

4142

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.



1. Name of Property

Historic name: Point Remove Creek Bridge

Other names/site number: Bridge #M1791, Site #CN0345

Name of related multiple property listing:
Historic Bridges of Arkansas

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

2. Location

Street & number: Old Arkansas Highway 113 over Point Remove Creek

City or town: Morrilton State: Arkansas County: Conway

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

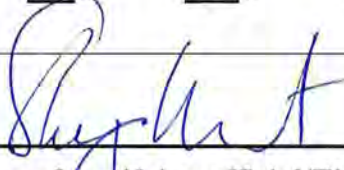
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

X A B X C D

	<p>7-18-19</p>
<p>Signature of certifying official/Title: _____</p> <p>Date _____</p> <p><u>Arkansas Historic Preservation Program</u></p> <p>State or Federal agency/bureau or Tribal Government</p>	

<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

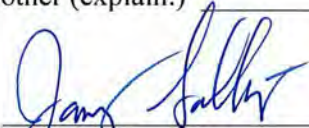
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

9.27.2019
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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road related (vehicular)

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/Pratt Through Truss

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL, CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Point Remove Creek Bridge is a single-span Pratt through-truss bridge with two concrete-girder approach spans, one at each end, which spans Point Remove Creek west of Morrilton, Conway County, Arkansas. The bridge truss was designed and built by Virginia Bridge and Iron Company of Roanoke, Virginia, at their Memphis, Tennessee, plant, and erected by the Independent Bridge Company of Minneapolis, Minnesota, in 1926. The bridge has a total of three spans supported by cast-concrete piers and also rests on cast-concrete abutments. The guardrails on the bridge consist of evenly-spaced wood uprights connected by a modern metal guardrail on the approach spans and two rows of horizontal metal guardrails on the Parker span.

Narrative Description

The Point Remove Creek Bridge is a 120-foot long Pratt through-truss bridge with two concrete-girder approach spans, one at each end, which spans Point Remove Creek approximately 3.5 miles west of Morrilton, Conway County, Arkansas. The bridge's Pratt span has six panels and is of riveted construction. The bridge's deck has a width of 18 feet.

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The bridge truss was designed and built by Virginia Bridge and Iron Company of Roanoke, Virginia, at their Memphis, Tennessee, plant, and erected by the Independent Bridge Company of Minneapolis, Minnesota, in 1926. The Point Remove Creek Bridge is a three-span bridge that is 272 feet long and 18 feet wide. The bridge has a single Pratt through-truss span that is 120 feet long and two concrete-beam approach spans that are each 75 feet long. The bridge's deck is also constructed out of concrete and has a continuous concrete curb on each side. The bridge is devoid of any ornamentation. The bridge also has cast-concrete abutments.

The guardrails on the bridge consist of evenly-spaced wood uprights connected by a modern metal guardrail on the approach spans and two rows of horizontal metal guardrails on the Pratt span.

A builder's plate is located on the southeast end of the truss and it reads: "BUILT BY / VIRGINIA BRIDGE / AND IRON CO OF TENN / ROANOKE, VA / 1926." Although a plaque was also found on the northwest end of the truss, it has been removed.

Integrity

The bridge retains excellent integrity. The bridge is virtually unaltered from the time of its construction in 1926. The bridge still exhibits its original construction and still possesses many of its original characteristics. Likely the only change to the bridge is the guardrail on the approach spans, which is a much more modern design.

The setting around the bridge also reflects its period of significance. The area immediately around the bridge remains a rural area. With exception to a farm immediately to the southeast of the bridge, the surrounding area remains open farmland with trees along both banks of Point Remove Creek, just as it was at the time that the bridge was built in 1926. The bridge was bypassed by a new bridge to the northeast, which currently carries AR Highway 113 across Point Remove Creek, and the Point Remove Creek Bridge is currently only open to pedestrian and bicycle traffic.

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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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ENGINEERING
TRANSPORTATION

Period of Significance

1926-1969

Significant Dates

1926

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Virginia Bridge & Iron Company of Tennessee, Builder
Independent Bridge Company, Builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Point Creek Bridge is being nominated to the National Register of Historic Places under **Criterion A** with **local significance** for its associations with the development of improved highway infrastructure in Conway County during the 1920s. The Point Remove Creek Bridge was built in 1926 as part of a statewide effort in the late 1920s and early 1930s to develop improved highways across the state. The bridge continued to be used until c.2005 as part of U.S. 64 originally and most recently as AR Highway 113, the main highway in that part of the state until the construction of I-40.

