NPS Form 10-900
(Rev. 10-90)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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

1. Name of Property

historic name  Route 66, Girard to Nilwood

other names/site number

2. Location

street & number  Route 66 between Illinois Route 4 south of Girard and Illinois Route 4 in Nilwood  ___ Not for publication

city or town  Nilwood  ___ X ___ vicinity

state  Illinois  code IL  county  Macoupin  code 117  zip code  62672

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. ( ___ See continuation sheet for additional comments.)

Signature of certifying official  

Date  4-5-02

Illinois Historic Preservation Agency
State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau  American Indian Tribe
# 4. National Park Service Certification

I, hereby certify that this property is:  

- [ ] entered in the National Register  
- [ ] See continuation sheet.  
- [ ] determined eligible for the National Register  
- [ ] See continuation sheet.  
- [ ] determined not eligible for the National Register  
- [ ] removed from the National Register  
- [ ] other (explain):  

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# 5. Classification

Ownership of Property  
(Check as many boxes as apply)  
- [ ] private  
- [x] public-local  
- [ ] public-State  
- [ ] public-Federal

Category of Property  
(Check only one box)  
- [ ] building(s)  
- [ ] district  
- [ ] site  
- [x] structure  
- [ ] object

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

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Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)  
Historic and Architectural Resources of Route 66 Through Illinois
Route 66, Girard to Nilwood
Macoupin County, Illinois
Name of Property
County and State

6. Function or Use

Historic Functions (Enter categories from instructions)
Transportation/Road-related

Current Functions (Enter categories from instructions)
Transportation/Road-related

7. Description

Architectural Classification
(Enter categories from instructions)
Other: Concrete Road

Materials (Enter categories from instructions)
Foundation N/A
Roof N/A
Walls N/A
other Concrete

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)
8. Statement of Significance

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

_ X _ A  Property is associated with events that have made a significant contribution to the broad patterns of our history.

___ B  Property is associated with the lives of persons significant in our past.

_ X _ C  Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

___ D  Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

___ A  owned by a religious institution or used for religious purposes.

___ B  removed from its original location.

___ C  a birthplace or a grave.

___ D  a cemetery.

___ E  a reconstructed building, object, or structure.

___ F  a commemorative property.

___ G  less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation

Engineering

Period of Significance  A: 1926-1931;  C: 1919-1931

Significant Dates  N/A

Significant Person (Complete if Criterion B is marked above)  N/A

Cultural Affiliation  N/A

Architect/Builder  Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)
9. Major Bibliographical References

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

Previous documentation on file (NPS)
— preliminary determination of individual listing (36 CFR 67) has been requested.
— previously listed in the National Register
— previously determined eligible by the National Register
— designated a National Historic Landmark
— recorded by Historic American Buildings Survey # __________
— recorded by Historic American Engineering Record # __________

Primary Location of Additional Data
— State Historic Preservation Office
— Other State agency
— Federal agency
— Local government
— University
— Other

Name of repository

10. Geographical Data

Acreage of Property 15.5 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing
1 16 260360 4368325 3 16 259480 4365380
2 16 260280 4365370 4 16 259450 4364590
X See continuation sheet.

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

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)
Route 66, Girard to Nilwood
Name of Property

Macoupin County, Illinois
County and State

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Additional Documentation
Submit the following items with the completed form:
Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

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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 18.1 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.
SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 99000117 Date Listed: 5/23/02

Route 66, Girard to Nilwood Macoupin
Property Name County IL

Route 66 Through Illinois MPS
Multiple Name

State

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Beth Boland
Signature of the Keeper 5/23/02

Date of Action

Amended Items in Nomination:

Section 5 shows the incorrect public entity checked as owner. The correct ownership is “public-State.”

