

United States Department of the Interior
National Park Service

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**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 County Road 6 Bridge
other names/site number Bridge #17295, Site #WA0802

2. Location

street & number County Road 6 not for publication
city or town Cincinnati vicinity
state Arkansas code AR county Washington code 143 zip code 72769

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 Matthews 7/2/04
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

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
--------------	-----------------

1			
1			

buildings
sites
structures
objects
Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Historic Bridges of Arkansas

Number of Contributing resources previously listed
in the National Register

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/Warren pony-truss

Materials
(Enter categories from instructions)

foundation STONE

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

c.1915-1954

Significant Dates

c.1915-1954

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

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 367165 3992609
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 Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date _____
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 Reductions Projects (1024-0018), Washington, DC 20303.

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DESCRIPTION
County Road 6 Bridge is located on County Road 6 at the crossing of an unnamed creek approximately 1.5 miles northeast of the community of Cincinnati. Comprised of one Warren pony-truss span measuring 37 feet long, the bridge has a total length of 41 feet.

CONSTRUCTION
The bridge is accessed from both the northeast and southwest. The Warren truss, which was patented in 1849 by two British engineers, has diagonals that carry both compressive and tensile forces.

County Road 6 Bridge consists of a single Warren pony-truss span measuring 37 feet, with a total length of 41 feet. The travel surface and overall width of the bridge is 16 feet. The deck surface is supported over the steel truss. The abutments are stone. Resting on top of the decking, a pair of side-by-side wooden trusses run the entire length of the bridge on the northwest and southeast sides.

ASSESSMENT
No structural alterations have been made to the bridge to compromise its integrity. Its location remains rural, and the 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 c.1915, the County Road 6 Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Warren pony-truss in the Cincinnati vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Washington County. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

ELABORATION

The establishment of Washington County and Arkansas's western border began in 1820 with the creation of Crawford County by the Arkansas territorial legislature. Four years later, Congress passed a bill that moved the western boundary of the Arkansas territory 40 miles to the west, although white settlers were not allowed to establish residence in the new area due to an 1817 treaty. In 1827 the Secretary of War lifted the ban on white settlement in the Cherokee country, and on October 13, 1827, Lovely County was created by the Arkansas territorial legislature. The following year, a treaty moved the territorial boundary 40 miles to the east, to its present location, and on October 17, 1828, the territorial legislature created Washington County out of Lovely County, which ceased to exist.¹

By 1839, only four settlements appeared in Washington County, with Cane Hill being the closest to Cincinnati.² Settlers arrived in Cane Hill in February or March 1827 from Crystal Hill in Pulaski County, Arkansas, and were drawn to the area because of its natural wealth. A March 14, 1836, description of the area in the *Times*, a Little Rock newspaper, said that, "The soil is immensely rich and productive, and the growth is generally such as is found in the low lands... Cane Hill is interspersed throughout with a number of clear running springs of cold water, which the greatest droughts and most powerful freshets cannot affect either in quantity of quality."³

It was only a short time after the settlement of Cane Hill that people began to settle in the area that would become Cincinnati. By 1838, a post office was established in the settlement of Sylva, which would change its name to Cincinnati in 1857.⁴ Unlike many communities that were brought about by the arrival of the railroad, Cincinnati thrived before the railroad. From the period of the Civil War until the turn of the twentieth century, Cincinnati was the leading trade center in western Washington County. By 1885, the community boasted four general mercantile stores, and two mills operated within a mile and a half of the

¹ *History of Washington County, Arkansas*. Springdale, AR: Shiloh Museum, 1989, pp. 85-86.

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

³ *Ibid*, p. 95.

⁴ Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 215.

