Line near Terre Haute, Indiana; Lincoln Highway beginning at Chicago and extending westerly through Geneva, DeKalb, Dixon, Sterling, to the Mississippi River at Fulton; Dixie Highway, beginning at Chicago and extending southerly to Danville; the Chicago-Springfield-East St. Louis Road, via Joliet, Ottawa, LaSalle, Peoria, and Springfield; and the road from Chicago through Waukegan to the Wisconsin State Line. The Chicago-Springfield-East St. Louis Road included portions of Route 4 which would later become U. S. Route 66 from East St. Louis to Springfield (Illinois Blue Book, 1919-1921, p. 320-322).

The earliest road between Chicago and St. Louis was "christened" the Pontiac Trail in 1915. "It began in Chicago, traveled through Lemont, Lockport, Joliet, Morris, Dwight, Odell, Pontiac, Lexington, Bloomington, Lincoln, Springfield, Carlinville, Edwardsville, Collinsville, and East St. Louis." (Illinois Route 66 Historic Corridor Study, Barton-Aschman Associates, Inc.)

In Illinois, Route 4 was the forerunner of Route 66 and followed closely the Chicago and Alton Railroad tracks, running from Chicago to East St. Louis. In 1922, the bed for this 18 foot-wide road was prepared by teams of horses dragging special equipment. Laborers performed back-breaking tasks and received 40 cents an hour for their efforts. In 1923 concrete was poured through Bloomington-Normal, along roughly the same route which the first alignment of Route 66 would take through town. By 1924, SBI 4 was almost completely paved between Chicago and St. Louis.

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U.S. 66: The Pioneer Years: 1926-1932

By the fall of 1925, the committee of federal and state highway officials, appointed by the Secretary of Agriculture, had developed a numbering system for 96,626 miles of the nation's roads. At the heart of the system was a grid in which principal north-south roads would end in "1" or "5" and principal east-west roads would end in "O." The result would be twenty base longitudinal roads and ten base latitudinal roads. US 1 would line the East Coast; US 101 the West Coast. US 2 (to avoid a confusing "O") would parallel the Canadian border; US 90 the Mexican border. Lesser roads would be assigned numbers in between based on their location. While everyone agreed that Chicago and the American heartland needed a direct connection with Los Angeles, the problem arose as to which number it should receive. It wouldn't be an entirely north-south road, nor would it be an entirely east-west road. The great arc which the promoters of Route 66 would extol didn't fit neatly into the grid. The debate as to how to resolve the issue was one of the most complex and time-consuming of the board's entire work.

The parties and issues involved are amply treated in a history of the highway's origins (Scott and Kelly 1988). Essentially, the conflict arose in Missouri where the road arcs north. Kentucky and Virginia, to the east, insisted that US 60 be directed eastward consistent with the grid plan. Oklahoma, led by its highway commissioner, Cyrus Avery, and Missouri wanted US 60 to extend north to Chicago. While the dispute was centered in the Midwest, it also affected the entirety of the proposed route. While the debate continued with telegrams, letters and visits exchanged between the state officials and the BPR, the preparation of annual highway maps moved ahead as usual. As a result, between December, 1925 and August, 1926, the road that would become US 66 was designated as US 60; what would become US 60 was designated as US 70.

By August, 1926 the disputing parties had found a solution. US 60 would pass through Kentucky to Newport News, Virginia, connecting the East Coast with Riverside, California--just as the base roads were intended to do. And the Chicago to Los Angeles road would become US 66. When the BPR finally published its map of the new federal route system, the great arc of Route 66 was evident. As it straightened along its western two-thirds, it followed a course along the 35th Parallel, gradually dropping south across western Arizona and California to Los Angeles on the 34th

Parallel. The only notable aberration for this pattern was the erratic line it made in New Mexico where it shot northward then southward before stabilizing on its direct path.

The effects of federal designation were multiple. Some would manifest themselves quickly; others would unfold over the next decade. One obvious consequence of the new designation was the standardization of road signs. The white United States shield outlined and lettered in black appeared along the road as did the array of diamond, octagonal, circular and square warning signs. Where federal highways overlapped, the primary route appeared above the other. At the same time, the now outdated private highway association signs were gradually removed either by the associations themselves or by highway departments and souvenir hunters.

During this pioneer period of Route 66, much of the work done along the road reflects efforts to bring a more scientific approach to road building, given the financial constraints each state faced. The technology of the period was one marked by transition. Machinery was available in the form of surplus World War I trucks that the federal government had given to state highway departments, and contracting companies were gradually beginning to supplement their horse and mule teams with mechanized vehicles. Maintenance and construction reports list most crews as using both. Emphasis lay on efficiency so that road alignment decisions were often based on the availability of nearby aggregates for building the road grade. Engineers would generally try to obtain fill from borrow pits located within the usually 120 feet-wide right-of-way, using cut and fill procedures. In most instances much of the material could be handled by wheelbarrows and heavy horse-drawn scrapers. Sometimes, however, it was necessary to dig the borrow pits on private land, paying royalties to the owners, and to haul the material using teams of horses and wagons (NMHJ April, 1926:1). Many ponds, created from borrow pits, line Route 66 in Illinois. These shallow ponds have become a permanent part of the landscape and many now serve a recreational use; some are stocked with fish, allowing fish stories to be told even in the middle of the prairie.

While the matter of the construction of the road explains its physical evolution, it is the history of its use and the roadside businesses catering to its users that has shaped the stories and created the myths surrounding Route 66. During the pioneering period, Americans were taking to the highway in increasing numbers. As the number of cars grew, more and more Americans began to travel West.

Growth in automobile tourism, business travel, and trucking prompted the emergence of roadside businesses to serve their needs. During these pioneer years of Route 66, several types of businesses altered their traditional forms to meet the new demands imposed by the cross-country motorist. Among them were livery stables, trading posts and mercantile companies, restaurants and hotels. During the 1920s these businesses with their roots in the wagon and railroad era of the late nineteenth century gradually began to transform, bringing with them new occupations, an altered roadside environment, and a new vocabulary for naming the new experiences associated with automobile travel. Livery stables and stores that had begun to sell gasoline and do repair work on cars began to give way to specialized service stations and garages. As refining companies began to create networks of gasoline station outlets, pumps were relocated away from the roadside to permit easier access to the stations and to service bays. Canopies and rest rooms began to appear as amenities for motorists became a part of marketing campaigns in which the gasoline companies gave away maps showing not only roads but the locations of their stations along those roads. As their numbers increased, these garages and service stations began to spread away from the center of towns, becoming an important element in the emerging automobile commercial strip.

Weakley's FS gas station in Towanda (McLean County), Illinois opened with no service bays and a lift on the outside of the building. Mechanics endured the cold of winter and the heat of summer to repair cars and get stranded motorists back on the road. In Chenoa (McLean County), Illinois, Morehead Street became known as "Gasoline Alley," as six gas stations opened up along the street to serve the public. Competition was fierce but friendly since the owners of the gas stations lived in the community and getting along with your neighbor was as important as earning a living. They added special touches to their stations to make them more appealing to travelers, including providing chairs in which travelers were encouraged to sit and relax and colorful flower boxes for an aesthetic appeal. In Shirley (McLean County), Illinois, the Shirley Oil Company was incorporated in 1923 and in 1928 the name was changed to Shirley Oil and Supply Company. In the spring of that year, this service station became the Dixie Truckers Home and moved to McLean (McLean County), a 24-hour service station for truckers where they could rest, sleep, eat, gas up their trucks, and have access to mechanical service; this station is still operating. In Edwardsville (Madison County), the Hi-Way Tavern on East Vandalia Street which had been built in 1918, took

advantage of Route 66 traffic when the highway was designated through town. (Edwardsville, Illinois: An Illustrated History, 1996, p. 156.)

In rural areas, more stores appeared along the road. Some already catered to local customers as well as to railroad travelers and simply added motorists to their clientele. Others opened to take advantage of the growing stream of cars passing along the highway. The Walker Grocery Store, Funk's Grove (McLean County), Illinois, was in operation for more than 50 years, from 1921 to 1973. The store was truly a general store, selling everything from underwear to antifreeze to sodas and custom-made sandwiches. The store also featured two Mobil gas pumps. Many of these rural stores would continue to sell gasoline at the roadside where their porches faced directly on the road. The road had created a new occupation, that of a "tourist trader" who drew his/her income largely by selling necessities and souvenirs to passing tourists. Funk's Grove Maple Sirup Camp at Funk's Grove, Illinois, continues to sell its products along the road. Pure maple "sirup" is produced commercially at only a handful of places in the midwest. Arthur Funk, grandson of Isaac, opened the first commercial sirup camp at Funk's Grove in 1891; his brother Lawrence took over the operation in 1896. Hazel Funk Holmes, cousin to Arthur and Lawrence, eventually took over the operation, insisting upon the use of "sirup" as the correct spelling of the product. From 1948, Lawrence's son, Stephen, and his wife, Glaida, took over the camp until recently. Their son, Michael, and his wife, Debby, continue the sirup-making tradition. The sirup and related products, as well as Route 66 souvenirs, are sold in the shop connected to the sap house.

It also became apparent that the hotels located near the railroad depots were inadequate for motorists. The problems of parking a car for the night, the desire of many motorists to cut costs by camping, and the generally more informal and private lifestyle associated with motoring made hotels less appealing. In the 1920s, private campgrounds proliferated along Route 66. Tourist Park located in Chenoa, Illinois, is now called Red Bird Park. Originally, travelers could camp free in the park; later the land was leased for a tourist court. The earliest buildings at the court were chicken brooders, converted to lodging for travelers. A filling station and lunch room had been built on the grounds in 1921 and in 1929 Sarver enlarged the lunch room, installed outdoor lights, and outdoor fireplaces and ovens on the grounds, and built four double cabins. While some motorists were content to camp along the side of the road, others wanted the security of a designated area that offered running water for bathing and

cooking. Gradually, instead of merely providing a space for a tent and a washroom, the design of many of these campgrounds evolved as they began to furnish small rooms and then adjoining garages. In the process, the terms used to designate them also evolved from "camping ground" to "campground" to "tourist court." The Silent Night Home, located on Main St. in Bloomington, Illinois, was a private home which welcomed weary travelers--another alternative to camps and hotels.

Many of the businesses along Route 66 also benefited from the growth of tourism spurred by the promotional efforts of the community organizations and the Route 66 Association. Contributing to the efforts of civic booster organizations was the Route 66 Association. From the moment the agreement was reached in November, 1926 to designate the road as Route 66, its promoters were actively engaged in promoting it. Leadership came from Cyrus Avery, the Oklahoma highway commissioner who had negotiated the designation of Route 66 and another Ozark Trail Association activist, John T. Woodruff. By February, 1927, they had convened delegates from five of the road's eight states in Tulsa and formed a group, the U.S. 66 Highway Association, whose goals were to work for swift completion in paving the entire highway and publicizing it to increase its use (Scott and Kelly 1988:23). To give the road more appeal, the group designated it "The Main Street of America," a sobriquet appearing on guidebooks, maps, and postcards over the next fifty years.

During 1927, the fledgling group also held meetings in Springfield, Missouri; Amarillo and Albuquerque in order to share their aspirations for the highway with local boosters. With the leadership traveling along Route 66 in a Pickwick bus "fitted up like a Pullman sleeper," they descended on each community, drumming up support of the community as well as subscriptions from local businessmen (Tucumcari News Oct. 13, 1927:1). The promoters were upbeat about the quality of the road. Plans were discussed to develop a Transcontinental Airlines route aligned with the highway, and Avery also spoke of the association's plans to support the Great Transcontinental Footrace proposed by promoter C.C. Pyle. Avery hoped that race would generate publicity for the highway and also show the nation that more money was required to improve its roads. The following spring in 1928 Pyle's "bunion derby" did take place as 275 runners set out from Los Angeles for New York. They did, in fact, follow Route 66, but bypassed towns that refused to supply funds.

