

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR 1/22/09

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 AR 289 Bridge Over English Creek

other names/site number Bridge #M2728

2. Location

street & number AR 289 over English Creek

not for publication

city or town Mammoth Spring

vicinity

state Arkansas code AR county Fulton code 049 zip code 72554

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.)

Carol A. Matich

11/18/08

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:

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

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, 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)

TRANSPORTATION/road-related(vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER/Pratt 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.)

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

1929-1959

Significant Dates

1929

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Virginia Bridge and Iron Co., Builder

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):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by Historic American Buildings Survey, recorded by Historic American Engineering Record.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State Agency, Federal Agency, Local Government, University, Other.

Name of repository:

Arkansas State Highway and Transportation Department

AR 289 Bridge Over English Creek
Name of Property

Fulton County, Arkansas
County and State

Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 628428 4034235
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

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 Katie Worrell, Intern, and Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date July 31, 2008
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
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 _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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 Reduction Projects (1024-0018), Washington, DC 20303.

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SUMMARY

The AR 289 Bridge over English Creek, as its name implies, is located on Highway 289 over English Creek south of the town of Mammoth Spring. Comprised of one span measuring 122 feet long, this pin-connected steel Pratt thru-truss has a total length of 153.8 feet.

ELABORATION

The steel, Pratt thru-truss bridge is accessed from both the north and south. The Pratt truss was first developed by Thomas and Caleb Pratt in 1844, and contains diagonals in tension and verticals in compression. Since it is a thru-truss, the bridge carries its traffic load level with the bottom chords.

The AR 289 Bridge Over English Creek consists of a single pin-connected Pratt thru-truss span measuring 122 feet, with a total structure length of 153.8 feet. The travel surface and overall width of the bridge is 20 feet. The deck surface is concrete over a steel truss. The abutments are cast concrete. Resting on top of the decking, a pair of side-by-side Pratt trusses run the entire length of the bridge on the east and west sides.

INTEGRITY

No structural alterations have been made to the bridge to compromise its integrity. Its location remains rural, and its setting remains pristine. The bridge still illustrates its original design and materials. In addition, the bridge is still in use for vehicular travel.

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SUMMARY

Constructed in 1929, the AR 289 Bridge over English Creek is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its associations with the development of vehicular transportation in Fulton County. The AR 289 Bridge over English Creek is also being nominated **Criterion C** as an excellent example of an early twentieth-century Pratt thru-truss bridge. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

ELABORATION

Fulton County was established in December of 1842 and by 1848 it had established its own post office.¹ It was formed from a portion of the already established Izard County, just to the south. Its namesake was William Savin Fulton, who had been the last governor of the Arkansas Territory.²

Located on the border of Missouri, the region that is now Mammoth Spring was first settled in the 1830s. The original inhabitants were farmers who gave it its first name, "Head of the River," so termed for its close proximity to the start of the Spring River. The population of the area remained fairly sparse until 1850 when David Dale Owen, the first geologist to officially survey the area, discovered that the source of the Spring River was actually an enormous underground spring which began in Missouri and formed the pool that fed into the Spring River.³

The spring, he found, consistently produced about 200,000,000 gallons of water per day at the rate of about 9,000 barrels per minute. In fact, so consistent was the spring that its flow never seemed to be affected by the seasons or even by drought. The temperature of the water remained a cool sixty degrees Fahrenheit and was crystal clear year round.⁴ Because it was thought to be one of the largest springs in the world, it was aptly named "Mammoth Spring," a name which was later given the town.

The residents of the Mammoth Spring area began to promote it as a tourist attraction. This, combined with the construction of railroad lines by the Kansas City, Fort Scott & Memphis Railroad in 1886, led to expansion and commercial success for Mammoth Spring. In the late 1880s, a dam was built which allowed the water from the spring to generate power for a mill and for the Missouri-Arkansas Power Company.

