



United States Department of the Interior
National Park Service

724

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 Wallace Bridge

other names/site number Nimrod Bridge, #15731 / Site #PE0090

2. Location

street & number Perry County Road 18 not for publication

city or town Nimrod vicinity

state Arkansas code AR county Perry code 105 zip code 72126

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.)

Carrie Matulis 3/31/08
Signature of certifying official/Title Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet

determined eligible for the
National Register.

See continuation sheet

determined not eligible for the
National Register.

removed from the National
Register.

other, (explain:)

for
Signature of the Keeper

Edson W. Beall

Date of Action

8.1.08

Wallace Bridge
Name of Property

Perry 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
_____	_____	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/Camelback thru-truss

Materials
(Enter categories from instructions)

foundation CONCRETE
walls N/A
roof N/A
other METAL/Steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Summary

The only Camelback through truss in Perry County, and one of only three remaining in the state, the Wallace Bridge is located on Perry County Road 18 where it crosses the Fourche La Fave River. The bridge is located approximately one and two-thirds miles southwest of Nimrod. A pin-connected, Camelback through truss main span measuring 180 feet long, the bridge has a total length of 213 feet.

Elaboration

The Camelback through truss is a modification of the Pratt Truss. The Pratt truss was originally designed by Thomas and Caleb Pratt in 1844 and was one of the bridge designs that successfully made the transition from wood construction to metal. Their innovation was to simply reverse the standard method of bridge construction; in the Pratt design, vertical beams and the top chord took the compressive load of the bridge while the diagonal beams and bottom chord provided the tension load for the bridge. Prior to the Pratts' redesign, diagonal members carried both the compressive and tension loads for the bridge making them much more susceptible to buckling. The standardization of form possible with the multi-paneled design of the Pratt bridges made them highly economical. The form also proved to be very durable, versatile, and stronger than previous designs. Thomas and Caleb Pratt's invention was the most commonly built early twentieth century bridge design.¹

Charles H. Parker modified the Pratt truss by designing a bridge with a polygonal top chord. This created a lighter structure, using the same amount of material, without losing strength. Pratt trusses had an area of dead load—an area where the structural members were not providing significant support in relation to their weight—on each end. Parker's design removed the dead load and provided more strength in the center of the main span. The fact that the structural members of the Parker truss were of different lengths, however, meant that there was some loss of standardization and a subsequent increase in cost.

The camelback design is an improvement on the Parker truss by more efficiently distributing stress loads and increasing standardization. In Charles Parker's design each panel connected to the top chord separately meaning that each panel of the bridge was a different height. The camelback truss was more standardized and improved center span strength by connecting the center panels to one top chord and limiting the top chord to only five slopes.

¹ T. Allen Comp and Donald Jackson "Bridge Truss Types: A Guide to Dating and Identifying" American Association for State and Local History Technical Leaflet 95, *History News* 32, no.5 (May, 1977).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

The Wallace Bridge consists of a single camelback through truss span comprised of ten panels, measuring 180 feet. The total structure length, including steel stringer panels on each end, is 222 feet. The overall width of the bridge is 17 feet. The roadway width is 15 feet. The deck surface is four inch by nine and one-half inch wood plank over the steel truss and the wearing surface, laid transversely across the deck, is made of three inch thick wood planks. The abutments are concrete. The bridge is accessed from the north and south.

Integrity

No structural alterations have been made to the bridge to compromise its integrity. The bridge is located in a rural area, and its setting remains undisturbed. The bridge still illustrates its original design and materials. In addition, the bridge is well maintained and still in use for vehicular travel.

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.)