Of concern for smaller communities along Route 66 without a strong tourist base was not so much the matter of finding the resources to construct a new alignment for this cross-country highway as it was finding the resources to improve local roads. Tucked in between these notices celebrating the highway, however, were editorials questioning the commitment of sparse road construction resources to inter-regional highways when local roads also required work. Some people feared that cross-state highways, while they were good for garages and motels and gas stations that lined the route, might weaken the other businesses in town. This economic tension would have great bearing on the futures of small towns along Route 66. As patterns of development were altered by the new highway and the growth of roadside services, there was the promise of economic boom--a promise that the growth and popularity of the road over the next thirty years would fulfill. Yet even with the promise of a roadside prosperity, an uneasiness existed over whether the roadway might ultimately undermine small towns' economic independence.

US 66: The Depression Years: 1932-1941

By the 1920s, rural America was already experiencing hard times as economic conditions pointed to the coming Depression. Contributing to the problem was that technology was beginning to revolutionize farming and by 1929, nearly half of all American farmers were tenants, rather than landowners. Rural people never saw much prosperity in the "Roaring Twenties." The near-poverty of the 1920s caused farm people to look for sources of income which were not affected by the ups and downs of the economy. They built gas stations, tourist courts, cafes, grocery stores, bus and truck lines, provided entertainment, or sold souvenirs along the road. At Funk's Grove, Illinois, the Edgewood gas station, restaurant and tavern opened to serve locals and travelers. (Later a dance pavilion and skating rink opened at the site, providing entertainment in more prosperous years.) Their instincts were right; the service industry boomed and businesses along the road prospered as they watched families from the Midwest travel Route 66 west to California and the promised land. By 1930, Illinois had 7,500 miles of paved road. Illinois was the only state, except for the fifteen miles through Kansas, to have Route 66 completely hard surfaced. Also, during 1932-1941, portions of the original Route 66 were bypassed by new highway construction near Joliet, Bloomington, Lincoln, Springfield, and Staunton including a few divided four-lane sections of pavements. By 1936, the Illinois Division of Highways announced that

U. S. Route 66 from Chicago to St. Louis was the heaviest traveled long-distance highway in the State. (19th Annual Report of The Department of Public Works and Buildings, Division of Highways, 1936, p. 35.)

Concerns about the potentially harmful effects of Route 66 on local economies quickly subsided as the nation's economy tumbled into a prolonged depression. For the towns lying along Route 66, the highway became a lifeline in a deflated, cash-scarce economy. The story of Route 66 during the Depression was one of paradox. On one hand, the period was one of economic hardship, unemployment, and social displacement. This was especially true for the hundreds of thousands of tenant and homestead farmers from the Southern Plains, victims of prolonged drought and agricultural change. The westward exodus brought on by these events resulted in a migrant stream flowing across Route 66. The experiences of that migration were forever fixed in the American mind by Dorthea Lange's images in An American Exodus and by John Steinbeck's words in The Grapes of Wrath.

On the other hand, the government's response to the Depression created a period marked by massive public spending in which federally-funded projects were designed to revive the nation's economy. Road building, in particular, was seen as a way to put men back to work, and emergency funding far in excess of the funding for the FAPs of the 1920s resulted in highway improvements throughout the U.S. Projects funded by the Civilian Conservation Corps (CCC) and WPA (Works Progress Administration) moneys were also used to create jobs in towns along the highway. Some of these projects resulted in the creation of roadside municipal attractions, such as parks with lakes and swimming pools, which benefited not only townspeople but tourists. Town promoters used these new public facilities to induce tourists to spend a night in town. This priming of the pump led to the creation of jobs along the road where the number of tourist courts, garages, stores, and cafes serving travelers as well as road workers proliferated. As road building and roadside businesses grew, so did associated bureaucracies such as the State Highway Department, the State Police, and promotional associations.

The paradox was also evident in the people traveling the highway. As the nation's economy worsened, Route 66 became a corridor for the displaced. It became the major route of exodus for those fleeing the failing agricultural economy of the Southern Plains. In 1934, natural disaster followed on the heels of economic disaster

as the great dust storms blew millions of tons of topsoil off the same land. These storms uprooted even more people, forcing them to flee the land. At the same time, a segment of the American population kept its jobs and took vacations, giving rise in the mid-1930s to a boom in tourism along Route 66. Likewise, cross-country trucking became more important as railroads discontinued many of their lines. No matter what group people fit into, when they set out on the road they required services. Those who provided services were able to remain where they were while serving the needs of the tourists and the displaced along the highway.

Although the stock market crash had occurred in 1929, the Hoover administration had already begun to use increased highway appropriation as a way of trying to stimulate the economy. With federal moneys increased for the fiscal years 1931-33 and with supplemental emergency loans made to states so that they would have the funds to match their federal shares, some of the worst areas of Route 66 were improved during the Hoover years. It wasn't until the Roosevelt administration began to implement its "New Deal," however, that highway construction began to boom.

Of particular concern along Route 66 were matters of safety, especially the need for railroad grade crossings. Paralleling miles of track, the early roads had of necessity crossed and recrossed the railroad to reach the towns and villages the railroad had created. Fatal accidents occurred with regularity at crossings along Route 66. In some cases the state highway departments eliminated grade crossings through the construction of bridges or subways. And, in other instances the road was realigned to eliminate crossings.

In larger towns along the highway, the growth of roadside businesses marked the first extension of the tourist-related commercial strip. The expansion of the number of business along Route 66 expanded each city's business district. The campgrounds of the highway's pioneer period extended away from the center of the city, with most of the campgrounds located along the highway.

Although State Highway Department policies had long tried to encourage the employment of those most needing it, especially World War I veterans, the Federal Emergency Relief Act of 1935 (FERA) policies added impetus to those practices. Regulations stipulated that contracts include a minimum number of man-hours using workers referred from the U.S. Re-employment Service. Jobs were extended to more

workers by limiting the number of hours for each worker to 130 per month (SHD Biennial Report 1945-46:15) Contracts included penalties for projects that failed to meet those work requirements. As a result, work was done by hand on many projects that would have otherwise been done with machines. In Bloomington and Normal, Illinois, a Route 66 bypass was built around the twin cities to provide work and to respond to citizens' complaints about traffic congestion, the noise, and the inordinate amount of time it took to travel through town. Built in stages, beginning in 1935 and finished in 1941, shortly after the bombing of Pearl Harbor, the road was called the Belt Line. (It was renamed Veterans Parkway in 1979 to honor war veterans.) The sweeping curve built around Bloomington was reportedly designed to handle 100-mile per hour traffic, similar to Germany's Autobahn. There were no traffic-lights and few intersecting roads to slow down traffic on this four-lane engineering marvel.

Other road construction related to Route 66 in Illinois during the Depression included the extension of State Route 59 from 1935-1938, in Shorewood (Will County) at the junction of present-day U. S. Route 52 south across U. S. Route 6 to a point on the north side of the Chicago and Alton Railroad near Braidwood and thence southwesterly along the north side of the railroad to a junction with U. S. 66 near the south limits of Gardner (Grundy County). This allowed for a two-lane bypass around Joliet by following State Route 59 north to Plainfield and then State Route 126 northeast to the junction with U. S. 66 north of Joliet. (18th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1935, p. 62. 20th Annual Report of the Department of Public Works and Building, Division of Highways, 1937, p. 36-37.)

In 1936, plans were announced to bypass portions of a section 4 1/2 miles long just north of Springfield (Sangamon County). Part of the pavement on this section was old State-aid or county construction, dating as early as 1914, and was in poor condition and far short of modern highway standards. The new construction provided a four-lane pavement, most of it divided from the northeast corner of the Illinois State Fair Grounds to Sherman including a new bridge across the Sangamon River. The new road bypassed most of the town of Sherman eliminating some hazardous, sharp turns. The grassy median dividing the new four-lane pavement and the gentle curves in the pavement for the sake of safety made this improvement seem a marvel of modernization at that time. (Illinois State Register, September 16, 1937, p. 3. Illinois

State Journal, September 16, 1937, p. 1, 11. 19th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1936, p. 35-37.)

In Edwardsville (Madison County), the route was rebuilt and repaved in 1938-1939 through the use of federal highway funds. Portions of the highway through Edwardsville were brick and the brick was pulverized by the Madison Construction Company to allow for the repaving of the highway in concrete. (Edwardsville, Illinois: An Illustrated History, 1996, p. 156)

To alleviate traffic congestion through the state's larger cities along the route, plans were made to construct belt lines and bypasses around Lincoln and Springfield in 1938. The Springfield bypass route extended along the east and south sides of the city on the present-day Dirksen Parkway and Adlai Stevenson Drive. The Lincoln bypass extended along the north side of town west to State Route 121 on the west side of town. The Lincoln bypass was built as a four-lane divided highway. An 8 ½ mile long bypass was also constructed east of Staunton (Macoupin County). The 22-foot wide pavement connected old Route 66 north and south of Staunton, allowing shorter travel times for motorists by avoiding going through Staunton and the narrow pavement and sharp turns on the old road. (21st Annual Report of the Department of Public Works and Buildings, Division of Highways, 1938, p. 41-43. 24th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1941, p. 79-80.)

Drive-in restaurants evolved in the early 1930s as a quick and easy way for motorists to eat and drink without leaving their cars. The Steak 'n Shake in Normal, Illinois, is an early example of a drive-in restaurant. It began in 1934 as a small gas station, which also served hamburgers. Curb service was soon introduced and quick, wiry curb attendants literally ran from car door to order window and back to serve sandwiches, chili, and milkshakes on a metal tray which hooked over the car window.

Between the Okies heading west to seek a new start and tourists seeking the wonders of the West, traffic along Route 66 rapidly increased. Encouraging this increase in tourist travel were a variety of promotional efforts. As noted, various Chambers of Commerce and the Route 66 Association advertised communities along the highway as well as the highway itself. During the Depression those efforts continued, especially with the efforts in 1938 to add the name, Will Rogers Highway, to Route 66 (Tingley 1935-38 Highway Dept. Cor.:np). This effort would surface again in

1952 with Warner Studio's release of the film, "The Will Rogers Story" (Scott and Kelly 1988:168). Increasingly, however, states became the largest promoters of tourism and of their major highways.

The small stream of adventuresome motorists using the road during the pioneer era had given way to a flood of motorists. The people fleeing west were joined by middle-class tourists who continued to take vacations, especially by the mid- and late-1930s as the Depression began to lift. Swelling this flow were early interstate truckers as transport companies began to proliferate along the road in Illinois. One such business was Cassens Transport, of Edwardsville, which began as George Cassens and Sons in 1930, as a family partnership. In 1936, their operating revenue was $66,541; in 1994, it was $156,820,333. (Private correspondence, Richard Henry, Staunton, Illinois) With the diversity of people using Route 66, it is no wonder that memories of that period recall both displacement brought on by poverty and nature, the trials and tribulations of driving the road in the course of doing your job, and the joys of a motoring vacation along a dust-free surfaced highway. Route 66 during the 1930s had become a highway big enough to accommodate a broad range of users.