This was confirmed by Tracey Sculle at the IL SHPO office.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)
Description

Built circa 1920, as part of State Bond Issue 4, Route 66, Girard to Nilwood road segment extends 4.0 miles and was utilized as part of United States Route 66 from the famous road's inception in 1926 to the 1930-1931 construction of the Springfield to Staunton alignment of Route 66 to the east.¹ The road segment is located in Sections 5, 8, 17, and 18 of rural Nilwood Township and the village of Nilwood in Macoupin County, Illinois. The road segment is owned and maintained by the Illinois Department of Transportation. The surrounding terrain is largely flat and utilized for farming in the rural areas and for scattered housing and businesses in the village of Nilwood. Indeed, scattered farms are the most frequently encountered resources adjacent to the road. Included within the nominated property are eight structures—the roadway, one road bridge, one railroad overpass and five culverts—all of which are contributing resources.

The road's starting and ending points are based on the beginning and end of the original sixteen-foot-wide cross-section template. The road begins at the south edge of the intersection with current Illinois Route 4, south of Girard and ends at the intersection of Illinois Route 4 in Nilwood. North of the starting point the road has been widened and resurfaced, destroying the original cross-section template. South of the end point in Nilwood, the road has also been widened and resurfaced, destroying the original cross-section template.

The roadway itself consists of sixteen-foot, concrete pavement that is generally striped for eight-foot driving lanes. Sixteen-foot wide surfaces were typical in the United States in the early 1920s. Although cracked in places, the concrete pavement is original. There are little asphalt overlays, mostly for patching. Generally four-foot gravel shoulders flank the roadway (see Attachment A for a sketch of the current cross section).

The five culverts within the segment consist of the concrete box variety. While most culverts are built as part of a roadway's foundation and, consequently, are unnoticed by the traveler, the culverts in the Girard to Nilwood road segment have short, one-foot to two-foot-high walls that make them noticeable.

The bridge within the district is identified as bridge #059-0046; the structure was built in 1920. It is a single-span, reinforced concrete slab deck structure (Illinois Department of Transportation bridge type #124). The west railing is comprised of concrete endposts and top chord and is infilled with brick. The original concrete and brick east railing was removed and replaced with a modern metal railing. The loss of the concrete east railing notwithstanding, the bridge still contains approximately 75 percent of its historic fabric and is considered a contributing structure within the road segment.

The railroad overpass was constructed in 1930. It is a steel girder bridge on stepped concrete piers with concrete rails.

Starting at the beginning of the road segment south of Girard and proceeding south and west towards Nilwood, a mile-by-mile of description of the road segment's current condition follows:

The road segment begins in Section 5, Nilwood Township, just south of the intersection of the road with current Illinois Route. The road crosses the Union Pacific Railroad tracks and continues south through Sections 5 and 8.

.9 miles south of beginning point. Three-foot-wide box culvert. Contributing structure.

1.3 miles. Representative cross section with sixteen-foot pavement (two, eight-foot lanes) and four-foot shoulders.


1.8 miles. Two-foot-wide box culvert. Contributing structure.
At the south edge of Section 8 the road curves to the west.

2.3 miles. Road passes underneath the Union Pacific Railroad Overpass which was constructed 1930. Contributing structure.

Just west of the overpass, the road curves to the south along the west edge of Section 17.

2.8 miles. Two-foot-wide box culvert. Contributing structure.

South of the culvert the road curves to the west in Section 18.

3.05 miles. Eight-foot-wide box culvert. Contributing structure.

The road continues west to the east village limits of Nilwood where it curves to the south into the village.

3.5 miles. Two-foot-wide box culvert. Contributing structure.

The road curves to the southwest to Moraine Street, the main business street of the village of Nilwood. The road turns northwest onto Moraine Street and follows it northwest through town. Through the business district in Nilwood wide gravel and asphalt parking areas align both sides of the road.

3.8 miles. The nominated road segment crosses over the Union Pacific Railroad tracks. Some asphalt pavement maintaining the original cross-section template has been placed on the road surface leading to and from the railroad crossing.

4.0 miles. Intersection of road with Illinois Route 4 at the west end of Moraine Street. The road segment ends.

