

United States Department of the Interior
National Park Service

FEB 14 1989

National Register of Historic Places

Continuation Sheet

Section number 3 Page 1

Perkinsville Bridge: Period of significance, 1936-1939.
Walnut Creek Bridge: Period of significance, 1936-1939.

These periods of significance are based on the dates of construction of these bridges (in 1936) through the end of historic period in 1939.

AUG 17 1988

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HABS/HAER INVENTORY

See "HABS/HAER Inventory Guidelines" before filling out the card.

1. NAME(S) OF STRUCTURE Perkinsville Bridge; Walnut Creek Bridge (Calva Bridge before move)		ADOF: 9474; 3228	3. DATE(S) OF CONSTRUCTION 1913; 1921; truss moved 1936	See continuation sheet
2. LOCATION Perkinsville-Williams Road over Verde River (Perkinsville) Forest Service Road over Walnut Creek (Walnut) Yavapai County, Arizona		4. USE (ORIGINAL/CURRENT) roadway bridge / roadway bridge	5. RATING NRHP eligible: local significance	

6. CONDITION good; sufficiency rating: 36.1 (Perkinsville) owner: Yavapai County (Perkinsville); U.S. Forest Service (Walnut)	
Perkinsville span number : 2 span length : 139.0' total length: 330.0' roadway wdt.: 14.0'	Walnut Creek span number : 1 span length : 139.0' total length: 170.0' roadway wdt.: 12.8'
superstructure: riveted steel 8-panel Pratt through truss substructure : concrete abutments, wingwalls w/ spill-through piers floor/decking : timber decking and stringers other features: upper chord: 2 channels w/ webbing; diagonal and webbing; vertical: 2 channels w/ webbing; diagonal: 2/4 angles w/ webbing; floor beam: I beam; strut: 4 angles w/ webbing; lateral bracing: 1 angle	

7. DESCRIPTION

In 1912, Arizona Congressman Carl Hayden passed legislation authorizing the Secretary of Interior to investigate the necessity for a "suitable steel and concrete wagon bridge" across the Gila River on the San Carlos Indian Reservation. The U.S. Indian Service completed the multi-span steel through truss in the fall of 1913. The bridge carried traffic until the south approach washed away in a 1915 flood, rendering it impassible. The USIS waited until February 1921 to reopen the bridge by erecting four new through trusses. In 1935, it was decided to replace the bridge. In January 1936, Arizona Highway Department Engineer Ralph Hoffman designed new concrete substructures to use three salvaged spans (it is unclear whether these were 1913 or 1921 spans) from the San Carlos Bridge at two locations in the Prescott National Forest in Yavapai County. Laborers enlisted from an Arizona Transient Camp dismantled the San Carlos Bridge that summer and built the Perkinsville and Walnut Creek bridges. The two structures have since functioned unaltered as relatively remote forest crossings.

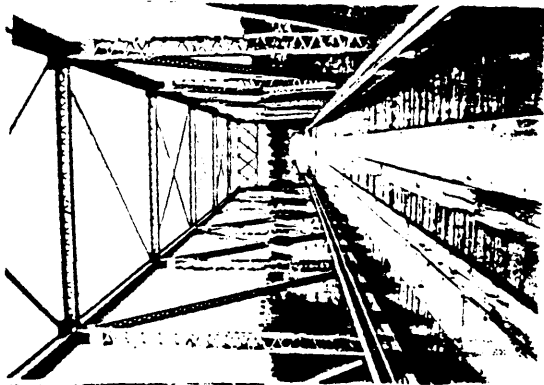
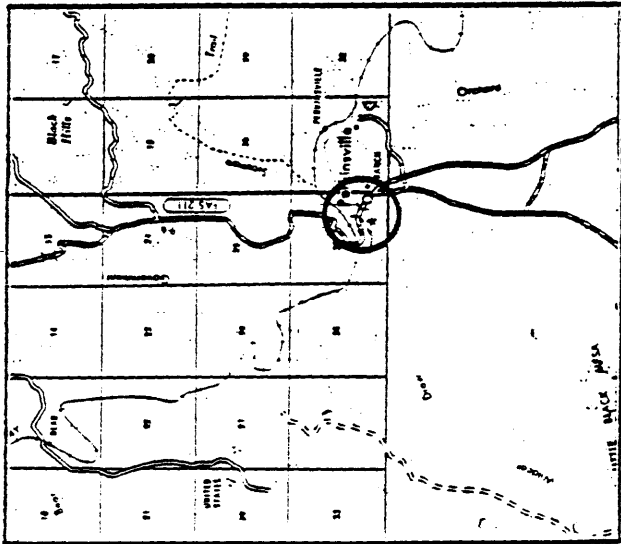
8. HISTORICAL DATA

One of Arizona's few multi-span through trusses, the San Carlos Bridge in its original location was historically significant as a regionally important river crossing. It is further distinguished as the earliest dateable USIS span in the state. The re-erection of these three trusses in the Prescott National Forest marked part of a cooperative program developed in 1934 by the Arizona State Transient Directors and the U.S. Forest Service to provide suitable labor projects for the "vast army of unemployed transients" housed in Transient Camps across the state. Although other such transient-built public works undoubtedly still remain in Arizona, these are the only known examples of bridges constructed as part of this federal/state relief program. The two bridges are technologically noteworthy as the earliest examples in the state of one of the most common vehicular truss type built in America: the riveted Pratt through truss.

