

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Old Stone Arch Bridge

2 LOCATION

STREET & NUMBER

Near US Route 40

NOT FOR PUBLICATION

CITY, TOWN

Clark Center

VICINITY OF

CONGRESSIONAL DISTRICT

22nd

STATE

Illinois

CODE

17

COUNTY

Clark

CODE

023

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER: Not being used presently

4 OWNER OF PROPERTY

NAME

U. S. Government

STREET & NUMBER

CITY, TOWN

Washington

VICINITY OF

STATE

D.C.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Department of Interior

STREET & NUMBER

Bureau of Land Management

CITY, TOWN

Washington

STATE

D.C.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Stone arch bridge constructed of limestone with a span of 17.8 feet, a height of 8.9 feet and a length of 81½ feet. Stones were placed without bond and have a smooth exterior face and are gray in color. The bridge also has four wingwalls.

It appears to be in its original condition with little or no maintenance since its construction. There would be very little work needed to restore this arch to near its original condition. Nothing is more striking than this stone arch bridge which was built to carry the roadbed over the waterway. It is doubtful if there are any better monumental relics of the old stone bridge - builders art on this continent.

The stone for this arch was quarried in Indiana, floated down the Wabash River on a raft and then hauled to the job site by ox carts. The stones were cut to fit and placed together without bond. Keys were cut into the stones to prevent slippage. There are no weaknesses or stress points noticeable in any part of the arch. The length of time it took to construct the Arch Bridge is unknown.

8. SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES Between 1828 and 1837

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

It is significant due to its longevity and continuous use. It is also an excellent example of competent engineering and the reliability of masonry arch construction. Constructed as part of the "Old National Road" by the Army Engineers between 1828 and 1837. Was in continuous use from completion of construction until the road was relocated in 1933.

The road under which the stone arch was built was designated as the "Cumberland Road" when money was appropriated by Congress in 1802 to build a road from Cumberland, Maryland through the capitals of Ohio, Indiana, and Illinois to St. Louis, Missouri. Later it became generally known as the "National Road" presumably because it was the most important road project undertaken by the National Government to that date. Also, it was the longest straight road built by any government. It was the most widely known and heavily traveled road in the States. Passengers and new settlers traveled West in long lines of stagecoaches and prairie schooners. Freight wagons carried manufactured products to the West and returned laden with flour, whiskey, tobacco and wool. The "National Road" was one of the primary mail routes, providing mail service between Washington, D. C. and St. Louis. This road contributed greatly to the development of Illinois. The Corps of Army Engineers supervised and constructed the road, hiring local farmers and their equipment, such as ox-drawn plows, cultivators, horse drawn scoops, wagons and other useable tools. In 1918 money was appropriated by the electorate of Illinois (Bond Issue) for providing a hard surface for this road across Illinois, and it became a part of U. S. Route 40.

The construction of the "Old National Road" across Clark County, Illinois, commenced around 1830 and the Stone Arch, East of Clark Center was probably constructed around this date. The actual time of construction and who built it is unknown. The stone arch represents one of the few vestiges of the original construction remaining today.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Original Survey Book entitled "No. 1 - Notes of the Adopted Route Between the Indiana and Illinois State Line and Vandalia, 1828"

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A	116	434070	4357095	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

80' wide by 300' long centered on the Cut Stone Arch on the Old National Trail in the SE $\frac{1}{4}$ of Section 29, T. 11 N., R. 12 W. of the 2nd P.M. More specifically approximately 1700 feet West and 250 feet North of the Southeast corner of Section 29, T. 11 N., R. 12 W. 2nd P.M.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Robert E. Kronst, District Engineer

ORGANIZATION

Illinois Department of Transportation

STREET & NUMBER

Department of Transportation Building

CITY OR TOWN

Paris

DATE

12/22/77

(217) 465-4181

TELEPHONE

STATE

Illinois

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

David Kennedy

TITLE

DATE 7/5/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

ENTRIES IN THE NATIONAL REGISTER

STATE ILLINOIS

Date Entered NOV 28 1978

<u>Name</u>	<u>Location</u>
Industrial Home No. 94	Rock Island Rock Island County
Miles, Stephen W., House	Valmeyer vicinity Monroe County
Coles County Courthouse	Charleston Coles County
Clear Lake Site	Tazewell and Mason Counties
Old Chicago Historical Society Building	Chicago Cook County
Elmwood Cemetery Gates	Sycamore DeKalb County
Cloud State Bank	McLeansboro Hamilton County
Old Stone Arch Bridge	Clark Center vicinity Clark County

