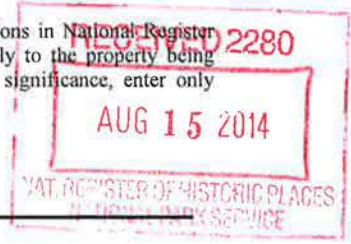


United States Department of the Interior
National Park Service

792

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: U.S. 64 Horsehead Creek Bridge

Other names/site number: Bridge #01198, Site #JO0121

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: U.S. 64 spanning Horsehead Creek

City or town: Hartman State: Arkansas County: Johnson

Not For Publication: Vicinity: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

	<u>7/3/14</u>
Signature of certifying official/Title:	Date
<u>Arkansas Historic Preservation Program</u>	
State or Federal agency/bureau or Tribal Government	

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

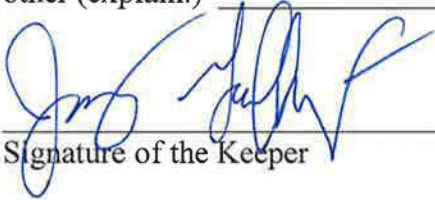
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4. National Park Service Certification

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

9-29-2014
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/Parker Pony Truss

Materials: (enter categories from instructions.)

Principal exterior materials of the property: STEEL, 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 U.S. 64 Horsehead Creek Bridge is a two-span Parker pony-truss bridge with six concrete-beam approach spans, three at each end, which spans Horsehead Creek east of Hartman, Johnson County, Arkansas. The bridge was designed and built by Fred Luttjohann of Topeka, Kansas, in 1933-1934. The bridge has a total of eight spans supported by cast-concrete piers and also rests on cast-concrete abutments. The guardrails on the bridge consist of evenly-spaced cast-concrete uprights connected by two rows of horizontal concrete beams on the approach spans and two rows of horizontal metal guardrail on the Parker spans.

Narrative Description

The U.S. 64 Horsehead Creek Bridge is a 415-foot long Parker pony-truss bridge with six concrete-beam approach spans, three at each end, which spans Horsehead Creek approximately one-half mile east of Hartman, Johnson County, Arkansas. The bridge's two Parker spans each have ten panels and are of riveted construction. The bridge's deck has a width of 23.9 feet.

The bridge was designed and built Fred Luttjohann of Topeka, Kansas, in 1933-1934. The U.S. 64 Horsehead Creek Bridge is an eight-span bridge that is 415 feet long and 23.9 feet wide. The bridge has two Parker pony-truss spans that are each 102 feet long and six concrete-beam

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approach spans that are each 35 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 cast-concrete uprights connected by two rows of horizontal concrete beams on the approach spans and two rows of horizontal metal guardrail on the Parker spans.

Builder's plates are located on the east end of the northern guardrail and the western end of the southern guardrail and they read: HORSEHEAD CREEK, / FRED. LUTTJOHANN / CONTRACTOR / ARKANSAS / STATE HIGHWAY COMMISSION / JAS. R. RHYNE. DIRECTOR / N. B. GARVER. BRIDGE ENGINEER / 1933."

Integrity

The bridge retains excellent integrity. The bridge is unaltered from the time of its construction in 1933-1934. The bridge still exhibits its original construction and still possesses many of its original characteristics.

The setting around the bridge also reflects its period of significance. The area immediately around the bridge remains a relatively rural area, and Hartman remains a small town as it was at the time that the bridge was built in 1933-1934. The bridge averages 3,800 cars a day, since it still carries U.S. 64 across Horsehead Creek, and the bridge is still open to vehicular 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.)

TRANSPORTATION

ENGINEERING

Period of Significance

1933-1964

Significant Dates

1933-1934

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Fred Luttjohann, 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 U.S. 64 Horsehead 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 Johnson County during the 1930s. The U.S. 64 Horsehead Creek Bridge was built in 1933-1934 as part of a statewide effort in the late 1920s and early 1930s to develop improved highways across the state. The bridge continues to be used today as part of U.S. 64, the main highway in that part of the state until the construction of I-40.

The U.S. 64 Horsehead 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 Parker pony-truss bridge. The bridge illustrates early-twentieth-century bridge-building technology and design. The use of two Parker pony trusses in combination with six approach spans shows the combination of bridge-building technology that was often needed for longer crossings on U.S. highways.

The U.S. 64 Horsehead Creek Bridge nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas" and under associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939."

