

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NR 9/29/04

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 Short Mountain Creek Bridge

other names/site number Site #LO0107

2. Location

street & number County Road 64

not for publication

city or town Paris

vicinity

state Arkansas

code

AR

county Logan

code

083

zip code

72855

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 Marchus  
Signature of certifying official/Title

7/7/04  
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

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
_____	structures
_____	objects
_____	Total

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)

TRANSPORTATION/road-related(vehicular)/bridge

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related(vehicular)/bridge

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/Parker pony-truss

Materials

(Enter categories from instructions)

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.)

8. Statement of Significance

Applicable National Register Criteria

Mark "x" in one or more boxes for the criteria qualifying the property

National Register listing.)

[X] 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.

[X] 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)

Transportation

Engineering

Period of Significance

1928-1954

Significant Dates

1928-1954

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Virginia Bridge & Iron Company of Tennessee (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:

[X] State Historic Preservation Office

[ ] Other State Agency

[ ] Federal Agency

[ ] Local Government

[ ] University

[X] Other

Name of repository:

Arkansas State Highway and Transportation Department



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## National Register of Historic Places Continuation Sheet

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### SUMMARY

The Short Mountain Creek Bridge is located on County Road 64 at the crossing of Short Mountain Creek northwest of the Town of Paris. Comprised of one Parker pony-truss span measuring 92 feet long, the bridge has a total length of 93 feet.

### ELABORATION

The bridge is accessed from both the east and west. The Parker truss, which is a Pratt truss with a polygonal top chord that was patented by C. H. Parker, has diagonals in tension and verticals in compression.

The Short Mountain Creek Bridge consists of a single Parker pony-truss span measuring 92 feet, with a total structure length of 93 feet. The travel surface and overall width of the bridge is 21.7 feet. The deck surface is concrete over the steel truss. The abutments are concrete. Resting on top of the decking, a pair of side-by-side Parker trusses run the entire length of the bridge on the north and south 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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# National Register of Historic Places

## Continuation Sheet

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### SUMMARY

Constructed in 1928, the Short Mountain Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Parker pony-truss in the Paris vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Logan County. 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

Settlement began in the area that would become Logan County early in the nineteenth century. The earliest settlers were the Titsworths, who arrived in the Short Mountain area in 1814. At approximately the same time, a man named McLean settled on the Arkansas River. The settlement became known as McLean's Landing, and is today known as Roseville.<sup>1</sup> By 1839, a road came through McLean's Landing (then known as Short Mountain) from Crawford to the west and crossed a road coming south out of Logan just west of where Three Mile Creek (now known as Sixmile Creek) joins the Arkansas River. The road then proceeded east before crossing the river at Morrison's Bluff.<sup>2</sup> No roads existed in the immediate Paris vicinity.

Settlement and development did not occur on any grand scale in the Paris area until the formation of the county in 1871. The county was formed with land taken from Franklin, Scott, Yell and Johnson counties, and was originally named Sarber County after Senator John N. Sarber, who introduced the legislation. However, on December 14, 1875, a bill passed changing the name of the county to Logan County, in honor of James Logan, an early pioneer in the area. The same legislation also established Paris as the county seat.<sup>3</sup>

When Paris was first established in 1874, the community did not have a name, and it was only after great consideration that the town was named after Paris, France. The first courthouse was built shortly after the creation of the town, but it was not until February 18, 1879, that Paris was incorporated.<sup>4</sup> Paris was never a boom town, but enjoyed slow and steady growth that was no doubt helped by the arrival of the Arkansas Central railroad line from the west c.1898.<sup>5</sup>

Little is known about the history of County Road 64, except that it provided a route around the north side of Short Mountain. However, by 1928, it was necessary to build a new bridge at the Short Mountain Creek

<sup>1</sup> *Logan County, Arkansas: Its History and Its People*. Taylor Publishing Company, 1987, p. 12.

<sup>2</sup> Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

<sup>3</sup> *Logan County, Arkansas: Its History and Its People*, p. 11.

<sup>4</sup> *Ibid.*

<sup>5</sup> *The Rand McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroads, cities, towns, villages, post offices, lakes, river, etc.* Chicago: Rand McNally and Company, 1898.



