

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR 5/26/04

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 Hale Creek Bridge

other names/site number Bridge #16919, Site #SV0088

2. Location

street & number County Road 271

not for publication

city or town Red Wing

vicinity

state Arkansas

code

AR

county Sevier

code

133

zip code

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.)

Signature of certifying official/Title

Arkansas Historic Preservation Program

State or Federal agency and bureau

Catherine Macchiusi

2/11/04
Date

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:)

Hale Creek Bridge
Name of Property

Sevier 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

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/Pratt 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.)

- 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)

Transportation
Engineering

Period of Significance

1919-1954

Significant Dates

1919

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/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

Hale Creek Bridge
Name of Property

Sevier County, Arkansas
County and State

10. Geographical Data

Acreeage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>390593</u>	<u>3771448</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

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 Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date December 17, 2003
street & number 1500 Tower Building 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 Sevier County
street & number 115 North Third Street telephone
city or town DeQueen state AR zip code 71832

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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SUMMARY

The Hale Creek Bridge is located on County Road 271 at the crossing of Hale Creek. It is located approximately three miles northeast of the village of Red Wing. Comprised of one Pratt pony-truss span measuring 30 feet long, this bridge has a total length of 62 feet.

ELABORATION

The bridge is accessed from both the east and west. The Pratt truss was first developed by Thomas and Caleb Pratt in 1844, and contains diagonals in tension and verticals in compression.

The Hale Creek Bridge consists of a single Pratt pony-truss span measuring 30 feet, with a total structure length of 62 feet. The travel surface and overall width of the bridge is 18 feet. The deck surface is gravel over the steel truss. The abutments are concrete. Resting on top of the decking, a pair of side-by-side Pratt 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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Section number 8 Page 1

SUMMARY

Constructed in 1919, the Hale Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Pratt pony-truss in the Red Wing vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Sevier County. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

ELABORATION

Although it is not known for sure, it is believed that settlement in Sevier County began in approximately 1810 probably in the vicinity of the Rolling Fork and Cassatot River valleys. Sevier County was officially created on October 17, 1828, by an act of the Arkansas Territorial Legislature and the county seat was established at Paraclifta just five days later on October 22.¹ By 1839, one road existed in Sevier County, which entered the county at Ultima Thule on the present Arkansas/Oklahoma border, proceeded southeast through Paraclifta and Pine Woods, before exiting the county just east of the Saline River.²

Since Paraclifta was the county seat of Sevier County initially, as settlement in the area increased throughout the nineteenth century, additional roads were constructed, and many of them passed through Paraclifta. By 1854, in addition to the road that connected Paraclifta with Ultima Thule to the northwest and Pine Woods to the southeast, roads connecting Paraclifta with Farmington to the northeast, Lion's Beard to the northwest, and Rocky Comfort to the southwest (in what would become Little River County in 1867) had also been constructed.³

Virtually nothing is known about the history of Red Wing. It apparently was not named in 1936, and also never had a post office.⁴ It appears to have been just a name for the crossroads, and still remains a crossroads today.

By the early twentieth century, providing good quality roads became a fairly high priority in Sevier County. Judge A. L. Tribble stated in one of his annual reports that:

¹ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, pp. 212, 214.

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

³ *Colton's railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.

⁴ Arkansas State Highway Commission. *General Highway and Transportation Map, Sevier County, Arkansas*. 1936, and Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

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It is evident to me that we ought to accomplish more for good roads in the county than we are doing. Road ought to be built and crowned with some sort of material that will resist traffic and weather. I believe our roads should be built by contract. ... I do not blame the majority of the road overseers (For failing to build good roads). ... They have little funds.⁵

It would not be long until road construction began in earnest in the county.

Records with the Arkansas State Highway and Transportation Department indicate that the Hale Creek Bridge was built in 1919, prior to the designation of the road as U.S. 70. It is unknown who built the bridge, but the length of the stream crossing, approximately 60 feet, was ideal for a Pratt pony-truss. By 1936, the current County Road 271 was designated as the route of U.S. 70, the major east-west road across central Arkansas from West Memphis on Arkansas's eastern border to Ultima Thule west of DeQueen on the western border. As a result, the Hale Creek Bridge was a heavily traveled bridge shortly after it opened.

The setting of U.S. 70 in the Hale Creek Bridge vicinity was described in *The WPA Guide to 1930s Arkansas* by saying:

West of Dierks the hills fade into the bottoms of the Saline and Cossatot Rivers. The woods thicken and become gloomy; pines grow taller among great, straight hickories and bulky white oaks, and such near-river vegetation as vines and creepers appear in abundance.⁶

Today, the setting of the bridge remains wooded with an occasional open field.

According to the *General Highway and Transportation Map* for Sevier County of the time, the road was a metal-surfaced road. (In this case, metal refers to a nineteenth-century British term for broken stone or cinders used in making or repairing roads.) The route remained in service as U.S. 70 until the current alignment from the U.S. 70 / U.S. 71 intersection to the Howard County line was built in 1952.⁷

⁵ Betty McCommas. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980, p.

Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 236.

⁷ Robert Scoggin of the Arkansas Highway and Transportation Department. Telephone conversation with the author. 1 December 2003.

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After the realignment of U.S. 70 in 1952, County Road 271 quickly reverted to a little traveled county road. Today, it remains a gravel county road and, in fact, dead ends approximately one-half mile southwest of the bridge. However, the Hale Creek Bridge remains as a reminder of the importance of this route in the early twentieth-century, and as a good example of a Pratt pony-truss bridge.

STATEMENT OF SIGNIFICANCE

Constructed in 1919, the Hale Creek Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Pratt pony-truss in the Red Wing vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Sevier County. 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. *General Highway and Transportation Map, Sevier County, Arkansas*. 1936.

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

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McCommas, Betty. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980.

Scoggin, Robert. Telephone conversation with the author. 1 December 2003.

West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

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VERBAL BOUNDARY DESCRIPTION

From a point on the north side of County Road 271 60 feet northwest of the northwest corner of the Hale Creek Bridge, proceed northeasterly 145 feet, then proceed southeasterly 60 feet, then proceed southwesterly 145 feet, then proceed northwesterly 60 feet to the point of beginning.

BOUNDARY JUSTIFICATION

This boundary includes the Hale Creek Bridge and its immediate setting.