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business district. In addition, the community boasted an eleven-room hotel for travelers. The importance of the community was further cemented in 1878 with the establishment of the Masonic Male and Female Academy. However, once the tracks of the Ozark & Central Cherokee Railroad were laid though Summers, four miles to the south, c.1900, Cincinnati declined.⁵

It is unknown when County Road 6 was established as a transportation route, but it was likely c.1880. The road today connects Cincinnati with Wedington (sometimes spelled Weddington) to the northeast, which had a post office established in 1879.⁶ The road has always been a secondary road in the area, never being paved, and remains a gravel road today.

By c.1915 it was necessary to upgrade the stream crossing about two miles northeast of Cincinnati, and the current bridge was constructed. It is likely that the bridge was built to carry the heavier loads that the growth of the automobile in the first part of the twentieth century would have needed. Although the builder of the bridge is unknown, it is known that the steel was fabricated by Cambria Steel Company of Johnstown, Pennsylvania.

Cambria Steel Company had its origins with the founding of the Cambria Iron Company by George S. King and Dr. Peter Schoenberger in 1852. Although the first few years of the enterprise were rocky, at best, once the company was reorganized by Wood Morrell & Company of Philadelphia in May 1855, it started to flourish. In fact, by the mid-1870s, Cambria Iron Company led the country in the production of iron and railroad rails.⁷

By the late nineteenth century, however, the importance of the Cambria Iron Company was declining. The construction of several facilities in the Pittsburgh area, and the fact that the facility was relatively isolated from the major markets of the East Coast and the Midwest, had started to eclipse the Johnstown facility. The plant was acquired by Midvale Steel & Ordnance Company of Nicetown, Pennsylvania, in 1916, although they only held on to it until 1923 when it was acquired by Bethlehem Steel.⁸ Even under the guidance of Bethlehem Steel, the plant was a major force in the area, employing roughly 15,000 by 1940, but things changed drastically during the late twentieth century, and the plant was finally closed in 1994.⁹

⁵ *History of Washington County, Arkansas*, pp. 255-256.

⁶ Russell Pierce Baker, p. 232.

Gray Fitzsimons, Editor. *Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, DC: National Park Service, 1990, pp. 255-259.

⁸ *Ibid*, pp. 259-260.

⁹ Work Projects Administration. *Pennsylvania: A Guide to the Keystone State*. New York: Oxford University Press, 1940, p. 552.

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Since the completion of the County Road 6 Bridge c.1915, no structural alterations have been made to the bridge to compromise its integrity. Today, County Road 6 remains a gravel road, used mainly by the local residents of the area, and the County Road 6 Bridge has been a vital crossing on the road for the residents in the area for approximately 90 years. The County Road 6 Bridge remains an important transportation link in the area and a good example of an early twentieth-century Warren pony truss.

STATEMENT OF SIGNIFICANCE

Constructed c.1915, the County Road 6 Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Warren pony-truss in the Cincinnati vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Washington 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

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

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

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Work Projects Administration. *Pennsylvania: A Guide to the Keystone State*. New York: Oxford University Press, 1940.