The road segment consists of 8 contributing resources: the road itself, a road bridge, a railroad overpass and five culverts.
Statement of Significance

Route 66, Girard to Nilwood road segment is significant statewide for listing in the National Register of Historic Places. It meets Criterion A for transportation for its association with Route 66, a major national transportation route from Chicago to Santa Monica, California. The historic period of significance is 1926, when the road was designated Route 66, to 1931, when Route 66 was realigned further to the east. It also meets Criterion C for engineering as representative example of the typical road-building design standards set forth by the American Association of State Highway and Transportation Officials as applied to Illinois during the late 1910s and early 1920s. The period of significance for engineering is 1920. Route 66, Girard to Nilwood meets the registration requirements of the property type “Road Segment” in the approved Multiple Property Documentation Form “Historic and Architectural Resources of Route 66 Through Illinois.”

This nomination is one of four Route 66 road segment nominations prepared in cooperation with the Illinois Department of Transportation. It has been agreed to preserve and maintain this road segment as per Section 106 of the National Historic Preservation Act.

For a discussion of U. S. Route 66 and the “Road Segment” property type please refer to the Multiple Property Documentation Form, “Historic and Architectural Resources of Route 66 Through Illinois.”

History

Constructed circa 1920, this road segment was part of the highway’s original route through Illinois. The route was part of State Bond Issue 4, one of five roads in Illinois that was designated to receive moneys from the Federal Aid System in 1919. State Bond Issue 4 (SBI 4) also know as the Chicago - Springfield- East St. Louis Road was constructed between 1919 and 1924.

The early construction of SBI 4 followed a general pattern. The cross section of this road included, for the most part, two, eight foot wide lanes with two, four to seven foot wide gravel shoulders. The Portland cement was generally six inches
thick. In 1921 average costs per mile in Illinois for the Portland cement pavement including grading and culvert work was $28,553.

State Bond Issue 4 extended from Chicago through Joliet, Pontiac, Chenoa, Bloomington, Lincoln, Springfield, Carlinville, Staunton to East St. Louis. In 1926 SBI 4 was designated as Route 66. Plans were immediately enacted to realign Route 66 south of Springfield through Litchfield to avoid the many towns and dangerous curves between Springfield and Staunton on the old SBI 4. In 1931 following construction of the new roadway the former SBI 4 reverted back to Illinois Route 4.

Transportation

Route 66, Girard to Nilwood meets Criterion A for transportation for its association with Route 66 from 1926 through 1931. During this time period the hard road allowed for the quicker transport of goods and services for the citizens of Illinois. Coal miners who worked in the area could easily get to work at the mines in Virden, Girard, Carlinville, and Standard City. Persons who had business at Carlinville, the county seat, could easily get there due to the construction of the new hard road, without having to worry about being stuck in the dirt roads. Macoupin County farmers were able to economically and easily deliver livestock and grain to local grain elevators and livestock handling facilities in nearby cities and towns due to the construction of the new road. The completion of SBI 4 and U. S. Route 66 allowed the economical interstate transport of goods from Chicago through Illinois to California. The designation and construction of Route 66 made the highway the major transportation route between Chicago and southern California. Truckers could easily haul freight and manufactured goods through this road segment on their way to and from Chicago and St. Louis and to cities and towns along the route including East St. Louis, Springfield, Bloomington, and Joliet.
Engineering

Route 66, Girard to Nilwood meets Criterion C for engineering as a good example of highway construction from 1920. It remains as a significant reminder of the early engineering and the workmanship involved in road building during this time period. The road segment with its narrow 16' wide cross-section template, Portland cement construction, 5 concrete box culverts, and single span, reinforced concrete, through girder bridge with concrete and brick parapet is representative of road-building design standards set forth by the American Association of State Highway and Transportation Officials during the late 1910s and early 1920s.

A few road segments of SBI 4, Route 66 from Springfield to Staunton are still extant, although for the most part SBI 4 has been widened and covered with new asphalt pavement or realigned. Historic segments from the 1920s when the road was part of Route 66 exist where current Illinois Route 4 bypassed dangerous curves, intersections, and some towns. The Girard to Nilwood road segment is the longest segment along the route that maintains its historic cross-section template and original pavement.