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

HISTORY OF THE PROPERTY

European settlement in Johnson County began to occur in the late 1820s, and by 1828 early settlers included Wesley Garrett, William Collins, Thomas and Phillips Madden, David and Augustus M. Ward, Geo. L. Lemon, L. N. Clark, J. L. Cravens, James Wilson, and Abraham and Aaron Clark. By 1830, several more settlers migrated into the area that would become Johnson County, and took out land grants. Interestingly, it included two women, Rachel Crawford and Nancy Roberts who took out land grants in 1829 and 1830, respectively.¹

By the early 1830s, enough people had settled in the area to warrant the formation of a new county. Johnson County was formed on November 16, 1833, by the Legislature, although it was not until at least 1877 when the boundaries of the county were finalized. Initially, the county seat was Spadra, but it was soon relocated to Clarksville and the first court was held in Clarksville in the fall of 1837.²

¹ Langford, Ella Molloy. *History of Johnson County, Arkansas: The First Hundred Years, Fourth Reprint*. Clarksville, AR: Johnson County Historical Society, 1992, pp. 22-23.

² *Biographical and Historical Memoirs of Western Arkansas*. Chicago: The Southern Publishing Company, 1891, p. 280.

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Hartman is located about ten miles west of Clarksville on the line of the former Little Rock and Fort Smith Railroad. By the early 1890s, Hartman was one of 27 post offices in Johnson County and one of eight post offices on the Little Rock and Fort Smith Railroad line. The *Biographical and Historical Memoirs of Western Arkansas* gave a pretty detailed description of the community and its surroundings, saying that:

Hartman, twelve miles west of Clarksville, was founded in 1881, and has at present a population of nearly 400. It is 113 miles west of Little Rock on the line of the Valley route. Its business interests are represented by several general, grocery and drug stores, blacksmith and wagon shops, a hotel, a grist-mill, and a cotton-gin. It has three churches – Methodist, Presbyterian and Christian – and two schools. It commands an approach to the Boston range via Horsehead Valley, and this approach is known to afford one of the routes in this county over which a passage of the mountain is not deemed impracticable. ... This locality, the scene of the original coal discoveries in the State, is situated on the western outcrop of what is known as the Horsehead or Spadra coal basin of the upper Arkansas Valley. The distance from the Arkansas River is three miles. The principal shipments consist of cotton.³

By 1912, Hartman was considered “one of the most prosperous towns in the state” with a population of about 500 people, and it was surrounded by “country teeming with agriculture, fruit, berry, stock and coal mining production.” The agricultural production of the Hartman area in 1912 was indeed impressive. As was reported, “There is marketed in Hartman from 3,000 to 4,000 bales of cotton annually, there being three gins in the town. There were shipped during this year’s season more than 200 car loads of Elberta peaches, and several car loads of berries and other fruits – which were shipped North, East and West – 200 car loads of cotton seed, 100 car loads of coal, 25 car loads of logs, and the merchandising tonnage is exceptionally large for a town the population of Hartman.”⁴

In addition to the agricultural production in the area, Hartman itself was also growing with an increased number of businesses reported in the community by 1912. In that year Hartman had “one progressive bank, two drug stores, several large mercantile establishments, millinery and jewelry concerns, two livery stables, two hotels, a restaurant, tinshop, two blacksmith shops, one of which is equipped to do all kinds of machinery repairing, three modern cotton gins, grist mill, rural route and telephone facilities, three doctors and one regular cow-buyer.” It was also reported that “Another industry that has of late been attracting a great deal of attention around Hartman is the fine quality and almost unlimited quantities of building stone. The United States

³ *Biographical and Historical Memoirs of Western Arkansas*. Chicago: The Southern Publishing Company, 1891, p. 285.

⁴ Langford, Ella Molloy. *History of Johnson County, Arkansas: The First Hundred Years, Fourth Reprint*. Clarksville, AR: Johnson County Historical Society, 1992, p. 51.