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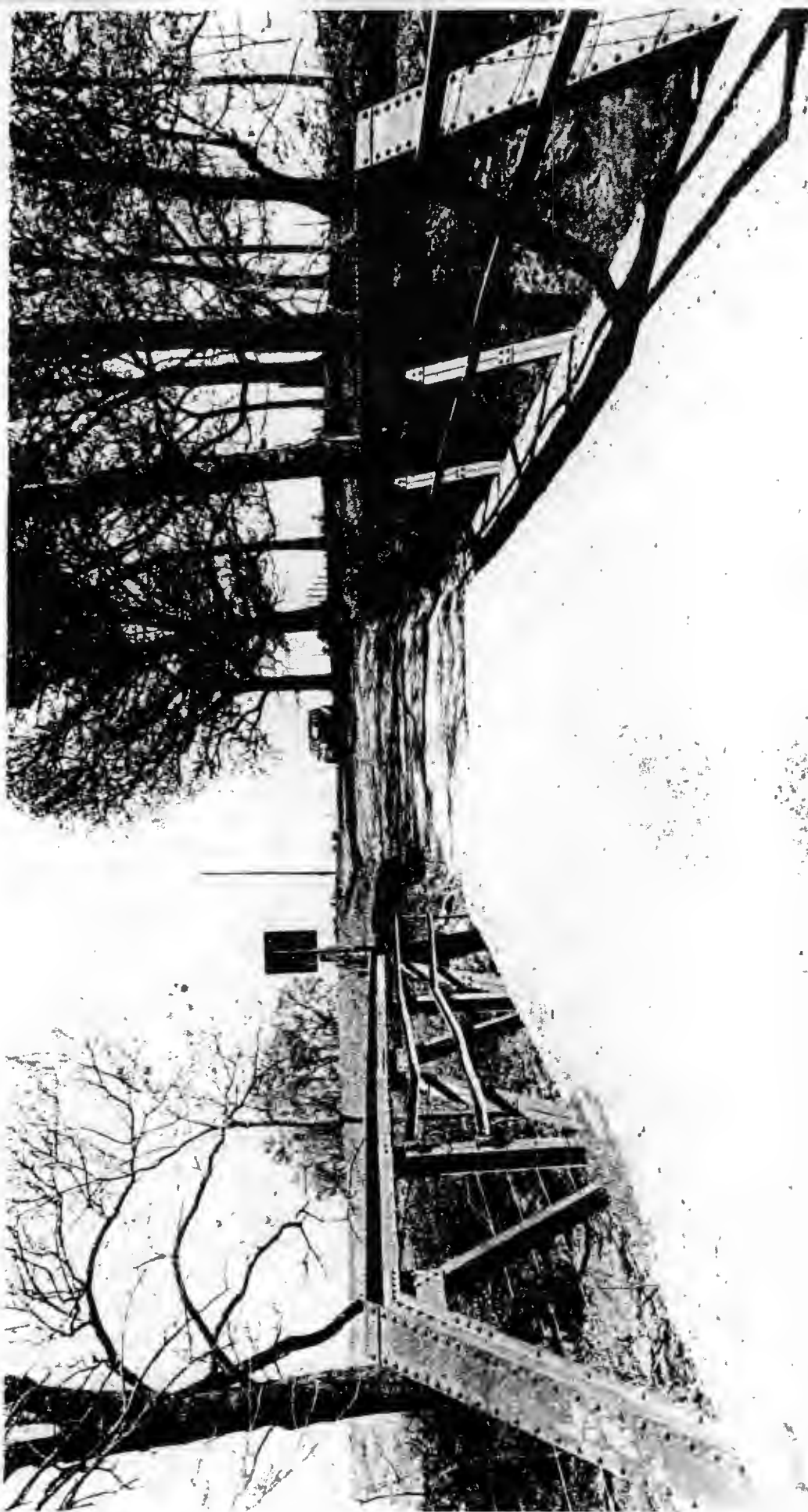
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VERBAL BOUNDARY DESCRIPTION

From a point 40 feet west of the southwest corner of the bridge, proceed northeasterly parallel to the northwest truss for 125 feet, then proceed southeasterly perpendicular to the trusses for 105 feet, then proceed southwesterly parallel to the southeast truss for 125 feet, then proceed northwesterly perpendicular to the trusses for 105 feet to the point of beginning.

