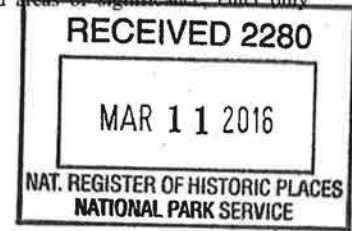


United States Department of the Interior  
National Park Service

198

# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.



### 1. Name of Property

Historic name: Bridge at Thirteenth Street

Other names/site number: Wooden Bridge

Name of related multiple property listing:

N/A

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

### 2. Location

Street & number: 13<sup>th</sup> Street between Clark St. & Johnson St.

City or town: St. Francisville State: IL County: Lawrence

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this x 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 x meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide   x   local

Applicable National Register Criteria:

    A     B   x   C     D

	<u>3/4/16</u>
Signature of certifying official/Title:	Date
<u>Illinois Historic Preservation Agency</u>	
State or Federal agency/bureau or Tribal Government	

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In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

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**Signature of commenting official:** \_\_\_\_\_ **Date** \_\_\_\_\_

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**Title :** \_\_\_\_\_ **State or Federal agency/bureau or Tribal Government** \_\_\_\_\_

**4. National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register  
\_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register  
\_\_\_ removed from the National Register  
\_\_\_ other (explain):

*by Barbara W. [Signature]*  
Signature of the Keeper

*4-26-16*  
Date of Action

**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

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**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

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation / Road-related

\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Transportation / Road-related

\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other: Bridge

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Timber (wood); Steel

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Bridge at Thirteenth Street, popularly known as the Wooden Bridge, is located on 13<sup>th</sup> Street in St. Francisville, a small community with a population of approximately 760, in Lawrence County, Illinois. Completed in 1909, the bridge is a hybrid of a timber stringer and steel beam structure. It was built to carry road-related traffic over the railroad track, on 13<sup>th</sup> Street, on the northwest side of town.

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### Narrative Description

The Bridge at Thirteenth Street is one block north of west Main Street in the City of St. Francisville, at the same location of its origins. Thirteenth Street coincides with the north-south “jog” of Main Street at the west end of the City. Traffic flow today over the bridge is north and south along the bridges original footprint and alignment. The bridge was built to span over the operating railroad tracks for the Cairo, Vincennes & Chicago Railway Company, and Cleveland, Cincinnati, Chicago & St. Louis Railway Company in order to provide uninterrupted and safe road traffic on Thirteenth Street.

While the railroad tracks have been removed, the path of the railroad right-of-way is still visible, coming and going under the main span of the bridge. The grass-covered path of the former railroad line runs through the northwest side of St. Francisville, with a residential area to the east and an agricultural field to the west. The vertical clearance for the railroad is 19 feet 8 inches. The bridge, which measures 181 feet, has a 2.5 inch timber decking and is 20 feet wide. The main span, which measures 54 feet, rests on 13-15 inch steel I-beams, and the approach spans (6)

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are on 13-15 inch timber beams. The substructure consists of two reinforced concrete closed abutments w/retaining walls, and piers (7) consisting of timber pile bents. The timber guard/hand rail measuring 18 feet 6 inches (railing face to face).

### **Historical Integrity**

The Bridge at Thirteenth Street has sufficient integrity for listing in the National Register in location, design, setting, materials, workmanship, feeling, and association. There is no information that would suggest that the bridge has been altered in alignment, horizontal or vertical, over its current 106 year life. Even though the railroad is no longer operational and the railroad tracks have been removed, the original appearance and function of the Bridge at Thirteenth Street today, is as it was in 1909, its first period of significance, including providing uninterrupted and safe road traffic over the man-made cut for the railroad on 13<sup>th</sup> Street. The entire structure does not appear to have had any alterations since its renovation in 1950, its second period of significance.

While the bridge undoubtedly has undergone on-going maintenance that would have been required of timber bridge structures, it is not certain what parts of the bridge were repaired and/or replaced. The website *Bridgehunter.com*, which has a database of the country's historic and prominent bridges, reported that the 13<sup>th</sup> Street bridge was rehabilitated in 1950. The Illinois Department of Transportation's Bridge Information website indicated that the bridge was reconstructed in 1950. While not proven, it is highly likely that the steel reinforcements were added to the stringer in 1950. There is no direct written historical documentation that has been revealed as to the scope of work, including from a search of City records, but it is believed that the timber deck structure, including decking, guard rails, and vertical members were stripped and replaced. Regardless, the material changes that have occurred are well over fifty years in age and are considered a contributing change to the bridge, as they have allowed for its continued use without altering the massing, spatial relationships, proportion, or texture of materials of the structure as it was originally built. The maintenance to the bridge through the years would be necessary to extend the life and historical integrity of the structure. Aside from the impacts of aging and the increased need for more effective and regular maintenance, there are no known substantial visual differences to the structure.

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### 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

#### Areas of Significance

(Enter categories from instructions.)

Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**Period of Significance**

1909; 1950

**Significant Dates**

1909; 1950

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Bridge at Thirteenth Street is locally significant and eligible for listing in the National Register of Historic Places under Criterion C for Engineering as a good example of a wooden timber bridge, with the added structural integrity of a steel beam main span. It was built for residential and commercial necessity, to allow for safe and effective travel over the railroad track. The bridge also is distinctive for its substructure, resting on trestle bents. The period of significance is 1909, the year it was constructed, with 1950, the year it was renovated, as a second period of significance.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

Early Settlement of St. Francisville

The 1803 *Treaty for the Vincennes Tract* with local Native American tribes allowed safe travel on the Buffalo Trace from Louisville, KY to Vincennes, IN. That treaty included land (west of the Wabash River) as far as our present Red Hill State Park. Joseph Tougas, the first permanent settler of Lawrence County, IL, established a home on the St. Francisville bluff at that time.

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In 1807 Joseph Tougas possessed more than 60 acres on the sight of present day St. Francisville. In 1812 the wood palisade Fort Tougas was built to be a safe haven for the local settlers and defense against the Indians of the Wabash Valley that were causing havoc at nearby settlements. The dates of the Bicentennial Celebration 1812 to 2012 were established from Fort Tougas that stood from 1812 to 1817. According to the 1883 history, the first school in Lawrence County was held in this Dennison Township fort in 1817.

The village of St. Francisville was surveyed and then the plat was recorded at the county seat by Francis Tougas (the widow of the original settler) in 1837. It was laid out with six 'town blocks' of 46 total building lots and an acre to locate a church. The first local post office was established in 1838. The settlement continued to grow in number. Its location on the river enhanced its business opportunities for many years.

The onset of the first decade of 20<sup>th</sup> century brought rapid changes and significant improvements to St. Francisville. The population of the community during this time exceeded 2,000 persons, which is an historical high for all periods to date, reflecting the local historical significance of the time period. Then current modern conveniences came to St. Francisville, including telephone communication systems, coal oil lamps on street posts, cemetery, and, most prominent of all, the expansion of railroad transportation for freight and passenger.

