

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

SENT TO D.C.
3-22-2002

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 by Carpenter Park**

other names/site number

2. Location

street & number **Old Route 66 between Cabin Smoke Trail near Carpenter Park and the north bank of the Sangamon River** Not for publication

city or town **Springfield and Sherman** vicinity

state **Illinois** code **IL** county **Sangamon** code **167** zip code **62665, 62660**

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.)

William L. White, SHA
Signature of certifying official

3-20-02
Date

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

Route 66 by Carpenter Park
Name of Property

Sangamon County, Illinois
County and State

4. National Park Service Certification

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

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing
<u> 0 </u>	<u> 0 </u> buildings
<u> 0 </u>	<u> 0 </u> sites
<u> 1 </u>	<u> 0 </u> structures
<u> 0 </u>	<u> 0 </u> objects
<u> 1 </u>	<u> 0 </u> Total

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.)

Historical and Architectural Resources of Route 66 Through Illinois

Route 66 by Carpenter)Park
Name of Property

Sangamon County, Illinois
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.)

Route 66 by Carpenter Park
Name of Property

Sangamon County, Illinois
County and State

8. Statement of Significance

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

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

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

- 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: 1926-1936; C: 1922-1936**

Significant Dates **1926**

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation **N/A**

Architect/Builder **N/A**

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

Route 66 by Carpenter Park
Name of Property

Sangamon County, Illinois
County and State

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 **Route 66 Association of Illinois**

10. Geographical Data

Acreage of Property **approximately three acres**

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	276267	4417034	3	_____	_____
2	16	276414	4416679	4	_____	_____

____ See continuation sheet.

Verbal Boundary Description

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

Boundary Justification

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

Route 66 by Carpenter Park
Name of Property

Sangamon County, Illinois
County and State

II. Form Prepared By

name title Tom Teague, Member

organization Friends of the Sangamon Valley

date November 15, 2001

street & number 1208 West Edwards

telephone 217-787-8839

city or town Springfield

state Illinois

zip code 62704

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

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

Property Owner

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

name Springfield Park District (western portion)

street & number 2500 South 11th Street

telephone 217-544-1751

city or town Springfield

state Illinois

zip code 62702

and

name Joe Carter (eastern portion)

street & number Rural Route 5

telephone 217-544-7449

city or town Sherman

state Illinois

zip code 62660

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.

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Description

The nominated segment was built in 1922 as part of State Bond Issue 124. It extends one-quarter mile from Cabin Smoke Trail in Sherman to the north bank of the Sangamon River, which is within the corporate limits of Springfield. It was used as part of United States Route 66 from that road's inception in 1926 until late 1936 when a four-lane alignment of 66 was finished a few yards to the east. The segment is located in Sections 1 and 2 of Springfield Township in Sangamon County, Illinois.

The segment's northernmost point is based on the beginning of the original and surviving template at Cabin Smoke Trail. Its ending point is when the template comes to a bridge abutment over the Sangamon. North of the starting point, a short stretch of original roadbed is still in use, but the original pavement has been removed, as have the shoulders and drainage ditches. About a mile further north by Tipton School Road, another surviving portion of SBI 124 was removed and re-engineered by the Illinois Department of Transportation in the 1990s to facilitate proposed development. The roadbed south of the Sangamon River has also been removed.

The roadway itself is 16 feet wide and paved with a mix of cement and gravel. Except for the first 75 yards, four-inch curbs are still intact. There is a perpendicular expansion joint every 30 yards. For the first 150 yards, the roadway is flanked by four-foot gravel shoulders and drainage ditches. Such surfaces, curbs and shoulders were typical in the United States in the early 1920s. Although cracked in places, the pavement is original with only a few small asphalt and gravel patches.

The nominated segment begins at its juncture with Cabin Smoke Trail, an access road to a nearby golf course, and heads south. Carpenter Park, a nature preserve, borders it on the west. At the 125-yard mark, a driveway on the east side ramps up to the former site of a multi-purpose business building. That building has been long removed and did not stand on the section's right-of-way.

For the first 150 yards, the road is straight and level, heading due south. Then it curves gently southeast and starts cutting downward toward the Sangamon. The east shoulder and drainage ditch disappear as the land on that side becomes up to eight feet higher than the roadbed.

On the west side at the 200-yard mark there is a large pile of broken pavement and other road debris. Its point of origin is unrecorded, but early road-building practice suggests it came from just north of Cabin Smoke Trail. None of it came from the nominated segment as that is intact.