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

1908-1958

Significant Dates

1908-1958

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Builder: Southwestern Bridge Company

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 # AR-66

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Summary

The Wallace Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Camelback through truss in Perry County. The bridge is also being nominated under **Criterion A** for its associations with the development of transportation in Perry County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

Elaboration

Perry County was formed in December 1840, from that portion of Conway County south of the Arkansas River. The county was named for Commodore Oliver Perry, the hero of a naval battle on Lake Erie during the War of 1812. In the northern part of the county are the Petit Jean Mountains, which traverse the length of the county east to west in an area between the Arkansas River and the Fourche La Fave River. On the southern boundary of the county, south of the Fourche La Fave River Valley, are the Maumelle Mountains. Thus the Fourche La Fave River Valley plays a significant role in the history of the county. Traditionally, farming has played an important role in the economic activities of the county.²

The Wallace Bridge spans the Fourche La Fave River, named for Peter Le Fevre, a French-Canadian who settled near Little Rock, AR, in 1818.³ The river, which runs east to west across the central section of Perry County, has played a significant role in settlement and transportation in Perry County. European settlement of the river valley is attributed to have begun as early as 1808. Significant settlement of the Fourche La Fave River valley began in the 1830s, however Brown's Landing, Lewisburg (now Morrillton), and Little Rock, all on the Arkansas River, were the primary local trading posts.⁴

² Lynda Suffrage, "Perry County," *The Encyclopedia of Arkansas History and Culture* available online at <http://encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=796> accessed 4 December 2007. Goodspeed Publishing Company, *The Goodspeed Biographical and Historical Memoirs of Central Arkansas* (Chicago: Goodspeed Publishing Company, 1889; reprint, Easley, SC: Southern Historical Press, 1978), 661, 663. Florence Crago, "Commodore Perry is County's Namesake," in Perry County Historical & Genealogical Society, *Perry County, Arkansas, Its Land and People* (Perryville, AR: Walworth Publishing, 2004), 42.

³ Dallas T. Herndon, ed., *Annals of Arkansas, 1947, Volume II* (Little Rock, AR: The Historical Record Association, 1947), 705.

⁴ Herndon, 705. Goodspeed, 662.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Due to a lack of roads in the early period of European and American settlement of Perry County, travel, and trade was primarily accomplished by boat. The use of pirogues, a canoe like boat, was common for fishing, hunting, and personal travel.⁵ Larger goods were transported up the Fourche La Fave on keelboats or flat-bottomed vessels. Freiderich Gerstäcker noted in memoirs of his travels in Arkansas that, "At the end of two months, Kean arrived early one morning with the news that Rutkin's and Haller's families were in a large flat-bottomed boat, at the mouth of the Fourche La Fave."⁶

The earliest steamboat to journey up this river was the *Inspection*; an appropriate name considering the boat was inspecting the condition of the river for navigation.⁷ However, as Gerstäcker notes, steamboat travel on both the Arkansas River, and certainly the Fourche La Fave, was difficult at best. Gerstäcker relates, "Only now and then did a small boat dare to go any distance up river."⁸ On one trip up river, Gerstäcker and a companion ignored the steamboat, *Fort Smith*, as being "unreliable" and took their own craft up river. "The next day the *Fort Smith* passed us once more, but not far from the estuary of the Fourche La Fave it ran aground again. We thus reached our destination [up the Fourche La Fave] earlier than the steamer."⁹

The Fourche River provided the easiest avenue for settlement of the interior of Perry County. When Gerstäcker and his companions arrived in Little Rock, seeking land to settle, they "heard Fourche La Fave very highly spoken of, particularly the land in its neighbourhood."¹⁰ Growth in the county was quick; the 1850 census lists a population of 978, but by 1860 the population was listed at 2,465.¹¹ An *Arkansas Gazette* article from 1877 notes that there were 115 families living along the Fourche. Shoals, snags, and debris made it difficult to navigate the river and yet, this was the primary method of easily reaching these small farms.¹²

⁵ Friederich Gerstäcker, in his narratives, frequently mentions the use of pirogues, or canoes, as a common method of transportation. For examples of their use on the Fourche La Fave see, *In The Arkansas Backwoods, Tales and Sketches* trans. James William Miller (Columbia: University of Missouri Press, 1991), 216-225.