US 66: The War Years: 1942-45

World War II (1941-1945) drastically affected all domestic travel. The home front faced rationing and shortages which included a cessation of automobile production in 1942. Even those who had automobiles had problems getting enough gasoline. Because rubber was scarce, it was difficult, if not impossible to find replacement tires when frequently-patched ones finally wore out. There was also a shortage of replacement parts if their car broke down. Route 66 thrived, however, becoming a massive artery of military commerce during the war as airplane and truck parts were trucked along the highway. Army convoys and maneuvers used the road between military installations and training bases. In the meantime, more than $40 billion was invested by the federal government in the west, primarily in California steel plants. A second mass migration, to rival that of the Depression, began as people traveled to fill these new war industry jobs.

Even as the nation anticipated entering the war and began diverting steel and other materials its war machine would require for defense contracts in 1940, road building surged ahead. The Federal Highway Act of 1940 provided states with money

for road building and many new tourist services opened in 1941. All states had seen road construction and maintenance screech to a halt following the Japanese attack at Pearl Harbor. And then everything stopped. Car production dropped from 3.8 million in 1941 to .2 million in 1942 (DOT 1976:147). Tires, gas and parts were rationed; the speed limit was lowered to 35 mph; construction along the highway came to a standstill. As travel decreased, so did the state's gasoline tax revenues that it used to maintain its road. Route 66 suffered major deterioration during World War II due to ruts created by trucks hauling wartime material and the four-year period in which little attention was paid to maintaining the roads.

Along Route 66, merchants no longer had the stream of motorists that had drawn them into business just a few years earlier; the war meant a shift in the economic patterns of the roadside. Although most troop movements across the country were made with trains, many of these groups still needed to move the supplies which the troops would require before going overseas. The roadway that Interstate 55 in Illinois later became had been designated as a strategic cross-country highway beginning with the Pershing map in 1922. With military convoys and other shipments moving along the road regularly, the trucking industry was also exerting pressure on states to overlook overweight trucks. Much as it had done during World War I with an earlier generation of trucks, many with solid rubber tires, the trucking industry appealed to patriotism and wartime shortages to convince state authorities to look the other way. At the outset of the war the AASHTO and the Public Roads Administration (PRA, the bureau succeeding the BPR in the later 1930s) had agreed on uniform truck weights and sizes. Loads were set at 18,000 pounds per axle, 30,000 pounds gross weight for a four-wheel truck, and 40,000 pounds on trucks of three or more axles (DOT 1976:145). Yet, even as the agreement was reached, truck manufacturers, geared to wartime production, were turning out trucks easily capable of exceeding the limits. These heavier trucks and the precedents set permitting overweight shipments in the name of winning the war would be the basis for the post-war debate over raising limits even higher. They were also the basis for the rutting that occurred on Route 66, particularly those sections that had received only a thin surfacing in previous years. Given these circumstances, it's unlikely that even had the highway department been able to maintain its pre-war level of maintenance personnel would Route 66 have avoided substantial damage. The traffic counts that were once seen as a sign of the promise of prosperity along the highway soon became harbingers of its eventual collapse under the weight of overuse.

The federal Defense Highway Act of 1941 included an authorization of ten million dollars for carrying out "advance engineering surveys and plans for future development of the strategic network of highways and by-passes around and extensions into and through municipalities and metropolitan areas." Illinois had been allotted almost four hundred thousand dollars from this authorization which it was required to match with an equal amount of state funds. The multi-year construction program was planned to involve an expenditure of over 250 million dollars of state funds with most projects proceeding after the war.

By 1942, extensive failure of the pavement at three locations along Route 66 in Illinois reached the stage where not only were maintenance costs excessive, but it was almost impossible to keep the road open to traffic. Plans were made to construct new pavement at these three locations. The new pavement was to be of Portland cement concrete, 24 feet in width, constructed to one side of and separated from the old pavement by a 30-foot central parkway. It was intended to keep the old pavement in service until the new pavement was built, and then to abandon the old pavement for the duration of the war, after which it would be rebuilt as the second half of a divided four-lane highway. Construction work began on the three segments during 1943. The three segments were from Illinois Route 48, west of Raymond (Montgomery County), south for 21.48 miles to the new Staunton bypass that was completed in 1940; from Sherman to Lincoln for 20.18 miles, that extended from the end of the existing four-lane highway at Sherman to the south end of the newly completed Lincoln bypass; and from Pontiac to Gardner, for a distance of 22.4 miles. The new construction work included by-passes around Dwight (Livingston County), completed in 1946 ; Odell (Livingston County), and Pontiac. (25th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1942, p. 73-75. 29th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1946, p. 92.)

The construction of each of these sections formed a part of the proposed freeway from Chicago to St. Louis, authorized under the Defense Highway Act of 1941, which when completed would provide a modern four-lane pavement of limited-access design. Included in the construction costs for each new section, were funds for the procurement of right-of-way for a full width four-lane highway with a center parkway. The latest modern design principles with respect to horizontal and vertical alignment, sight distances, railroad and highway grade crossing separation and protection, and other safety features were incorporated for high-speed through traffic for the new

highway. Generally, the new segments would become the southbound lane of the new limited-access highway. (26th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1943, p. 107-108.)

Additional contracts let in 1944 allowed the construction of 27.27 miles of pavement between Pontiac (Livingston County) and the north end of the by-pass at Bloomington and 12.27 miles from the south end of the by-pass at Bloomington to just north of McLean. (27th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1944, p. 66-67.) In 1945 contracts were let for a new 18-mile segment between Funks Grove (McLean County) and Lincoln. (28th Annual Report of the Department of Public Works and Buildings, Division of Highways, 1945, p. 120, 122.)

US 66: The Golden Age: 1946-1956

Immediately after the War, Route 66 experienced a heyday as ex-GIs returned and used the route in a third westward migration to plentiful jobs in California. More than eight million people moved to the west; 3.5 million of them to sunny California. To assist in their travels, Jack Rittenhouse published his Guidebook to Route 66 in 1946, which became the road traveler's bible. Six months after the end of World War II, Jack D. Rittenhouse got into his 1939 American Bantam coupe and set out from the Loop in downtown Chicago en route to the municipal pier at Santa Monica, California. His goal was to drive the entire length of Route 66, all 2,295 miles, and to provide a guide that would offer "helpful features" to others traveling the road. Paying attention to mileage between towns, historic points of interest and landscape and topographic features, Rittenhouse offered his readers data on towns, lodging, dining, the availability of car services, and road conditions. His main concern was to provide information "to the regions between large centers," for it was these open portions that he felt would raise the greatest uncertainties for motorists. In his introductory chapter, Rittenhouse informed his readers that the guidebook's inclusion of garages, cafes, service stations, hotels and courts was not an endorsement of them but simply a notation to help the motorist. His list now offers a valuable catalogue of roadside properties dating to the mid-1940s. Advice from the book included this practical, if somewhat ominous advice:

> Be sure you have your auto jack. A short piece of wide, flat board on which to rest the jack in sandy soil is a sweat preventer (sic)...Include a

steel tow-rope, tire tools, tire patches, tire pump, and tire chains. One of those war-surplus foxhole shovels takes little space and may come in very handy. Put new batteries and a new bulb in your flashlight. Carry a container of drinking water, which becomes a vital necessity as you enter the deserts. For chilly nights, and early mornings, you'll find a camp blanket or auto robe useful--it comes in handy if you find inadequate bedding in a tourist cabin...Hardly a month goes by that some motorist does not die who would have lived if he had such equipment. (Rittenhouse, A Guidebook to Highway 66, 1946, p. 6)

Although he printed only 3,000 copies of his guidebook, the perspective he offered of the highway as it passed through eight states was one that thousands of other motorists who traveled along Route 66 over the next decade would come to know. Even though sections of the "war-worn road" still awaited repair, for Rittenhouse such concerns paled when compared to the thrill that accompanied the "realization that 'we're on the way,' which the motorist feels as he eases the car away from the curb and heads out of town" (Rittenhouse 1946:9).

Bobby Troup was among those who traveled to California after the war. He and his first wife, Cynthia, drove a 1941 Buick on a ten-day trek west to California the same year as Rittenhouse. The Buick consumed seventy-five quarts of oil during the trip from Pennsylvania. Despite post-war disrepair that left Route 66 "possibly the worst road I've ever taken in my life," Troup found excitement in the adventure of moving across the landscape, eating and sleeping at the cafes and courts that beckoned him with their flashy neon (Scott and Kelly 1988:149). In the slang of the day, motoring west offered "kicks," Cynthia suggested the catchy title and Bobby wrote the words to the famous "Get Your Kicks on Route 66," a lyrical travelogue of road. Soon after their arrival in Hollywood, the song was recorded by Nat "King" Cole and became an American classic. The song has since been covered by a diverse group of artists, including the Rolling Stones, Asleep at the Wheel, Perry Como, Buckwheat Zydeco, and, in the footsteps of her father, Natalie Cole.

The highway that had seen tourists disappear during the war years suddenly sprang back to life. The patterns that had characterized Route 66 during the late Depression years, ongoing improvements to the road itself and an increase in the tourist-related businesses along the roadside, resumed. The striking similarity of those

pre-war and post-war patterns shaping the cultural landscape of Route 66 would persist well into the 1950s. In fact, the quickness with which tourism and its roadside building resumed in 1946 despite tremendous inflation of construction costs following the lifting of rationing restrictions suggests that the war, in the short run, merely interrupted a process well underway by 1938. By the early 1950s, that process would begin to evolve, as the two-lane highway and its smaller scale and modest services offered by roadside businesses were surpassed. The Interstate Highway Act of 1956 would culminate the federal government's response to that shift, signaling the creation of an entirely different type of cross-country road. Likewise the growth of franchise restaurants and motels built on a much larger scale would signal a marked shift in the pattern of roadside businesses.

Route 66 soon experienced a traffic jam which consisted of all elements of an American society thankful that the war had ended and anxious to return to doing the things they had decided they loved most while waiting out the war. One such thing was driving their automobiles. GIs, their young families, other young people freed from the fear of the draft, factory workers for whom rationing had forced saving money, Okies who had found prosperity on the West Coast during the wartime years, writers like Rittenhouse and Troup, and the entire range of Americans all contributed to creating the golden years along Route 66.

Despite the feeling of relief that followed the end of the war, the effects of the war lingered. Irate travelers complained about the conditions along the highway. Increasingly, the inadequacies of the two-lane road were becoming apparent. Overcrowded conditions and the drivers themselves began to make Route 66 a dangerous road.

Efforts to relieve traffic and congestion on Route 66 during the war included the construction of bypasses around the cities of Dwight, Odell, Pontiac, Chenoa, Lexington, Normal, Bloomington, Atlanta, and Lincoln, and the construction of large segments of a 24 foot wide, two-lane highway, that would become part of a limited-access four-lane highway. Following the war, construction efforts concentrated on completing the four-lane limited access highway begun during the war. Projects included the paving of a two-lane segment from Glenarm (Sangamon County) south to Illinois Route 48, west of Raymond, in 1949-1950, completing most of the reconstruction of the two-lane highway of the proposed four-lane through Illinois; and

the reconstruction of new embankment and the road between the Chain-of-Rocks Bridge in Madison County east to a point two miles west of Mitchell (Madison County). (32nd Annual Report of the Department of Public Works and Buildings, Division of Highways, 1949, p. 110-111.)

In 1949, the Illinois Division of Highways reported year-around daily traffic ranges on Route 66 from 7,500 vehicles in the vicinity of Chicago to 3,000 on the lightest-traveled portions, with a high proportion of commercial traffic throughout. In the early 1950s, construction included the reconstruction of the old 18-foot wide road with a new 24-foot road to make a four-lane highway. Large portions of the four-lane highway were completed from Cook County to Madison County, including relocation of the route from Braidwood southwest to Gardner, west of the current road. This new four-lane road section would become Interstate 55 in 1956. Also, the route was relocated with a new four-lane road in 1955 from the junction with Illinois Route 4, south of Staunton, to the junction with U. S. 40 south of Troy (Madison County). This new four-lane road bypassed Hamel, Edwardsville, and Glen Carbon and became Interstate 55 in 1956.