The Point Remove Creek Bridge is also being nominated to the National Register of Historic Places under **Criterion C** with **local significance** as a good example of a twentieth-century Pratt through-truss bridge. The bridge illustrates early-twentieth-century bridge-building technology and design. The use of a Pratt through truss in combination with two approach spans shows the combination of bridge-building technology that was often needed for longer crossings on U.S. and state highways.

The Point Remove Creek Bridge nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas" and under the associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939."

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

HISTORY OF THE PROPERTY

Some of the earliest settlement in Conway County began southeast of the Menifee vicinity in the Cadron Creek Valley. In 1778 John Standlee and some others explored the area near the mouth of Cadron Creek, and he selected a place that he wished to return to to live. He eventually returned to the site in 1814 and lived there until his death in August 1820. Settlement continued in the area in the 1810s and 1820s with the arrival of John C. Benedict and his family in the spring of 1818 and B. F. Howard who settled on the Arkansas River above the mouth of Cadron Creek in 1828.¹

By the 1820s there were enough people in the area for the creation of Conway County, which occurred in October 1825. Conway County was named for the Conway family, and at the time

¹ *Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas*. Little Rock, AR: Arkansas Historical Publishing Company, 1890, p. 20.

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of its creation by the Territorial Legislature, it included parts of Faulkner, Van Buren, Pope, Perry and Yell counties. The first county seat was at Cadron.²

Railroad construction in Conway County was the single most significant event in the county's development. In 1853, a charter was granted to the Cairo & Fulton Railroad to construct an east-west connecting line from Little Rock to Fort Smith. After two years of little progress on the Fort Smith Branch, a new company, the Little Rock & Fort Smith Railroad, was formed and chartered in 1855. The railroad moved slowly westward from what is now North Little Rock. Construction was interrupted by the Civil War in 1860 and did not resume until 1866. An initial survey for a potential line west to Fort Smith from Little Rock planned to take the railroad through Lewisburg. Residents of the town were asked to donate money to help build the railroad line to ensure it would pass through their town. They refused to raise the \$2,000 that the Little Rock & Fort Smith Railroad wanted. The citizens felt the town's position was so strategic in Conway County that the railroad would have to come through it anyway. As a result, the Little Rock & Fort Smith Railroad re-surveyed the proposed line, and moved it to pass north of Lewisburg.³

The "Lewisburg Station" opened for railroad service in November 1870. Although called "Lewisburg Station," its actual location was three miles north of Lewisburg. This railroad station was the genesis of Morrilton.⁴

In 1873, Morrilton was established on property donated from the Morrill and Moose Farms. One of Lewisburg's most prominent residents was Edward James Morrill. Originally from Massachusetts, Morrill moved to the thriving town of Lewisburg in 1840. He was a druggist and quickly established a successful business. Morrill had a farm north of Lewisburg, which is the present-day area from Division Street to the Cherokee line, west of Morrilton. George Hall Morrill, son of Edward James Morrill, was the first of the Morrill family to settle in the area. The nearest neighbor was the Moose family who farmed the adjacent land, east of what is now Division Street.⁵

The first "Lewisburg Station" was a boxcar fitted beside the railroad track. Moose and Morrill proposed to the Little Rock & Fort Smith Railroad to give them a town site in order to construct a permanent station. If the railroad station were maintained, then Morrill and Moose, in return, would receive every alternate block within the town site. The railroad station agent, Captain J. W. Boot, is credited with naming the town, choosing between Morrill and Moose by a flip of a coin.⁶

The town site was laid out in 1876. Division Street is named for the dividing line between the two farms; the Morrill farm to the west and the Moose farm to the east. East Street was the

² *Ibid*, p. 11.

³ Smith, Sandra Taylor. "Morrilton Commercial Historic District." National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program. 2002.

⁴ *Ibid*.

⁵ *Ibid*.

⁶ *Ibid*.