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The land slopes down briefly at the 300-yard mark before climbing a sandstone bluff. At the end, the bluff is right next to the roadbed and stands 20 feet higher. On top there are small brush trees. An abutment of an iron truss bridge built in 1892 is the nominated section's southern terminus. The river is 25 feet below.

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Narrative Description

Statement of Significance

The Route 66 by Carpenter Park 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 artery from Chicago to Santa Monica, California. It also meets Criterion C for engineering as a 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 in the 1920s. Route 66 by Carpenter Park meets the registration requirements of the property type "Road Segment" in the approved Multiple Property Documentation For "Historic and Architectural Resources of Route 66 Through Illinois." The period of significance is 1922, when the road was paved, to 1936, when it was bypassed by a new, four-lane alignment of Route 66 a few yards to the east. For a discussion of U.S. Route 66 as a "Road Segment" property type, please refer to the Multiple Property Documentation Form.

When William Carpenter settled on land north of the Sangamon River in 1820, Kickapoo Indians still camped on sandstone bluffs overlooking the waterway. The only road through the areas was known as Fort Clark. In time, Carpenter acquired title to nearly a square mile of largely forested land in what is now Sections 35 and 36 Township 17 North, Range 5 West, of Sangamon County. For many years, he operated a sawmill on the southern bank of the Sangamon. Its foundations are still visible. In the later Nineteenth Century, a span commonly know as the Old Iron Bridge was built from the mill to the bluff on the northern side of the river. The road arced gently west from the bridge, then headed north toward Sherman. Today only the nominated portion survives in this area. It was used as a spur of Old Tipton School Road in the early Twentieth Century. The road was paved in 1922 when the State of Illinois acquired the right of way and began building State Bond Issue 124.

The new hard road was 18 feet wide, had curbs, and consisted of concrete and gravel. When the national highway system was created in 1926, Route 66 took SBI 124's alignment through this area because it was already paved and it had Old Iron Bridge. In 1927, however, the state began construction of a separate alignment and new bridge for Route 66 a few yards to the east. But until that work was completed in 1936, this roadbed carried the traffic of the nation. Carpenter Park formed its western boundary. It is a 437-acre nature preserve sold to the Springfield Park District in 1922 for \$87,500 by Carpenter's granddaughter Sarah Jane. Principal trees near the roadway include black oak, white oak, elm and paw-paw. Borings by the Friends of the Sangamon Valley show that many of the park's trees are over 200 years old. One is 430. The eastern boundary is largely open land now owned by Joe Carter of Sherman.

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The Illinois Department of Transportation no longer claims the right of way of the nominated roadbed. A Division of Highways order dated December 1, 1936, called for the Old Iron Bridge to be dismantled and its trusses stored on the pavement north of the river. Engineers thought the bridge could be reconstructed and used at another location in the future. However, IDOT has no record available of when the bridge was actually dismantled or what happen to the bridge. As a result of its long abandonment, the road retains is original cross-section. Soil has drifted down over the curbs in some areas and there has been weed growth, but both could be easily cleared. The roadbed shows some signs of wear, but has not changed much in nearly seventy years.

As recently as 1918, there were only 3,000 miles of federally-paved roads in this country. Today we have 37,000 miles of paved roads of all kinds in Illinois alone. The scope and speed of that change have profoundly affected all phases of American life. By studying our roads—how we built them, how we've used them, how we've discarded them—we have opportunity to put them in true historical perspective and understand and appreciate the changes they've brought. As our national road system observes its 75 anniversary, Route 66 by Carpenter Park offers a unique chance to do just that. It is virtually intact because it has not carried traffic for 65 years. Because the western half of the roadway and right-of-way belong to Carpenter Park, development is not a great threat, either.

History

Illinois began paving its highways earlier than most of America. In 1918, the state passed a \$60 million "hard road" bond issue. It was the first time a public works project had been financed in that manner. State Bond Issue 124, the road that included the nominated portion, was built with those funds in 1922. In 1924, the state passed a \$118 million bond issue to continue its road building and Governor Len Small ran for re-election on the slogan "Complete Good Roads." His campaign poster had two union bugs on it.

