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 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

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2. Location

Street & number: ___13th Street between Clark St. & Johnson St.

_____
City or town: __St. Francisville_____ State: _____IL_____ County: __Lawrence_
Not For Publication: ☐ Vicinity: ☐

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3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___national ___statewide ___local
Applicable National Register Criteria:

___A ___B ___C ___D

_____
Signature of certifying official/Title: **Date**
_____
State or Federal agency/bureau or Tribal Government

Bridge at Thirteenth Street | Lawrence, IL
Name of Property | County and State

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

Signature of commenting official: **Date**

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:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	X
Public – State	☐
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

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

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

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: Bridge

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.)

Summary Paragraph

The Bridge at Thirteenth Street, popularly known as the Wooden Bridge, is located on 13th 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 13th Street, on the northwest side of town.

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 measures181 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)

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 13th 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 13th 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.

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.
- [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 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

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

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.

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 20th 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 13th Street that ended the existing traffic flow on 13th 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 13th Street were quite different.

Bridge at Thirteenth Street

St. Francisville had new building lot additions in the northwest quadrant of the city that were accessed in part by 13th Street and wanted to restore safe passage on 13th 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

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 13th 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 12th 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 13th 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.[1] (Figure 1) Beam bridges consist of one or more horizontal beams supported by piers or abutments at each end. Beam

[1] ''Types of Bridges'' *History of Bridges.* http://www.historyofbridges.com/facts-about-bridges/types-of-bridges/

bridges, also known as girder bridges, are the oldest, simplest, and most common form of bridge dating to prehistory.[2] 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.[3]

Timber was once was 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. [4] 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.[5] 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. [6] (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

[2] ''Beam Bridges: History, Construction, and Future.'' Bright Hub Engineering. http://www.brighthubengineering.com/structural-engineering/46079-beam-bridges-history-construction-and-future/

[3] *Historic Bridges of Illinois*. Illinois Department of Transportation. http://historic-bridges.isas.illinois.edu/description_table.html

[4] Ritter, Michael A. Ritter. *Timber Bridges: Design, Construction, Inspection, and Maintenance.* Washington, DC 1990, p. 6

[5] Ibid, p. 8, 13.

[6] Ibid, p. 16.

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.[7]

Iron soon was replaced by steel, which had a greater tensile strength.[8] 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.[9] 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.[10]

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.[11] 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.[12] Since the Bridge at Thirteenth Street retains the overall chacteristics of timber stringer construction and has a timber stringer approach spans, both steel and timber beam bridges were used as comparisons.

[7] *Historic Bridges of Illinois*, Illinois Department of Transportation. http://historic-bridges.isas.illinois.edu/description_table.html
[8] Bright Hub Engineering
[9] Ritter, p. 17.
[10] Ibid, p. 17.
[11] Some Railroad bridges are not included.
[12] Email from IDOT

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	13th 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)

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		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 County	013-3087	TR-209	.75 miles W Sailor Springs	1920	Little Muddy Creek	Sailor Springs Bridge	60 feet/28.9 feet

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. (Ebenzer Lane Bridge is not visible from Google Earth.) Ebenezer 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	13th St.	St. Francisville	1909	Big Four RR	13th 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.)

Bridge Condition Report, 13th Street over Conrail RR in St. Francisville, Hampton, Lenzini, and Renwick, Inc., May 15, 2012.

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City on a Rock, The St. Francisville Story, Stephen R. Shearer, 2000.

Google Satellite Maps, St. Francisville, Illinois.

Google Topographical Map of the City of St. Francisville

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

Minutes of the St. Francisville, Illinois city council, November 5, 1907
Rail Travel And The "Golden Age" http://www.american-rails.com/1900s.html.

New York Central – Illinois Division (Cairo Division) Railroad Map, January 24, 1945, Page 73 (Revised 1963).

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 13th Street Bridge, Lawrence County, IL, LAMAC Engineering Co., Dec.12, 2011.

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"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

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.)

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

13th 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
__X__ Other
Name of repository: __Continuous Improvement Corporation (CIC), City of St. Francisville, IL_____

Historic Resources Survey Number (if assigned): __N/A_____

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10. Geographical Data

Acreage 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

Verbal Boundary Description (Describe the boundaries of the property.)

The Bridge at Thirteenth Street is located on 13th 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 13th Street and Johnson Street, in St. Francisville. The 20 foot wide (outer deck to outer deck) Bridge extends north 181 feet on 13th 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 13th 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 13th Street, within the 50 foot wide City of St. Francisville - road right-of-way (13th Street), in Dennison Township of Lawrence County, IL.