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eastern boundary of the town, West Street was the western boundary, North Street was the northern boundary, and Church Street was the southern boundary. The two streets between the east and west boundaries, were named for the town founders, Morrill and Moose streets.⁷

The railroad quickly replaced the Arkansas River as the favored means of both commercial shipping and passenger travel. As the railroad became more and more popular, the population of Lewisburg moved to be near the railroad station in Morrilton. However, the early growth of Morrilton scarcely qualified the community as a “Boomtown.” It took ten years before Morrilton supplanted Lewisburg as the major community in the area. In January 1880, Morrilton was incorporated, and became the Conway County seat in 1883. Lewisburg still had a population of 1,000 in the early 1880s. However, the residents eventually abandoned Lewisburg. Old cisterns and two cemeteries are the only visible remains of the once thriving town and county seat.⁸

In the 1870s, the remaining Morrill family members left Lewisburg to settle in their new town, Morrilton. Edward James Morrill died in 1885 in the home that he built near the new railroad and his holdings were divided among his children. The Morrill family continued to contribute to the growth and stability of the town named after their father as Morrill's children donated lands to various churches and town institutions.⁹

According to topographic maps for the Morrilton area, a crossing of Point Remove Creek was already in place at the location of the Point Remove Creek Bridge by 1892. The crossing was on a road that left the southwest side of Morrilton and traveled in a northwesterly direction to Atkins.¹⁰ However, it was not until the early twentieth century that road improvements really took off in Conway County. By the late 1910s, the *Second Biennial Report of the Department of State Lands, Highways and Improvements* noted that “Conway County has most of its important roads graded, but because of the increased traffic it is necessary to construct roads with a hard surface. With this in mind there has been several inquiries relative to a road east and west across the county which would become part of the Little Rock-Fort Smith road.”¹¹

Two years later, the *Third Biennial Report of the Department of State Lands, Highways and Improvements* reported that “Conway County has for several years given attention to grading her roads and most of the main roads are in fairly good condition. ... Good road material prevails in the greater part of the county.” With respect to a road across the county, which would include the Point Remove Creek crossing, the report noted that “The Morrilton East and West road is to

⁷ *Ibid.*

⁸ *Ibid.*

⁹ *Ibid.*

¹⁰ U.S. Geological Survey. Morrilton (Map). 1:125000, 1892 and 1894. Found at: <http://historicalmaps.arcgis.com/usgs/>.

¹¹ *Second Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1916, p. 66.

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be a part of a line from Little Rock to Fort Smith. It is to be 23.96 miles long and is to be built of gravel at an estimated cost of \$161,792.56.”¹²

By the 1920s, when the state started designating highways with alpha-numeric route designations, the road that included the Point Remove Creek crossing was designated Highway A-1. “A”-series roads were Primary Federal Aid Roads while “B”-series road were Secondary Federal Aid Roads and “C”-series roads were Connecting State Roads.¹³ By 1926, after the U.S. Highway system was in place, Highway A-1 had been redesignated U.S. 64.¹⁴

The fact that the route of U.S. 64 was one of the first highways improved for automobile traffic in Conway County indicates that it was an important transportation corridor through that part of Arkansas by the early twentieth century. The importance of the route was further solidified when *The WPA Guide to 1930s Arkansas* included it as one of its tour routes, which normally only included main highways. The *Guide* described U.S. 64 west of Conway by saying:

Between Conway and Fort Smith US 64 runs along the north valley wall of the Arkansas River, a natural westward path that was used for centuries by Indians and white hunters and trappers before the first trading towns sprang up along it and steamboats began to ascend the river.

Throughout most of the Arkansas Valley are prosperous cotton plantations, cornfields, and livestock farms. In the region between Clarksville and Mulberry, however, the Ozark ridges, blue shapes to the north along the entire route, roll down to the river’s edge; and here field crops tend to give way to peaches, grapes, and other fruits and vegetables. Deposits of coal and natural gas have been developed in the Clarksville area.¹⁵

During the 1920s, the use of cars and trucks in Arkansas grew tremendously. According to the *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*, the number of cars licensed in Arkansas grew from 102,065 in 1923 to 123,456 in 1924 and the number of trucks licensed in the state grew from 11,131 in 1923 to 16,280 in 1924. The dramatic increase in the number of cars and trucks on the road during the 1920s necessitated a lot of improved infrastructure, including roads and bridges.¹⁶ The Department of State Lands, Highways and Improvements understood the need for improved infrastructure. The

¹² *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Conway: Conway Printing Company, c.1918, pp. 31-32.

¹³ Arkansas State Highway Department. *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Connecting State Road and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1924.