Construction of SBI 124 followed a general pattern of the early 1920s. The cross section of this road included 16-foot wide pavement with expansion joints every 30 yards. For the first 150 yards, there are four-foot shoulders on each side. The cement and gravel pavement is six inches thick. In 1921, the average cost per

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mile for such paving was \$28,553. The road was closed in 1936 when the new four-lane alignment of 66 opened to the east. In early 1937, the iron truss bridge that carried it across the Sangamon River was dismantled. According to records of the Illinois Department of Transportation, the trusses were stored on the now-closed alignment. At the time, engineers hoped the bridge could someday be reconstructed to carry another road across a river. No records indicate if this ever happened when the bridge parts were removed. They likely were used for scrap metal during World War II.

Transportation

A grassroots lobbying effort by World War I veterans, the American truck-building industry (which had necessarily come of age during the war) and other supporters led to creation of the national highway system in 1926. Planners adopted a concept advocated by Thomas Jefferson and later John Pershing - a simple gridwork of roads criss-crossing the country from north to south and east to west. But to show how hard roads could help unify this country, they added the modern touch of Route 66. On a single path now, Americans could travel between Chicago and Los Angeles, the nation's second and third largest cities. Even the idea of systematically numbering roads was an innovation then.

When it came into being in late 1926, Route 66 had no roadbed or pavement of its own. But because of its symbolic importance, planners and supporters wanted it to have an immediate presence. Necessarily, then, its first alignment was often one of convenience and opportunity. In Illinois, that opportunity included the recently paved SBI 124 and its bridge across the Sangamon. These carried Route 66 traffic until 1936 when a wider road and new bridge were completed on a generally parallel path a few yards to the east. That is only 10 years, but they were the national road system's first and most formative years. The nominated section's roadbed and general path had been there in some condition or name for more than a century. At one time, it was known as Fort Clark Trail and George Rogers Clark traveled it to Peoria as part of a military action against native Indians. Later, it became part of Old Tipton School Road. But in its last decade, it affected far more people than in all its other years combined. Among them were the tens of thousands of people who drove 66 to or from the 1933-1934 World's Fair in Chicago.

Engineering

Route 66 by Carpenter Park meets Criterion C for engineering as a good example of state-aided highway construction in the 1920s. It remains a significant reminder of early engineering and workmanship because it

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is in generally the same condition today as it was during the period of its greatest use. With its narrow template, cement pavement and curbs, it is representative of road-building design standards set forth by the American Association of State Highway Officials. The close proximity of the bluff and the virtual lack of shoulder at the southeast end of the segment are representative in that they show the limitations of technology and funding in the 1920s. They also evoke the topography of 19th Century American roads.

Several other segments of the original Route 66 in Illinois are extant. This segment, however, has not carried traffic and has not been maintained since 1936. Only a maintenance truck for the Sherman-Williamsville water district has occasional access to it. Thus its original cross-section template and general environment are intact and virtually unchanged.

Integrity

The Route 66 by Carpenter Park segment contains a high degree of historic integrity of association, location, design, materials, workmanship, setting and feeling. It was part of Route 66 in Illinois from 1926-1936. Its alignment is verifiable based on historic maps and Illinois Department of Transportation records. Its extant physical features include the cross-section template with curbs, narrow shoulders and drainage ditches. The pavement's combination of concrete and heavy gravel has withstood traffic and then subsequent neglect well. And unlike other curbed highways of its vintage, this stretch has not lost its curbs due to periodic resurfacing.

Tourists, students and visitors to Carpenter Park, a 437-acre nature preserve, can hike this road's surviving length with no fear of vehicular traffic. Principal trees alongside it include black oak, white oak, elm and paw-paw. Some are more than 200 years old. After the first 150 yards, when the road begins its slope toward the Sangamon River, hikers are no longer able to see the new highway or any modern development to the east. To the west is the preserve. In this visually sheltered setting, it is easy to recall or imagine what traveling on Route 66 was like during its first decade.

Commercial development of the land between Route 66 by Carpenter Park and the newer Route 66 alignment (now called Business 55 or Peoria Road) is a possibility. A significant length of original SBI 124 by nearby Tipton School Road was realigned in the 1990s. This area now provides a buffer between the park and new development.

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Comparisons

North of Auburn in Section 34, Chatham Township, Sangamon County, is a 16-foot wide concrete segment that is .24 mile long. It is located north and west of the current Illinois Route 4 and is listed in the National Register of Historic Places.

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

South of Springfield on North Cotton Hill Road is a .25 mile segment of 16-foot wide concrete and gravel pavement which used to carry Route 66 traffic south.. However, it was closed off in the early 1930s as Lake Springfield began to fill.

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Bibliography

Barton-Aschman Associates, Inc. and Archaeological Research, Inc. *Historic Route 66 Corridor Study*. Springfield, Illinois: State of Illinois, 1995.