Railroad History

St. Francisville first received passenger and freight service through St. Francisville in 1872 with service provided by the Cairo & Vincennes Railroad. In 1880 the St. Francisville & Lawrenceville Railroad was constructed to connect St. Francisville with the rails extending north to Danville & Paris, Illinois. The Wabash, St. Louis & Pacific Railroad operated the rails through St. Francisville for nearly a decade. The Cairo, Vincennes & Chicago Railroad controlled the rails for many years afterward. Agreements were made with the Cleveland, Cincinnati, Chicago & St. Louis Railroad before the end of the nineteenth century. It was best known as the Big Four. The *New York Central Railroad* operated the trains through town for decades in the Twentieth Century.

In the early 1900s, the Cairo, Vincennes & Chicago Railway Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company expanded the railroad line to the west part of St. Francisville. The railroad construction resulted in a deep man-made cut through 13<sup>th</sup> Street that ended the existing traffic flow on 13<sup>th</sup> Street (north and south). Without a bridge at this location, it was not possible to cross the railroad tracks, as the elevations of the railroad grade and that of 13<sup>th</sup> Street were quite different.

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St. Francisville had new building lot additions in the northwest quadrant of the city that were accessed in part by 13<sup>th</sup> Street and wanted to restore safe passage on 13<sup>th</sup> Street. They had reached an agreement with the railroads on February 12, 1907 that a new bridge be constructed. It appears that there was concern that the railroads would not meet their obligation for on November 1907, the newly-formed city council served notice to the Cairo, Vincennes & Chicago



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Railway Company and the Cleveland, Cincinnati, Chicago & St. Louis Railway Company compelling them to build the bridge per their February agreement. The minutes included the following:

- on motion the council ordered that a resolution be drafted and passed to compel the Railway to build the bridge on 13<sup>th</sup> Street”
- City Council employed W.S. Wilhite as City Attorney for the balance of the fiscal year
- Council ordered the Mayor appoint an ordinance committee for the purpose of drafting necessary city ordinances.”
- Resolution: to: Cairo, Vincennes & Chicago Railway Company,  
Cleveland, Cincinnati, Chicago & St. Louis Railway Company  
(1) To fulfill their part of contract for building of a bridge at Thirteenth Street crossing per contract entered into on the 12<sup>th</sup> day of February, 1907.  
(2) And to repair the approaches to the overhead bridge, or viaduct, where their Railroad intersects Clark Street (formerly the public highway)

An extensive search of the city council minutes did not uncover further information about the Bridge at Thirteenth Street.

By 1909, the Bridge at Thirteenth Street was complete and operational. When completed, the total length of the bridge was 181 feet, with a main span of 54 feet. Since the alignment of the railroad track was diagonal (not perpendicular) with the north-south alignment of 13<sup>th</sup> Street, the main span of the bridge had to be longer than might otherwise have been required to acquire a safe clear span over the tracks. It is not certain whether the steel beam on the main beam is original to the structure. Steel was available during the time of the bridge’s construction, but it is more likely that the beam was added later, when the bridge was supporting vehicular traffic. The approach spans are timber beam construction.

### **Timber and Steel Beam Construction**

Bridges can fall into multiple categories based upon use (i.e. pedestrian, vehicular, etc.), material, mobility (fixed, moveable), and structure. There are essentially six different bridge structures: beam, cantilever, cable-stayed, arch, suspension, and truss.<sup>1</sup> (Figure 1) Beam bridges consist of one or more horizontal beams supported by piers or abutments at each end. Beam

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<sup>1</sup> “Types of Bridges” *History of Bridges*.  
<http://www.historyofbridges.com/facts-about-bridges/types-of-bridges/>

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bridges, also known as girder bridges, are the oldest, simplest, and most common form of bridge dating to prehistory.<sup>2</sup> These bridges were built of wood and/or stone.

A timber beam bridge, as defined by the Illinois Department of Transportation's (IDOT) Historic Bridges of Illinois is characterized as such:

A one span bridge or a bridge consisting of a series of simple spans having a superstructure which utilizes timber as the material for main load carrying members. The main load carrying members consist of multiple (three or more) timber beams located below the portion of the superstructure that is in direct contact with traffic loads.<sup>3</sup>

Timber was once the most widely used material for bridge construction in the United States. It was durable, economical, and plentiful. The first wood bridges –predating the 1800s – were pioneer bridges with short spans.<sup>4</sup> While bridge designers of the early 1800s began to show concern with standards as well as aesthetics, the biggest innovations in bridge design did not occur until the 1840s. Up until then, timber bridges were constructed almost entirely from untreated wood. Iron parts if used, were limited to small pieces of hardware created by blacksmiths. Spurred by the railroad boom of the 1830s, bridge designers began using cast-iron to build bridges. While timber bridges remained predominant, after 1840, they were now being built with cast-iron structural members. Most of these were built in the arch or truss design.<sup>5</sup> The durability of timber improved with the advent of treated lumber in the 1860s, eliminating the need to cover them to protect them from the elements.<sup>6</sup> (Figures 2 and 3)

Cast-iron bridges were more widespread by the end of the nineteenth century, contending with timber, but steel soon proved a more formidable candidate. A steel beam bridge, as defined by the Illinois Department of Transportation's (IDOT) Historic Bridges of Illinois is characterized as such:

A one span bridge, or a bridge consisting of a series of simple spans, having a superstructure which utilizes steel as the material for main load carrying members. The main load carrying members of the superstructure consist of two

<sup>2</sup> "Beam Bridges: History, Construction, and Future." Bright Hub Engineering. <http://www.brighthubengineering.com/structural-engineering/46079-beam-bridges-history-construction-and-future/>

<sup>3</sup> *Historic Bridges of Illinois*. Illinois Department of Transportation. [http://historic-bridges.isas.illinois.edu/description\\_table.html](http://historic-bridges.isas.illinois.edu/description_table.html)

<sup>4</sup> Ritter, Michael A. Ritter. *Timber Bridges: Design, Construction, Inspection, and Maintenance*. Washington, DC 1990, p. 6

<sup>5</sup> *Ibid*, p. 8, 13.

<sup>6</sup> *Ibid*, p. 16.

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plate girders or two beams, with one located near each side of the superstructure below the portion of the superstructure that is in direct contact with traffic loads.<sup>7</sup>

Iron soon was replaced by steel, which had a greater tensile strength.<sup>8</sup> By 1910, steel bridges could be made as inexpensively as wood. By the mid-1930s, steel cost less than wood and surpassed timber as the predominant bridge material.<sup>9</sup> The early twentieth century also saw an increase in the use of reinforced concrete, which soon became the main component for bridge decks. Timber bridges before long fell out of favor. Beginning in the mid twentieth century, glue laminated timber, or glulam, was introduced as bridge material. Further innovations in the late twentieth century have resulted in a resurgence of timber bridges in the United States and elsewhere.<sup>10</sup>

### Comparisons

The Illinois Department of Transportation (IDOT), through an agreement with the Illinois Historic Preservation Agency (IHPA) and the Federal Highway Administration (FHWA), maintains the Historic Bridge Survey (HBS) to identify and, when possible, protect historic bridges in Illinois. The 379 bridges identified in the HBS are either listed or have been determined eligible for listing in the National Register of Historic Places. Because IDOT has an obligation to protect bridges determined eligible or listed in the National Register, the National Register staff of the IHPA confer with both IHPA's Review and Compliance division and IDOT's Historic Architectural Compliance Specialist prior to issuing a preliminary determination of eligibility for a bridge that is not on the HBS.