⁶ Gerstäcker, 216.

⁷ Herndon, 705; Goodspeed, 663.

⁸ Frederick Gerstäcker, *Neue Reisen durch die Vereinigten Staten, Mexiko, Ecuador, West Indien, and Venezuela* (Jena, 1868); Volume I, *Nord America*, pages 277-315 speak directly to the conditions in Arkansas; edited and translated by Anita Burr Burkey and Evan Burr Burkey reprinted in "Arkansas After the War: From the Journal of Frederick Gerstaecker" *Arkansas Historical Quarterly* XXXII, No. 3 (Autumn 1973):260. Hereafter referred to as Gerstäcker (Burkey).

⁹ Gerstäcker (Burkey), 261.

¹⁰ Gerstäcker, 211.

¹¹ Suffrage, accessed 19 December 2007.

¹² Jackie Paul Myers, "River Roads Provided Vitally Important Transportation for Goods and People as the County was Settled" in *Perry County Historical & Genealogical Society, Perry County, Arkansas, Its Land and People* (Perryville, AR: Walworth Publishing, 2004), 26.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Improvement of the Fourche La Fave River began in 1879 and the early efforts toward clearing the river by the Army Corp of Engineers provided year around access for steamboats to Perryville with high water access as far as Aplin. The movement of large amounts of agricultural products and the lack of good roads meant that the river remained an important aspect of the Fourche Valley economy even after the arrival of the railroad in Perry County.¹³

Early maps of Arkansas, not surprisingly, show few roads through Perry County. The earliest maps, like S. Augustus Mitchell's 1836 map of western Arkansas, show no roads or cities in Perry County.¹⁴ Thomas Illman's 1835 map of Arkansas shows the Petit Jean and Fourche Mountains on the north and south of the Fourche River Valley as "Impassable Mountains."¹⁵ One of the earliest maps to show roads in Perry County is H. L. Tanner's, 1841, *Arkansas State Map with Roads, Canals, and Distances*.¹⁶ The map shows a road from Hot Springs to Lewisburg through Perryville. This road served as an important link from the north providing access to the waters at Hot Springs. Nevertheless, the Fourche Mountains and the Fourche River Valley proved to be formidable barriers on the southern edge of the county.

An antebellum map entitled *Route from Little Rock to Fort Smith, Ark.* shows the complete southern route of the Little Rock to Fort Smith Road. While it notes that the southern route is faster it also warns, "The road from Little Rock to Dardanelle on the south side is entirely impracticable for wagons."¹⁷ This impracticable southern route was the primary route across the county to the east and west. Beginning at Little Rock the road followed both Little and Big Maumelle Creeks, crossing the Big Maumelle on a bridge just north of Falkner. The route wound its way through the gaps near the present day town of Thornburg and into the Union Valley before reaching the Fourche La Fave River on the south side of Perryville.

To reach Perryville from the south one originally had to ford the Fourche La Fave River, a dangerous and often impossible crossing. The first ferry on the Fourche La Fave River was started and owned by Dr. John L. Houston. Houston owned land along the Fourche La Fave River at Perryville. He was the first Postmaster, his home was the first county courthouse, and he, along with John Greathouse, donated the land for the later county courthouses in Perry County.¹⁸

¹³ Meyers, 26, 27.

¹⁴ James Callahan, *New Map of Arkansas* [map] Scale not given, (Philadelphia: S. Augustus Mitchell, 1836).

¹⁵ Thomas Illman, *Arkansas* [map] Scale not given. (unknown: privately printed, 1835).

¹⁶ H. L. Tanner, *Tanner's Universal Atlas: Arkansas State Map with its Roads, Canals, and Distances* [map], ¾"=10 miles (Philadelphia: Carey & Hart, 1844).

¹⁷ War Department, Office of the Chief of Engineers, *Route from Little Rock to Fort Smith, Arkansas* [map], 1:506,880, (Washington, D.C.: United States War Department, c.1860); 77-CWMF-Q115, RG 77, National Archives and Records Administration.