Illinois Department of Transportation (IDOT). *Plat Map of Parcel 6134X04*. 1993.

LaGesse, Vernon, President, Friends of the Sangamon Valley. *Interview by Tom Teague*. Springfield, IL, June 17, 2001. Tape on file with Tom Teague, Springfield, IL.

Moeer, Victor, District Engineer, Illinois Department of Transportation. *Correspondence with Tom Teague* and accompanying documentation. 1999, 2001. On file with Tom Teague and IDOT, Springfield, IL.

Newton, David, Illinois Historic Preservation Agency. National Register nomination, *Route 66, Girard to Nihwood* (draft), 1997. On file with IHPA.

Springfield Park District. *Carpenter Park web site*. www.springfieldparks.org. 1999.

Seratt, Dorothy and Terri Ryburn-Lamont, Route 66 Association of Illinois. Multiple Property Documentation Form *Historic and Architectural Resources of Route 66 Through Illinois*. 1997.

Small, Len. *Re-Election Poster*. 1924. In archives of Tom Teague, Springfield, IL.

Teague, Tom with Lon Haldeman. *Searching for 66*. Springfield, Illinois: Samizdat House, 1991.

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Verbal Description of Boundary

The northern boundary is the old road's intersection with Cabin Smoke Trail, the access road to the Rail Golf Course in Sherman. A quarter mile to the southeast, the southern boundary is a bridge abutment on the north bank of the Sangamon River. The east and west boundaries are southeast with the road. They coincide with the combined width of the roadbed and right-of-way, some 42 feet. The entire area is contained in Sections 1 and 2 of Springfield Township in Sangamon County, Illinois. The Carpenter Park or west half is within the city limits of Springfield. The east half is part of the Village of Sherman.

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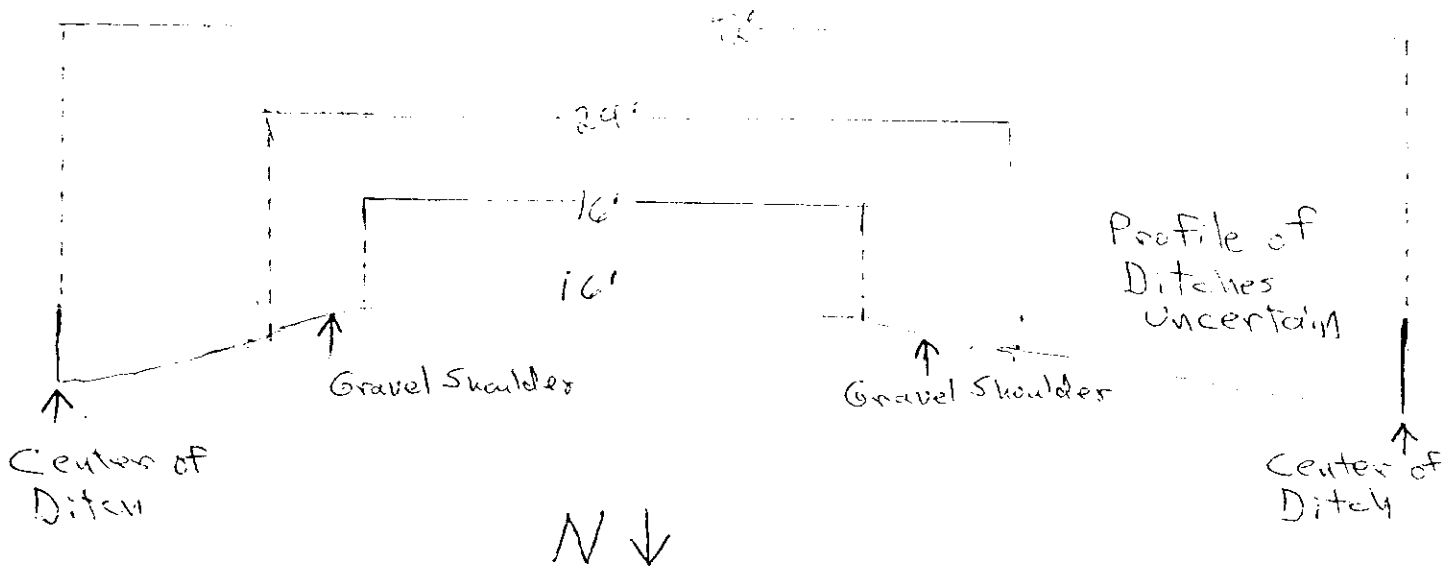
Justification of Boundary