The businesses catering to tourists proliferated after the war but followed much of the same pattern their predecessors had used before the war. With the exception of franchise gasoline stations, many of which followed programmatic blueprints offered by the brand from whom the owner/operator had agreed to buy gas, the vast majority of roadside businesses represented the small investment and building decisions of their owners. As more and more people drove Route 66, more of these small entrepreneurs were drawn to the side of the road. After the war, the need was even more pressing and more businesses appeared. Many of these businesses crowded along corridors approaching towns.

These corridors appeared even more elongated as a result of the advertising signs business people relied on to attract customers. While state highway departments discouraged the proliferation of billboards on the state's roads, their efforts were ineffective as business owners convinced local authorities to overlook enforcing codes in order to sustain these important elements of the local economy. So ubiquitous were they that billboards remained a fixture of the cultural landscape of the American highway of the 1950s. In a pre-franchise age, they alerted motorists to each roadside business. With less standardized products, the billboard carried much of the burden of

attracting customers. If they were pleased with what they found, many customers would habitually return to the same business on subsequent trips (Myers, 1992).

In addition to alerting motorists to the services awaiting them in the town ahead, billboards also drew attention to businesses along isolated rural sections of the highway. Usually offering a combination of services including gas, groceries, food, curios, and sometimes cabins, some of these rural business became the roadside attractions that many people associate with the tourist experience along Route 66.

The range of roadside services that would define the tourist experience along Route 66 until the advent of the large franchise motels and restaurants that appeared in the mid-1950s emerged during this period. As campgrounds evolved into tourist courts, downtown restaurants into drive-in cafes, and gas stations into service stations with garages, jobs were created along the road. The Belt Line around Bloomington provides an interesting look at some of these businesses. In the early 1950s, at the corner of Routes 66 and 150, Bob Johnson opened up a restaurant; travelers and locals alike enjoyed the featured entree--broasted chicken. Later, a huge chicken was added to the roof line, providing an easily-recognized landmark for travelers. The present building was constructed to accommodate the increasing numbers of customers, and the smaller restaurant was razed. A gas station was also on the property. Later, Arthur Brandt opened a truck line and the area became known as Brandtville. Immanuel Streid, from Chenoa, moved to the area just across the road and opened a gas station, motel, and renowned restaurant in the late 1940s. Streid's burned in the 1970s and was never rebuilt. Just off the road, on Morrissey St., the L & L Motel catered to the needs of travelers at this busy intersection, beginning in the early 1950s. The motel is still open and operating.

Other cities and towns witnessed a steady increase in roadside service businesses along Route 66 in Illinois. In Odell (Livingston County), several oblong box type gasoline service stations opened in the early 1950s including Fogarty's Mobil Gas Station, Al's Service Station, Stoney's Marathon Service Station, and Kelso's Mobil Service Station. The Dutch Kitchen was a popular Odell eatery along Route 66. A mile south of Odell the Holdridge Cafe & Standard Service was a popular early 1950s stop on the route. In Cayuga (Livingston County), Joe Sodas' Hilltop Tavern and Restaurant was a popular local restaurant. In Pontiac (Livingston County) the Old Log Cabin Restaurant, Fiesta Restaurant and Lounge, and Fenny & Wrightham's Auto Service

were among the many roadside service businesses that served motorists along Route 66.

In 1948, Isaac Weaver built an eight-unit motel and gas station near the intersection of U. S. Highway 66 and 24 in Chenoa (McLean County). In 1950 the Chenoa Motel was enlarged to 16 units. Steve's Cafe at the junction of City 66 and U. S. 24 was a popular Chenoa eatery at the time. Two Wheel's Restaurant, located one-half mile south of Lexington (McLean County) served steaks, seafood, and cocktails to motorists on Route 66 in the early 1950s. In Lincoln (Logan County) the Blu-Inn, a popular restaurant since 1939, constructed a Colonial Revival styled building at the junction of the Route 66 bypass and Illinois Route 10 in 1953. (Chenoa Centennial Committee, A Century of Cooperation, Chenoa 1854-1954, Lexington Centennial Committee, Lexington Centennial, 1855-1955, Lincoln Centennial Committee, Lincoln the Namesake Town, 1853-1953)

Litchfield (Montgomery County) witnessed a boom in the construction of road related businesses in the early 1950s. Harrow's Shell Station built a new two-bay station at the junction of Illinois Route 16 and U. S. 66. The Annex Cafe which opened in 1947 was remodeled in 1951. A ten-unit motel was added to the site and in 1953 a new five-unit motel with a lobby was constructed. The five-unit motel section had attached garages. In 1951 a new two-stall service station opened on the property. The Annex Cafe, Motel, and Service Station was located between the old road for Route 66 and the new bypass around Litchfield, allowing access to the property from both roads. Three miles north of Litchfield on Route 66, the Varner brothers opened a new motel in 1950. The modern motel featured a u-shaped 18-unit complex. A cafe and service station was soon erected adjacent to the Varner Brothers Motel. (Litchfield Centennial Committee, Litchfield Centennial 1853-1953)

The Interstate Looms

Ironically it was the very success that Route 66 was experiencing that would determine its eventual demise. With more motorists on the road, their demands for safer, less-congested cross-country roads added to the pressure for a more modern highway system. As early as the Federal Aid Highway Act of 1944 (FAHA) Congress had provided for the National System of Interstate Highways, a system designed to include 40,000 miles of primary highways. Although it was not initially envisioned as

being an entirely limited-access system, increasingly congested roadsides made it evident that any substantial improvements would require separating the road proper from its commercial roadside. With its realization prolonged by high construction costs following World War II, the Korean Conflict, and then congressional debate over its final form, the Interstate Highway Act didn't become law until June, 1956. Under the new law a self-perpetuating National Highway Trust funded by user taxes ranging from gas to truck taxes would underwrite 90% of the construction costs of the new system with the states picking up the other 10%.

The implications of the new highway project for Route 66 were substantial. It meant that the new limited access road would be realigned, bypassing towns and cities and eliminating short and long commercial strips alike for its route. Replacing the two-lane road would be a divided, limited-access road with a wider right-of-way. It would be free of commercial billboards and introduce a new set of highway signs. Most important for highways with a strong identity such as Route 66, an entirely new set of route numbers reversing the old latitudinal and longitudinal numbering system would take effect. In Illinois, the black and white US 66 shield would give way to the red, white and blue I-55 shield. Replacing the roadside would be clusters of tourist-related businesses located at exit and entrance ramps. At best the old commercial strip would become an appendage designated as "Business 55"; at worst some sections of the old road would be abandoned.

The Route 66 Association and local booster groups tried to respond to the plans. Some efforts, such as booklets and postcards equating Route 66 with I-55, implied that the new road represented a marriage between old and new. Other efforts, such as the anti-bypass movement sought to mitigate the damage merchants felt a drastic realignment would create by working with engineers to route I-55 close enough to the towns so that motorists would still use the services they offered. In rural areas the effect of the new highway was often swift. As portions of it were completed, many roadside businesses quickly closed, especially if they were bypassed with no nearby access ramps. An example of a long-time family business which was eliminated as a direct result was Benedict's Gas Station in McLean, Illinois. The Benedict family opened a gas station in 1925 on Route 4, at the northeast edge of town, then moved to the junction of Illinois 119 and Route 136, one mile north. This Standard Oil Gasoline Station led the company in gas sales from 1965 to 1972 but when the energy crisis came along, Sunday closures adversely affected business. The biggest problem, the

construction of I-55, left Benedict's without an entrance to the major highway, so the station closed in 1977. Other businesses near exit and entrance ramps survived, gradually increasing and modernizing their operations. Many buildings dating to that last generation of Route 66 businesses as well as those pre-dating World War II continue to stand. Their level of use or state of neglect offers evidence of how the interstate system has not only altered the landscape of the highway but the economic life of rural roadside America as well.

Since the last sections of the interstate to be completed were the by-passes around the larger towns, the commercial strips in towns retained the feeling of the golden age of Route 66 well beyond 1956. In fact, although the road was gradually being replaced by five different interstates, it wasn't until 1977 that US 66 was officially decertified. Since then, local grassroots efforts to resurrect the road have proven successful, including those of a statewide Route 66 Association of Illinois formed in 1990. This group of preservationists and others interested in retaining evidence of a rapidly disappearing aspect of American popular culture have worked to preserve vestiges of Route 66. The resources available to them are numerous and varied; many are threatened. Many examples of the roadside architecture constructed from the late 1920s through the Golden Age remain, albeit with alterations in structure and changes in use and repair. Together with those less numerous properties that remain relatively unchanged, they create a cultural landscape reminiscent of the highway prior to the interstate.

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F. Associated Property Types
Outline of Property Types

1. Road Segments
2. Gas Stations
3. Tourist Courts/Motels
4. Cafes/Restaurants
5. Route 66 Rural Historic Districts
6. Bridges

Introduction

Property types associated with the historic context for "Historic and Architectural Resources of Route 66 Through Illinois" include road segments, gas stations, tourist courts and motels, cafes and restaurants, Route 66 rural historic districts, and bridges. Although Route 66 through Illinois was decertified in 1977, all but approximately 13 miles of the final alignment remains traversable between Chicago and St. Louis. Other abandoned segments of the road can be found and can be traveled by bicycle, foot, or automobile in some areas. Many structural elements associated with road building during the years of significance are still part of the road today. They include guard rails, bridges, grade separations, center line markers, and the right of way. In some areas, such as old State Road 4 in Pontiac, the road's original cross-section template, including the road bed and grade, that date back to before 1926, are still evident. Associated property types still flank the road, especially those sections that go through rural municipalities. Associated service businesses align the road including gas stations and garages, tourist camps and motels, cafes and restaurants and are evidence of the industry that developed to aid, and benefit from, transportation on Route 66 in Illinois.

1. Road Segments
Description

Beginning with its designation in 1926, Route 66 in Illinois was constantly upgraded, widened, and sometimes rerouted. Road segments in Illinois include the original two-lane road, four-lane bypasses around towns and cities in Illinois, and the four-lane road. Today, these segments remain in various forms and conditions. They

include abandoned segments, business routes through towns and cities, bypass routes, frontage roads, and rural segments. Lengths of historic segments range in length from a few feet to many miles.

The major historical developments contributing to the various alignments of Route 66 in Illinois were: the rerouting, after 1930, away from State Road 4 south of Springfield, the Works Progress Administration (WPA) building of two- and four-lane bypasses around most rural communities (completed by 1946), the construction of new four-lane roads following the rural alignments of State Road 4, and the completion of Interstate 55 between Chicago and St. Louis. As a result of these changes, sections of U.S. Route 66 include the two-lane road, bypasses, and the four-lane road.

Prior to the designation of Route 66 in 1926, the route which would become Route 66 was paved as Illinois Route 4. The cross section of this Portland cement road included for the most part two, eight-foot lanes with two, seven-foot gravel shoulders. The road was generally six inches thick. Average costs per mile in Illinois for the Portland cement pavements including grading and culvert work was $28,553 in 1921. Surplus war equipment from the U. S. Army used in World War I was used by state highway departments for road construction. (Fourth Annual Report of the Department of Public Works and Buildings, Division of Highways, 1920-1921, p. 5, 32.)