In order to determine and/or support the assertion that the Bridge at Thirteenth Street was eligible, National Register staff consulted the HBS, *Bridgehunter.com* -- an online database of historic and noteworthy bridges in the United States—and IDOT's database, the Bridge Information Website, for all bridges in Illinois.<sup>11</sup> The search was limited to comparable examples in IDOT's District 7 in southeastern Illinois, which in addition to Lawrence County consists of the following: Clark, Clay, Coles, Cumberland, Edwards, Effingham, Fayette, Macon, Moultrie, Shelby, Jasper, Richland, Shelby, Wabash, and Wayne.

While *Bridgehunter.com* categorized the Bridge at Thirteenth Street (Figure 4) as a timber stringer, IDOT identified it (051-9906) as a steel multi beam bridge because the main span is steel.<sup>12</sup> Since the Bridge at Thirteenth Street retains the overall characteristics of timber stringer

<sup>7</sup> *Historic Bridges of Illinois*, Illinois Department of Transportation. [http://historic-bridges.isas.illinois.edu/description\\_table.html](http://historic-bridges.isas.illinois.edu/description_table.html)

<sup>8</sup> Bright Hub Engineering

<sup>9</sup> Ritter, p. 17.

<sup>10</sup> Ibid, p. 17.

<sup>11</sup> Some Railroad bridges are not included.

<sup>12</sup> Land, Emilie, Historic Architectural Compliance Specialist, Illinois Department of Transportation. Message to Amy Hathaway, October 7, 2015. Email.

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construction and has a timber stringer approach spans, both steel and timber beam bridges were used as comparisons.

IDOT's Historic Bridge Survey identified six timber stringers in Illinois, none of which were located in District 7. There were eight extant timber stringer bridges in District 7 included in the Bridge Information Website. Of those, five were built between 1900 and 1909 and the rest were constructed between 1976 and 1986.

**Bridge Information Website: Extant Timber Stringer Bridges in District 7 built before 1966**

County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
Clay	0130032	FAP327/FR21 14(BR CL)	2 MI E CLAY CITY	1900	TRIB LTL MUDDY US- 50	T3N R8E SEC 14	23feet/11 feet
Lawrence	0516008	TR 257	ST. FRANCISVILLE	1906	WABASH RIVER	CANNONBALL BRIDGE	1054 feet/17 feet
Shelby	0879902	WOOD ST(MS 7220 A)	SHELBYVILLE	1909	SIR RR	WOOD ST BRIDGE	137 feet/36 feet (Closed)
Coles	0159900	"H" ST (MS 8540)	WEST SIDE CHARLESTON	1909	EI RR	REYNOLDS DRIVE EIRR	110 feet/25 feet (Closed)
Edwards	0243053	TR-123	2 MI ESE BONE GAP	1909	DRAINAGE DITCH	T1S R14W SEC 15	25 feet/ 24 feet

In addition to the Bridge at Thirteenth Street, the list of notable timber bridges compiled by *Bridgehunter.com* is almost identical to that on the Bridge Information Website. The only exclusions to the list are the bridges in Clay and Edwards County, which are less than thirty feet long. *Bridgehunter.com* also included two other bridges that have been demolished.

**Bridgehunter.Com: Timber Stringer Bridges in District 7 built before 1966**

County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
Lawrence	0519906	TR	St. Francisville	1909	Big Four RR	13 <sup>th</sup> St. Bridge	181 feet/54 feet
Crawford		TR	Between Oblong and Robinson	1909	Bennett Creek	Bennett Creek Bridge	38 feet / 22 feet (Demolished)
Coles	0159900	TR	Charleston	1909	EI Railroad	Reynolds Bridge	109 feet/16 feet (Closed)
Lawrence	0516008	TR	St. Francisville	1906	Wabash River overflow	St. Francisville Bridge (Cannonball Bridge)	1054 feet/ 17 feet
Moultrie		RR	South of Lovington	1891	Jonathan Branch, Bush Creek	Wabash RR Bridge	144 feet/16 feet (Demolished)
Shelby	0879902	TR	Shelbyville	1909	Sir RR	Wood Street Overpass	137 feet/36 feet (Closed)

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When considering the construction and length of these bridges, the best comparable examples to the Bridge at Thirteenth Street would be the St. Francisville Bridge (Figure 5), also located in St. Francisville, the Wood Street Bridge in Shelbyville (Figure 6), and the Reynolds Drive Bridge (Figure 7) in Charleston. All are supported by timber bents and have wood decking. Wood Street and Reynolds Drive bridges have similar railings to the Bridge at Thirteenth Street while the St. Francisville Bridge has metal railings and steel guardrails. The St. Francisville Bridge is by far the longest of the four but has the shortest spans. The Bridge at Thirteenth Street has the longest span, which is one of its most distinctive features.

While the Bridge at Thirteenth Street is categorized as a steel beam, it clearly is distinctive from the others identified in the surveys. The Historic Bridge Survey included fifteen steel beam bridges in Illinois with three listed in District 7: the Glenwood Cemetery Bridge (Figure 8), the Ebenezer Lane Bridge over Bonpas Creek, and the Pleasant Ridge Lane Bridge (Figure 9).

**Historic Bridge Survey: Steel Beam Bridges in District 7**

County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
Shelby	087-6002	Cemetery Road	Shelbyville	1909	Gulley	Glenwood Cemetery Bridge	169 feet/ 36 feet
Richland	080-3135	TR-211	4.5 miles east of Calhoun	1909	Bonpas Creek	Ebenezer Lane Bridge	31.9 feet/ 22.7 feet
Richland	080-3057	TR-101	1.75 miles SE of Amity	1909	Bugaboo Creek	Pleasant Ridge Lane Bridge	24.9 feet/ 24 feet

Because the design of steel beam bridges identified in the HBS was so different than the Bridge at Thirteenth Street, the comparisons from the other surveys were narrowed to include steel beam bridges that had wood components.

*Bridgehunter.com* identified eighteen steel beam bridges in District 7 built between 1900 and 1966; eleven had wood decks. Most of these were single span bridges, very simple in design, and measured less than 40 feet long (Figure 10). The Glenwood Cemetery Bridge (on the HBS), the Calfkiller Bridge, and the Sailor Springs Bridge were longer and would be best compared to the Bridge at Thirteenth Street.

**Bridgehunters.com: Steel Beam Bridges in District 7 built before 1966**

County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
Richland	080-3103	TR 236	8 miles N of Claremont	1909	Calfkiller Creek	Calfkiller Bridge	60 feet/29.9 feet
Shelby	087-6002	Cemetery Road	Shelbyville	1919	Gulley	Glenwood Cemetery Bridge	169 feet/ 36 feet
Clay	013-3087	TR-209	.75 miles W	1920	Little Muddy Creek	Sailor Springs Bridge	60 feet/28.9 feet

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County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
County			Sailor Springs				

While the design of the Glenwood Cemetery Bridge differs from the Bridge at Thirteenth Street, both have aesthetic value. No photographs were available of the Pleasant Ridge Lane Bridge or the Ebenezer Lane Bridge, but judging from Google Earth, Pleasant Ridge Lane Bridge appears to have its historic railing. (Ebenezer Lane Bridge is not visible from Google Earth.) Ebenezer

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Lane, Calfkiller (Figure 11), and Sailor Springs (Figure 12) bridges have no railings and appear strictly utilitarian in design.