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government has shipped several hundred car loads of it to Pine Bluff for riff-raffing the Arkansas river [sic.], and the prospects along this line are very promising.”⁵

One of the factors that probably contributed to the community’s growth was the fact that Hartman was settled on the west side of Horsehead Creek, “a water course emanating from the heights of Batson Mountain,” and one of the larger streams in the area. According to the book, *Johnson County, Arkansas: The First Hundred Years*, “The name of Horsehead is said to have been acquired by early settlers who, when first coming to the stream saw on its bank an upright pole on which was mounted a horse’s head of dimensions larger than an ordinary animal of that type. No reason for this was ever learned and the countrymen from that time referred to the stream as ‘Horsehead.’”⁶

One of the earliest roads that existed through Johnson County in the vicinity of the Arkansas River was a “4 Horse Mail Post Coach Road” that traveled northwest from Scotia in Pope County to Spadra Bluff. From Spadra Bluff, it went north to Johnson on Spadra Creek, then turned west to Ozark and beyond. However, its route would have been north of the location of Hartman.⁷

By the early twentieth century and the development of the automobile, it was necessary for additional road construction throughout the country, and it was no different in Johnson County. Efforts were begun throughout the county to look at road construction by the time that the *Third Biennial Report of the Department of State Lands, Highways and Improvements* was published c.1918. With respect to road construction in Johnson County, the report stated:

Judge Baskin says: “The sentiment for road building is excellent. If we are not hampered by government regulations our little county up here in the Ozarks would immediately construct 100 to 150 miles of improved roads.”

Estimates have been furnished for a Bituminous Macadam road, 34.8 miles long from the Pope county line west through the towns of Lamar, Clarksville and Coal Hill to the Franklin county line. The estimated cost is about \$32,500. State aid allotted \$60,000. The contract has been let and construction will begin as soon as possible.⁸

⁵ Langford, Ella Molloy. *History of Johnson County, Arkansas: The First Hundred Years, Fourth Reprint*. Clarksville, AR: Johnson County Historical Society, 1992, p. 52.

⁶ Langford, Ella Molloy. *History of Johnson County, Arkansas: The First Hundred Years, Fourth Reprint*. Clarksville, AR: Johnson County Historical Society, 1992, p. 63.

⁷ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c. Map*. London: J. Arrowsmith, 1839.

⁸ *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1918, pp. 51-52.

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The “Bituminous Macadam road” that went from the Pope County line to the Franklin County line followed the route that is currently U.S. 64. However, before the system of numbering U.S. highways was put in place, the highway was known as Highway A-1.⁹

The fact that the route of U.S. 64 was one of the first highways improved for automobile traffic in Johnson 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.¹⁰

More specifically, in the vicinity of Hartman and the U.S. 64 Bridge over Horsehead Creek, the area was described as follows:

West of Clarksville, US 64 enters the southern fringe of the Ozarks, the level fields give place to hillsides covered with feed crops or pasture. Small patches of corn or cotton grow in the valley bottoms or on the flat tops of ridges, but much of the land is too steep for cultivation.¹¹

However, in the Hartman vicinity, the construction of roads was not the only important transportation initiative – the construction of bridges, especially over streams like Horsehead Creek, was also important. By the time that the twentieth century had begun, the designs for truss bridges had become more standardized. The number of truss patterns that were widely used during the late 1800s dwindled to a handful of designs that were commonly used during the first part of the 1900s, including Pratt, Warren, and Parker trusses. In addition, twentieth-century bridges evolved from pinned joints to riveted connections (like what was used on the Horsehead

⁹ *Map of State of Arkansas Showing System of Primary and Secondary Federal and Connecting State Roads and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1924.

¹⁰ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 244.

¹¹ West, Elliot. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 251.

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Creek Bridge), and steel was used instead of wrought iron. Also, larger and stronger members were often utilized in order to accommodate the heavier loads of cars and trucks.¹²

The use of a Parker truss for the crossing of Horsehead Creek was a logical choice given that relatively long spans were needed, and it was a variation of the Pratt truss, "the type most commonly used in America for spans under two hundred and fifty feet in length." As one source notes:

From the standard, straight-chorded Pratt form, a variety of long-span structural subtypes evolved in the late nineteenth century. The most common of these was the Parker truss. Developed in the mid-nineteenth century by C. H. Parker, the Parker truss employed the Pratt's tension/compression configuration, but with sloped upper chords. These inclined chords afforded a degree of efficiency in long span trusses, where bending movement stresses at mid-span greatly exceed the sheer stresses at the ends. The Parker's drawback was that, unlike the straight-chorded Pratt truss, the polygonal chords necessitated different-length verticals and diagonals at each panel, increasing its fabrication costs somewhat. Because trusses were generally priced on the basis of their superstructural iron or steel weight, the lighter overall weight of a polygonal-chord truss more than offset the slight increase in fabricating costs in spans greater than 160 feet.¹³

News of the construction of the bridge over Horsehead Creek first appeared in the Clarksville *Herald-Democrat* on August 24, 1933, with an article that reported:

It appears likely that the old highway bridge on Highway 64 near Hartman over Horsehead creek [sic.] will be replaced this winter by a new bridge. It will have one relief opening, and will be constructed at a cost of about \$48,000.