In the nineteenth century, roads in the Fulton County area radiated from Salem, mainly to the south, east, and west. However, by 1854, one road did lead to the Missouri border to the northeast in the present day vicinity

¹ Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

² <http://local.arkansas.gov/local.php?agency=Fulton%20County>

³ Federal Writers' Project. *Arkansas: A Guide to the State*. New York: Hastings House Publishers, 1941, p. 289-290.

⁴ <http://local.arkansas.gov/local.php?agency=Mammoth%20Spring>

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of Mammoth Spring. However, once Mammoth Spring was established after the completion of the railroad, more roads would have been developed in the vicinity.⁵

Although it is not known when the route of AR 289 was built, it was apparently already in place by 1916, suggesting that the current bridge was at least the second one over English Creek.⁶ However, as automobiles and trucks got larger and heavier during the first decades of the twentieth century, it was likely necessary to upgrade the bridge at the English Creek crossing to accommodate the heavier loads.

The Virginia Bridge and Iron Company of Roanoke, Virginia, was hired in 1929 to build the AR 289 Bridge over English Creek. The company was organized in 1895 as a part of the American Bridge and Iron Company, founded in 1889 by I.E. Hunter, C.L. Michael and P.K. Wentworth. In the first years of its operation, the company primarily produced light highway bridges and structural steel however, it quickly experienced massive growth. By 1904, it produced over 12,000 tons of steel per year and was considered to be the largest steel fabricating company in the South. During the first year of its operation, the Virginia Bridge and Iron Company earned a capital of fifty thousand dollars, and by 1911, it was earning upwards of one million dollars annually. Further expanding, the Virginia Bridge and Iron Company built a plant in Memphis, Tennessee in 1908 and one in Birmingham, Alabama in 1922.⁷ Although the Wrought Iron Bridge Company was tremendously successful, it merged in 1952 with the American Bridge Company, which is still in existence today.

The AR 289 Bridge over English Creek was built as a single-span Pratt thru-truss. The Pratt truss was invented in 1844 by Thomas and Caleb Pratt, and was a prevalent bridge type from the 1840s until the early 1900s.⁸ The earliest Pratt trusses were constructed of wood and steel and by 1885 they were made solely of steel or iron due to requirements for greater strength and better knowledge of materials. The Pratt thru truss was a popular choice for bridges on Arkansas roads and highways throughout the early twentieth century.

Since the bridge opened to traffic in 1929, it has remained in continuous use, and today remains a vital transportation link in this rural part of Fulton County. It is also an excellent example of a Pratt thru-truss produced by the Virginia Bridge and Iron Co.

STATEMENT OF SIGNIFICANCE

Constructed in 1929, the AR 289 Bridge over English Creek is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its associations with the development of

⁵ Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

⁶ Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

⁷ Jack, George S. and Jacobs, Edward Boyle. *History of Roanoke County*. Roanoke: Stone Publishers, 1912, p. 112.

⁸ Spero, Paula A. C. *Metal Truss Bridges in Virginia: 1856-1932*. Charlottesville: Published by the Virginia Highway and Transportation Research Council, 1980, p. 8.

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vehicular transportation in Fulton County. The AR 289 Bridge over English Creek is also being nominated **Criterion C** as an excellent example of an early twentieth-century Pratt thru-truss bridge. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

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BIBLIOGRAPHY

Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

Federal Writers' Project. *Arkansas: A Guide to the State*. New York: Hastings House Publishers, 1941.

Black, George S. and Jacobs, Edward Boyle. *History of Roanoke County*. Roanoke: Stone Publishers, 1912.

Spero, Paula A. C. *Metal Truss Bridges in Virginia: 1856-1932*. Charlottesville: Published by the Virginia Highway and Transportation Research Council, 1980.