¹⁸ Pearl Pennington, "County Courthouse is Local Landmark" in Perry County Historical & Genealogical Society, *Perry County, Arkansas, Its Land and People* (Perryville, AR: Walworth Publishing, 2004), 30.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

From Perryville the Little Rock to Fort Smith road ran west. Older maps, many times made without any type of formal survey, show various routes for the road. The United States War Department's map, *Route from Little Rock to Fort Smith, Arkansas*, shows the road running over Fourche Pinnacle to the northwest and on through the historical town of Petit Jean to Dardanelle. An 1849 map shows the Little Rock to Fort Smith Road crossing Perry County on a more westerly route across Fourche Pinnacle and up the Petit Jean River Valley to Danville in Yell County.¹⁹ Alternately, Charles Desilver's 1856 map of Arkansas shows the road running west from Perryville up the Fourche La Fave River Valley through the present day towns of Aplin and Nimrod to Petit Jean.²⁰

Regardless of the actual route of the Little Rock to Fort Smith Road it is reasonable to assume, given the various routes on map, that in the late antebellum period there were two east to west roads in Perry County. The more northern route ran up the valley of the Petit Jean River to the historical town of Petit Jean (near the present day town of Ola). The southern route ran up the valley of the Fourche La Fave River through the towns of Cherry Hill, Nimrod, and Aplin. On each side of the Fourche La Fave River is a relatively flat flood plain. This flood plain was hailed for its rich soils and bountiful crops.

Between 1850 and 1860 the size of improved and unimproved acreage in farms in Perry County increased greatly, as did the value of those farms. Indian corn, potatoes—both sweet and Irish, swine, and cattle were the largest agricultural commodities in antebellum Perry County. However, sparsely settled, with small farms, Perry County's farmers were primarily subsistence farmers. After the Civil War, farm size remained relatively the same though production of all agricultural commodities decreased and the amount of cotton acreage increased. By 1880, the average farm size was 131 acres and thirty-two percent of tilled land, about 5,000 acres, was devoted to cotton production.²¹

¹⁹ S. Augustus Mitchell, *A New Map of Arkansas with its Canals, Roads, and Distances* [map], ¾"=10 miles (Philadelphia: S. Augustus Mitchell, 1849).

²⁰ Charles Desilver, *A New Map of Arkansas with its Counties, Towns, Post Offices, &c.* [map], ¾"=10 miles (Philadelphia: Charles Desilver, 1856). Interestingly, this 1856 Desilver map shows a diverging route off of the Little Rock to Fort Smith Road crossing the Fourche La Fave River near the site of the Wallace Bridge.

²¹ Census Office, Department of the Interior, *The Seventh Census of the United States: 1850* (Washington: Robert Armstrong, 1853), 554-7. Census Office, Department of the Interior, *Agriculture of the United States in 1860: Compiled from Original Returns of the Eighth Census* (Washington: GPO, 1864), 6-9. Census Office, Department of the Interior, *Ninth Census—Volume III, The Statistics of The Wealth and Industry of the United States, Table IV—State of Arkansas* (Washington: GPO, 1872), 100. Census Office, Department of the Interior, *Report of the Productions of Agriculture as returned at the Tenth Census* (June 1, 1880) (Washington: GPO, 1884), 32. R. H. Loughridge, "Report on the Cotton Production of the State of Arkansas, with a discussion of the General Agricultural Features of the State" in Census Office, Department of the Interior, *Report on Cotton Production in the United States, Part I—Mississippi Valley and the Southwestern States* (Washington: GPO, 1884), 4.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Census records show a decrease in farm values and farm production after the Civil War. Both the cash value of farms and value of farm implements declines by approximately half in the decade during the Civil War. Raiding by bushwackers seemed to have a dramatic effect on the farms in the Fourche La Fave River valley. Freiderich Gerstäcker relates being stunned at the change. "Klingelhoeffler told me a great deal about the last hard days of the war. The Fourche La Fave suffered terribly at the hands of outlaw gangs...The next day I shot my first buck and wild turkey and went looking for my old hunting grounds," he wrote in 1868.²² "I set off going upstream on the left bank, but, my God, I no longer recognized the place. It seemed so wild and overgrown."²³ Farms Gerstäcker knew as occupied were now abandoned and returning to woods.