¹⁴ State Highway Department. *State of Arkansas Showing System of State Highways*. Map. Little Rock: State Highway Commission, 1926.

¹⁵ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 244.

¹⁶ *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Company, c.1924, pp. 197-205.

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Department's *Seventh Biennial Report*, published in 1926, indicated that one "feature of the construction work of the Department has been the construction of a number of important bridges. Some of these are important because of the size of the streams which they cross, others of the smaller ones are important because of the importance of the roads on which they are located." A list of "some of the more important bridges now under construction..." included a "Steel and concrete bridge over Point Remove Creek near Morrilton on Route No. 64."¹⁷

The Point Remove Creek Bridge was Federal Aid Project No. 141-B, and included a 120-foot long steel truss and 150 feet of concrete girder spans. Bids for the project were received on June 29, 1926, and the contract, which was for \$29,159.68, was awarded to the Independent Bridge Company of Minneapolis, Minnesota.¹⁸

Although the erection of the bridge was awarded to the Independent Bridge Company of Minneapolis, Minnesota, the truss of the Point Remove Creek Bridge was fabricated by the Virginia Bridge and Iron Company of Roanoke, Virginia. The company succeeded the American Bridge Company, and was incorporated in 1895. When the company was incorporated, they specialized in the manufacture of light highway bridges and structural steel, and employed approximately 50-75 people. The initial capital of the company was \$50,000.¹⁹

However, the company grew very quickly. By the early 1910s, the Virginia Bridge and Iron Company had capital of \$1,200,000. In addition to its initial manufacturing plant in Roanoke, Virginia, the company opened additional plants in Memphis, Tennessee, and Atlanta, Georgia, and had grown to an average employment of 600 people. It was also noted that "Including the forces of the various erection crews in the field erecting its production of structural steel, the company employs about sixteen hundred men. Its shops in Roanoke cover about twelve acres, its Memphis plant about ten acres, and its Atlanta plant approximately five acres. These plants are modern in every particular..." The additional plants allowed the company's output to grow from 3,000 tons to 100,000 tons of product.²⁰

The phenomenal growth of the Virginia Bridge and Iron Company during the first part of the twentieth century allowed them to offer many more services to their customers. The *History of Roanoke County* by George S. Jack noted:

The general offices of the company are also located at the Roanoke plant, where the engineers and draftsmen design and detail its output and where its offices are centralized. These offices are large and modern in their appointment and in which about one

¹⁷ *Seventh Biennial Report of the Department of State Lands, Highways and Improvements*. Conway: Conway Printing Company, c.1926, pp. 61-62.

¹⁸ *Seventh Biennial Report of the Department of State Lands, Highways and Improvements*. Conway: Conway Printing Company, c.1926, p. 76.

¹⁹ Jack, George S., and E. B. Jacobs. *History of Roanoke County and History of Roanoke City and History of the Norfolk & Western Railway Company*. Roanoke, VA: Stone Publishing, 1912, p. 112.

²⁰ Jack, George S., and E. B. Jacobs. *History of Roanoke County and History of Roanoke City and History of the Norfolk & Western Railway Company*. Roanoke, VA: Stone Publishing, 1912, p. 112.

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hundred executives, engineers, draftsmen, and stenographers are engaged.

For more than ten years the company has produced, in addition to its heavy railroad bridges, heavy structural steel for industrial purposes, for skyscrapers and municipal buildings, and a considerable quantity of all steel railroad cars, having manufactured more than three thousand of such cars for several railroads during the year 1910. Its principal product is heavy railroad bridge work, and it is serving all of the principal railroad systems of the south and southwest section of the United States, as well as some of the railroads in Mexico; it also exports structural steel for mill buildings, railroad turntables, and the like to foreign countries; viz., Mexico, Porto [sic.] Rico, Cuba, etc.²¹

The truss for the Point Remove Creek Bridge was fabricated at the company's Memphis plant, since the builder's plate on the bridge notes that it was built by the Virginia Bridge and Iron Company (of Tennessee). It also would make sense in that shipping the steel from Memphis, rather than Roanoke or Atlanta, would have been a lot easier and cheaper.

It is not known when the construction of the bridge occurred other than that it was likely during the second half of 1926, and maybe into the first half of 1927. Unfortunately, the Morrilton newspaper never reported on the bridge and its construction. However, once it opened in 1926 or 1927, the Point Remove Creek Bridge would have provided an improved and updated crossing for U.S. 64 on the west side of Morrilton.