<http://local.arkansas.gov/local.php?agency=Mammoth%20Spring>

<http://local.arkansas.gov/local.php?agency=Fulton%20County>

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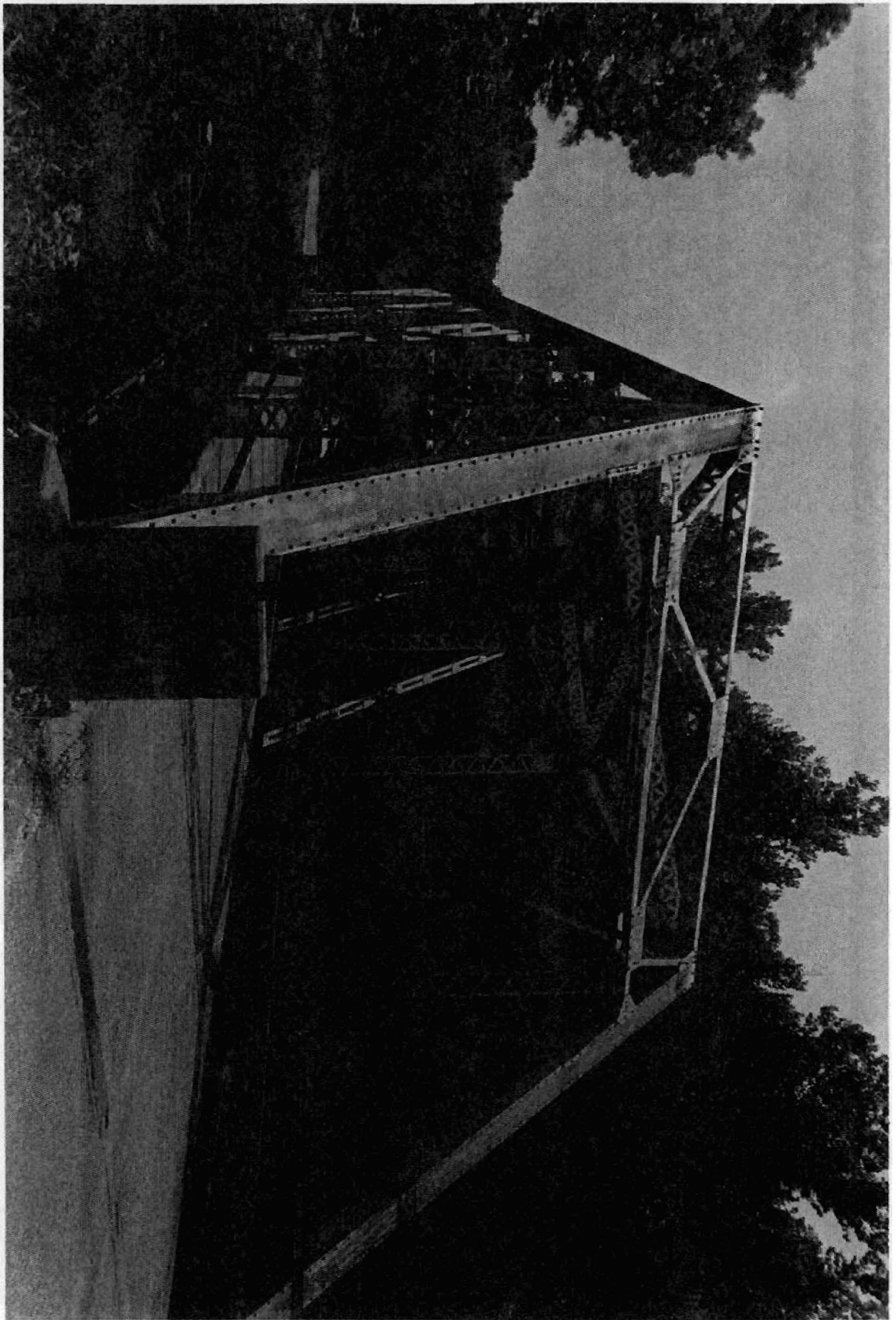
Section number 10 Page 1