The northern boundary is the old road's intersection with what Cabin Smoke Trail, the access road to the Rail Golf Course in Sherman. It is currently chained off. Only a maintenance truck for the Williamsville-Sherman Water District has access. The southern boundary was selected because there is no longer a bridge across the Sangamon River at that point. The east and west boundaries were selected because they coincide with the combined width of the roadbed and its right-of-way. The pavement within these boundaries is a benignly neglected, little-used, but largely intact example of the state's earliest hard road building. It no longer intersects with or is contiguous to any other pavement except Cabin Smoke Trail and the entrance to Carpenter Park, both of which lie at its north end. Another nearby section of original SBI 124 template by Andrew Road was realigned and reengineered by IDOT in the 1990s to accommodate a subdivision.

The segment's boundaries encompass the area historically associated with this portion of the road from 1922 to 1936 and retain historic integrity.

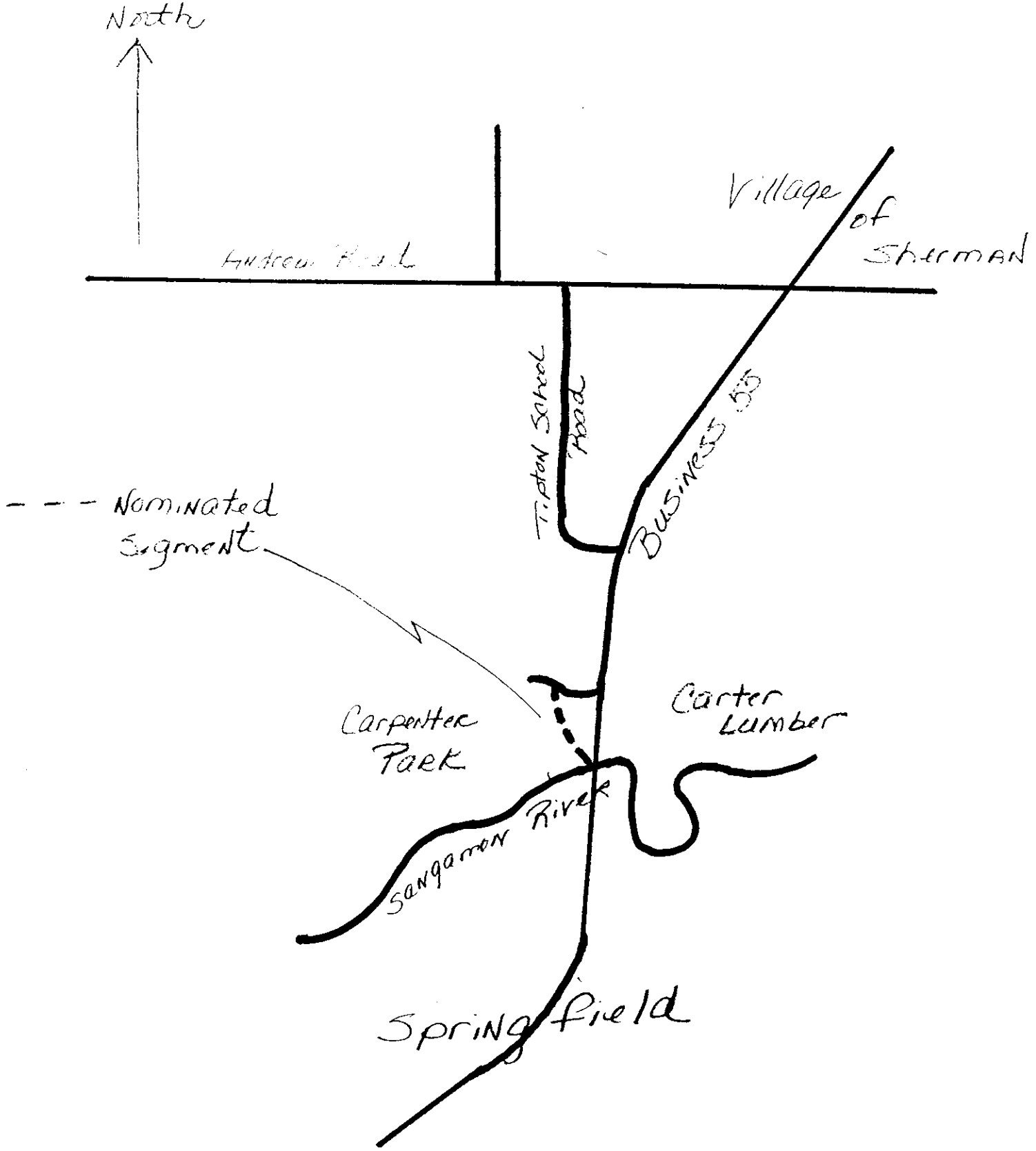
Route 66 by Carpenter Park
Sangamon County, Illinois