Once the Point Remove Creek Bridge opened, it remained an important crossing on U.S. 64 until the early 1930s when the route of the highway was shifted to the north to the other side of the railroad line. During the late 1920s and 1930s, the State Highway Commission embarked on a large-scale campaign to upgrade Arkansas's roads, including the elimination of railroad grade crossings, which were becoming increasingly dangerous with the increased number of automobiles using the state's highways. In their *Ninth Biennial Report*, the Arkansas State Highway Commission wrote:

Realizing the dangers and evils attendant [sic.] to railroad grade crossings, considerable effort has been made during the progress of the present improvement program toward the elimination of this hazard. Since January 1, 1927, we find that the Commission has been successful in eliminating a total of 121 dangerous crossings, 105 by relocation of highways and 16 by structures, of which 3 were underpasses and the balance overhead crossings.

²¹ Jack, George S., and E. B. Jacobs. *History of Roanoke County and History of Roanoke City and History of the Norfolk & Western Railway Company*. Roanoke, VA: Stone Publishing, 1912, p. 112.

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A recent survey indicates that 481 railroad grade crossings on the State Highway System are still existent. It is evident from the number cited that it is impracticable from a financial standpoint to eliminate all such crossings and that some burden of responsibility is upon the motorist to observe due care and caution that accidents be held to a minimum.

Careful and continued study is being given to this problem not only by the State Highway Commission but by the railroad companies as well, who have rendered cordial support and assistance in practically all instances where grade separations have occurred. Where the elimination of a grade crossing has necessitated a structure, agreements have generally been reached with the railroad that the cost of construction be shared equally with the state.²²

Evidence indicates that the State Highway Commission seemed to prefer eliminating grade crossings through relocation rather than by constructing new structures. The Commission eliminated six crossings through relocation during the 1932-1933 program, 23 crossings in the 1933-1934 program, and it was estimated that they would eliminate eight crossings in the 1934-1935 program. On the other hand, no crossings were eliminated by structures in the 1932-1933 program, eight crossings in the 1933-1934 program, and it was estimated that they would eliminate only two crossings in the 1934-1935 program. The relocation of U.S. 64 to the north of the railroad line accomplished the elimination of two railroad grade crossings.²³

After U.S. 64 was relocated to the north side of the railroad line, the Point Remove Creek Bridge served as a crossing for what became a county road. However, between 1963 and 1964, the route was designated Arkansas Highway 113, a designation that it retains today.²⁴ The Point Remove Creek Bridge remained in use until c.2005 when a new crossing was built approximately 350 feet to the northeast. The Point Remove Creek Bridge's ownership was transferred to the City of Morrilton and Conway County, and it has been left in place as a pedestrian bridge. Today the Point Remove Creek Bridge remains a good example of a Pratt through-truss bridge, and a reminder of the highway improvements that were undertaken across the state during the 1920s.

SIGNIFICANCE OF THE PROPERTY

The route of U.S. 64 through Pope County and through the Morrilton area was an important transportation corridor in the area at least as far back as the early twentieth century. The fact that the *Third Biennial Report of the Department of State Lands, Highways and Improvements*, which

²² Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 32.

²³ Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934, p. 15.

²⁴ Arkansas Highway Maps found online at:

http://www.arkansashighways.com/Trans_Plan_Policy/mapping_graphics/archived_tourist_maps/archived_tourist_maps.aspx.

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was published c.1918, indicated that the road was going to be improved illustrates that the road was considered an important transportation route even when the automobile was in its infancy. Although the Point Remove Creek crossing likely received some improvements in the late 1910s as the route was being upgraded, it was soon deemed inadequate for “modern” cars and trucks of the 1920s. As a result, the previous crossing was replaced with the current bridge in 1926.

It was reported in the early 1930s that:

A survey of the 8,900 miles of roads on the State Highway System has revealed that there are about 365,000 linear feet or nearly 70 miles of bridges, or stream crossings where bridges should be constructed. During the past four years marked progress has been made in building these structures. Since January 1, 1927, contracts have been awarded for 1,035 separate bridges with a total length of 190,690 linear feet or about 35 miles, which is very close to one-half the total required for all stream crossings. ... The total cost of this enormous length of bridge is approximately 19 million dollars.²⁵

The improvement of the state’s highways that included the construction of the Point Remove Creek Bridge in 1926 continued into the early 1930s. But the construction of the bridge made the crossing much safer for the larger vehicles, and increased number of vehicles, that were using U.S. 64 by the 1920s. As a result, due to its importance in its associations with the development of improved highway infrastructure in Pope County during the 1920s, the Point Remove Creek Bridge is being nominated to the National Register of Historic Places under **Criterion A** with **local significance**.