Since the Bridge Information Website identified 256 steel beam bridges built through 1966, the focus was narrowed to those that were in Lawrence County. In addition to the Bridge at Thirteenth Street, there were seven identified as steel beam; only two of those also had wood components.

**Bridge Information Website: Steel Beam Bridges with Wood Components in Lawrence County built before 1966**

County	Structure Number	Facility Carried	Location	Year Built	Feature Crossed	Bridge Name	Total Length/Longest Span
Lawrence	0519906	13 <sup>th</sup> St.	St. Francisville	1909	Big Four RR	13 <sup>th</sup> St. Bridge	181 feet/54 feet
Lawrence	0513061	TR 58	4 miles SE of Chauncey	1909	The Slough	T4N R13W SEC 1	72 feet/18 feet
Lawrence	0519902	CSXT RR	.43 miles west of Vincennes	1934	ILL-33	T3N R10W SEC 1	74 feet/28 feet

The bridge over the Slough near Chauncey (Figure 13), like many of the beam bridges identified, has a simple design. It has a wooden deck, but no guardrails. The only components of the bridge near Vincennes (Figure 14) that are wood are the timber runners on the rails.

**Conclusion**

The Bridge at Thirteenth Street is reflective of a period of time in history when rapid railroad expansion nationwide required new local bridges to be engineered, and constructed, to meet the road-related transportation needs of local communities. While categorized as a hybrid of steel beam and timber stringer, it undoubtedly has the identifying characteristics of a timber stringer. According to the different surveys consulted, few remain in the vicinity. Among those, the Bridge at Thirteenth Street is an exemplary model.

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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Ralph LeGout, adjacent landowner, Personal interview, July 5, 2015.

Ritter, Michael A. Ritter. *Timber Bridges: Design, Construction, Inspection, and Maintenance*. Washington, DC 1990.

St. Francisville, the Railroad, and the Thirteenth Street Wooden Bridge, Bicentennial Update, Stephen R. Shearer, May 2015.

State of Illinois, Department of Transportation, Plans for Proposed Aid – H.B.P Project, St. Francisville 13<sup>th</sup> Street Bridge, Lawrence County, IL, LAMAC Engineering Co., Dec.12, 2011.

State of Illinois, Department of Transportation. Historic Bridge List. [http://historic-bridges.isas.illinois.edu/description\\_table.html](http://historic-bridges.isas.illinois.edu/description_table.html)

State of Illinois, Department of Transportation. Bridge Information Website.  
<http://apps.dot.illinois.gov/bridgesinfosystem/main.aspx>

“Types of Bridges” *History of Bridges*. <http://www.historyofbridges.com/facts-about-bridges/types-of-bridges/>

Types of Timber Bridges, [http://www.fpl.fs.fed.us/documnts/misc/em7700\\_8\\_chapter02.pdf](http://www.fpl.fs.fed.us/documnts/misc/em7700_8_chapter02.pdf)

The Cleveland, Cincinnati, Chicago, & St. Louis Ry. Co., “Cairo Division – Vincennes Branch”, Right-of-way and Track Map, Sheet S-56 of V8, dated June 30, 1915 (corrected to December 31, 1936.)

13<sup>th</sup> Street Wooden Bridge, <http://nationalbridges.com>, The National Bridge Inventory Database



Bridge at Thirteenth Street  
Name of Property

Lawrence, IL  
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13<sup>th</sup> Street Bridge, <http://bridgehunter.com/il/lawrence/>, historic and notable bridges of the U.S.

**Previous documentation on file (NPS): N/A**

- 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

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

Name of repository: Continuous Improvement Corporation (CIC), City of St. Francisville, IL; IL Dept. of Transportation

**Historic Resources Survey Number (if assigned):** N/A

---

**10. Geographical Data**

**Acreeage of Property** Less than 1 acre

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 38° 35' 34.06" N                      Longitude: 87° 39' 12.19" W

Bridge at Thirteenth Street  
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**Verbal Boundary Description** (Describe the boundaries of the property.)

*The Bridge at Thirteenth Street* is located on 13<sup>th</sup> Street within the City of St. Francisville, in Lawrence County, IL. More so, the south end of this “north-south” aligned bridge is located approximately 25 feet north, of the centerline intersection of 13<sup>th</sup> Street and Johnson Street, in St. Francisville. The 20 foot wide (outer deck to outer deck) Bridge extends north 181 feet on 13<sup>th</sup> Street, to its northern terminus. The Bridge resides completely within the 50-foot road right-of-way of 13th Street, and is owned/operated/maintained by the City of St. Francisville.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary of the Bridge property that best describes the ownership of the structure, and the operation/maintenance area adjoining it, is the 13<sup>th</sup> Street road right-of-way in which it resides. More precisely, the bridge structure is a 181 foot long, 20 foot wide wooden structure located on 13<sup>th</sup> Street, within the 50 foot wide City of St. Francisville - road right-of-way (13<sup>th</sup> Street), in Dennison Township of Lawrence County, IL.

---

**11. Form Prepared By**

name/title: Bradley Fausnacht, local resident (on behalf of the Community Improvement Corporation, St. Francisville, IL)  
organization: St. Francisville Community Improvement Corporation (CIC) Not For Profit 403c  
street & number: \_\_\_\_\_  
city or town: St. Francisville state: IL zip code: 62460  
e-mail bfausnacht@gmail.com  
telephone: 317-224-5758  
date: January 2016

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

Bridge at Thirteenth Street

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- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

Name of Property: Bridge at Thirteenth Street

City or Vicinity: St. Francisville

County: Lawrence

State: IL

Photographer: Bradley Fausnacht

Date Photographed: July 4, 2015

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #	Camera Location	Camera Direction	Description
1 of 15	Top of bridge	facing south	south bridge "approach"
2 of 15	13 <sup>th</sup> Street	facing south	north bridge "approach"
3 of 15	Top of bridge	facing north	north bridge "approach"
4 of 15	13 <sup>th</sup> Street	facing north	south bridge "approach"
5 of 15	Ground under bridge	facing south	timber girder/beam/decking s. approach
6 of 15	Ground under bridge	facing south	main span on N. timber girder
7 of 15	Top of bridge	facing east	property east of bridge
8 of 15	Top of bridge	facing west	property west of bridge
9 of 15	Ground east of bridge	facing west	east side main bridge span
10 of 15	Ground west of bridge	facing east	west side main bridge span
11 of 15	Ground west of bridge	facing east	N. approach timber rail, decking, girder
12 of 15	Ground under bridge	facing east	approach/main span transition
13 of 15	Ground under bridge	facing south	Main span on S. timber girder
14 of 15	Ground under bridge	south abutment	concrete abutment/ret. wall
15 of 15	Ground under bridge	facing west	timber girder/modified support