A story, which appeared in the Thursday morning *Arkansas Gazette*, stated that the first two projects announced under the \$6,500,000 government appropriation for emergency road building work in the state, were for a bridge on Highway 67 at Pocahontas over the Black river [sic.] and the bridge on Highway 64 between Clarksville and Hartman.

Bids on the two projects will be received the first two weeks in September, J.M. Page, highway engineer in charge of the Public Roads Office in the Federal building at Little Rock, announced Wednesday. These projects were submitted to the

¹² Clouette, Bruce, and Matthew Roth. *Connecticut's Historic Highway Bridges*. Hartford: Connecticut Department of Transportation, 1991, pp. 38-39.

¹³ 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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United States Bureau of Public Roads by the State Highway
Department.¹⁴

The work that went into designing and preparing for the construction of a bridge was an extensive undertaking. The State Highway Commission had many things to consider and many steps to take when planning a bridge, both onsite and in their offices. The *Ninth Biennial Report* gives an excellent summary of what was involved in planning and designing a bridge.

Before plans for a bridge can be prepared it is necessary that a careful survey of the site be made to determine the type of structure required, that the drainage area of the stream above the bridge site be measured to determine the size to be built and that soundings be taken to determine the foundation conditions. The character of the stream must also be considered, whether or not it carries drift, whether the channel is cutting or filling and whether the water will all pass under one bridge over the main channel or whether relief openings should be provided. ...

The bridge plans are prepared in the drafting room of the Bridge Department of the State Highway Commission. This work is done by experienced designers, detailers, tracers and estimators who work under the immediate direction of an assistant bridge engineer.

When the plans have been completed and the necessary approvals have been secured the work is advertised, bids for the construction of the project are received and publicly read and contracts are awarded.

From the beginning of construction the work is constantly under the supervision of Resident Engineers and Inspectors working under the immediate direction of Assistant Bridge Engineers from the Bridge Department. Careful record is kept of all work done. All sizes, dimensions and proportions are checked to see that they comply with the plans and specifications. Estimates of quantities of work done are made by the Resident Engineers and these are carefully checked in the office before payment to the contractor is made. Experienced men are in responsible charge of the work at all stages.¹⁵

The contract for the U.S. 64 Horsehead Creek Bridge was ultimately awarded to Fred Luttjohann of Topeka, Kansas, and given State Job #8150. It was also Federal Aid Project #N.R.H. 256-B. Luttjohann's proposal was received on September 8, 1933. The contract proposed a cost of \$45,016.45 for the bridges over Horsehead Creek and Slough Creek, which had a total length of

¹⁴ "Bridge Over Horsehead Creek Will Be Built." *The Herald-Democrat* (Clarksville, AR). 24 August 1933, p. 1.

¹⁵ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 66.

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530 feet, and an estimated completion time of 270 days. In addition, there was also \$4,501.64 included for the estimated cost of engineering and contingencies, for a total estimated cost of \$49,518.09.¹⁶

Little is known about Fred Luttjohann, the builder of the U.S. 64 Horsehead Creek Bridge. It is believed that he was born in 1882 and died in 1963. It is known, however, that he married Cora Davenport and they had one son, Walter, who was born in 1909. The Luttjohanns spent time in Topeka, Kansas, building a home at 2053 South Kansas Avenue in 1922 (NR-listed February 20, 2004). The Luttjohanns lived in the house until they moved to Eureka Springs, Arkansas, in 1935. It is possible that the Luttjohanns moved to Arkansas as a direct result of the bridge work that Fred was doing in the area.¹⁷

The use of steel for the main spans of the bridge reflected a growth in the use of steel in bridge construction that had been occurring in Arkansas beginning in the late 1920s. Beginning in 1928, 1,319,371 pounds of structural steel had been used in the state's bridges. The amount grew to 2,090,081 pounds in 1929 and then 3,486,063 pounds in 1930. The use of concrete in structures was not as consistent with 89,034 cubic yards used in 1928, 71,728 cubic yards used in 1929, and 77,208 cubic yards used in 1930. Interestingly, during the same period, the use of bridge timber dropped dramatically, starting at 4,658 million feet in 1928, dropping to 4,451 million feet in 1929, and ending up at 1,056 million feet in 1930.¹⁸

Construction of the bridge began on October 5, 1933, and the *Herald-Democrat* reported a week later that:

Work was started last Thursday on erection of a new all-steel bridge over Horsehead creek [sic.], near Hartman, when 23 men were employed. The new bridge will cut out a sharp curve on highway No. 64.