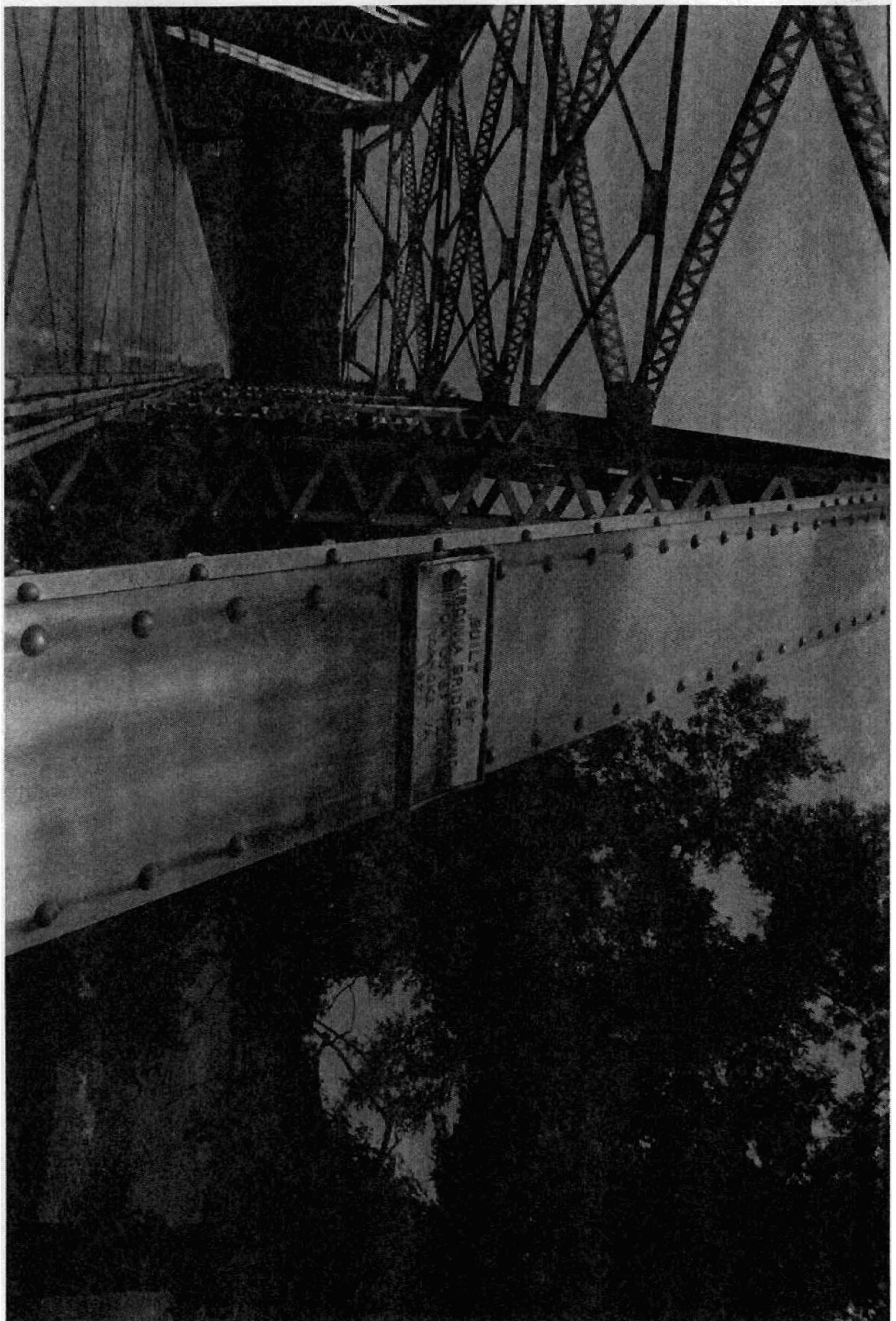
VERBAL BOUNDARY DESCRIPTION

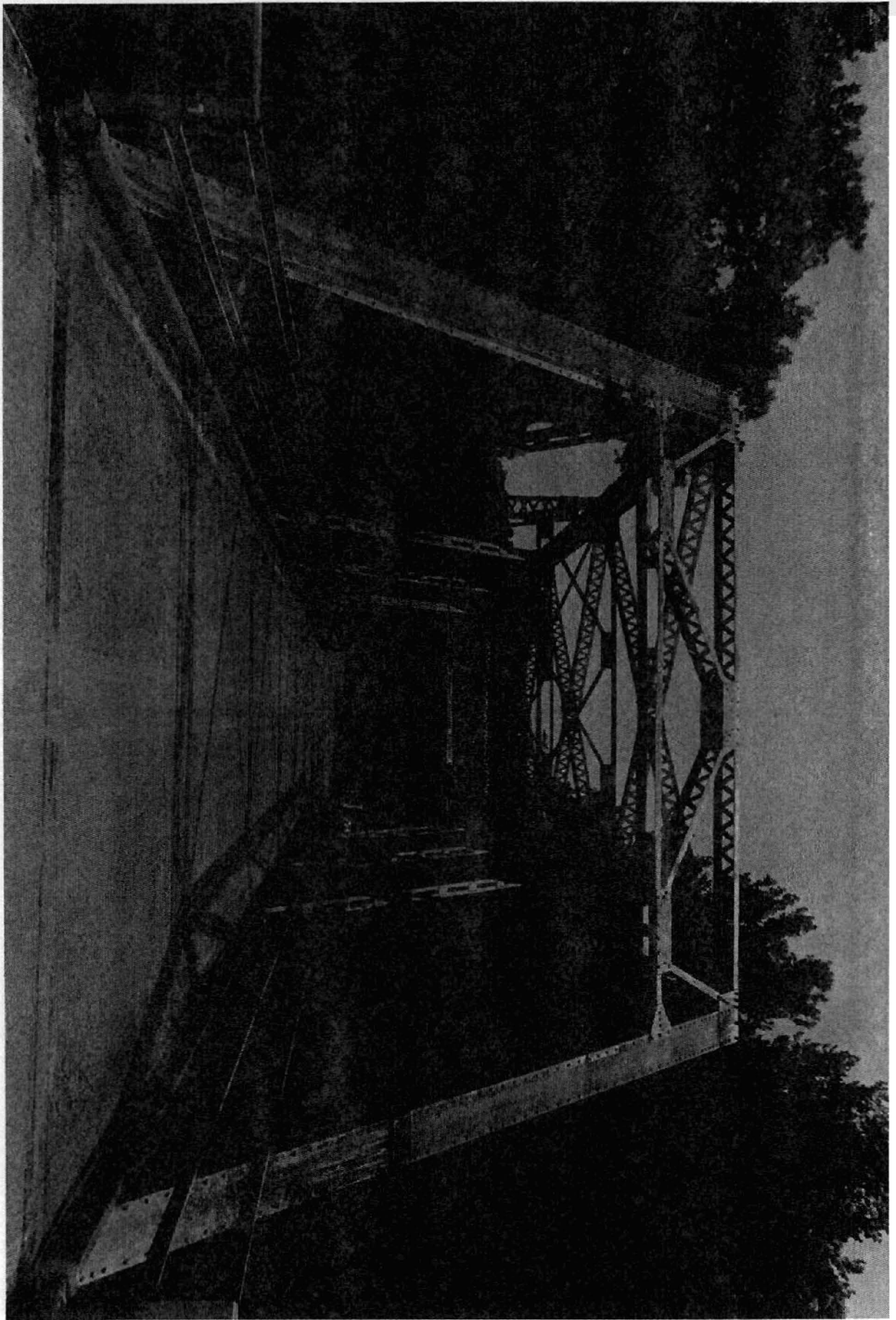
From a point ten feet west of the west side of AR 289 20 feet south of the southwest corner of the AR 289 Bridge, proceed northerly parallel to the truss of the bridge for 200 feet, then proceed easterly perpendicular to the truss of the bridge for 40 feet, then proceed southerly parallel to the truss of the bridge for 200 feet, then proceed westerly parallel to the truss of the bridge for 40 feet to the point of beginning.