Bridge at Thirteenth Street

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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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Bridge at Thirteenth Street  
Name of Property

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Bridge at 13<sup>th</sup> Street  
St. Francisville  
Lawrence County – Illinois

38°35'34.06"N  
87°39'12.19"W

Bridge at Thirteenth Street  
Name of Property

Lawrence, IL  
County and State

### Bridge Types and Bridge Components

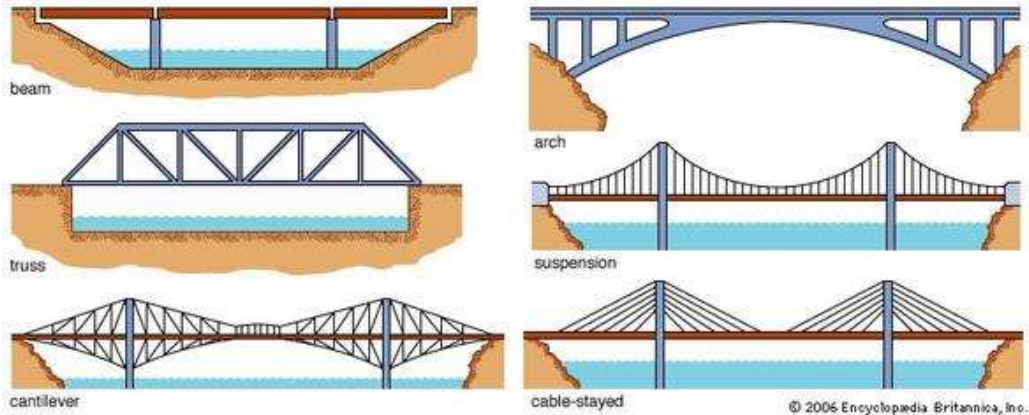


Figure 1: Different Bridge Types

“How Does A Bridge Support Weight?” Research the Topic  
<https://researchthetopic.wikispaces.com/How+does+a+bridge+support+weight%3F+Part+2>

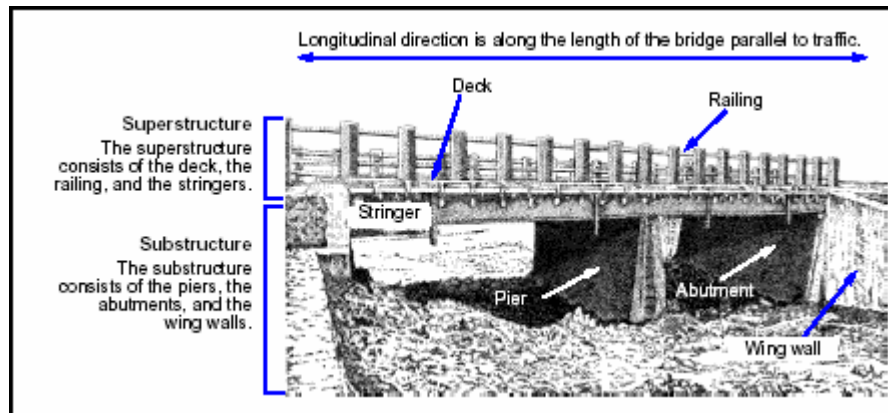


Figure 2: Typical Bridge Components

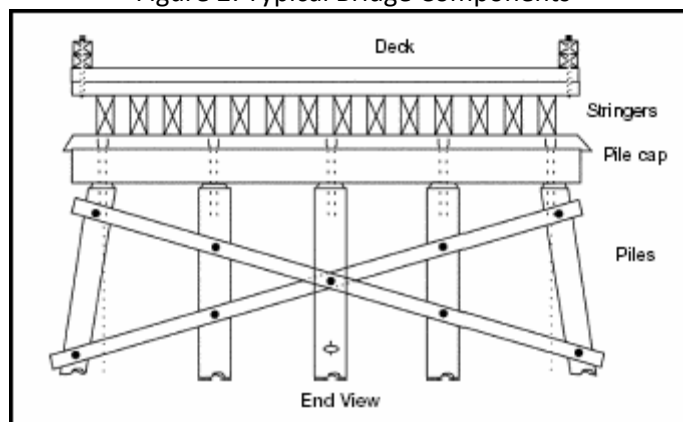


Figure 3: Timber Stringer Bridge Components

Figures 2 and 3, Global Security.Org, Part 2, Chapter 3, Classification.  
<http://www.globalsecurity.org/military/library/policy/army/fm/3-34-343/chap3.htm>

Bridge at Thirteenth Street  
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Figure 4: St. Francisville, Bridge at Thirteenth Street, from Bridgehunters.Com

Bridge at Thirteenth Street  
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### Timber Stringer Bridges



Figure 5: St. Francisville, St. Francisville (Cannonball) Bridge, from Bridgehunters.Com



Figure 6: Shelbyville, Wood Street Bridge from Bridgehunters.Com



Figure 7: Charleston, Reynolds Bridge from Bridgehunters.Com



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### Steel Beam Bridges



Figure 8: Shelbyville, Bridge at Glenwood Cemetery from Bridgehunters.Com



Figure 9: Amity vicinity, Richland County, Pleasant Ridge Lane Bridge from Google Earth

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Figure 10: Typical bridge (50 years or older) classified as steel beam with wood decking by IDOT (Amity Bridge, Richland County, Wooden deck bridge over Paul Creek on TR 266. Bridgehunters.com)



Figure 11: Richland County, Illinois Calfkiller Creek Bridge (Richland County, Illinois)  
Wooden deck steel beam bridge over Calfkiller Creek on TR 236

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Figure 12: Sailor Spring, Sailor Spring Bridge, from Bridgehunters.com



Figure 13: Chauncey vicinity, Bridge over the Slough from Google Earth

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Figure 14: Vincennes vicinity, Bridge over ILL-33, from Google Earth

