

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 Zinc Swinging Bridge, BO0162

other names/site number _____

2. Location

street & number 8039 Washington Street

not for publication

city or town Zinc

vicinity

state Arkansas

code AR

county Boone

code 009

zip code 72601

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.)

Cecile Maddox

12/11/06

Signature of certifying official/Title

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

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

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:)

Zinc Swinging Bridge
Name of Property

Boone County, Arkansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

Transportation/Pedestrian-related

Transportation/Pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Other: Wire-Cable Suspension Bridge

foundation Concrete
walls Metal
roof _____
other Wood

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.)

- 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.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** birthplace or grave of a historical figure of outstanding importance.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1927 - 1957

Significant Dates

1927 - 1957

Significant Person (Complete if Criterion B is marked)

N/A

Cultural Affiliation (Complete if Criterion D is marked)

N/A

Architect/Builder

Unknown

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):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey

- recorded by Historic American Engineering
Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

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National Park Service

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SUMMARY

Built in about 1927, the Zinc Swinging Bridge is located in Zinc, Arkansas, a former mining town. This footbridge gracefully sways above Sugar Orchard Creek in a peaceful valley surrounded by woods, wildlife, and the Ozark Mountains. The Zinc Swinging Bridge is the only bridge of its kind in Zinc. The Zinc Swinging Bridge is constructed of two concrete piers, heavy cabling, woven wire, and wooden planks. The bridge runs east and west across this southbound creek and is anchored on the west to the nearby hillside. It is 104 feet long and its highest elevation above ground level is approximately 16 feet. Although the water in Sugar Orchard Creek seldom rises above its banks, this little creek has been known to become a roaring river during heavy rains, making vehicular crossing over the slab impossible. Consequently, the Zinc Swinging Bridge has and continues to provide a much-needed method of pedestrian transport across this seemingly harmless creek to the other side of town. The bridge is located within approximately 242 feet of the railroad right of way, so the sound of a train and its whistle frequently reverberates through the valley. The streets of Zinc are gravel and are not paved. All of these features help to recreate an era that has long gone by.

ELABORATION

Foundation

The bridge is supported by two concrete, triangular shaped piers. The distance between the piers is 60 feet. These piers bear the same shape as many of the piers that were constructed to support the engine mounts and water tanks used by the mining industry in Zinc in the early 1900s. Although the identity of the builder of this bridge is unknown, it is clear that this person or persons were very familiar with the construction techniques of the mining structures prevalent in the town at that time.

The east concrete pier is 12 feet tall. The base of this pier measures 5 feet by 7 feet, and the top of the pier is 16 inches wide and just over 4 feet long. The east pier supports the entryway from that side.

Like the east pier, the west pier is triangular in shape but is only 8 feet tall. It is located in the creek and provides a center support for the bridge. The base and top of this pier are of roughly the same dimensions as the east pier. Metal pipes extend approximately 8 feet upwards from the west pier, bringing the total height of this support to approximately 16 feet, which is the highest elevation of the bridge.

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Floor and Walkway

Thick metal cables run from the east pier to the west landing. These cables are 1-1/4 inch cabling. A series of 4 by 6 foot runner boards lay across these cables and are attached to them by heavy metal bolts. Together, these thick cables and runner boards provide the support for the bridge's wooden plank walkway.

The wooden planks are each 4 feet long, 6 inches wide, and 2 inches thick. They are nailed to the runner boards. They span 104 feet, the total length of the bridge.

Walls

The walls of the bridge are 30 inches tall and are made of woven wire. They are topped by a handrail on each side, which is a 5/8 inch cable.

East Landing

Access to the bridge from the east is gained by climbing a wooden staircase consisting of 9 wooden steps. The staircase ascends 12 feet and ends on top of the east pier where the passenger can begin their long walk over the wooden planks towards the west landing.

West Landing

Heavy cables mounted through concrete and firmly planted into the rocky hillside below support the west landing. This landing opens to a short path that runs parallel along a steeply sloping hillside in the woods, passes above a cave, and ultimately leads to a small town street.

