

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 *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 Highway 7/51 Bridge
other names/site number Bridge #01412, Site #CL0950

2. Location

street & number Highway 7/51 not for publication
city or town Arkadelphia vicinity
state Arkansas code AR county Clark code 019 zip code 71923

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.)

Carchie Matthews
Signature of certifying official/Title

11/07/05
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:

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

Highway 7/51 Bridge

Name of Property

Clark County, Arkansas

County and State

5. Classification

Ownership of Property
(Choose as many boxes as apply)

Category of Property
(Choose 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, objects, Total. Values: 1, 0, 1, 0, 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 thru-truss

foundation CONCRETE

walls N/A

roof N/A

other STEEL

Narrative Description

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

Highway 7/51 Bridge

Name of Property

Clark County, Arkansas

County and State

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)

State

Areas of Significance (Enter categories from instructions)

Engineering

Period of Significance

1933

Significant Dates

1933

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Luten Bridge Company, Builder

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:

Arkansas State Highway and Transportation Department

Highway 7/51 Bridge

Name of Property

Clark County, Arkansas

County and State

10. Geographical Data

Acreege of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

Table with 4 columns: Reference Number, Zone, Easting, Northing. Row 1: 1, 15, 495733, 3775598. Row 2: 2, blank, blank, blank. Row 3: 3, blank, blank, blank. Row 4: 4, blank, blank, blank. Includes checkbox for '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 Clint Pumphrey, Intern
organization Arkansas Historic Preservation Program date 7/22/05
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9880
city or town Little Rock state AR zip code 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 State Highway and Transportation Department
street & number PO Box 2261 telephone
city or town Little Rock state AR zip code 72203

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.

United States Department of the Interior
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 Highway 7/51 at the crossing of the Ouachita River. A classic example of a Parker Through Truss, it stands just west of the Arkadelphia city limits. Comprised of one main truss span, measuring 202 feet, and two prestressed concrete beam approach spans, measuring 301 feet total, the bridge has a total length of 503 feet.

ELABORATION

The bridge crosses the Ouachita River from east to west. 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. Since it is a through truss, the floor elevation is near the bottom of the structure, and traffic flows through the truss members.

The Highway 7/51 bridge consists of a one Parker span that measures 202 feet and two approaching spans that measure 301 feet combined, for a total length of 503 feet. The deck surface is concrete over steel girders and is 24 feet wide. The deck and its supporting steel Parker trusses rest on concrete piers.

INTEGRITY

The bridge is still used to carry traffic and is in excellent condition. Sitting just outside Arkadelphia, it is one of only two Ouachita River crossings in Clark County. The main factor that compromises the bridge's historic integrity is its relocation in 1960. Originally built over the Caddo River on Arkansas Highway 7/67, the bridge was disassembled and put into storage in the late 1950s. In 1960 the Arkansas Highway and Transportation Department decided to reuse the trusses when they replaced the Ouachita River Bridge on Highway 7/51.

Though the bridge was relocated, much of its historical setting remained the same. It was moved from the northern outskirts of Arkadelphia to the eastern edge of the town. It still crosses a river, and it does so on the same highway route, Arkansas Highway 7. The truss structure is the same now as it was when the bridge was first built in 1933, and it continues to carry vehicular traffic. For these reasons much of its historic integrity remains intact.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Fabricated in 1933 and moved in 1960, the Highway 7/51 bridge is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C**; it is one of only two metal truss bridges in the state, and probably the country, contracted to the Lutten Bridge Company for construction. Since the bridge was originally located at Arkansas Highway 7/67's Caddo River crossing and moved to its current location in 1960, it is also being nominated under **Criteria Consideration B: A Building or Structure Removed from Its Original Location**. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas" and under 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 arrival 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 steamboat 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.

Growth in the area increased as Arkadelphia transitioned from a steamboat 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 motorcar highways, as it was a hub for a number of early roads. One such road was Arkansas Highway 7, which connected Arkadelphia to Hot Springs to the north and Camden to the south. Another was Arkansas Highway 51, which joined Arkadelphia to Okolona and Donaldson. Because of the highways' route, bridges had to be built in the Arkadelphia area to cross the Caddo and Ouachita Rivers.

Interestingly, the Highway 7/51 bridge over the Ouachita River was constructed in 1933 at the Caddo River crossing. The structural steel and reinforced concrete bridge, as well as some embankment work, cost the state \$40,227.97. When the Arkansas Highway Department decided to replace the bridge in the late 1950s, they disassembled it and put it in storage instead of discarding it. R.N. Reynolds and Sons rebuilt it at the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Ouachita River crossing in 1960, with new concrete piers and approach spans, to replace the aged one-lane Parker truss that had initially been built. This is the state of the bridge today.

The bridge is not necessarily unique for its move—this was a common practice in the 1950s and 1960s—but for its builder. A plaque on one of the beams proclaims the bridge was “BUILT BY VIRGINIA BRIDGE AND IRON CO ROANOKE VA 1933,” but this company would be more accurately described as the bridge’s fabricator. The bridge was actually constructed over the Caddo River by the Luten Bridge Company’s Little Rock office. The Luten Company was well-known for their reinforced concrete arch bridges, but they rarely built steel truss bridges. This bridge and a smaller pony truss over Prairie Creek in Pike County are probably the only truss bridges built by the Luten Company anywhere in the country.