Though reading Gerstäcker's accounts gives the impression of a renewed, wild and completely desolate countryside along the Fourche La Fave, the county was primarily woodlands even before the Civil War. The Fourche Mountains on the south; Tom's Mountain, Round Mountain, Fourche Pinnacle, Ola Mountain, and Rose Creek Mountain on the north all with poor, shallow soils and steep grades inhibited productive agriculture. In fact, the major land owner in the county was the United States government. As late as 1889 the federal government owned 90,899 acres, approximately twenty-six percent of the county. Railroad land grants to both the Little Rock & Fort Smith Railroad; Choctaw, Oklahoma & Gulf Railroad, and the Santa Fe Pacific Railroad contributed to a lack of privately owned and productive land.²⁴ Interestingly, by the end of the nineteenth century it was this wild land that attracted new growth to the county.

Beginning in the late nineteenth century lumbermen began to look to Arkansas for new business opportunities. The successful operations of the Saginaw Lumber Company near Malvern and the Wesson Lumber Company in Wesson, along with extensive areas of unclaimed federal lands brought increased attention by Northern and Midwestern lumbermen. By 1908, six large sawmills had been constructed in the Ouachita Mountains. One of the largest and most modern of these mills was the mill of the Fourche River Lumber Company built at Esau on the Fourche River. Esau was soon renamed Bigelow after the president of the Lumber Company. The modern mill had a double band saw and was capable of producing one hundred and twenty-five thousand board feet of lumber per day. The company owned 42,000 acres along the Fourche La Fave River and would use a railroad, the Fourche River Valley & Indian Territory, and the river to transport logs to their mill.²⁵

²² Gerstäcker (Burkey), 261.

²³ Ibid.

²⁴ Goodspeed, 663, 664. Kenneth L. Smith, *Sawmill: The story of Cutting the Last Great Virgin Forest East of the Rockies* (Fayetteville: University of Arkansas Press, 1986), 17, 22.

²⁵ Smith, 24.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

William Richard Abbot purchased 76,400 acres of land in Perry County in 1899. He used these to support the operation of his Fort Smith Lumber Company and its five sawmills in the county.²⁶ The turn-of-the nineteenth century brought a new economic boom to the county. Though the mills were what are often called cut-out and get-out mills their presence in the county was enough to raise the traffic load and tax base to necessitate and support road improvement.

It is unknown if there was a prior bridge at the current location of the Wallace Bridge. The well documented loss of county records prevents a detailed understanding of the historical locations and types of bridges in Perry County. At least one source notes that the first bridge built over the Fourche River was not constructed until 1902 at Perryville.²⁷ Though there is some agricultural land at the foot of the Fourche Mountains to the south of the Wallace Bridge and the road to the east connected with the historic town of Deberrie, site of an antebellum gristmill and sawmill, it is unlikely that there was a bridge at this location prior to the construction of the Wallace Bridge.

It seems more likely that the primary impetus for constructing or upgrading the bridge was to provide access to the woodlands south of the Fourche River. The Fourche River Lumber Company used the river as a means of floating logs to the mill at Bigelow. The bridge provided access to and from their logging areas to the river, and to the railroad on the north side of the river. There was the logging camp of Horace Isom, less than half mile from the bridge, whose sawyers and rafters cut and floated timber to the mill at Bigelow.²⁸