Also Notified

Honorable Charles H. Percy
Honorable Adlai E. Stevenson
Honorable Tom Railsback
Honorable Paul M. Simon
Honorable George E. Shipley
Honorable Robert H. Michel
Honorable Cardiss Collins
Honorable Tom J. Corcoran

OFFICE OF THE SECRETARY OF THE INTERIOR
NATIONAL REGISTER OF HISTORIC PLACES

ILLINOIS HISTORIC SITES SURVEY INVENTORY

SURVEY USE ONLY

1. Name of Site: **Stone Arch bridge.**

Common

- Archaeology
- Architecture
- History

Historic built across a branch of mill creek on the old National Road. Put together without mortar.

2. Location: **west edge of marshall on old U.S. 40.**

Street and Number

Township **marshall** Section **23**

Range **11N.**

City or Town **marshall vicinity** Zip Code **62441**

Range **12W.** 1/4Section

County **Clark**

SW

3. Classification:

Category (Check one)

Integrity (Check one)

- District
- Site
- Building Structure
- Structure

- Altered
- Moved
- Unaltered Original Site

4. Ownership

Status (check one)

- Private
- Public

- Occupied
- Unoccupied
- Preservation work in progress

Access to Public

- Yes
- Restricted
- Unrestricted
- No

Present Use (check one or more)

- Agricultural
- Commercial
- Educational
- Entertainment
- Government
- Industrial
- Military
- Museum
- Park
- Private Residence
- Religious
- Scientific
- Transportation
- Other (specify)

5. Ownership of Property

Owner's Name **Illinois highway Dep't**

Street and Number

Phone Number

City or Town **Paris, Ill.**

State **Illinois highway Dep't**

County **Clark**

Zip Code **62441**

6. Description

Condition

- Excellent
- Good
- Fair
- Deteriorated
- Ruins
- Unexposed

Is there a program of preservation underway? Yes No

TRANSPORTATION



7. Historical Themes: (check one or more of the following)

- | | | |
|-------------------------------------|---------------------|--------------------------|
| <input type="checkbox"/> | Archaeological Site | (pre-Columbian) |
| <input type="checkbox"/> | Archaeological Site | (post-Columbian to 1673) |
| <input type="checkbox"/> | French Influence | (1673-1780) |
| <input type="checkbox"/> | Illinois Frontier | (1780-1818) |
| <input checked="" type="checkbox"/> | Illinois Early | (1818-1850) |
| <input type="checkbox"/> | Illinois Middle | (1850-1900) |
| <input type="checkbox"/> | Illinois Late | (1900-present) |
| <input type="checkbox"/> | Famous People | (Give names & dates) |

8. Specific Date:

Areas of Significance (check one or more of the following)

- | | | | |
|-------------------------------------|---------------------------|-------------------------------------|---------------------|
| <input type="checkbox"/> | Aboriginal (historic) | <input type="checkbox"/> | Literature |
| <input type="checkbox"/> | Aboriginal (pre-historic) | <input type="checkbox"/> | Military |
| <input type="checkbox"/> | Agriculture | <input type="checkbox"/> | Music |
| <input type="checkbox"/> | Architecture | <input type="checkbox"/> | Political |
| <input type="checkbox"/> | Art | <input type="checkbox"/> | Religion/Philosophy |
| <input type="checkbox"/> | Commerce | <input type="checkbox"/> | Science |
| <input type="checkbox"/> | Communication | <input type="checkbox"/> | Sculpture |
| <input type="checkbox"/> | Conservation | <input type="checkbox"/> | Social/Humanitarian |
| <input type="checkbox"/> | Education | <input type="checkbox"/> | Theater |
| <input checked="" type="checkbox"/> | Engineering | <input checked="" type="checkbox"/> | Transportation |
| <input type="checkbox"/> | Industry | <input type="checkbox"/> | Urban Planning |
| <input type="checkbox"/> | Invention | <input type="checkbox"/> | Other (specify) |
| <input type="checkbox"/> | Landscape Architecture | | |

Brief statement of significance: (include all names and dates). Use additional sheets if necessary. **Only bridge of its type in use in this part of the State. very old. put together without mortar over**

9. Form prepared by:

Name and Title: Paul Behner, President of Clark County Historical Society. Date: 12/5/1972
Organization: _____

Street and Number R.R.#3

City or Town Martinsville County Clark Zip Code 62442

Phone Number 967-3128 or 967-3121

During the course of the Survey we often find it necessary to search for references for a particular site. When filling out the Survey form, please list according to the following example, published references to the site for which forms are being completed. If a bibliography can be compiled, it will greatly deduct from the Survey's task.