The money for the new bridge was furnished through a federal relief emergency employment appropriation. The work will be under supervision of the Arkansas state highway department.¹⁹

Given the fact that the estimated time to complete the bridge's construction was 270 days, it was likely finished in mid-1934. However, the *Herald-Democrat* did not report on the bridge's finishing. Although the date of the bridge's completion is not known, it is known that the bridge was finished (or at least very close to being finished) by September 1934. On September 13, 1934, the newspaper reported that "The Hartman, Clark and Brothers company of Peoria, Ill.,

¹⁶ Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934, pp. 54-55.

¹⁷ Ford, Susan Jezak. "Fred and Cora Luttjohann House, Topeka, Shawnee County, Kansas." National Register of Historic Places Registration Form. From the files of the Kansas Historical Society, 2003.

¹⁸ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 66.

¹⁹ "Hartman Bridge Work Started Last Saturday." *The Herald-Democrat* (Clarksville, AR). 12 October 1933, p. 1.

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unloaded machinery and equipment at Hartman Wednesday in preparation for paving the strip of highway 64 between the Hartman bridge and the end of the pavement near Hartman, a distance of 1,500 feet. When this paving is completed only about a half mile of unpaved road, west of the bridge, will be between Fort Smith and Clarksville.”²⁰

Once the Horsehead Creek Bridge was completed, the section of U.S. 64 east of Hartman was much better able to handle the increased traffic that would have been utilizing the highway. Although the construction of I-40 approximately four miles to the north of the Horsehead Creek crossing did take some traffic off of U.S. 64, the U.S. 64 Horsehead Creek Bridge remains the main crossing over Horsehead Creek in the Hartman area, and it remains the current route of U.S. 64. As a result it still remains an important transportation link in that part of Johnson County, and it is still an excellent example of a Parker pony truss.

SIGNIFICANCE OF THE PROPERTY

The route of U.S. 64 through Johnson County and through the Hartman 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 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 Horsehead 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 and 1930s. However, as was indicated in the early 1930s, “At many important stream crossings throughout the state traffic is still being carried on old bridges of light design, which were in use before the organization of the department as now constituted.”²¹ The Horsehead Creek crossing at Hartman was one such crossing.

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.²²

²⁰ “Paving To Start.” *The Herald-Democrat* (Clarksville, AR). 13 September 1934, p. 1.

²¹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 67.

²² Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 66.

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The improvement of the state's highways continued into the early 1930s, and the construction of the new bridge over Horsehead Creek in the 1930s not only eliminated an old bridge, but it also eliminated a sharp curve in the road, making the road safer for increased traffic and higher speeds. As a result, due to its importance in its associations with the development of improved highway infrastructure in Johnson County during the 1930s, the U.S. 64 Horsehead Creek Bridge is being nominated to the National Register of Historic Places under **Criterion A** with **local significance**.

The U.S. 64 Horsehead Creek Bridge is also significant as a rare remaining example of a Parker pony truss bridge. The use of a Parker truss for the crossing of Horsehead Creek was a logical choice given that relatively long spans were needed, and it was a variation of the Pratt truss, "the type most commonly used in America for spans under two hundred and fifty feet in length."²³ The Horsehead Creek Bridge is the last Parker truss of any type remaining in Johnson County, and is an intact example of the truss type. As a result, the U.S. 64 Horsehead 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 Parker pony-truss bridge. The bridge illustrates early twentieth-century bridge-building technology and design. The use of two Parker pony trusses in combination with six approach spans shows the combination of bridge-building technology that was often needed for longer crossings on U.S. highways.

The U.S. 64 Horsehead Creek Bridge nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas" and under associated historic context "Arkansas Highway and Transportation Department Era: 1923-1939."

²³ 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.

U.S. 64 Horsehead Creek Bridge
Name of Property

Johnson County, Arkansas
County and State

9. Major Bibliographical References

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

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

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

Biographical and Historical Memoirs of Western Arkansas. Chicago: The Southern Publishing Company, 1891.

“Bridge Over Horsehead Creek Will Be Built.” *The Herald-Democrat* (Clarksville, AR). 24 August 1933, p. 1.

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

Clouette, Bruce, and Matthew Roth. *Connecticut's Historic Highway Bridges*. Hartford: Connecticut Department of Transportation, 1991.