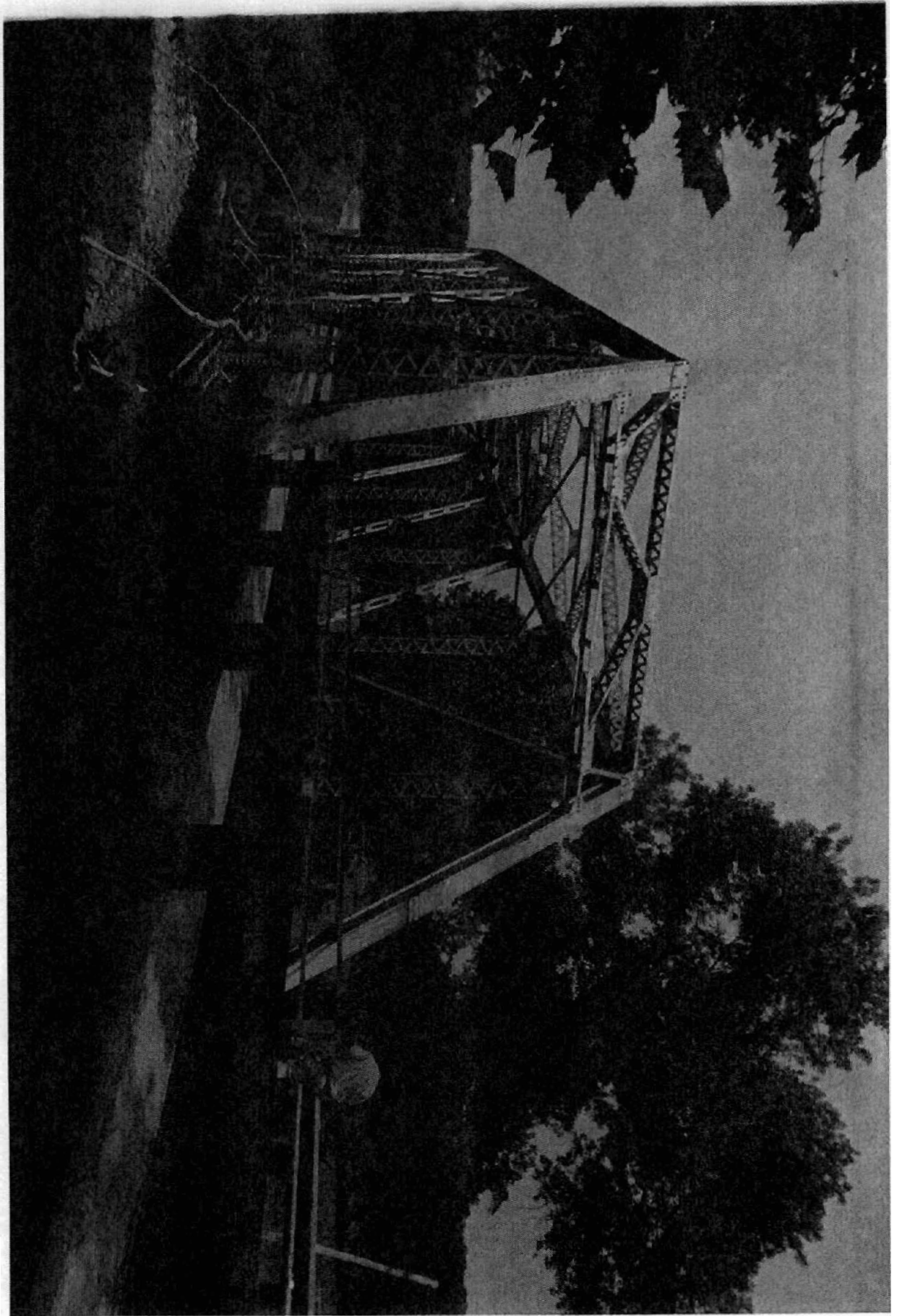
BOUNDARY JUSTIFICATION

This boundary includes the 289 Bridge over English Creek and its immediate setting.









Mapleworth S.P. 1000 S. 1000
T. 20 N. 20 W. 1000
UTM:
19/62.812/4074123.5

(CAMP)

T. 21 N
T. 20 N

25/