In 1926, the standard width of Illinois' rural highway roads was increased from thirty to thirty-four feet. This included two, nine-foot Portland cement lanes and two, eight-foot gravel shoulders. For new construction in more heavily-traveled urban areas, the lanes were to be ten-feet wide. The first forty-foot wide urban pavement was located on Route 4 near Chicago (Tenth Annual Report of the Department of Public Works and Buildings, Division of Highways, 1926-1927.) The edge of the concrete pavement was thickened to nine inches to prevent it from breaking, and the use of steel reinforcing was introduced. By 1927, a standard minimum right of way of eighty feet was established for road construction.

Other improvements to the road in 1928 included the addition of expansion joints every eight hundred to one thousand feet. The joints allowed the cement pavement to expand and contract and were four inches wide and filled with bituminous material. To improve safety, the crown of the highway was eliminated at all railroad crossings in 1930.

Several examples of the two, eight-foot lane cross section were noted south of Springfield along the old Illinois 4 portion of Route 66. The longest example extends from Nilwood to Girard (local roads 1950E, 2800N, and 1900E), while another is located southwest of Nilwood and stretches 2.6 miles along local roads 2600N, 1550E, and 2700N. Both of these roadways continue to carry traffic. A good example of the post-1926, two, nine-foot lane cross section is found stretching from Chenoa to the southwest. This segment is abandoned, parallels the historic Chicago & Alton Railroad and is .82 miles long. In the vicinity of Elwood, Mississippi Road and Chicago Road combine to carry a 3.25 mile long segment of the old road that utilizes an eighteen-foot cross section.

The Division of Highways continued to make improvements and changes in highway construction during the 1930s. Efforts along Route 66 included the construction of bypasses around the urban areas of Joliet, Bloomington, Lincoln, and Springfield. In addition, a new roadway was created in Macoupin and Madison counties, eliminating the dangerous curves and bypassing the community of Staunton. By 1933, all new highways were to have not less than a twenty-feet wide pavement. Tie bars to protect the roadways were introduced in the 1934. A design for a four-lane roadway with a divided median was introduced in 1937, this innovation permitted the separation of oncoming traffic. In 1938, heavily-traveled urban roads would have their lanes increased to eleven feet in width, utilizing reinforcing fabric in all Portland cement roadways, and placing at every fifty feet, .75 inch expansion joints. In 1939 the cross sections were enlarged for all new highway construction to include ten-foot shoulders and eleven-foot driving lanes. In 1940, for heavily traveled highways with significant bus and truck traffic, a twelve-foot lane was adopted in 1940. During that same year, four-lane highways in rural areas were separated by a depressed median parkway instead of a narrow raised median. As well, a flush concrete median was adopted on urban four-lane highways. The flush median was surfaced with a different type and color finish than the adjacent pavement for safety concerns.

On Route 66 construction began in 1936 on a four-and-one-half mile section from the northeast corner of the Illinois State Fair Grounds at Springfield to Sherman. Part of the pavement on this section was old State-aid or county construction, some of it built as early as 1914. This section was very hazardous with sharp curves and the pavement was in poor condition. A new divided four-lane road was built, most of it

divided by a median. Sections of the road would lie east of the older road in Sherman. This was the first four-lane portion of Route 66 in Illinois to be built in a rural area.

Work also began in 1934 to extend Route 59 south of Plainfield to U. S. 66 west of Gardner. The new road would allow motorists on Route 66 to bypass Joliet by taking Route 59 to Plainfield and Route 126 northeast connecting back to Route 66 north of Joliet. Bypasses also began in 1939 around the east side of Bloomington-Normal, the west side of Lincoln, and the east side of Springfield. These bypasses would be four-lane divided type highway.

Landscaping issues during this period were heavily influenced by federal involvement. Federal public works programs operated during the Great Depression significantly altered the way roadsides were designed and maintained. By 1931, the Division of Highways cooperated with local citizens to beautify roadsides. Shoulders were seeded and maintenance included mowing grass and destroying weeds. Trees were cut, trimmed, and preserved to improve safety and appearance of the roadside. By 1933, shoulder seeding of grass assisted farmers by eliminating the spread of noxious weeds. In 1934, the federal Works Progress Administration (WPA) provided labor for roadside planting and landscaping. Native trees and shrubs were purchased from local nurseries and planted along the highway. A landscape engineer was assigned to each highway district to develop a progressive plan for future landscape improvements along Illinois' roadways. In 1935, the U. S. Bureau of Public Roads recognized roadside planting as an essential phase of highway development. Many roadsides were regraded in 1935 to provide a more natural appearance and to reduce erosion. Picnic areas were developed as a roadside amenity in 1936 and were screened from the road by plantings. Route 66 south of Springfield, was planted after regrading ditches. In 1937, additional erosion control measures were implemented using vines and shrubs on steep banks. The planting of Route 66 between Springfield and Sherman along the new four-lane road used foliage that was five to ten years older than that ordinarily used. It was the first time a roadside planting achieved an immediate impact. By the end of 1938, 3,249 miles of highway were landscaped, 74 picnic areas, and 63 roadside tables were installed along Illinois public roadways. During 1939, 30,924 shade and flowering trees were planted along 826 miles of roadway--many of which were along Route 66. ("Historic Route 66 in Illinois" Draft National Register Multiple Property Documentation Form, 1997.)

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During World War II, heavy truck traffic and the lack of maintenance due to wartime shortages caused the deterioration of many sections of Route 66. Improvements continued to be implemented by the Department of Highways during the 1940s for road construction. To meet wartime demand, certain sections of Route 66 was rebuilt due to the rapid deterioration of the road. Under the Defense Highway Act, the federal government contributed funds for wartime construction for important defense highways. Sections of new roadway, 22 to 24-foot wide was built along side the old roadway of Route 66 in Illinois, creating a four-lane highway. When the wartime shortages would end, the old roadway would then be replaced with a wider roadway, completing a four-lane road.

To alleviate the wear and tear on highways due to increased traffic and heavier trucks, pavement thickness was increased to eight inches in 1941. A longitudinal joint was added to all new highway construction in 1942 to reduce stress by controlling the location of cracking. The use of reinforcing steel in pavement and culverts was suspended due to the need to conserve steel for war production. In order to compensate for the reduction in the use of steel, pavement thickness was increased to nine to ten inches in 1942. Steel became available again in 1944 and was reincorporated in roadway construction, but slab thickness remained at nine to ten inches.

After the war, construction accelerated on highways including Route 66. Most of the old roadway was replaced with a wider 22 to 24-foot wide pavement creating a four-lane road through most of Route 66 through Illinois. Only minor changes to the cross section occurred from the end of World War II to 1957, when the limited-access highway cross section was adopted for all new interstate construction.

A policy of providing greater horizontal clearance under bridges and viaducts was inaugurated in 1941. The average speed of cars on the nation's rural highways in 1945 was 42 mph; busses averaged 44 mph and trucks averaged 38 mph, according to AASHTO. (AASHTO, A Policy on Geometric Design of Rural Highways, p. 89.)

Landscaping activities during the 1940s was initially affected by the war. An aggressive roadside erosion and landscaping program that used sod as an erosion control device was implemented. Landscape developments included promoting scenic views, historical markers, and plantings. By 1942, however, the war affected

landscaping, and the only improvements implemented were those that dealt with erosion control. The wartime curtailment of landscape activities continued through 1945, although mulch on seeded areas was used to control erosion in 1943, as were black locust trees and field crops in 1944. The Landscape Division of the Federal Bureau of Public Roads introduced specifications in 1946 allowing seeding of grass immediately after the construction of the earthwork for new highways was completed. It also developed a manual for trimming trees for wire clearance. By 1950, landscaping efforts were primarily concerned with ameliorating soil erosion. ("Historic Route 66 in Illinois" Draft National Register of Historic Places Multiple Property Documentation Form, 1997.)

Road construction projects along Route 66 during World War II included the construction of new Portland cement pavement, 24-feet in width to be built to one side of and separated from the old pavement by a 30-foot central parkway. Thus the old pavement could be kept in service until it could be rebuilt after the war. Three deteriorated sections were scheduled for the new construction in 1942: a 21.5 mile stretch from Illinois Route 48, west of Raymond to the new Staunton bypass; a 20.2 mile stretch from the new four-lane highway at Sherman to the bypass at Lincoln; and 21.8 miles from Pontiac to Gardner. In 1944 contracts were let for new construction of 24-foot Portland cement pavements for 27.3 miles between Pontiac and the new Bloomington-Normal bypass and for 12.3 miles from the south end of the Bloomington-Normal bypass to a point north of McLean.

Following the war, construction began on repaving and widening the old 18-foot lanes of Route 66. In some cases the highway was built on the same route, in a few instances the road was rerouted. Road projects included the construction of a new four-lane divided highway south of Springfield including new bridges across Lake Springfield beginning in 1951; the addition of a two-lane road creating a new four-lane road north of Sherman to Bloomington beginning in 1953; and the addition of a two-lane road creating a new four-lane road from Dwight to Chenoa beginning in 1955.

Good examples of the highway that date to this period include a 7.8 mile section from Litchfield to Mt. Olive. This section utilizes a pair of two, eleven-foot lanes that are separated by a median. Another example is a section between Joliet and Wilmington. It is a 13.6-mile section that also utilizes a pair of two, eleven-foot lanes.

Aside from the extant examples of Route 66 in Illinois that already have been cited, additional segments of the road can be found today throughout the length of the route. They include abandoned sections, two-lane roads through municipalities, four-lane bypasses, frontage roads, and four-lane rural segments.

Abandoned segments were once part of the historic road but have since been abandoned. In most cases these fragments are on the 1920s and 1930s alignments and are located at either end of some of the small towns that were frequently bypassed by the highway, or along Illinois Route 4 between Springfield and Staunton. The standard cross-section of these segments measures sixteen or eighteen feet. These early pieces of the highway have largely been left to the elements and are at varying stages of deterioration.

Business 66 alignments as well as bypasses around urban areas still exist in many of the towns and cities including Springfield, Bloomington, Lincoln, Dwight, Pontiac, and Litchfield.

The majority of Route 66 mileage that remains today dates to the 1951-1955, four-lane conversion. This alignment was closely followed by Interstate 55, which was built in the 1960s and 1970s. To facilitate I-55's construction, two of Route 66's four lanes were frequently removed--the remaining two lanes were retained for use as a frontage road for the new interstate.

Significance

From 1926 when it became a part of the first numerically designated Federal Highway System, U.S. Route 66 has been significant as the major transportation route between Chicago and southern California. In Illinois, before 1926, this road was the commercial and tourism route between Chicago and St. Louis. Then known as State Bond Issue 4 (SBI 4), this highway was very much a working road before its designation as U.S. Route 66. Route 66 continued to be a major transportation route throughout the period of significance from 1926 to 1956, when the Federal Interstate Highway Act was passed.

Illinois was the first state to have completely paved U.S. Route 66 along the entire route through the state. U.S. Route 66, with Chicago as a terminus, was witness

to a cross-section of American motorists and commercial transportation, to the successes and the failures that comprise the history of this country in the years of significance of this submission. It took our military men and women to war and back again to civilian life; it took the farmer's crops to market and to grain storage areas, later to be shipped by rail; it took goods to the Mississippi River and to Lake Michigan to be shipped by barge; it provided hope for the unemployed heading for the industrial area of Chicago or the rich soils of California; and it provided recreation and relaxation for the family on a weekend trek to that long awaited vacation to points west. With recognition of the highway through novels, songs, movies, and later a television show, Route 66 became known as the "Mother Road" and the "Main Street of America"; undoubtedly the nation's best known road. It remains today a symbol of America's innocence; of the individual spirit of the American people; and of the motoring adventure on the open road. In the complicated society of today, the road draws people from across this nation, and many foreign nations who are nostalgic for a simpler, less complicated era in history.