Bibliography

Robertson, Robert, Of Whales and Men. New York, Alfred K. Knopf, Inc., 1954.

Federal Writers' Project, Illinois a Descriptive and Historical Guide. revised.

Chicago: A.C. McClurg and Co., 1947

Interview with Professor Donald Tingley (Coleman Hall, EIU, Charleston, IL.), August 16, 1973.

Interview with Paul Behner (RR # 3, Martinsville, IL.), June 6, 1974, by K.A. Sculle.

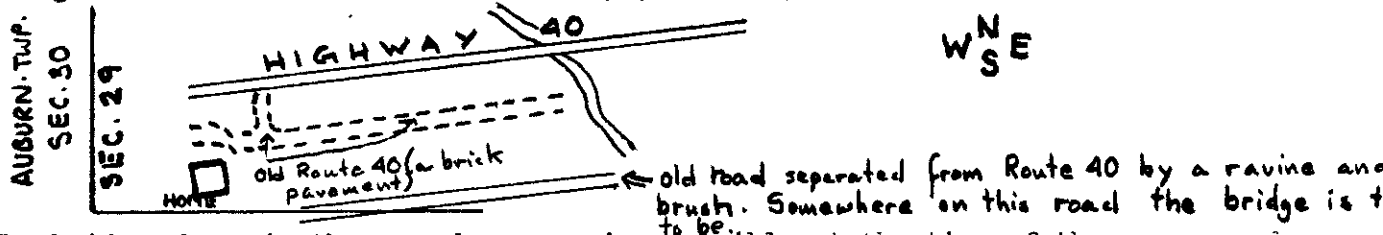
F.W.P. -

1947 when written

"built by Army engineers more than a century ago as part of the Cumberland Road. Each stone in this boulders type of bridge was shaped to exact proportions by hand, and clamped together with keys to prevent slipping. When this section of US 40 was realigned and resurfaced in 1931, the bridge structure was also repaired."

Today, ~~map~~ (FWP, p. 605)

Professor Donald Tingley believes that there may be abutments for similar bridges both east and west of Marshall. However, at the time of the Clark County survey, Paul Behner showed me a location west of town where he knew a stone arch bridge to have been located (Wabash Twp., sec. 29, south 1/2-section).



The bridge shown in the map above was inaccessible at the time of the survey and was not surveyed. Therefore, I can say with certainty that there is only one bridge, that is the one in Marshall Twp., sect. 14, which is the subject of the photograph attached to this form. The exact date of this known bridge is uncertain. Paul Behner, who was trying to get a State Historical Society marker placed by the bridge, was unsuccessful because Russell Burke, who was responsible for such markers at the time, could be shown no documentary proof of the bridge's age. Behner was claiming the bridge was the original one. A master's paper on the National Road in Clark County is on deposit at Eastern Illinois University and may be helpful in answering some of these questions.

STONE ARCH BRIDGE
MARSHALL, ILLINOIS

Stone Arch Bridge one-fourth mile west of Marshall, Illinois on the old Cumberland Road--now old U. S. 40--built by Army Engineers more than a century ago.

The following is taken from the Safety Bulletin of

State of Illinois
Henry Horner, Governor
Department of Public Works and Buildings
Division of Highways
District No. 5, Paris, Illinois

Volume 3--Number 3--Page 3--Bottom paragraph to top of page 4.

"Construction was started in Clark County, Illinois in 1827. This picture is one of the Stone Arch Bridges built by the Army Engineers between 1827 and 1837. The stones were cut to fit, and were put together without bond. Keys were cut into the stones wherever there might be a possibility of their slipping. Nothing is more striking than these ponderous stone bridges which were built to carry the the road bed over the water way. It is doubtful if there are any better monumental relics of the old stone bridge-builders art on this continent."

The stones for the one in Clark County are said to have been brought from Indiana by boat on the Wabash River and then overland by ox-cart to the bridge site.

Submitted by The Clark County Historical Society

Jay L. Miller, Secy