INTEGRITY

Since its construction in about 1927, the Zinc Swinging Bridge has received only minimal alterations; it has received only those enhancements necessary to maintain it. Many of the wooden planks were replaced in the 1960s and again in the 1970s. Some of the woven wire has been replaced. Also in the 1970s, concrete was poured under the west pier in order to reinforce its foundation. Depending on the water level in the creek, this pier sometimes rests in water and is prone to erosion. This pier is currently cracked and is in need of repair.

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SUMMARY

The Zinc Swinging Bridge was built about 1927 by an unknown builder and is owned by the Town of Zinc. This bridge serves as a window to the past in the once thriving community of Zinc. The Zinc Swinging Bridge is being nominated to the National Register of Historic Places under **Criterion C** with **local significance** for its distinctive engineering and design, and it is also being nominated under **Criterion A** with **local significance** for its associations with the development of transportation networks in Zinc, Arkansas.

ELABORATION

The town of Zinc was a prosperous mining community from the late 1800s until approximately the early 1930s. The Zinc Swinging Bridge is one of the few remaining structures that survive from Zinc's heyday. The bridge has received only minimal alterations since its construction. Because it has received only those enhancements necessary to maintain it, the Zinc Swinging Bridge is representative of the mining community and style of life that once existed in the area.

In the spring of 1927, most of the state of Arkansas suffered from massive flooding, and Zinc was no exception. Although many homes and businesses survived, Zinc's railroad track was destroyed along with an earlier footbridge that was used up until this time. It is believed that the Zinc Swinging Bridge was built soon after these floods to replace the earlier one that was lost. It is possible that some of miners and railroad workers in the area may have helped to construct this bridge.

This footbridge gracefully sways above Sugar Orchard Creek in a peaceful valley surrounded by woods, wildlife, and the Ozark Mountains. It is constructed of two concrete piers, heavy cabling, woven wire, and wooden planks. The bridge runs east and west across this southbound creek and is anchored on the west to the nearby hillside. It is 104 feet long and its highest elevation above ground level is approximately 16 feet. Although the water in Sugar Orchard Creek seldom rises above its banks, this little creek has been known to become a roaring river during heavy rains, making vehicular crossing over the slab impossible. Consequently, the Zinc Swinging Bridge has and continues to provide a much-needed method of pedestrian transport across this seemingly harmless creek to the other side of town. The bridge is located within approximately 242 feet of the railroad right of way, so the sound of a train and its whistle frequently reverberates through the valley. The streets of Zinc are gravel and are not paved. All of these features help to recreate an era that has long gone by, and combine to make the Zinc Swinging Bridge locally significant and worthy of National Register listing.

Zinc, Arkansas, is located near the eastern border of Boone County near the right of way of the MN&A Railroad. The Zinc area prospered from the late 1800s until the early 1930s because it was a significant source of mineral deposits. The principal ore was silicate of zinc. It is written that the area produced the best grade of slab zinc that could be smelted from virgin ore. In addition to the mines, the Zinc area also contained an artesian well and numerous springs. During this time, the Zinc area was a community that was

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home to many people. It had a school, a newspaper, a telephone office, and many businesses including stores and hotels. The Zinc area prospered for many years until the majority of the mines closed in the early 1930s. Today, the city of Zinc is still home to several families; however, its most prosperous years have passed.

Although the mining industry in this town began in the late 1800s, a local man named Elias Barham provided the land for the official Town of Zinc, including the land where the Zinc Swinging Bridge now resides. Elias raised cattle and operated some of the mines in Zinc. Believing the area to offer a great future, he sold 60 acres of his homestead to T. R. Cave on March 20, 1900. On June 2, 1900, T.R. Cave sold an undivided one half interest in this land to J.L. Rogers. The Township of Zinc included this land, and on February 2, 1901, lots in Zinc Town were advertised for sale in the Harrison Daily Times.

On March 7, 1903, T.R. Cave, J.L. Rogers, and their wives entered into an agreement with the White River Railway Company so that the railroad could be established through Zinc and a depot built. This railroad later became a part of the Missouri Pacific Railroad.