Bridge at Thirteenth Street  
Name of Property

Lawrence, IL  
County and State



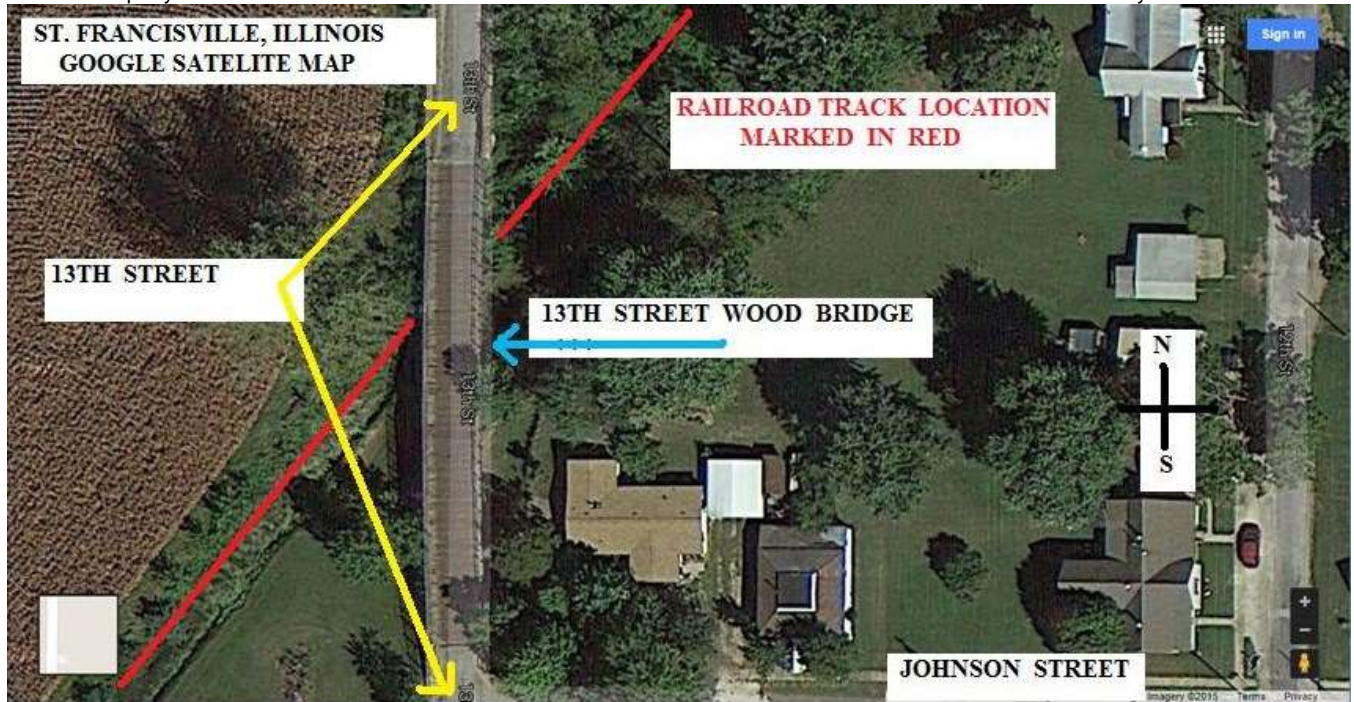
13th Street Bridge - St. Francisville, Illinois GOOGLE MAP

Bridge at Thirteenth Street

Name of Property

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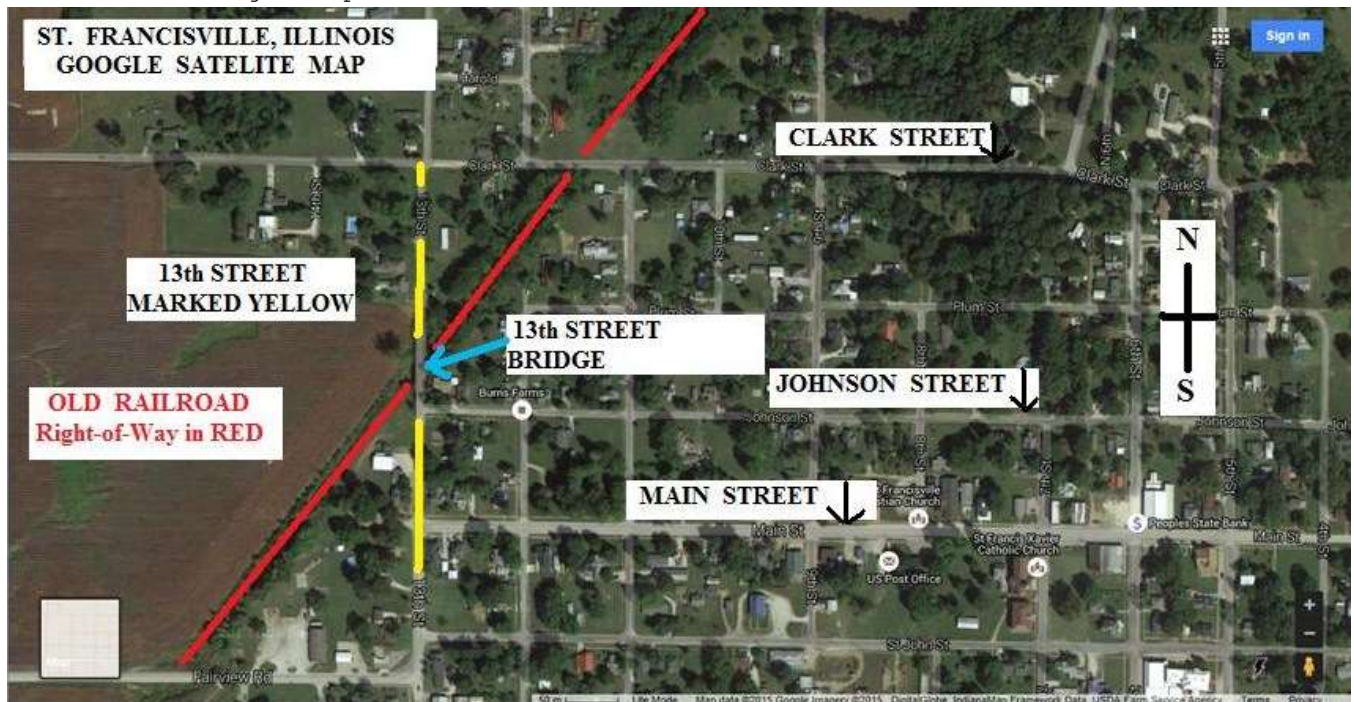