The bridge also provided access, for the loggers and their families, to the businesses at Nimrod. At the beginning of the twentieth century Nimrod was the nearest post office to many of these logging camps and was home to several stores and professional services. One of the professional services to be found at Nimrod was the doctor. Dr. Charles T. Wallace was one of several doctors practicing in the area around Nimrod. Wallace was a member of the Wallace family, long time land owners in this part of Perry County. It is said that Dr. Wallace was the first person in Nimrod to own an automobile.²⁹ It is no surprise then that Dr. Wallace was appointed, in 1905, a commissioner, along with J. N. Stone and Asa Wright, to build a bridge over the Fourche La Fave River in the western part of Perry County.³⁰

²⁶ Smith, 22. The Fort Smith Lumber Company had one mill at Abbott, three mills at Casa, and one more mill at Adona. These three mills had a capacity of 20,000 board feet per day. See Perry County Historical & Genealogical Society, 36.

²⁷ Lola Bennett, "Nimrod Bridge (Wallace Bridge)," *Historic American Engineering Record*, AR-66 (Summer 2005), 4.

²⁸ Peggy Sue Davis Byers, "Nimrod" in Perry County Historical & Genealogical Society, *Perry County, Arkansas, Its Land and People* (Perryville, AR: Walworth Publishing, 2004), 164.

²⁹ Byers in Perry County Historical & Genealogical Society, 163.

³⁰ Bennett, 4.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

The bridge at Gill Ford, built 1906, was the first of the bridges built by these commissioners. Subsequently the commissioners chose several other locations for the construction of bridges. Two of the locations selected were considered to be over navigable portions of the river and thus permission for a bridge was necessary from the Arkansas legislature. Permission for construction of the bridges was granted in 1907 and in 1908; the Virginia Bridge & Iron Company was selected to build bridges over the Fourche La Fave at Fourche, Houston, Aplin, and Nimrod. The Virginia Bridge & Iron Company lost the contract before any construction began and the Southwestern Bridge Company of Joplin, Missouri completed the work on the Wallace Bridge in 1908 at a cost of approximately \$10,000.³¹

This bridge, over the Fourche La Fave River near Nimrod, was of the latest design when built. The Parker through truss bridge was designed to carry heavy loads with minimal structural steel. The bridge is exemplary as the last remaining example of this type of bridge in Perry County and as one of only three remaining in the state of Arkansas.

Summary

The Wallace Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Camelback through truss in Perry County. The bridge is also being nominated under **Criterion A** for its associations with the development of transportation in Perry County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

³¹ Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

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United States War Department. Office of the Chief of Engineers. *Route from Little Rock to Fort Smith, Arkansas*. [map]. 1:506,880. Washington, D.C.: United States War Department, c.1860. 77-CWMMF-Q115, RG 77, National Archives and Records Administration.

Wallace Bridge
Name of Property

Perry County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>494946</u> Easting	<u>3865979</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> 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 Van Zbinden, National Register Historian
organization Arkansas Historic Preservation Program date 31 December 2007
street & number 323 Center Street, 1600 Tower Building telephone (501) 324-9880
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 Perry County
street & number 310 West Main Street telephone 501-889-5128
city or town Perryville state AR zip code 72126

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

Wallace Bridge
Name of Property

Perry County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 10 Page 1

Verbal Boundary of Description

Beginning at a point, 34 degrees, 56 minutes, 11 seconds North by 93 degrees, 3 minutes, 19 seconds West, thence South 225 feet. Thence East 30 feet. Thence North 225 feet. Thence West 30 feet to the beginning. This being a part of Sections 5 and 6 of Township 3 North, Range 19 West.

