

United States Department of the Interior
National Park Service

NR 1-24-07

National Register of Historic Places
Registration Form

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

1. Name of Property

historic name US 67 Bridge over Little Missouri River

other names/site number CL0949/AHTD #01381

2. Location

street & number US Highway 67

not for publication

city or town Prescott

vicinity

state Arkansas

code AR

county Clark & Nevada

code 019

zip code 71857

099

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 for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant

nationally statewide locally. (See continuation sheet for additional comments.)

Cathie Matthews
Signature of certifying official/Title

11/15/06
Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

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

Signature of certifying official/Title

Date 7-31-06

Arkansas Historic Preservation Program
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet

determined eligible for the National Register.

See continuation sheet

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

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

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

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

Contributing Noncontributing

Table with 2 columns: Contributing, Noncontributing and 4 rows: buildings, sites, structures, Total. Values: 1, 1

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

Number of Contributing resources previously listed in the National Register

Historic Bridges of Arkansas

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

TRANSPORTATION/road-related(vehicular)/bridge

TRANSPORTATION/road-related(vehicular)/bridge

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

Other/Parker Pony truss

foundation Concrete

walls

roof

other Steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

- Criteria A, B, C, D with checkboxes and descriptions.

Levels of Significance (local, state, national) local

Areas of Significance (Enter categories from instructions)

Engineering
Transportation

Period of Significance

1931-1957

Significant Dates

1931-1957

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Vincennes Bridge Co., Vincennes, Indiana

Criteria Considerations

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

Property is:

- Criteria A-G with checkboxes and descriptions.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- Criteria for previous documentation on file.

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

Arkansas State Highway & Transportation Department

US 67 Bridge over Little Missouri River

Name of Property

Clark & Nevada Counties, Arkansas

County and State

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 471851 3748700
Zone Easting Northing

3 Zone Easting Northing

4 Zone Easting Northing

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Ashley Whisenbunt/ Intern

organization Arkansas Historic Preservation Program

date 7-31-06

street & number 1500 Tower Building, 323 Center Street

telephone (501) 324-9787

city or town

state

zip code

Little Rock

AR

72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name Arkansas Highway and Transportation Department

street & number 10324 Interstate 30

telephone (501) 569-2000

city or town Little Rock

state AR

zip code 72209

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 listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Summary

The bridge detailed in this nomination is located on US 67 at the point where it crosses the Little Missouri River at the Nevada County and Clark County line. It is an example of a Parker Pony Truss and is located northeast of Prescott. Comprised of three steel Parker pony truss spans, each measuring 112 feet in length, its total length is 1,161 feet.

Elaboration

This bridge is located northeast of Prescott in Nevada county and south of Arkadelphia in Clark county and crosses the Little Missouri River from northeast to southwest. The Parker truss was first developed by C.H. Parker through designs that he submitted for patents from 1868 to 1871. It is basically a Pratt truss with an arched top chord. This gives the Parker more strength than the Pratt, and the ability to span greater distances. A pony truss is the same as a through truss but having insufficient height to use a top chord system of lateral bracing.

The US 67 bridge consists of three steel Parker pony truss spans, all riveted with two with nine panels and one with eleven panels. The total length of the bridge is 1,161 feet and each pony truss is 112 feet. The deck surface is concrete over steel girders and is 27 feet wide.

Integrity

The bridge is still used to carry traffic and is in good condition. The truss structure is the same as when it was built and there appears to be no alterations to any of the trusses or deck. Its location remains rural, and its setting remains pristine. It continues to serve as a way over the Little Missouri River.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Summary

The US 67 bridge was built in 1931, and is an excellent example of a Parker Pony Truss bridge in southwestern Clark County, and for that it is being nominated to the National Register of Historic Places with **local significance** under **Criterion C**; it is one of sixteen Parker Pony truss spans left in Arkansas and is one of only seven multi-span Parker Pony truss spans left. The bridge has a total length of 1,161 feet, with the main span being 112 feet. It consists of one 11-panel Parker pony truss and two nine-panel Parker pony trusses. The bridge is also being nominated under **Criterion A** for its role with the development of automobile travel in Clark and Nevada Counties. It is also being nominated under the multiple properties listing "Historic Bridges of Arkansas" and under the associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939."

Elaboration

The area that is now Clark County became a part of the United States with the acquisition of the Louisiana Purchase in 1803. Hunters and trappers constituted the earliest white arrivals into the region, but because of their transient lifestyle, it remained largely undeveloped. Farmers soon arrived, though, and the rich bottomlands of the Ouachita River became increasingly settled.