AERIAL MAP A

St. John Street to Clark Street - St. Francisville, IL Google Map

St. John Street to Clark Street - St. Francisville, IL

Google Map



AERIAL MAP B

Bridge at Thirteenth Street  
Name of Property

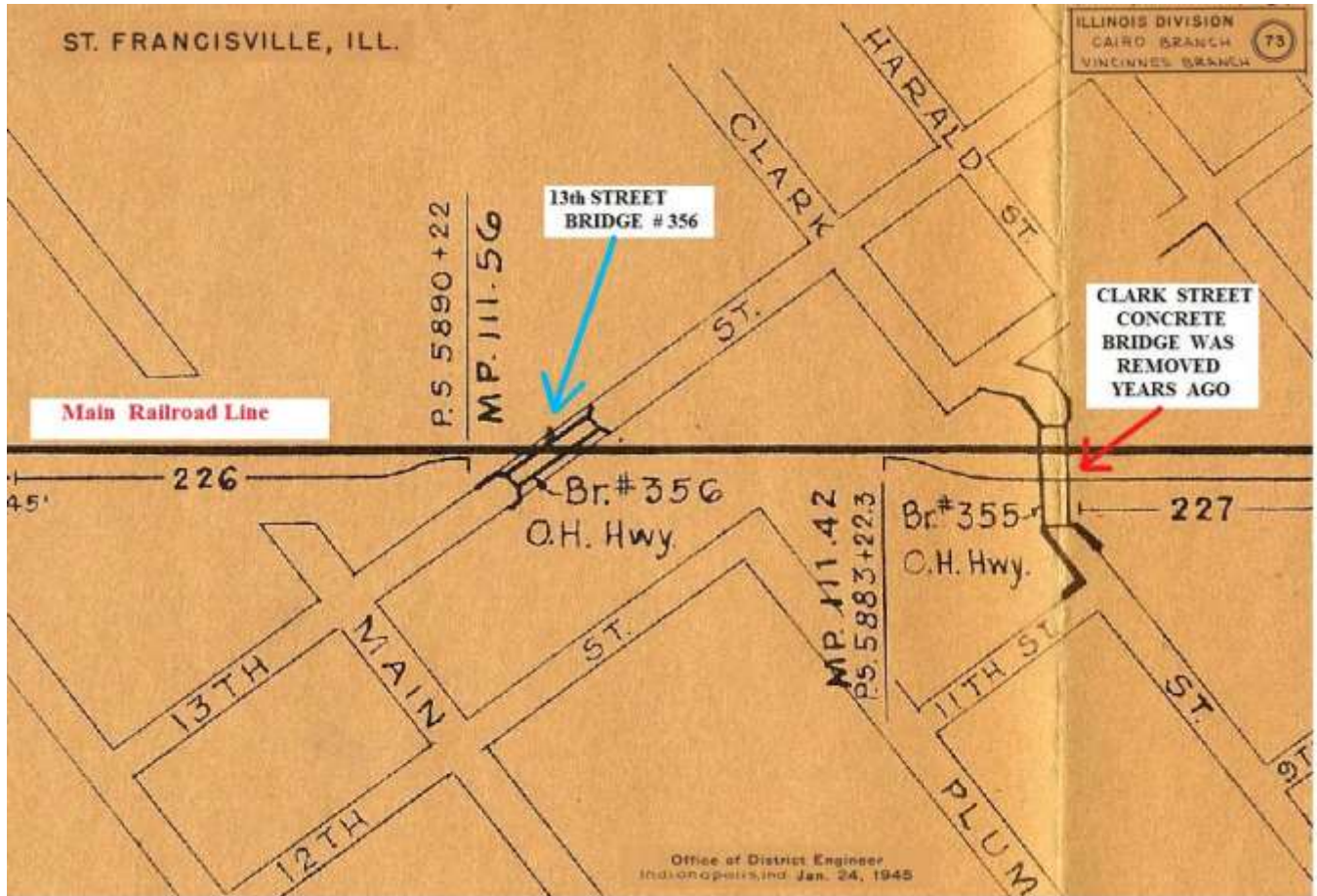
Lawrence, IL  
County and State



RAILROAD MAP A

Bridge at Thirteenth Street  
Name of Property

Lawrence, IL  
County and State



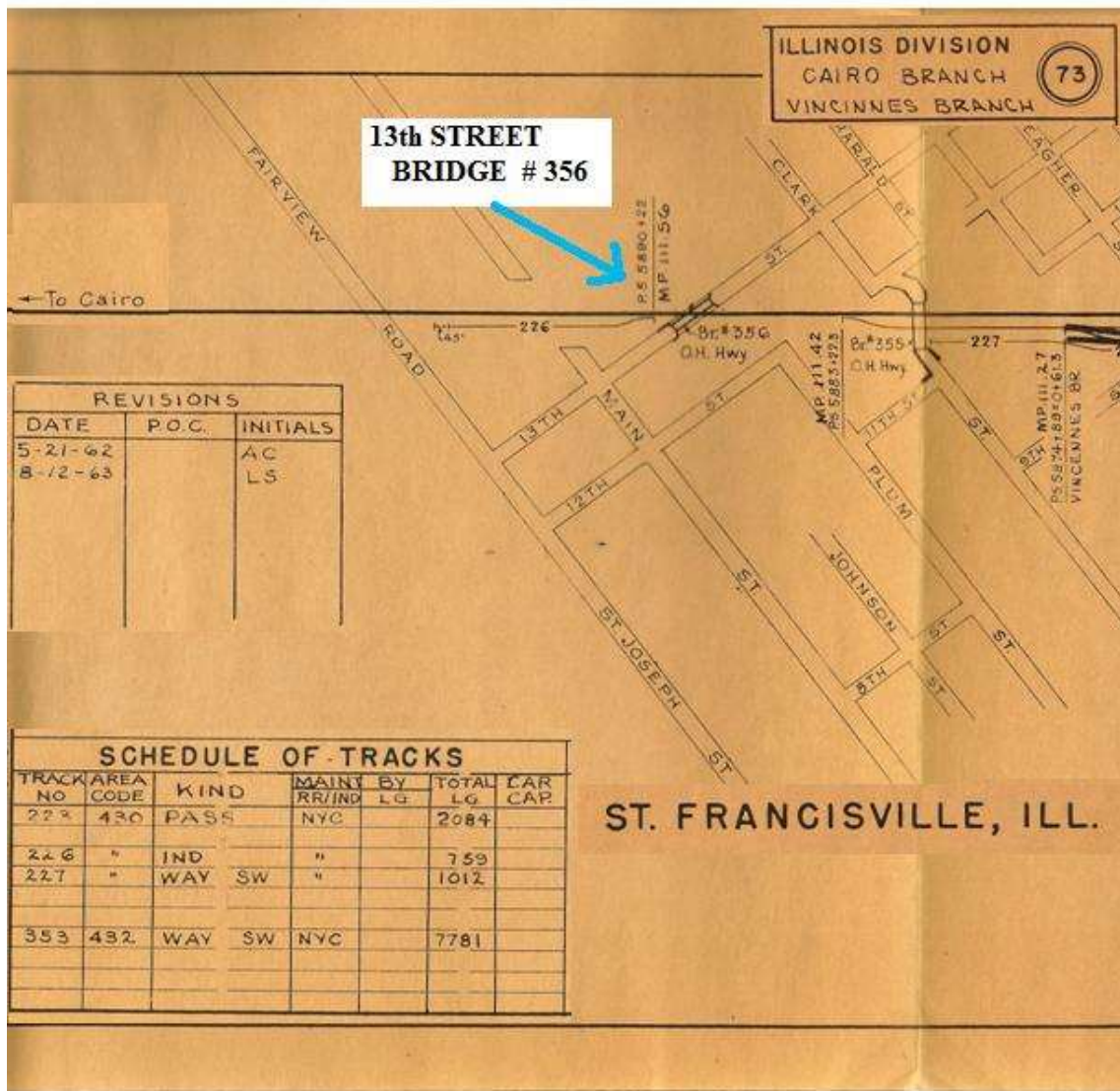
RAILROAD MAP B

13th Street Bridge on 1945 NYC Illinois Division Map



Bridge at Thirteenth Street  
 Name of Property

Lawrence, IL  
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RAILROAD MAP C

St. Francisville Railroad - Bridges Area on 1945 NYC Illinois Division Map

Bridge at Thirteenth Street  
Name of Property

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County and State



































National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

&a20CUNITED STATES DEPARTMENT OF THE INTERIOR  
&a30CNATIONAL PARK SERVICE

&a22CNATIONAL REGISTER OF HISTORIC PLACES  
&a29CEVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Bridge at Thirteenth Street  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: ILLINOIS, Lawrence

DATE RECEIVED: 3/11/16 &pW DATE OF PENDING LIST: 4/06/16  
DATE OF 16TH DAY: 4/21/16 &pW DATE OF 45TH DAY: 4/26/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000198

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

The Bridge at Thirteenth Street in St. Francisville is locally significant and eligible for listing in the National Register under Criterion C for its engineering significance. The bridge is a good example of a timber bridge, with the added structural reinforcement of a steel beam main span. It was built for residential and commercial traffic to provide safe travel over the railroad track. The bridge also is distinctive for its substructure, resting on trestle bents. The periods of significance are 1909 and 1950, the year it was constructed and the year it was renovated and reinforced.