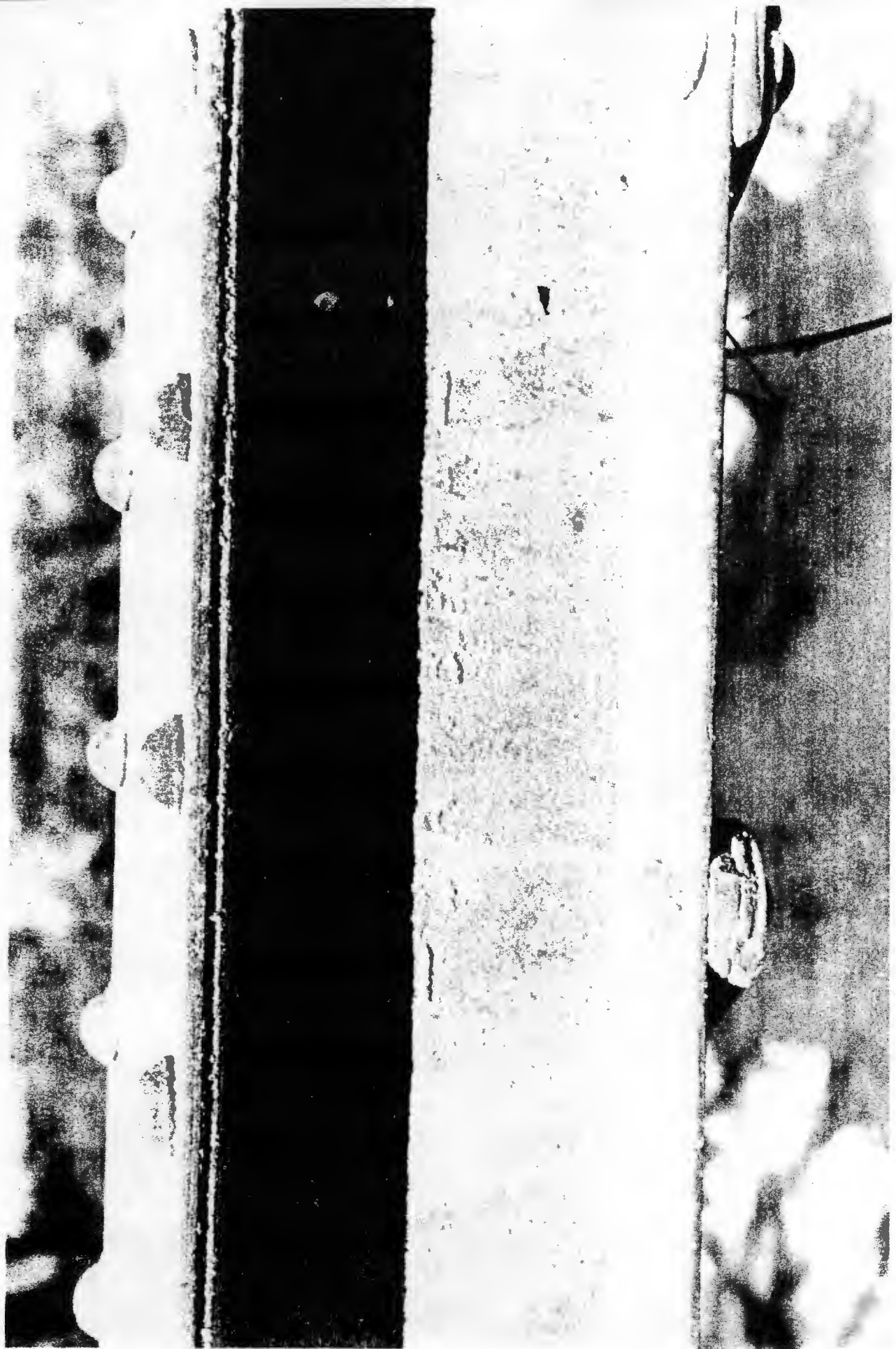
BOUNDARY JUSTIFICATION

This boundary includes the County Road 6 Bridge and its immediate setting.