One of these early settlers was Adam Blakely, a blacksmith who arrived on the banks of the Ouachita in 1808. There he constructed his shop, and the town that sprang up around him soon became known as "Blakelytown." A boat landing was constructed near the settlement, and an economic and industrial boom ensued. In the 1840s the citizens of the growing town changed its name to "Arkadelphia," and the county seat was moved there in 1842.

The settlement that is now Nevada County came as early as 1812. The settlement of the county was very slow until the Iron Mountain Railway came, afterwards settlement was very rapid. Nevada County was organized in accordance with an act of the General

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Assembly of the State, approved March 20, 1871. In 1877 the county seat was moved from Rosston to Prescott.

Growth in the area increased as Arkadelphia transitioned from a river economy to a railroad economy. In 1873, the Cairo and Fulton Railroad was completed through Clark County. The emerging lumber industry benefited most from this development, and a number of lumber mills were constructed throughout the county. The relative success in the county's agricultural and timber economies boosted Arkadelphia's importance as a center of commerce.

Arkadelphia's continuing influence was seen when the state began to build highways. The city was a hub for a number of early roads. The first real efforts to develop tourism began in the 1930's. US Highway 67 was reconstructed through Clark County in 1931, and since the highway crossed the Little Missouri River a bridge had to be built. During the 1930s this highway linked Davenport, Iowa, and Dallas, Texas, greatly increasing motor travel through Clark and Nevada counties. The bridge was built by the Vincennes Bridge Co. of Vincennes, Indiana and was a part of a large contract for six bridges along US 67. It took 225 days to complete them and they cost of \$153,415.22.

Since the completion of the US 67 Bridge over the Little Missouri River in 1931, no structural alterations have been made to the bridge to compromise its integrity. Today, US 67 remains a main highway, used by motorists between Little Rock and the southwestern part of the state, and the US 67 Bridge has been a vital crossing on the road for the residents in the area for approximately 75 years. The US 67 Bridge remains an important transportation link in the area and a good example of an early twentieth-century Parker pony truss.

Statement of Significance

The US 67 bridge over the Little Missouri River, built in 1931, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C**; it is one of sixteen Parker Pony truss spans left in Arkansas and is one of

US 67 Bridge over Little Missouri River

Name of Property

Clark & Nevada counties, Arkansas

County and State

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only seven multi-span Parker pony truss spans left. The bridge is also being nominated under **Criterion A** for its role with the development of automobile travel in Clark and Nevada Counties. This bridge is being nominated under the multiple property listing "Historic Bridges of Arkansas" and under the associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939.

US 67 Bridge over Little Missouri River
Name of Property

Clark & Nevada counties, Arkansas
County and State

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National Register of Historic Places Continuation Sheet

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Bibliography

Biographical and Historical Memoirs of Southern Arkansas. Chicago, Nashville, and St. Louis: The Goodspeed Publishing Co. 1890. From AHPP library.

Comp, T. Allan and Donald Jackson, "Bridge Truss Types: a Guide to Dating and Identifying." *History News*. Vol. 32, No.5: May 1977.

Eriksson, Mervin, Dan Gard, and Milo C. McLeod. *Identifying and Preserving Historic Bridges*. Missoula, MT: U.S. Department of Agriculture, Forest Service, Missoula Technology and Development Center, 2000.

Ninth Biennial Report of the State Highway Commission. Russellville Printing Co. June 30, 1930-August 31, 1931. AHPP library.

Richter, Wendy, ed. *Clark County Arkansas: Past and Present*. Arkadelphia, AR: Clark County Historical Association, 1992.

US 67 Bridge over Little Missouri
River

Name of Property

Clark County, Arkansas & Nevada Count
Arkansas

County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Verbal Boundary Description

From a point on the southeast side of US 67 10 feet southeast of the southeast corner of the Little Missouri River Bridge, proceed northeast 1,200 feet, then proceed northwest 40 feet, then proceed southwest 1,200 feet, then proceed southeast 40 feet to the point of beginning.

Boundary Justification

This boundary includes the Little Missouri River Bridge and its immediate setting.





8
LITTLE MISSOURI RIVER

VINCENNES BRIDGE CO.
CONTRACTOR.

ALABAMA

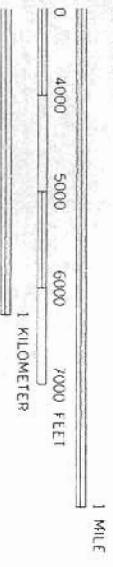
STATE HIGHWAY COMMISSION
DUBERT BELACKWOOD, CHAIRMAN
C. S. CHRISTIAN, ENGINEER.