The Point Remove Creek Bridge is also significant as a rare remaining example of a Pratt through-truss bridge. The use of a Pratt truss for the crossing of Point Remove Creek was a logical choice, since it was “the type most commonly used in America for spans under two hundred and fifty feet in length.”²⁶ The Point Remove Creek Bridge is one of the last Pratt trusses of any type remaining in Pope County, and is an intact example of the truss type. As a result, the Point Remove Creek Bridge is also being nominated to the National Register of Historic Places under **Criterion C** with **local significance** as a good example of a twentieth-century Pratt through-truss bridge. The bridge illustrates early twentieth-century bridge-building technology and design. The use of the Pratt through truss in combination with two approach spans shows the combination of bridge-building technology that was often needed for longer crossings on U.S. highways.

²⁵ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 66.

²⁶ Potter, James E. and L. Robert Puschendorf, eds. *Spans in Time: A History of Nebraska Bridges*. Omaha: Nebraska State Historical Society and Nebraska Department of Roads, 1999, pp. 8-9.

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The Point Remove Creek Bridge nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas" and under the associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939."

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Arkansas Highway Maps found online at:

http://www.arkansashighways.com/Trans_Plan_Policy/mapping_graphics/archived_tourist_maps/archived_tourist_maps.aspx.

Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934.

Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930.

Arkansas State Highway Commission. *Official Highway Service Map*. Little Rock: Arkansas State Highway Commission, 1933 and 1934.

Arkansas State Highway Department. *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Connecting State Road and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1924.

Historical Reminiscences and Biographical Memoirs of Conway County, Arkansas. Little Rock, AR: Arkansas Historical Publishing Company, 1890.

Jack, George S., and E. B. Jacobs. *History of Roanoke County and History of Roanoke City and History of the Norfolk & Western Railway Company*. Roanoke, VA: Stone Publishing, 1912.

Second Biennial Report of the Department of State Lands, Highways and Improvements. Publisher unknown, c.1916.

Seventh Biennial Report of the Department of State Lands, Highways and Improvements. Conway: Conway Printing Company, c.1926.

Sixth Biennial Report of the Department of State Lands, Highways and Improvements. Conway, AR: Conway Printing Company, c.1924.

Smith, Sandra Taylor. "Morrilton Commercial Historic District." National Register of Historic Places Registration Form. In the files of the Arkansas Historic Preservation Program. 2002.

Point Remove Creek Bridge
Name of Property

Conway County, Arkansas
County and State

State Highway Department. *State of Arkansas Showing System of State Highways*. Map. Little Rock: State Highway Commission, 1926.

Third Biennial Report of the Department of State Lands, Highways and Improvements. Conway: Conway Printing Company, c.1918.

U.S. Geological Survey. Morrilton (Map). 1:125000, 1892 and 1894. Found at:
<http://historicalmaps.arcgis.com/usgs/>.

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

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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): CN0345

10. Geographical Data

Acres of Property Less than one acre.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

Point Remove Creek Bridge
Name of Property

Conway County, Arkansas
County and State

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 517865 | Northing: 3891159 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point in the center of the bypassed section of Arkansas Highway 113 20 feet northwest of the northwest end of the Point Remove Creek Bridge, the boundary includes the area within 20 feet of each side of the centerline of the bypassed section of Arkansas Highway 113 to an ending point 20 feet southeast of the southeast end of the Point Remove Creek Bridge.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the Point Remove Creek Bridge and its immediate surroundings.

11. Form Prepared By

name/title: Ralph S. Wilcox, National Register & Survey Coordinator
organization: Arkansas Historic Preservation Program
street & number: 1100 North Street
city or town: Little Rock state: AR zip code: 72201
e-mail: ralph.wilcox@arkansas.gov
telephone: (501) 324-9787
date: April 11, 2019

Point Remove Creek Bridge
Name of Property

Conway County, Arkansas
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Point Remove Creek Bridge

City or Vicinity: Morrilton vic.