WEIGHT
LIMIT
16T
20T
20T

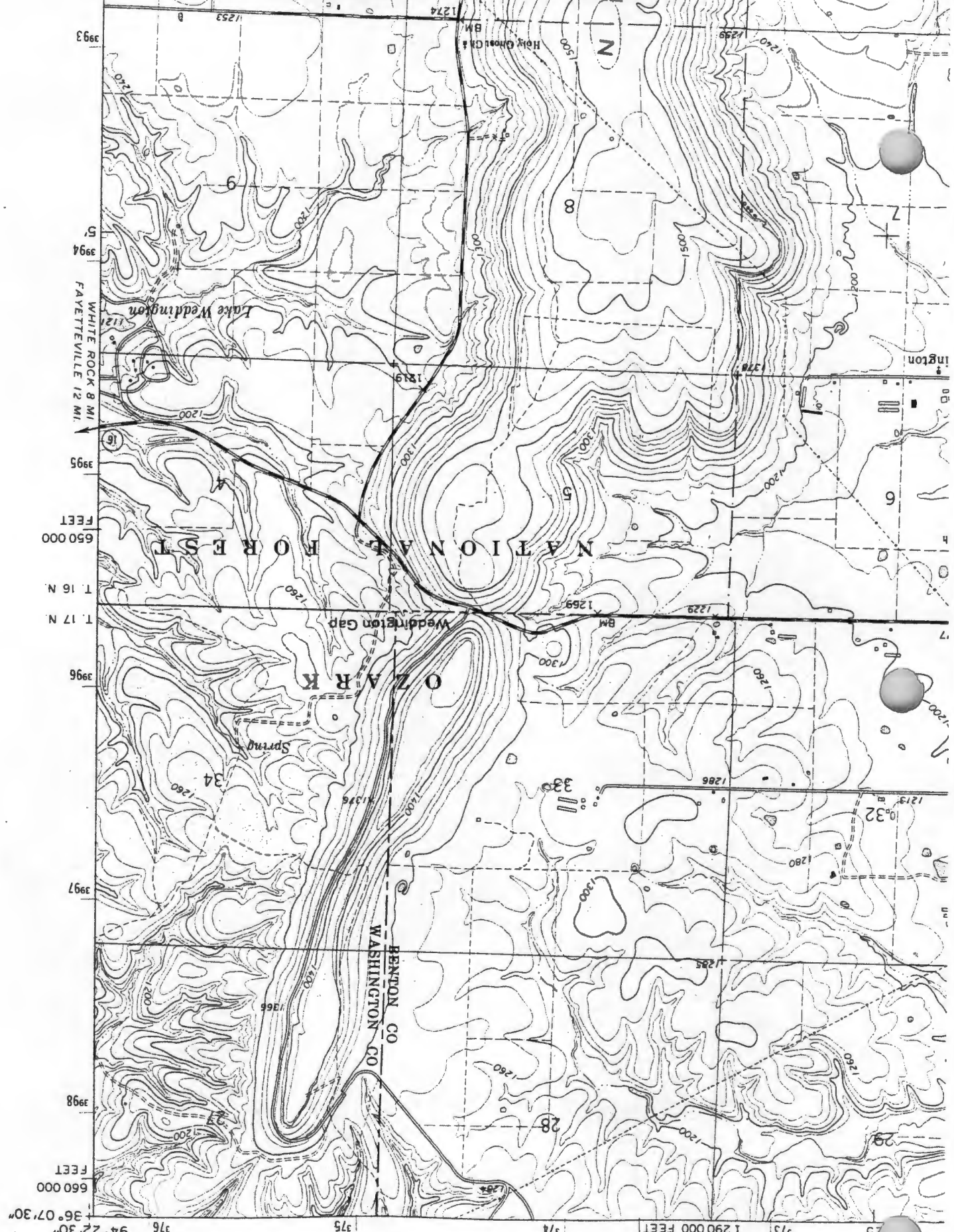


COUNTY ROAD 6 BRIDGE
CINNINNATI VIC.,
WASHINGTON COUNTY, AR
UTM:
15/367165/3992609



7056 II SE
(WATTS)
2662

3990
2' 30"
3980



7156 III NE
(ROBINSON)

ARKANSAS
RHEA QUADRANGLE
7.5 MINUTE SERIES (TOPOGRAPHIC)