The road segments are also significant as reminders of early engineering and the workmanship involved in road building during the first three decades of the Federal Highway System. Changes in these road sections show progression of road building techniques including template improvements, bridge construction and safety features that were added as knowledge increased. Segments of Route 66 can be significant for the National Register for Criterion A for transportation for its association with the nationally prominent highway. They can also be significant for the National Register for Criterion C for engineering as representative examples of the typical road-building design standards set forth by the American Association of state Highway and Transportation Officials as applied in Illinois. Road segments of Route 66 meet Criterion Consideration G for properties less than fifty years of age. Following World War II, construction of road segments followed much the same pattern that was begun in Illinois during the war including the completion of the four-lane highway. The end date of 1956 was chosen due to the passage of the Federal Interstate Highway Act.

Registration Requirements

For a segment of Route 66 to be eligible for listing on the National Register under Criterion A in the area of transportation, and Criterion C in the area of engineering it must contain a high degree of integrity of association, location, design,

materials, workmanship, setting, and feeling. All of these may not apply equally to each of these road segments, but all enter into the determination of eligibility of each segment.

Integrity of association and location requires that the property was part of U.S. Route 66 in Illinois during the years of significance, 1926 - 1956, and that its alignment is verifiable. Some deviations, for reason of maintenance or road safety, to certain segments, do not make an otherwise eligible section ineligible.

Integrity of material, design, and workmanship, alludes to the physical features of the road. These physical features include cross-section template, bridges, culverts, and guard rails. In some sections, normal maintenance to insure the safety of the road has caused some original materials to be replaced or resurfaced. Also, some bridges and culverts have been repaired or replaced in order for the road to remain usable as a county, frontage, local, or state road. Some abandoned sections retain the original materials, but are in varying degrees of deterioration due to natural elements or misuse. These can be considered as archaeological segments. The weakening of material integrity due to normal maintenance, replacement, or natural elements, does not render a section ineligible if it retains other aspects of high integrity.

Integrity of feeling and setting refers to the degree to which the road recalls the commercial and automobile experience in the years of significance. The length of road segments is important in determining the integrity of feeling and setting. Illinois U.S. Route 66 retains all but 13 miles of the original road, with most of these 13 miles lying directly under the U.S. Interstate Route 55 road bed. The road is traversable between Chicago and St. Louis with only minor detours. This allows the traveler to drive through 6 of the 14 natural divisions of topography and landscape present in Illinois. The presence of associative properties historically connected to early Route 66 also contribute to the integrity of feeling and setting. These associative property types include gas stations, diners/restaurants, and tourist courts/motels.

Finally, the issue of pavement must be addressed. As noted by Terri Cleeland in the Multiple Property Documentation form for Route 66 in Arizona, "pavement is an inherently fragile feature of highways that is routinely covered over and replaced. . . Therefore, while original pavement would be a desired feature of nominated alignments, it is not a registration requirement. But a cross section representative of

the period of significance for which the segment is nominated, is a requirement." ("Historic US Route 66 in Arizona" National Register Multiple Property Documentation Form, 1989.)

2. Gas Stations
Description

Important to the commercial and automobile traveler was the ready availability of fuel and other related products to keep their vehicle safely on its way to its destination. Gas stations began appearing all along Route 66 in Illinois as more and more people needed the services they provided. John Jakle and Keith Sculle, and Daniel Vieyra have written about the evolution of the gas station in America, beginning with the "curbside" type which first used the term "filling station", the "shed", the "house" or "cottage", the "house with canopy", the "house with bays", and the "oblong box". Using illustrations from National Petroleum News, Jakle and Sculle analyzed such resources between 1910 and 1990. Their chronological study resulted in the identification of twelve structural gas station types/forms. A discussion of those gas station types found during the period of significance on Route 66 follows. (Jakle and Sculle, The Gas Station in America, 1994; Vieyra. "Fill'er Up!" An Architectural History of Gas Stations, 1979)

All of these types were represented on U.S. Route 66 at one time or another during the years of significance. There still exists, in varying degrees of deterioration, several of these types of gas stations along Route 66.

Distribution of gasoline in Illinois was made easier by the road itself, and the railroad, which in most cases runs parallel to the road. With Chicago and St. Louis being the termini for Route 66 in Illinois, there was available two major distribution points, connected by Route 66 through the state. Because State Bond Issue 4 (SBI 4), before being designated as U.S. Route 66, was the major commercial road between Chicago and St. Louis, there were already several of the early types of gas stations located along this route.

The earliest filling station innovation was the mechanized curbside pump with an underground storage tank. Between 1910-1920, pump manufacturers, including Gilbarco, Tokeheim, and Bowser, worked to promote safety and efficiency and invented

several new mechanical pump designs. The "curbside" gas station consisted usually of one or two pumps along the road. They could be in front of an established business, residence or a newly built shack or shed. These "filling stations" dispensed only gasoline and offered no other services. The curbside gas station began to create a problem because traffic would get backed up while someone was getting gas. This created a need for off-road pumps to service the customers. By 1926, when SBI 4 was designated U.S. Route 66, more stations began to appear to handle the increasing amount of vehicles on the road.

Perhaps using the crude shed as a prototype, attempts were soon made to integrate stations into their neighborhoods. Often times they were designed to resemble small houses. A typical plan included a small office area, storage areas and rest rooms for public use. Many of these structures were of pre-fabricated construction. Many oil companies hired architects to design standard look-alike designs for gas stations, thus strengthening the retail chain concept. The house type also lessened neighborhood complaints about the dirty, temporary sheds formerly used to house gas stations. Oftentimes, gas stations were designed in popular revival styles of the time including Colonial, Classical, and Spanish Colonial Revival blending in with their immediate residential neighbors.

In 1916, Standard Oil of Ohio pioneered a prefabricated prototype which became known as the "house with canopy" gas station. This was a small cottage-style house with a canopy that extended to the pumps to protect against the elements. This "domestic" type gas station was thought to give a "homey" feeling that would make travelers feel comfortable to trade in such surroundings. Often, these types of stations would flourish in rural areas because local residents would also frequent the station.

Two good examples of the house with canopy type of gas station remain in Illinois along Route 66. The Standard/Sinclair station in Odell is an individual property that will be submitted with this multiple listing. The Odell station retains the original standard sign painted on the roof shingles, but also has the later, metal Sinclair sign hanging on the front of the canopy. Russell Soulsby's gas station in Mt. Olive is the other example of the house with canopy. This station will be the subject of a future submission for the National Register. This station and adjacent structures are in good repair and could be used for an interpretative center or museum for U.S. Route 66. Located at the corner of Keokuk Street and the railroad tracks in Lincoln, Illinois is an

example of a house type. Although largely altered by its wide siding and garage bay additions, the original cottage-like form with its steeply-pitched gabled roof is still apparent.

As the road became more traveled, there developed a necessity for more services. Service stations offering repairs and other products, were beginning to be emerge. By extending stations with service bays, a station could offer more road services thus attracting more customers. Often times these extensions could be easily attached to one end of an existing station, often adopting the architectural style of the original station. A good example of this evolution is seen in the Standard Oil Gasoline Station in Odell. Prior to 1940 service bays were added to the north side of the original structure to allow the proprietor to increase the services he offered. Other "house with bays" style stations were being built with the bays as part of the original structure.

The 1930s introduced the next stage in the evolution of the gas station, following the International Style's emphasis on functionalism. Stripped of ornamentation and constructed of pre-fab steel and concrete block, the "oblong box" type of service station became popular in the 1930s. It is a more streamlined design allowing for service bays, offices, and a display area. Some examples followed the streamlined Moderne influence and incorporated a prominent rounded corner tower. A good example of the oblong box type of station exists in Odell. It is being used as a lawn mower repair and sales shop today and the pumps have been removed. During the years of significance it was known as "Stoney's Service". It provided gasoline and a variety of other services for commercial and other travelers along Route 66. To emphasize the growth of the gas station, it should be noted that during the years of significance the trend was for these standardized, easily recognizable service stations to be built. Some remain, servicing U.S. Interstate 55 and former U.S. Route 66, where these roads run parallel to each other.

As a result of recent environmental regulations, many gas stations stopped operating because they could not afford the expense of replacing old underground tanks or the expense of cleaning up any areas that were contaminated by leaking tanks. This could amount to as much as $1,000 a square foot in some areas. Some stations were razed and new stations built at the same location. Others ceased operating when they were bypassed by U.S. Route 55. Of the 10 gas stations that had been active on Route 66 through Odell, only two remain, one as a lawn mower sales and repair shop,

and the other, the Standard Oil Gasoline Station, is used infrequently by the owner for personal repairs on his automobile.

The Standard Station built on the bypass remains, but it has financially suffered from the newer stations north and south of it in Dwight and Pontiac, which offer more services. Some stations that remain on Illinois U.S. Route 66 now serve other functions, such as restaurants, small shops, part stores, etc. The Marathon station in Dwight at the northeast corner of the four-lane bypass and Route 17 is a good example of a service station that still operates as a service station.

Significance

The gas stations that remain along Route 66, whether operating as gas stations, other businesses, or abandoned, are reminders of a property type that emerged during the years of significance in response to the rise of commercial traffic and automobile tourism. These stations located along rural and urban sections of Route 66 reflect an era that called for a more frequent distribution of gas stations for motorists who had less reliable automobiles and commercial vehicles than today. They are significant for their materials, plans, styles, and location which chronicle the early stages of the evolution of the gas station.

Gas stations meet Criterion A in the areas of transportation and commerce for road-related service businesses associated with Route 66. They may also meet Criterion C for architecture if they are a good example of a type, style, or period of construction. Gas stations also meet Criterion Consideration G for properties less than fifty years of age to 1956, when the Interstate Highway Act was passed. Gas stations built after World War II follow the same designs, types, and construction that was established before World War II.

Registration Requirements

Eligibility under Criterion A in the area of transportation and commerce requires that a gas station show a clear association with, and convey a feeling of early commercial traffic and automobile tourism along U.S. Route 66 in Illinois. Eligibility under Criterion C requires that it must be a good example as an architectural type or

style in its design, materials, workmanship, association, feeling, setting, and location as it once appeared on Route 66 in Illinois.

The gas stations that remain today have been considered to determine their eligibility. Those that are currently being used as something other than a gas station are examined to determine the degree that they still reflect their historic function. Those that have had additions, such as the bay area added to the Standard Oil Gasoline Station in Odell, are evaluated and determined eligible if the original structure remains intact and if they have an otherwise high degree of integrity. If these additions or alterations do not detract from the original structure they are determined eligible.

3. Tourist Courts and Motels

Description

The motorist in the early 1920's carried with him all those basic essentials that were necessary for the trip. These often included tents, linens, cots, pots, pans, dishes, silverware, and food. After a long, tiring day of travel it was necessary to unpack all of those materials and set up a campsite for the night. Likewise, it would all have to be taken down and packed the next morning before the trip could be resumed. Whether it was a municipal auto camp or just stopping along side the road in a rural area, this contributed to an arduous journey. Travelers had a mistrust for anything alien to them, but after a while, with the advent of better accommodations, the mistrust gave way to a desire for a more expedient method of travel.