County: Conway County

State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: March 20, 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 10. View of the Point Remove Creek Bridge, looking southeast.

2 of 10. View of the Point Remove Creek Bridge Pratt through truss, looking southeast.

3 of 10. View of the Point Remove Creek Bridge Pratt through truss, looking northwest.

4 of 10. View of the builder's plate on the southeast end of the truss, looking north.

Point Remove Creek Bridge
Name of Property

Conway County, Arkansas
County and State

- 5 of 10 . View of the Point Remove Creek Bridge, looking northwest.
- 6 of 10 . View of the Point Remove Creek Bridge, looking west.
- 7 of 10 . View of the underside of the approach span of the Point Remove Creek Bridge, looking southeast.
- 8 of 10 . View of the underside of the Point Remove Creek Bridge Pratt through truss, looking northwest.
- 9 of 10 . View of the Point Remove Creek Bridge, looking southwest.
- 10 of 10 . View of the underside of the approach span of the Point Remove Creek Bridge, looking northwest.

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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.









STRONCO OF W. VA.
FROM ANOKE
1826













UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Point Remove Creek Bridge

Multiple Name: Historic Bridges of Arkansas MPS

State & County: ARKANSAS, Conway

Date Received: 8/13/2019 Date of Pending List: 9/13/2019 Date of 16th Day: 9/30/2019 Date of 45th Day: 9/27/2019 Date of Weekly List:

Reference number: MP100004442

Nominator: SHPO

Reason For Review:

X Accept Return Reject 9/27/2019 Date

Abstract/Summary Comments: Automatic listing

Reviewed and no substantive issues found; meets registration requirements of MPS

Recommendation/ Criteria Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

May 24, 2019

Sherry Montgomery, City Clerk/Treasurer
City of Morrilton
119 N. Division Street
Morrilton, AR 72110



Re: Point Remove Creek Bridge – Morrilton vic., Conway County

Dear Ms. Montgomery:

We are pleased to inform you that the above referenced property will be considered by the State Review Board of the Arkansas Historic Preservation Program, an agency of the Department of Arkansas Heritage, for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of the preservation. Listing in the National Register of Historic Places provides recognition and assists in preserving our nation's heritage.

Listing of this property provides recognition of the community's historic importance and assures protective review of the federal projects that might adversely affect the character of the historic property.

Listing in the National Register does not mean that limitations will be placed on the property by the federal government. Public visitation rights are not required of property owners. The federal government will not attach covenants to the property or seek to acquire it.

We have enclosed a copy of the National Register nomination for your review. If you have any comments on the proposed nomination, please submit a letter with your comments, concerns, or concurrence to the Arkansas Historic Preservation Program at least 24 hours prior to the date of the State Review Board meeting.

You are invited to attend the State Review Board meeting at which the nomination will be considered. The board will begin meeting at 10:00 a.m. on Wednesday, August 7, 2019 at the Department of Arkansas Heritage headquarters at 1100 North Street in Little Rock.

If you have any questions regarding the State Review Board meeting feel free to call Ralph Wilcox, Travis Ratermann, or Mason Toms at (501) 324-9880.

Sincerely,

Scott Kaufman
Director

Arkansas Arts Council

Arkansas Historic
Preservation Program

Arkansas Natural
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



ARKANSAS HISTORIC
PRESERVATION PROGRAM



1100 North Street
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184

info@arkansaspreservation.org
www.arkansaspreservation.com



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director



August 7, 2019

Joy Beasley, Keeper and Chief
National Register and National Historic Landmark Programs
National Register of Historic Places
1849 C Street, NW
Mail Stop 7228
Washington D.C. 20240

Arkansas Arts Council

Arkansas Historic
Preservation Program

Arkansas Natural
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum

RE: Point Remove Creek Bridge – Morrilton, Conway County,
Arkansas

Dear Ms. Beasley:

We are enclosing for your review the above-referenced nomination. The enclosed disk contains the true and correct copy of the nomination for the Point Remove Creek Bridge to the National Register of Historic Places. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Stacy Hurst
State Historic Preservation Officer

SH:rsw

Enclosure



1100 North Street
Little Rock, AR 72201

(501) 324-9880
fax: (501) 324-9184

info@arkansaspreservation.org
www.arkansaspreservation.com

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