Integrity

The Route 66, Girard to Nilwood road segment contains a high degree of historic integrity of association, location, design, materials, workmanship, setting, and feeling. Under Criterion A, 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. This segment was part of U. S. Route 66 during its years of significance and its alignment is verifiable based on historic maps and Illinois Department of Transportation Records. This road segment also retains its integrity as a representative example of Illinois road construction in 1920.

Integrity of materials, design, and workmanship, refers to the physical features of the road. These physical features include cross-section template, bridges, culverts, and guard rails. The Route 66, Girard to Nilwood road segment maintains its original cross-section template with its sixteen-foot-wide concrete
pavement and four-foot gravel shoulders. Most of the gravel shoulders have been grown over with weeds and grasses and have had various grading, but their historic profile is still maintained. There has been some slight asphalt patching on the road surface but for the most part the original concrete pavement is visible and in good shape. In Nilwood the approaches to the Union Pacific Railroad crossing have been built up with asphalt but the historic cross-section template remains.

Integrity of feeling and setting refers to the degree to which the road recalls the commercial and automobile experience during the years of significance. The length of the road segment is important in determining the integrity of feeling and setting. Route 66, Girard to Nilwood road segment is four miles in length. Through its original narrow cross-section template, original concrete pavement, length in addition to the largely farmed land through which it passes this road segment is able to evoke a sense of what traveling on Route 66 might have been like in the 1920s.

Comparisons

The comparison SBI 4/Route 66 two-lane road segments from the 1920s are as follows:

Southwest of Springfield in Section 30, Woodside Township, Sangamon County is a road segment. The .25 mile segment extends southwest from the intersection with Woodside Road to Lick Creek.

North of Auburn in Section 34, Chatham Township, Sangamon County is a sixteen-foot wide concrete segment that is .24 mile long. This segment is located north and west of current Illinois Route 4 and is listed in the National Register of Historic Places.

South of Auburn in Section 21, Auburn Township, Sangamon County is a .6 mile S-curve segment that extends south from current Illinois Route 4, turns to the west and crosses Route 4 and then extends south to the intersection with Route 4.
In the village of Thayer in Sangamon County is a .65 mile segment that extends south and east of current Illinois Route 4.

Southwest of Nilwood in South Otter Township is a sixteen-foot wide, 2.6 mile long concrete segment located south and east of current Illinois Route 4.

North of Carlinville in Sections 9 and 10, Carlinville Township, Macoupin County is a 1 mile segment that extends south and east of current Illinois Route 4.

South of Carlinville in Sections 13 Brushy Mound Township and Section 19 Honey Point Township, Macoupin County is a 1.4 mile S-curve segment.
Bibliography


Verbal Boundary Description

The road segment extends from Illinois Route 4, south of Girard to Illinois Route 4 in Nilwood. It is located in Sections 5, 8, 17, and 18 of Nilwood Township, Macoupin County, Illinois. The lateral boundaries of the road segment run concurrently with the Illinois Department of Transportation-owned right-of-way. The boundary of the nominated property is delineated by a polygon whose vertices are marked by UTM reference points. The boundary is indicated on the Virden South quadrangle map.

Boundary Justification

This boundary includes that area historically associated with State Bond Issue 4 and Route 66 and that maintains historic integrity.

Form Prepared By

John N. Vogel and David Keene, Heritage Research, Ltd., N89 W16785 Appleton Avenue, Menomonee Falls, WI 53051. Ph. (414) 251-7792.

UTMs Continued

5. Zone 16, East, 258640, North, 4364590
6. Zone 16, East, 258530, North, 4364320
7. Zone 16, East, 257920, North, 4364680
Profile of Ditch Uncertain

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Gravel Shoulder

Center of Ditch

Profile of Ditch Uncertain

North/East Dauld Lane || South/West Dauld Lane

Typical Cross Section at Mileage Point:

Route 66,
Girard to Nilwood
Old Illinois 4