Soon tourist camps were built where a traveler could still pitch a tent for $.25, but could also rent a small cabin for $.50 a night. It was still necessary to carry bedding, cots and other essentials because most of these cabins were spartan in nature, some with only dirt floors. But most had screened windows and doors and offered more protection from nature and a sense of privacy not felt in a tent. Soon there were communal toilets and showers and the motorists were beginning to look for these amenities. Auto camps were trying to clean up their images and trying to draw the more affluent travelers instead of the poorer "tin-can" tourist.

As more amenities were offered in the way of furnishings, kitchenettes, and private baths, more and more were wanted by the motorists. It left some analysts

wondering if it was the age old question. "What came first, the chicken or the egg?". Did these deluxe camps develop as a result of a demand for more conveniences, or did the camps develop in the traveler a taste for such conveniences? In the 1930's frustrated operators complained that motorists were now wanting more than they had at home, such as innerspring mattresses, flush toilets, hot showers, and steam heat, none of which were universally used in homes in that era.

By the end of the 1930's the majority of cabin camps had private baths, and most had stopped renting tent space. This was thought to keep out the more undesirable element. Camps were still fighting a poor public image that they contributed to public immorality. In fact, the sites with private baths, toilets, and all the needed furnishings aided the couple who wanted a few discreet hours together. This led to operators screening their clientele and not allowing local residents or people without luggage to rent a cabin.

There was also a demand for protection of the automobile. Cabins with canopies or garages became popular. Those motorists who would walk in the rain to the other side of a camp to use a public toilet, did not want the finish on their automobiles to be exposed to these same conditions.

In the 1940s, a war-related prosperity began to emerge. There were more business and pleasure trips being made across the country. Military personnel traveled Route 66 to reach their camps and to return home again or leave. Widening and strengthening of the road became necessary in some areas, such as that part of the road that accessed the arsenal near Joliet, to accommodate heavier military vehicles. But in 1942, with the arrival of gasoline rationing, business fell off and some camps disappeared from the scene. Motor courts located near large coastal cities, military bases, and war plants thrived because of the housing shortage in these areas. These were good times, financially, for them, but many midwestern and southwestern courts went out of business.

During the post war years many of the more modern motels were operated by hotel corporations such as Hilton and Sheraton. This led to a mass production, beginning in the late 1940's, that resulted in motels that were easily recognizable to the motorist, like the Holiday Inn or Ramada Inn. These motels were made possible by

franchising. In most cases, each motel was owned separately by a local resident who purchased the right to operate a Holiday Inn, or a Howard Johnson's.

John A. Jakle in "Motel by the Roadside: America's Room for the Night" in the Journal of Cultural Geography, Fall/Winter 1990, defined motel spatial organization variations. They are the row, row-on-row, L, U, crescent, clustered, and cruciform. Cabin camps tended to be arranged in row, row-on-row, L, crescent, and clustered patterns.

Representation of motor court/motel types in Illinois along Route 66 are varied. From the basic one room shacks clustered in a small area known as the Harlem Tourist Camp in Lyons to the Lazy A Motel in Springfield with its Southwest Vernacular style, usually not seen in the Midwest. The Lazy A Motel is a U-shaped type with attached garages. There are in existence today several motel types, but only a few motor camps remain.

Some of the motel types represented on Route 66 are the Pioneer Rest Motel in Broadwell which is rectangular shaped, one story, brick row type with an end gable roof comprised of six units, circa 1940; Art's Motel in Farmersville, a one story, frame L-shaped row type building with an end gable roof, circa 1950; the 66 Hotel Court in Litchfield, brick, duplex row type buildings with flat roof, circa 1940; also in Litchfield the Belvidere Motel, a one story frame row type building with an end gable roof circa 1940; and in Edwardsville, the Town and Country Motel, a pair of frame duplex cabins with front gable roofs, circa 1935.

Along U.S. Route 66 in Illinois there remain remnants of cabin courts as they existed during the years of significance. The Harlem Tourist Camp on Harlem Avenue in Lyons is a reminder of a camp that was still operating in the early 1940's. The Carefree Motel in Dwight, although now operating as apartments, retains its exterior appearance of a motel. The Green Gables near Edwardsville, still stands, but is in disrepair. While most motor courts along Route 66 in Illinois have disappeared from the scene, the remaining property types convey the feeling of transportation in the years of significance.

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Significance

These remaining tourist courts and motels dating to the years of significance are important to recall how these new property types emerged to meet the needs, and later the demands, of the commercial and tourism trade along U.S. Route 66 in Illinois. Their plans, designs, and settings are also significant to reveal the evolution of the motel industry along the route.

Tourist courts and motels are significant for Criterion A for commerce and transportation for road-related service businesses associated with Route 66. They may also be significant for Criterion C for architecture it they are a good example of a type or period of construction. Tourist courts and motels also meet Criterion Consideration G for properties less than fifty years of age until 1956, when the Interstate Highway Act was passed. Tourist courts and motels built after World War II follow the same building types, styles, and construction that was begun before World War II for tourist courts and motels.

Registration Requirements

Eligibility under Criterion A requires that a property retain a clear feeling and association with Route 66 during the years of significance. The property must also include sufficient aspects of historic integrity including location, design, materials, workmanship, feeling, association, and setting. Eligibility under Criterion C requires that the property type retain sufficient elements of location, design, materials, setting, workmanship, feeling, and association and be a representative of a style or period. Although the motels that still operate, whether in their original function or other functions, may have had required maintenance over the years, in most cases their basic materials, design, setting, feeling, workmanship, association, and location have not changed. Those motel property types that are abandoned and suffer some degree of deterioration due to natural elements can still be examples of a motel type during years of significance. Even though in differing degrees of deterioration, they retain an otherwise high degree of integrity.

3. Cafes/Restaurants

Description

As anthropologists have stated, food habits are generally the last idiosyncratic trait immigrants give up as they assimilate into a new culture. (Belasco, 1979). Early tourists and commercial travelers could be considered immigrants to this new world known as the road. Although the financial situation of the motorist was a primary reason for bringing and cooking their own food, mistrust of the unknown quality of food found along the road also was a determining factor in the decision to fend for themselves. But the freedom that came from more amenities in the motor camps allowed motorists to travel lighter, thus the need for more places to dine.

By the 1930's motorists felt more secure with roadside food and ate out more often. This transition was aided by smart vendors such as Howard Johnson who served simple, predictable food. This eliminated roadside variants and allowed motorists to enjoy more freedom from exhausting travel. The earliest cafes were usually part of a motor camp complex, but others, like Howard Johnson's begin as a restaurant and evolved into luxury motels.

In Illinois, some restaurants and cafes were already in place serving local clientele and those motorists that wandered in from the road. Others, like the gas station, grew out of a necessity for the ever increasing commercial and tourism trade after U.S. Route 66 was designated in 1926. The Dixie Truckers' Home in McLean has always operated as a truckers' haven, expanding from two seats at a counter in 1928, to the larger restaurant it is today. But it also drew those other motorists who knew if the truckers ate there, the food would be good and plentiful at a reasonable price. The Dixie is still functioning as a restaurant and truck stop, but now also houses the Illinois Route 66 Museum and Hall of Fame, of which it is a member. The Dixie is a good example of a property type that emerged to fill a need and reflects the feeling of Route 66 in the years of significance. The long-standing policy of good food at reasonable prices has not been altered over the years. Other roadside food stands and cafes along Route 66 in Illinois have not stood the test of time and are now being used for varying functions, or have disappeared altogether.

Another variation on the restaurant theme is the "Road House", an establishment that catered more to local residents and motorists who would spend the night because it served alcoholic beverages along with food. Just north of Gardner is the Riviera, operating now as a restaurant and bar. During the years of significance, the Riviera served many functions. The top level was a motel, the bottom level a restaurant and bar, and there were gas pumps in front. Today, the top level serves as a residence and the gas pumps are gone, but the food and drink are still served. In the lower level restaurant and bar little has been changed over the years. Riviera is one of the individual listings that will be submitted with this multiple listing.

Most early cafes were of the "Mom and Pop" variety and offered home cooked meals. Some restaurants existed on those sections of Route 66 that also served as a main street through a community. The Ariston in Litchfield which opened in 1935, and Earnie's in Hamel are good examples of this type of establishment. These structures all retain a high degree of integrity, though regular maintenance and repairs were required to remain operational.

The various types of restaurants and cafes that remain today along U.S. Route 66 in Illinois are witness to a fulfillment of a need that arose from the increasing number of motorists on Route 66. From the Riviera with its basement restaurant to the Dixie Truckers Home, American ingenuity was meeting the demands of the transportation industry and the tourism trade.

Significance

The remaining cafes and restaurants are reminders of how the property type evolved to meet the needs of motorists along Route 66 in Illinois in the years of significance. Their plans, materials, and designs also are significant because they reflect the ingenuity of those early entrepreneurs who recognized a need and sought to fill it. That some are still operating and have a resurgence of local state, national, and international clientele, highlights the historical resurrection of the road and its people.

Cafes and restaurants meet Criterion A for commerce and transportation as representative examples of road-related service businesses associated with Route 66. They may also meet Criterion C for architecture if they are a good example of a type or period of construction. Cafes and restaurants meets Criterion Consideration G for

properties less than fifty years of age to 1956, when the Interstate Highway Act was passed. Cafes and restaurants built after World War II follow much the same construction patterns, types, and styles that were being built before World War II interrupted construction.

Registration Requirements

Eligibility under Criterion A requires that these property types retain a clear feeling of and association with, Route 66 during the years of significance. Even though some have been razed, or their function has changed, there remain several that reflect the period of significance of Route 66 in Illinois, and are enjoying a resurgence of interest because of their historic association with the road and its people. A cafe/restaurant must also maintain sufficient integrity of design, workmanship, materials, setting, and location. Eligibility under Criterion C requires that the associative property type retain its historic integrity of location, materials, design, workmanship, setting, feeling, and association, and be a good example of architectural style or period. Simple modifications and normal maintenance does not render a property ineligible if it retains an otherwise high degree of integrity.

4. Route 66 Rural Historic Districts
Description

When Route 66 was decommissioned in 1977, it had already suffered from the building of Interstate 55. Many roadside businesses had been silent for years because of the 1940's by-passes around rural municipalities and the coming of the new interstate highway. Removing the signs was suppose to strike the final death knell for the road and its businesses, and for a time, it did. But a strange and wonderful movement began to occur. People became nostalgic for what seemed to them to be a better time in the history of this country. This grass roots movement continued to grow, and more and more motorists returned to old Route 66. Now the trip became the vacation, the destination being the road itself. In every state the road runs through, emerged a Route 66 Association. Illinois was no different. Some businesses that had managed to survive enjoyed renewed interest because motorists were again on the road. Through the efforts of the Route 66 Association of Illinois, and other interested groups and individuals, the Illinois Department of Transportation (IDOT) developed

historic signs for old Route 66. These signs were placed in 1995. Now a traveler can motor through Illinois on Route 66 with ease.

There are many sections of Route 66 with its adjacent structures that reflect a feeling of association with the history of Route 66 during the years of significance of this submission. The gas stations, cafes, restaurants, tourist camps, and motels, in their relationship to the road., constitute a Route 66 Historic District.

Common traits relative to business structures along early Route 66 in Illinois were their spatial relationship to the road and their design. Gas stations were set off from the road allowing for easy access. The house with canopy and oblong box types of stations differed only in design and types of services offered, but not in their relationship to the road. Cafes and restaurants were often a part of a service complex that offered gas and other services such as the Dixie Truckers' Home in McLean and the Riviera in Gardner. Sections of the road that ran through municipalities often served as a main street and offered many services. Baltimore Street in Wilmington is a good example of this type of historic district. Cafes, gas stations, such as the old Hicksatomic, and the historic Eagle Hotel still retain their association with Route 66.