Ford, Susan Jezak. “Fred and Cora Luttjohann House, Topeka, Shawnee County, Kansas.” National Register of Historic Places Registration Form. From the files of the Kansas Historical Society, 2003.

“Hartman Bridge Work Started Last Saturday.” *The Herald-Democrat* (Clarksville, AR). 12 October 1933, p. 1.

Information on the U.S. 64 Horsehead Creek Bridge found at:
<http://bridgehunter.com/ar/johnson/horsehead-64/>.

Langford, Ella Molloy. *History of Johnson County, Arkansas: The First Hundred Years, Fourth Reprint*. Clarksville, AR: Johnson County Historical Society, 1992.

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

“Paving To Start.” *The Herald-Democrat* (Clarksville, AR). 13 September 1934, p. 1.

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.

U.S. 64 Horsehead Creek Bridge
Name of Property

Johnson County, Arkansas
County and State

Third Biennial Report of the Department of State Lands, Highways and Improvements.
Publisher unknown, c.1918.

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: Arkansas State Highway and Transportation Department

Historic Resources Survey Number (if assigned): JO0121

10. Geographical Data

Acreeage of Property Less than one acre.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 35.435027 Longitude: -93.606080

U.S. 64 Horsehead Creek Bridge
Name of Property

Johnson County, Arkansas
County and State

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: 444988 | Northing: 3921455 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

Beginning at UTM Point 15/444902/3921458, proceed easterly along the centerline of U.S. 64 for 540 feet to UTM point 15/445068/3921453. The boundary includes 15 feet on either side of the U.S. 64 centerline.

Boundary Justification (Explain why the boundaries were selected.)

The boundary contains the U.S. 64 Horsehead 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: 323 Center Street, Suite 1500
city or town: Little Rock state: AR zip code: 72201
e-mail: ralph@arkansasheritage.org
telephone: (501) 324-9787
date: February 19, 2014

U.S. 64 Horsehead Creek Bridge
Name of Property

Johnson 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.)

U.S. 64 Horsehead Creek Bridge
Name of Property

Johnson County, Arkansas
County and State

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: U.S. 64 Horsehead Creek Bridge

City or Vicinity: Hartman

County: Johnson County

State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: February 12, 2014

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

1 of 8. View of the north side of the bridge, looking southwest.

2 of 8. View of the builder's plaque on the northern guardrail, looking southwest.

3 of 8. View of the bridge, looking west.

4 of 8. View of the south side of the bridge, looking northwest.

5 of 8. View of the south side of the bridge, looking northwest.

6 of 8. View of the north side of the western approach spans, looking southeast.

7 of 8. View of the underside of the western Parker pony truss span, looking southeast.

8 of 8. View of the underside of the western approach spans, looking southwest.

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.



|-----255'-----|

U.S. 64 Horsehead Creek Bridge

Hartman, Johnson County, Arkansas

15 444988E 3921455N

↑ North



HORSEHEAD CREEK

FRED. LUTZ JOHANN
CONTRACTOR

ARKANSAS

STATE HIGHWAY COMMISSION

JAS. R. REYNE, DIRECTOR

C. O. DANVER, BRIDGE ENGINEER

1933

STATE HIGHWAY



64-4
5.84

Horsehead
Creek











UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY U.S. 64 Horsehead Creek Bridge
NAME:

MULTIPLE Historic Bridges of Arkansas MPS
NAME:

STATE & COUNTY: ARKANSAS, Johnson

DATE RECEIVED: 8/15/14 DATE OF PENDING LIST: 9/08/14
DATE OF 16TH DAY: 9/23/14 DATE OF 45TH DAY: 10/01/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000792

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9-29-2014 DATE

ABSTRACT/SUMMARY COMMENTS:

Meets Registration Requirements of MPS.

RECOM./CRITERIA Accept All

REVIEWER J. Guback

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.



THE DEPARTMENT OF ARKANSAS
HERITAGE

August 6, 2014



Mike Beebe
Governor

Martha Miller
Director

Ms. Carol Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005

RE: U.S. 64 Horsehead Creek Bridge – Hartman, Johnson
County, Arkansas

Arkansas Arts Council
*
Arkansas Natural Heritage
Commission
*
Delta Cultural Center
*
Historic Arkansas Museum
*
Mosaic Templars
Cultural Center
*
Old State House Museum

Dear Carol:

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 Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Martha Miller
State Historic Preservation Officer

MM:rsw

Enclosure

Arkansas Historic
Preservation Program



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