STATEMENT OF SIGNIFICANCE

The Highway 7/51 bridge, first built in 1933 and moved in 1960, is being nominated to the National Register of Historic Places with **statewide significance under Criterion C**; it is one of only two metal truss bridges in the state, and probably the country, contracted to the Luten Bridge Company for construction. Since the bridge was originally located at Arkansas Highway 7/67’s Caddo River crossing and moved to its current location in 1960, it is also being nominated under **Criteria Consideration B: A Building or Structure Removed from Its Original Location**. This nomination is being submitted under the multiple-property listing “Historic Bridges of Arkansas” and under associated historic context “Arkansas Highway and Transportation Department Era: 1923-1939.”

Highway 7/51 Bridge
Name of Property

Clark County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 8 Page 3

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. n.p., 1934.

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.

Louis Berger & Associates and P.A.C. Spero & Company. *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*. Richmond, VA, and Baltimore, MD: Louis Berger & Associates and P.A.C. Spero & Company, July 1995.

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

Robert W. Scoggin, "RE: Hwy 7/51 Bridge Arkadelphia," 25 July 2005, office communication (25 July 2005).

Highway 7/51 Bridge

Name of Property

Clark County, Arkansas

County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

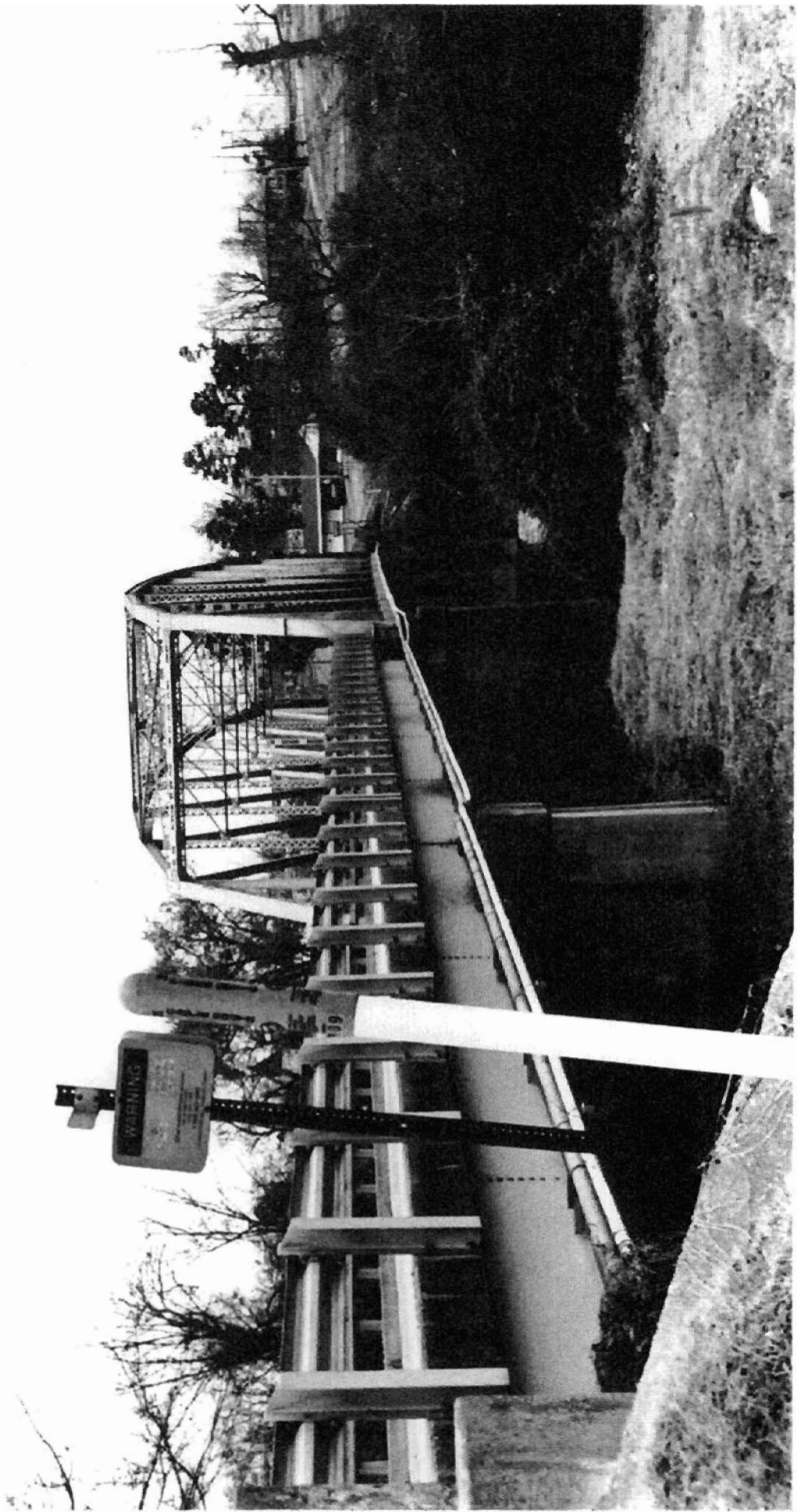
Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

From a point on the north side of Highway 7/51, 60 feet northwest of the northwest corner of the Highway 7/51 bridge, proceed easterly 600 feet, then proceed southerly 100 feet, then proceed westerly 600 feet, then proceed northerly 100 feet to the point of beginning.

BOUNDARY JUSTIFICATION

This boundary includes the Highway 7/51 Bridge and its immediate setting.





BUAGGITA
RIVER
1860



ARKANSAS
CONSERVATION COMMISSION
ROCK

ARKADELPHIA QUADRANGLE
ARKANSAS-CLARK CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

7452 III NW
(DONALDSON)