Cross Section Template

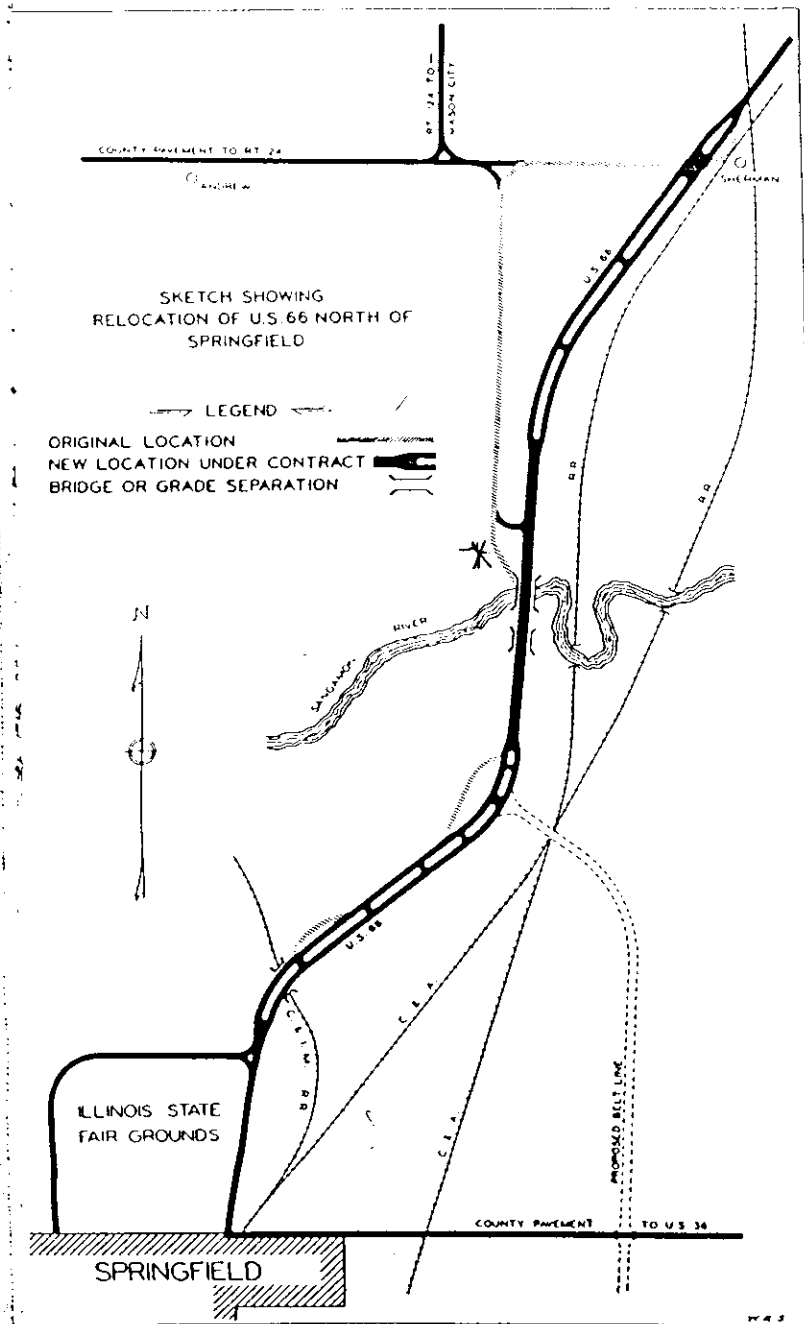


Typical Cross Section
at Mileage point 0.8

Route 66 by Carpenter Park
Sangamon County, Illinois



Route 66 by Carpenter Park Sangamon County, Illinois



A series of new automobile pavements re-oriented the early-twentieth century Sherman-Springfield corridor. Source: *Nineteenth Annual Report of Division of Highways, January 1, 1936 to December 31, 1936.* ([Springfield, Ill.]: State of Illinois, [1937]), p. 36. Please note the location of the nominated road segment.*