RECOM./CRITERIA C

REVIEWER Timothy Dyal

DISCIPLINE Historian

TELEPHONE 202-354-2252

DATE 4-26-16

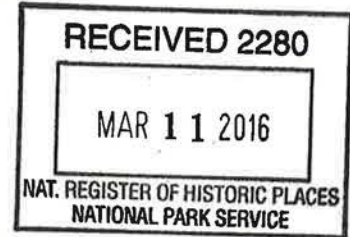
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



March 4, 2016

Ms. Barbara Wyatt  
National Register of Historic Places Program  
National Park Service, Department of the Interior  
1201 Eye Street, NW (2280)  
Washington, DC 20005



Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nominations recommended for nomination by the Illinois Historic Sites Advisory Council at its February 26, 2016 meeting and signed by the State Historic Preservation Officer:

Big Woods School, Aurora, Kane County  
Bridge at Thirteenth Street, St. Francisville, Lawrence County

**PLEASE NOTE THAT THE PACKAGE ALSO CONTAINS THE FOLLOWING:**

1. Corrections for the Hauge Lutheran Church, Sheridan, LaSalle County
2. Corrections for the Central Springfield Historic District, Additional Documentation and Boundary Extension, Springfield, Sangamon County
3. Corrections for the Davis Theater, Chicago, Cook County
4. A corrected cover page for the Central Manufacturing District: Original East Historic District, Chicago, Cook County

Please contact me at 217/785-4324 if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp, Coordinator  
Survey and National Register program

enclosures

---

1 Old State Capitol Plaza  
Springfield IL 62701

ILLINOISHISTORY.GOV



RECEIVED 2280

Nat. Register of Historic Places  
National Park Service

July 21, 2016

Ms. Barbara Wyatt  
National Register of Historic Places Program  
National Park Service, Department of the Interior  
1201 Eye Street, NW (2280)  
Washington, DC 20005

Dear Ms. Wyatt:

Enclosed are the disks that contain the true and correct copies of the National Register nominations recommended for nomination by the Illinois Historic Sites Advisory Council at its June 24, 2016 meeting and signed by the State Historic Preservation Officer:

Anthony Overton Elementary School, Chicago, Cook County  
Congress Theater, Chicago, Cook County  
Lemont Downtown Historic District, Lemont, Cook County  
Bristol Congregational Church, Yorkville, Kendall County

**PLEASE NOTE THAT THE PACKAGE ALSO CONTAINS THE FOLLOWING:**

1. **Corrections for the Bridge at Thirteenth Street, St. Francisville, Lawrence County**

Please contact me at 217/785-4324 if you need any additional information. Thank you for your attention to this matter.

Sincerely,

Andrew Heckenkamp, Coordinator  
Survey and National Register program

enclosures

1 Old State Capitol Plaza  
Springfield IL 62701

ILLINOISHISTORY.GOV

Note to file

16000198

Bridge at Thirteenth Street

Lawrence County, IL

Listed in the National Register of Historic Places 4/26/2016

Illinois sent a correction on July 21<sup>st</sup>, 2016. Pages "Section 7 page 5" and "Section 8 page 7" were replaced with corrected pages. The original/incorrect pages are included in the correspondence.

Bridge at Thirteenth Street

Lawrence, IL

Name of Property

County and State

are on 13-15 inch timber beams. The substructure consists of two reinforced concrete closed abutments w/retaining walls, and piers (7) consisting of timber pile bents. The timber guard/hand rail measuring 18 feet 6 inches (railing face to face).

**Historical Integrity**

The Bridge at Thirteenth Street has sufficient integrity for listing in the National Register in location, design, setting, materials, workmanship, feeling, and association. There is no information that would suggest that the bridge has been altered in alignment, horizontal or vertical, over its current 106 year life. Even though the railroad is no longer operational and the railroad tracks have been removed, the original appearance and function of the Bridge at Thirteenth Street today, is as it was in 1909, including providing uninterrupted and safe road traffic over the man-made cut for the railroad on 13<sup>th</sup> Street.

While the bridge undoubtedly has undergone on-going maintenance that would have been required of timber bridge structures, it is not certain what parts of the bridge were repaired and/or replaced. The website *Bridgehunter.com*, which has a database of the country's historic and prominent bridges, reported that the 13<sup>th</sup> Street bridge was rehabilitated in 1950. The Illinois Department of Transportation's Bridge Information website indicated that the bridge was reconstructed in 1950. While not proven, it is highly likely that the steel reinforcements were added to the stringer in 1950. There is no direct written historical documentation that has been revealed as to the scope of work, including from a search of City records, but it is believed that the timber deck structure, including decking, guard rails, and vertical members were stripped and replaced. Regardless, any material changes that have occurred are well over fifty years in age and have not altered the massing, spatial relationships, proportion, or texture of materials of the bridge as it was originally built. The maintenance to the bridge through the years would be necessary to extend the life and historical integrity of the structure. Aside from the impacts of aging and the increased need for more effective and regular maintenance, there are no known substantial visual differences to the structure.

*This page was replaced*

Bridge at Thirteenth Street

Lawrence, IL

Name of Property

County and State

**Period of Significance**

1909

**Significant Dates**

1909; 1950

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

*This page was replaced*

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Bridge at Thirteenth Street is locally significant and eligible for listing in the National Register of Historic Places under Criterion C for Engineering as a good example of a wooden timber bridge, with the added structural integrity of a steel beam main span. It was built for residential and commercial necessity, to allow for safe and effective travel over the railroad track. The bridge also is distinctive for its substructure, resting on trestle bents. The period of significance is 1909, the year it was constructed, with 1950, the year it was renovated, as a significant date.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

Early Settlement of St. Francisville

The 1803 *Treaty for the Vincennes Tract* with local Native American tribes allowed safe travel on the Buffalo Trace from Louisville, KY to Vincennes, IN. That treaty included land (west of the Wabash River) as far as our present Red Hill State Park. Joseph Tougas, the first permanent settler of Lawrence County, IL, established a home on the St. Francisville bluff at that time.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Bridge at Thirteenth Street

MULTIPLE NAME:

STATE & COUNTY: ILLINOIS, Lawrence

DATE RECEIVED: <sup>7-22</sup> 3/11/16      DATE OF PENDING LIST: 4/26/16  
DATE OF 16TH DAY:      DATE OF 45TH DAY: 9.6.16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000198

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    9.6.16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept  
REVIEWER Edson Beall      DISCIPLINE History  
TELEPHONE \_\_\_\_\_      DATE 9.6.16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.