On April 1, 1903, R.X. DeGraw, J.S. Rogers, T.R. Cave, and D.W. Cave invested \$50,000 and created and incorporated the Sugar Orchard Mining and Realty Company. The articles of incorporation state that the place of business was to be located in Zinc, and the "general nature of the business proposed to be transacted by this corporation is: to buy, sell, let, lease, handle, and control mining and other lands, including town sites, and the doing of a general real estate business; mining, milling, buying and selling ores or valuable stone of all kinds; erecting, buying, selling, leasing and operating Water Works, telephone exchanges and other business of like character".

Just a few weeks later on April 23, 1903, T.R. Cave, J.L. Rogers, and their wives sold 120 acres, including the 60 acres previously purchased from Elias Barham, to this newly formed company for \$50,000.

On September 30, 1903, Elias purchased 2 lots in Zinc Town from the Sugar Orchard Mining and Realty Company. These lots were also originally a part of his homestead. Elias built a general store on it and operated it with his brother George Solomon. It was called the Barham Brothers' Store. The store was later operated by Elias's son, Elliott.

The miners in the area often traded at the stores in Zinc, including the Barham Brothers' Store. The miners lived in and around Zinc. The miners' living quarters were often very primitive with most of them living in tents near the mines. Some of the mines were Jack Pot, Gloria, and Almy. On Saturday nights they would visit the stores in Zinc to pay their bill for the previous week and to charge their supplies for the coming week. Some of them arrived in town on foot, using the Zinc Swinging Bridge to cross the creek, and others came by wagons and horse back. The Zinc stores would remain open until the miners left to return to their camp.

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The general stores in Zinc carried groceries such as sugar, beans, flour, livestock feed, and other goods including cosmetics, toiletries, beaded purses, chewing tobacco, shoes that buttoned about the ankle, and shoe buttonhooks. They carried bolts of material for shirts and dresses, and wool samples used for ordering men's suits. People chose the kind of fabric they wanted, and the storeowners would measure them and send their order somewhere to be made.

In addition to the miners, many other Zinc residents used the Zinc Swinging Bridge to get to and from the center of the town to purchase their goods and to conduct their affairs. The bridge continues to be used today.

The Zinc Swinging Bridge is one of the few structures that remain in Zinc that date to the period in which Zinc thrived. The Zinc Swinging Bridge has been maintained and preserved by the Town of Zinc to its original style and era, it retains its original architecture and setting, and it is representative of the mining community and style of life that once existed in this area.

STATEMENT OF SIGNIFICANCE

The Zinc Swinging Bridge was built circa 1927 and is owned by the Town of Zinc. This bridge serves as a window to the past in the once thriving community of Zinc. The Zinc Swinging Bridge is being nominated to the National Register of Historic Places under **Criterion C** with **local significance** for its distinctive engineering and design, and under **Criterion A** with **local significance** for its associations with the development of transportation networks in Zinc, Arkansas.

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BIBLIOGRAPHY

Abstracts and land deeds.

Harrison Times. February 2, 1901, May 25, 1927, May 27, 1927, and June 3, 1927.

Incorporation documents for the town of Zinc, Arkansas.

Interviews with Marion Newman, Mayor of Zinc, 2006.

Interviews with personnel at Boone County Abstract and Title in Harrison, Arkansas, 2003 regarding the location of
the homestead of Elias Barham.

Interviews with Treva Barham Campbell, former resident of Zinc, 2006.

Land plat dedicating the streets and alleys of Zinc, Arkansas for public use by the Sugar Orchard Mining and Realty
Company and signed by D.W. Cave as Secretary and James L. Rogers as President.

Logan, Roger V., Jr. *History of Boone County, Arkansas, Volume I*. Kentucky: Turner Publishing Company. 1998.

Rae, Ralph R. *Boone County and Its People*. Arkansas: The Press-Argus. 1955.

Records from the Barham Brothers' Store in Zinc, Arkansas.

Records of mining agreements entered into by Elias Barham.

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Verbal Boundary Description

From the intersection of the Washington and Broadway Streets, proceed approximately 500 feet southeasterly to the initial point. From this point proceed twenty-feet north, west, south, and east until arriving back at the initial point.

Boundary Justification

The boundary includes all property historically associated with the structure that retains integrity.