Boundary Justification

The boundary encompasses all of the land historically associated with the Wallace Bridge over the Fourche La Fave River.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Wallace Bridge
NAME:

MULTIPLE Historic Bridges of Arkansas MPS
NAME:

STATE & COUNTY: ARKANSAS, Perry

DATE RECEIVED: 6/18/08 DATE OF PENDING LIST: 7/08/08
DATE OF 16TH DAY: 7/23/08 DATE OF 45TH DAY: 8/01/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000724

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: e Bridge N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8.1.08 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



WEIGHT
LIMIT
3T
4T
5T

1. WALLACE BRIDGE
2. NIMROD VIC., PERRY COUNTY
3. RALPH WILCOX
4. FEB. 2008
5. ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
6. South ELEVATION LOOKING NORTH
7. #1



WEIGHT
LIMIT

	3 T
	4 T
	5 T

1. WALLACE BRIDGE
2. NIMROD VIC. PERRY COUNTY
3. RALPH WILCOX
4. FEB. 2008
5. ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
6. NORTH ELEVATION Looking south
7. # 2

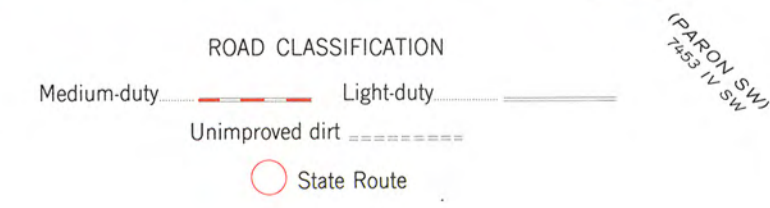
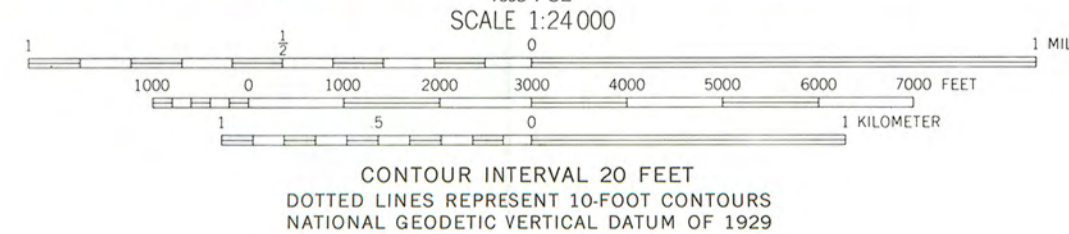
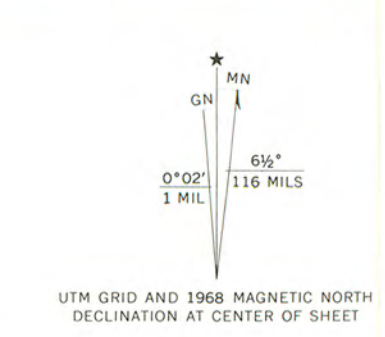


1. WALLACE BRIDGE
2. NIMROD VIC. PERRY COUNTY
3. RALPH WILCOX
4. FEB. 2008
5. ARKANSAS HISTORIC PRESERVATION PROGRAM, Little Rock, AR
6. North and east elevations looking southwest
7. # 3



WALLACE BRIDGE
NIMROD VIC.
PERRY COUNTY
UTM:
15/49946/
3865979 N

Mapped by U. S. Forest Service
Edited and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1961 and 1963. Field checked 1968
Polyconic projection, 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked



FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NIMROD, ARK.
N3452.5-W9300/7.5
1968
AMS 7353 1 NE-SERIES V884



The Department of
**Arkansas
Heritage**

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

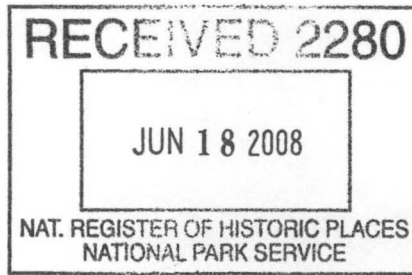
e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer



April 4, 2008

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, D.C. 20005

RE: Wallace Bridge, Nimrod vicinity, Perry County

Dear Dr. Matthews,

We are enclosing for your review the above-referenced nomination. 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 Van Zbinden of my staff at (501) 324-9789. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:vz

Enclosure