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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: July 28, 2015

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.

- **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	13th Street	facing south	north bridge "approach"
3 of 15	Top of bridge	facing north	north bridge "approach"
4 of 15	13th 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 Types and Bridge Components

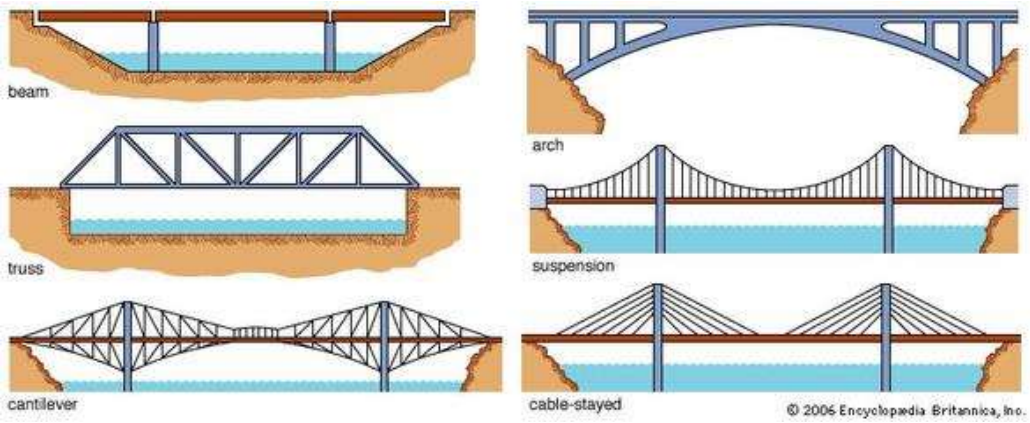

Figure 1: Different Bridge Types
"How Does A Bridge Support Weight?" Research the Topic
https://researchthetopic.wikispaces.com/How+does+a+bridge+support+weight%3F+Part+2

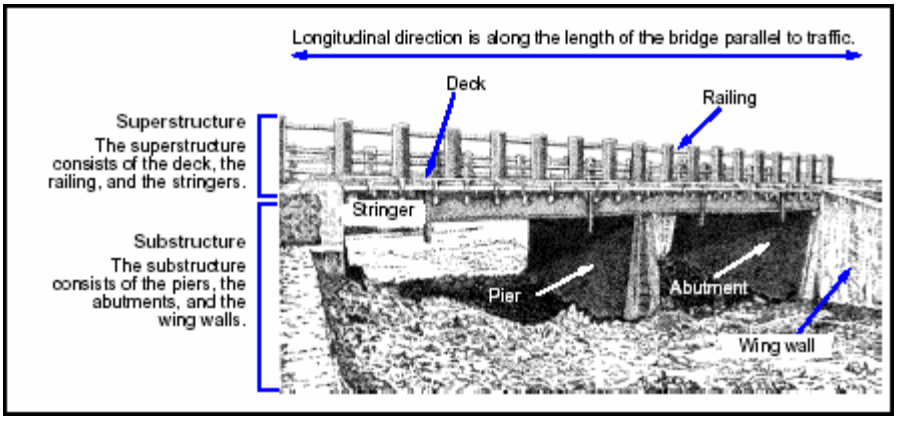

Figure 2: Typical Bridge Components

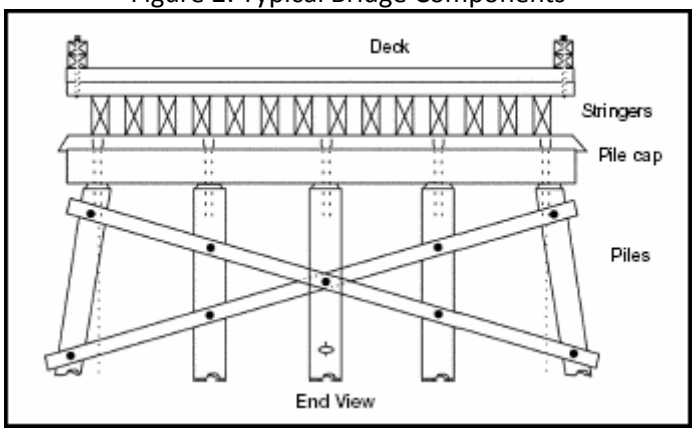

Figure 3:Timber Stringer Bridge Components

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

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

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

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

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

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

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

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