10. NAME(S) OF STRUCTURE

Perkinsville Bridge; Walnut Creek Bridge

11. PHOTOS (W/ FILM ROLL & FRAME NO.) AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM DEPARTMENT OF TRANSPORTATION
GENERAL HIGHWAY MAP

Bridge Records, Arizona City Streets and County Roads: 9474; Structures Section, Arizona Department of Transportation, Phoenix AZ.

U.S. Congress. House. A Bill to Authorize the Secretary of Interior to Construct Bridges across the San Carlos and Gila Rivers on the White Mountain or San Carlos Indian Reservation, in the Territory of Arizona, and for Other Purposes. H.R. 22720, 62nd Congress, 2nd session, 29 January 1912; Fourth Biennial Report of the State Engineer of Arizona, 1918-1920, (Phoenix: The Republican Print Shop, 1920), page 65; Original construction drawings for 1936 substructures, Prescott National Forest; Claude W. McKenzie, "Wanderers Go To Work," Arizona Highways, 6:1936:10,22.

Field inspection by Clayton Fraser, 5 December 1986.

13. INVENTORIED BY:

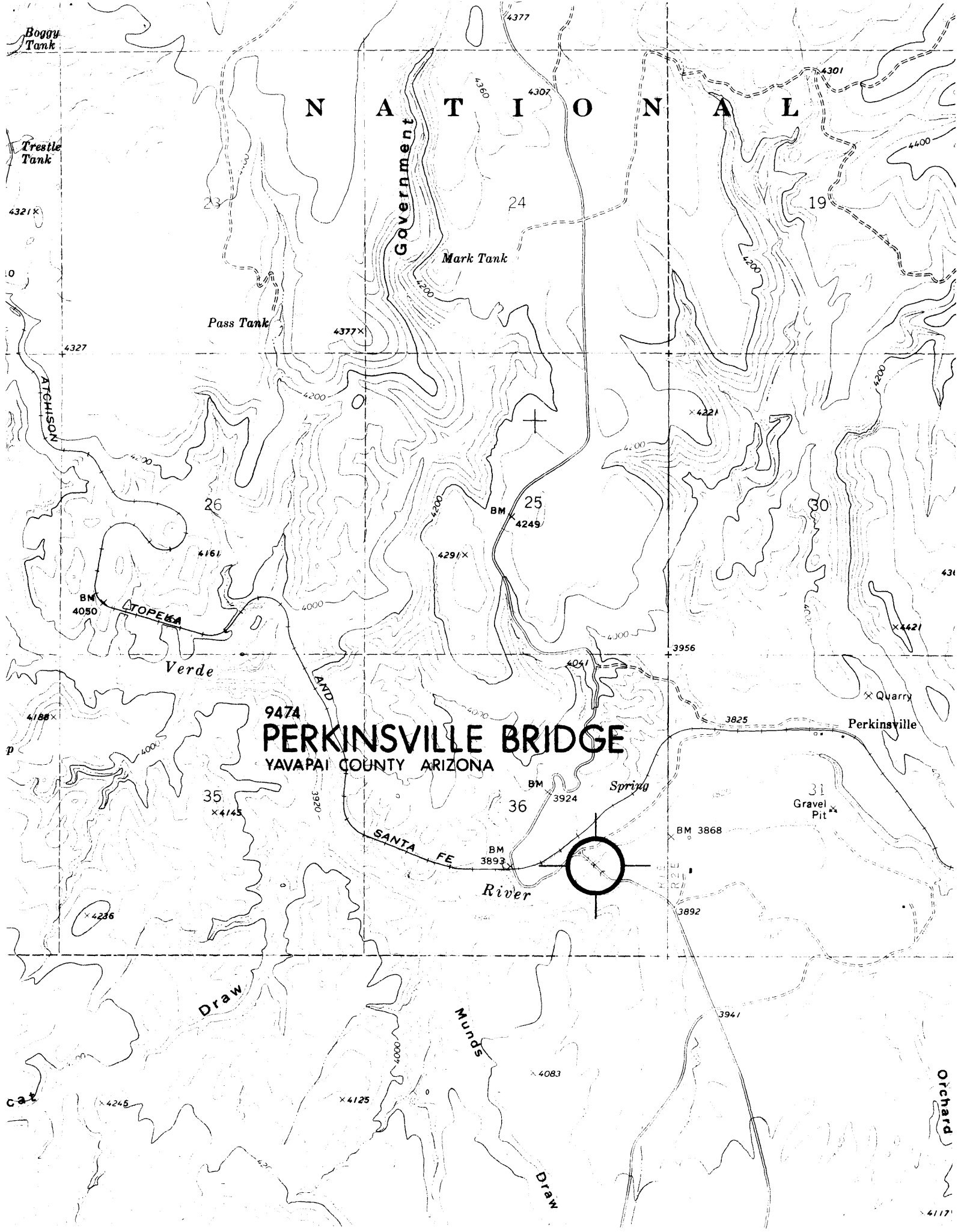
Clayton B. Fraser

AFFILIATION

Fraserdesign Loveland Colorado

DATE

1 April 1987



N A T I O N A L

Government

Mark Tank

Pass Tank

9474 PERKINSVILLE BRIDGE
YAVAPAI COUNTY ARIZONA

SANTA FE

River

Verde

AND

Spring

Perkinsville

31
Gravel
Pit

Draw

Munds

Draw

Orchard



Boggy Tank

Trestle Tank

ATCHISON

TOPEKA

4377X

24

19

23

26

25

30

35

36

31

4307

4360

4249

4291X

4327

4221

4080

3956

4188X

3825

BM 3924

BM 3868

BM 3893

3892

4145

3920

3941

4083

4245

4125

4117