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Crossing. The Virginia Bridge Company of Tennessee, which had headquarters in Roanoke, Virginia, was hired for the construction of the Parker pony truss at the crossing.

The Virginia Bridge and Iron Company had a long and distinguished career in producing steel across the south. The company was founded in Roanoke, Virginia, in 1889 by C. L. Wentworth, I. E. Hunter, and C. L. Michael, and was originally called the American Bridge Company. In 1895, however, the company was incorporated as the Virginia Bridge and Iron Company.<sup>6</sup>

The company quickly grew and by 1904 it was the largest steel fabricating company in the south, with the ability to produce 12,000 tons of steel a year. In addition to bridges, the company produced turntables, warehouse buildings, and other kinds of structural steel; 175 men were employed in the shops and 150 men worked in the erecting department. The entire plant was located on 10.5 acres, and was on the lines of the Norfolk and Western and Southern railroads, which allowed easy shipping of its products.<sup>7</sup>

The phenomenal growth of the company necessitated the construction of additional plants, and facilities were built in Memphis in 1908 and in Birmingham in 1922. By the mid-1930s, Virginia Bridge and Iron Company had 800 employees and produced \$5.4 million worth of goods a year. In addition to the plants, the company had offices in Birmingham, Memphis, Atlanta, New York, New Orleans, Los Angeles, Charlotte, Dallas, and El Paso. In 1936, the company became a subsidiary of Tennessee Coal, Iron and Railroad Company, the largest steel producer in the south.<sup>8</sup>

In 1952, Virginia Bridge and Iron Company merged into the American Bridge Company, the largest bridge company in the United States. Although the American Bridge Company's headquarters were in Ambridge, Pennsylvania, the Virginia Bridge and Iron Company's facility in Roanoke was used as the headquarters of the Southern Division of the American Bridge Company. The facility remained open until 1965.<sup>9</sup>

The design of the Short Mountain Creek Bridge was likely a standard design of the period for the Virginia Bridge and Iron Company. (One other Parker pony truss built by the company in 1928 has been identified in Arkansas, and its dimensions are almost identical to the Short Mountain Creek Bridge.) The use of a Parker pony truss at the location allowed a longer span than would have generally been possible with a Warren or Pratt pony truss. In addition, the use of a Parker truss allowed the use of a lighter structure without losing strength since there is less dead load at the ends and more strength concentrated in the center.

<sup>6</sup> Information on the Clarkton Bridge in Halifax County, Virginia, from [www.halifax.com/county/clarktonbridge.htm](http://www.halifax.com/county/clarktonbridge.htm).

<sup>7</sup> *Ibid.*

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*

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Today, County Road 64 remains a gravel road, used mainly by the local residents in the area. Since it was built in 1928, the Short Mountain Creek Bridge has been a vital crossing on the road for the residents in the area. The Short Mountain Creek Bridge remains an important transportation link in the area and a good example of an early twentieth century Parker pony truss.

### STATEMENT OF SIGNIFICANCE

Constructed in 1928, the Short Mountain Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Parker pony-truss in the Paris vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Logan County. 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."



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### BIBLIOGRAPHY

Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

Information on the Clarkton Bridge in Halifax County, Virginia, from [www.halifax.com/county/clarktonbridge.htm](http://www.halifax.com/county/clarktonbridge.htm).

*Logan County, Arkansas: Its History and Its People.* Taylor Publishing Company, 1987.

*The Rand McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroads, cities, towns, villages, post offices, lakes, river, etc.* Chicago: Rand McNally and Company, 1898.

Short Mountain Creek Bridge  
Name of Property

Logan County, Arkansas  
County and State

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National Park Service

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### VERBAL BOUNDARY DESCRIPTION

From a point on the south side of County Road 64 40 feet southwest of the southwest corner of the Short Mountain Creek Bridge, proceed northerly 50 feet, then proceed easterly 125 feet, then proceed southerly 50 feet, then proceed westerly 125 feet to the point of beginning.

### BOUNDARY JUSTIFICATION

This boundary includes the Short Mountain Creek Bridge and its immediate setting.