Food, gas, and a general store or souvenir shop could be part of the same building, or be two or three separate structures arranged around each other in the same complex. A good example of this type of historic district is the Old Log Cabin restaurant in Pontiac. Two buildings, one a restaurant, the other a gas station (now a store), were actually lifted off their foundation and turned around when a by-pass went behind the structures in the mid-1940's. Residential structures were usually located to the rear of the business structures, as is the case with Russell Soulsby's Shell Station in Mt. Olive.

The differing designs, arrangements, and in some cases, rearrangements of these structures, reflect the methods used by proprietors to fill the needs that arose from increased travel along U.S. Route 66 in Illinois.

Significance

The Route 66 Rural Historic Districts composed of one or more structures along the side of the road are significant because they recall the motoring experience through Illinois during the years of significance of this submission. They demonstrate how the

rise of commercial traffic and automobile tourism in Illinois led to the establishment of commercial structures along the road to supply the need of the motorist. Also revealed is how merchants oriented their business to the road, and used various methods of road advertisements to alert the customer to the services they provided. This could be in the way of signs or a standardized structural design that was easily recognizable.

Route 66 Rural Historic Districts are significant for Criterion A for commerce and transportation for their association with Route 66. They may also be significant for Criterion C for engineering and architecture if they are good examples of a type or method of construction. Route 66 Rural Historic Districts meet Criterion Consideration G for properties less than fifty years of age to 1956, when the Interstate Highway Act was passed. Construction on Route 66 followed much the same pattern established before World War II following the war.

Registration Requirements

Eligibility under Criterion A requires that the Route 66 Rural Historic Districts retain a high degree of integrity of location, setting, design, materials, workmanship, association, and feeling reflecting the rise of the commercial and automobile experience during the years of significance. Eligibility under Criterion C requires that the road segments retain a high degree of integrity of location, setting, design, materials, workmanship, association, and feeling during the years of significance. Repairs to the roadway for convenience or safety do not render an otherwise eligible district ineligible.

5. Bridges
Description

Most of the bridges, with few exceptions, along Route 66 in Illinois were built of concrete, including the abutments, piers, floor beams, decks, stringers, and railings. The structures are mostly devoid of ornamentation, except for concrete railings (some solid and some with balusters). They also have intermediate posts and end posts, most of which have one, two, or three-step, inset panels. Most bridges built between 1926 and 1940 were 2 lane structures, with one lane in each direction. Bridges after 1940 were usually paired structures, each of which had 2 lanes in one direction.

The earliest concrete bridge structures built in Illinois were reinforced concrete slabs with parapet walls. (IDOT bridge type 101). Failure of many of the truss bridges led to the use of reinforced concrete, through-girder bridges (IDOT bridge type 124). These bridges were generally built between 1906 and 1924. Reinforced concrete T-beam bridges were first used in 1912 (IDOT bridge type 104). These became the most commonly found bridge type in Illinois. There are at least 10 bridges along Route 66 that pre-date 1930. In the 1930's bridges with continuous, reinforced concrete decks and girders (IDOT bridge type 200), were used on state roads. Also during this time, reinforced concrete bridges with rigid frames were used (IDOT bridge type 107). Bridges built after 1941 post date World War II. These were mostly paired bridges with a total of 4 lanes. Structural materials used included prestressed concrete beams (IDOT bridge type 500), rolled steel wide flange beams (IDOT bridge type 300 $ 400), and straight or arched concrete "T" beams and slab decks. The railings most often used concrete balusters and top rails, while some used open metal railings.

Several bridges located along Route 66 in Illinois are identified on this list of historic bridges that IDOT distributed for public comment in 1994. Some of the bridges included on that list are the Chain of Rocks Bridge at Granite City (IDOT bridge type 410), County Ditch Bridge on Chain of Rocks Road, east on Mitchell (IDOT bridge type 302), two bridges adjacent to Hurricane Creek, on old State Route 4, north of Carlinville (IDOT bridge type 101 & 124), the railroad viaduct of Illinois 129 near Braceville (IDOT bridge type 312), the bridge over Rook Creek south of Pontiac (IDOT bridge type 402), and finally, on the original state Route 4 in Pontiac, a bridge that was accepted to the list of Historic Bridges in 1996.

Significance

From 1926 when Route 66 was first designated, this road has played a significant part in the history of transportation, commerce, and tourism, in Illinois. The bridges that allowed the road to span various physical features between Chicago and St. Louis were necessary to make this road accessible to, and used by, trucks, bused, and automobiles as they made their way across the state. They are significant as good examples of the types of bridges built during the years of significance of this submission. They also reflect the various types of materials that were used during this period.

Bridges are significant for Criterion A for transportation for their associations with Route 66. Bridges may be significant for Criterion C for engineering if they are good examples of a bridge type. Bridges also meet Criterion Consideration G for properties built less than fifty years of age to 1956, when the Interstate Highway Act was passed. Bridges built after World War II to 1956 are of the same type and construction as those built before World War II.

Registration Requirements

For a bridge to be eligible for listing on the National Register under Criterion A in the area of transportation, and Criterion C in the area of engineering it must contain a high degree of integrity of location, association, design, material, workmanship, setting, and feeling. Al of these criteria may not apply equally to each of these bridges, but all enter into the determination of eligibility of each bridge.

Integrity of association and requires that the property was part of Illinois Route 66 during the years of significance, 1926-1956 and that its origin is verifiable. Some deviations, for reasons of maintenance or safety, do not make an otherwise eligible structure ineligible.

Integrity of material, design, and workmanship, alludes to the physical features of the structure. These physical features include roadbed, railings, concrete, and inset panels. In some sections, normal maintenance to insure the safety of the bridge has caused some original materials to be replaced or resurfaced. The weakening of material integrity due to normal maintenance, replacement, or natural elements, does not render a structure ineligible if it retains other aspects of high integrity.

Integrity of feeling and setting refers to the degree to which the structure recalls the commercial and automobile experience in the years of significance. That these bridges are located on Route 66 is easily verifiable by old highway maps, county plat maps, and IDOT annual reports. In many instances, the age of the structure is verifiable by the plaques on the structure itself. Several have the date of construction, or date of dedication. That they were, and are, a necessary part of the road is evident from the physical features they span.

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G. Geographical Data

The historic and architectural resources of U.S. Route 66 in Illinois encompass all of the alignments that were used as Route 66 as well as adjacent associative properties. This includes the 1926-1930 alignment south of Springfield that runs through Chatham, Auburn, Virden, Girard, Nilwood, Carlinville, Gillespie, and Benld which is now State Route 4. Also included is the alignment after 1930 from Chicago to the Mississippi River east of St. Louis. This alignment encompasses twelve counties including Cook, DuPage, Will, Grundy, Livingston, McLean, Logan, Sangamon, Montgomery, Macoupin, Madison, and St. Clair. Included in these counties are the municipalities of Chicago, Cicero, Berwyn, Joliet, Plainfield, Elwood, Wilmington, Braidwood, Godley, Gardner, Dwight, Odell, Cayuga, Pontiac, Chenoa, Lexington, Towanda, Normal, Bloomington, McLean, Atlanta, Lincoln, Broadwell, Williamsville, Sherman, Springfield, Glenarm, Divernon, Farmersville, Waggoner, Raymond, Litchfield, Mount Olive, Hamel, Livingston, Edwardsville, Mitchell and Granite City.

Although some sections of former Illinois U.S. Route 66 have been abandoned, or exist only as a local and frontage roads, several sections have been assigned state highway numbers or have local names in various communities. These sections include, but are not limited to Jackson Boulevard, Michigan Avenue, Adams Street, and Ogden Avenue in Chicago; Ogden Avenue, Harlem Road and Joliet Road in Cicero and Berwyn; State Route 53 in Joliet, Elwood, Wilmington, Braidwood, and Godley; Main Street in Gardner; Dwight Road, Route 47, and Waupansie St. in Dwight; Odell Road, Prairie Street, and West Street in Odell; Pontiac Road, Lincoln Street, and Ladd Street in Pontiac; Pine Street. Linden Street, Willow Street, Route 51, Business Route 55, Morris Street, Springfield Road, and Beich Road in Normal and Bloomington; East Carlyle, South Main Street, U.S. Route 136 in McLean; Atlanta Road, and S.W. Arch Street in Atlanta; Business Route 55 and Washington Street in Lincoln; Springfield Road, 5th Street, North Grand Avenue, MacArthur Boulevard, and Business Route 55 in Springfield; Mt. Olive Road, and Old Route 66 in Mt. Olive; Illinois 4 north of Hamel; Illinois 157 in Edwardsville; Chain of Rocks Road south of Edwardsville; Nameoki Road, Madison Street and Broadway, in, and south of Granite City.

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H. Summary of Identification and Evaluation Methods

The multiple property listing of historic and architectural resources of U.S. Route 66 in Illinois is based upon the inventory completed by several members of the Route 66 Association of Illinois Preservation Committee; a corridor study by Barton-Aschman Associates, Inc. in association with Archaeological Research, Inc.; interviews with local residents; resources from the Illinois State Archives in Normal and Springfield. All sections of U.S. Route 66 in Illinois were inventoried by automobile, or on foot, as was necessary with some abandoned sections.

Property types were determined, in part, by various research books which are listed in the bibliography, by a search of tax records in the state archives, and by interviews with owners and local residents. All of the properties surveyed were determined to fall into five property types: sections of former Route 66, gas stations, tourist courts/motels, cafes/restaurants, and Route 66 rural historic districts.

Historic context was determined based mostly upon interviews with those who traveled, lived, or worked on the route and on archival research.

One issue during research was determining the years of significance. It was decided to include the years 1926 - 1956. Though all the national efforts turned to the war after 1942 and there was not a lot of individual building occurring, the road and the associated property types were a part of the war effort. War time transportation was heavy on Route 66 becoming a part of the history of World War II. When post-war construction resumed in 1946, little changed in the manner and type of construction happening along U.S. Route 66 in Illinois. In 1946 the country saw the beginning of the "Golden Age" of tourism, but also saw the increase of private, commercial travel in the post-war era. Improvements of some segments of the route occurred as a result of war-related traffic on U.S. Route 66 and many four-lane segments were completed making Route 66 through Illinois a four-lane highway. In 1956 Congress passed the Interstate Act, changing the focus of interstate highway building to limited access roads.

The Criteria for evaluation and criteria considerations as written in the "National Register Bulletin #16B" are the basis for determining the areas of significance for each property type. Criterion A stipulates that properties be "associated with events that have made a significant contribution to the broad pattern of our history. The road and

associated significance to the history to the history of the rise of commercial and automobile transportation in the years cited in this submission, and to the rise of commerce along the roadside. Criterion C states that properties "embody a distinctive characteristic of a type, period or method of construction,... or that they represent a significant and distinguishable entity whose components may lack individual distinction." Properties were evaluated for what they reveal about early methods of road construction and the rise of roadside commercial architecture to meet the needs of the motorist.

The criteria also calls for property types that "possess integrity of location, design, setting, materials, workmanship, feeling and association" as a test for historic integrity. Although not every individual test applies equally to all property types listed in this submission, as a group the items on the list provide the basis for testing the eligibility of each property type under consideration.

Also used for evaluation the various road sections, including early alignments, abandoned sections, rural frontage, country, state, federal, and municipal roads, and urban municipal roads for eligibility for listing on the national Register, was the multiple listing approved November 22, 1993 entitled "Historic and Architectural Resources of Route 66 through New Mexico", prepared by David J. Kammer, Ph.D. This document sets the precedent for including all property types of Illinois U.S. Route 66 evaluated in this submission.

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