1931

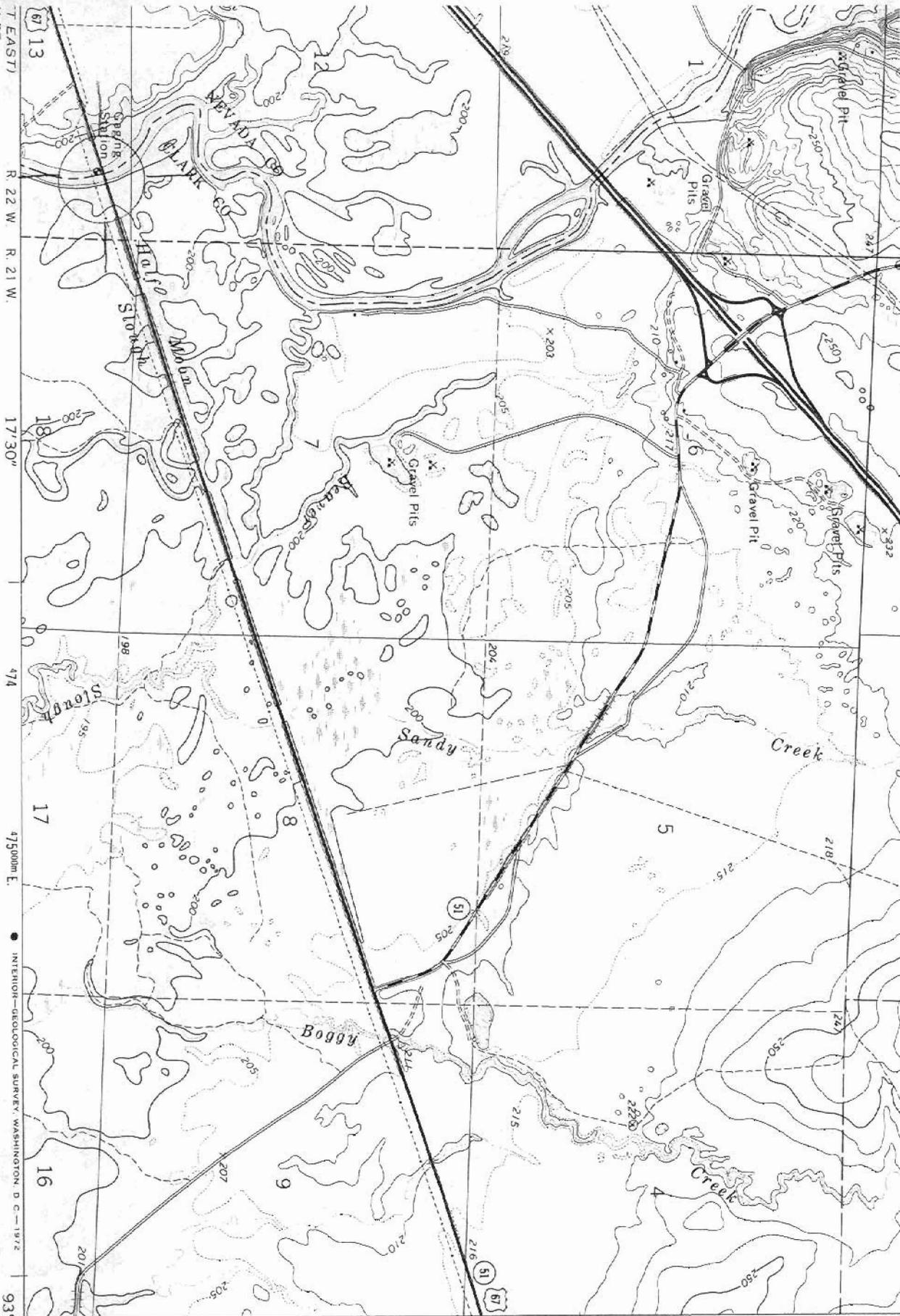
INDIANA

NAL MAP ACCURACY STANDARDS

2VAL 10 FEET
NT 5 FOOT CONTOURS
N SEA LEVEL



T (EAST)
V (SE)
:24 000



QUADRANGLE LOCATION

- ROAD CLASSIFICATION**
- Primary highway, all weather, hard surface
 - Secondary highway, all weather, hard surface
 - Light-duty road, all weather, improved surface
 - Unimproved road, fair or dry weather
 - Interstate Route
 - U. S. Route
 - State Route

OKOLONA SOUTH, ARK.

3749000m N
U.S. 67 BRIDGE OVER
LITTLE MISSOURI RIVER
CLARK & NEVADA
COUNTIES, AR.
UTM:
15/471 851 / 374937000
33° 52' 30"
93° 15'

(WHELEN SPRINGS)
7351 SW

GURDON 6 MI.
ARKADELPHIA 22 MI.

3752
T 9 S
1 10 S