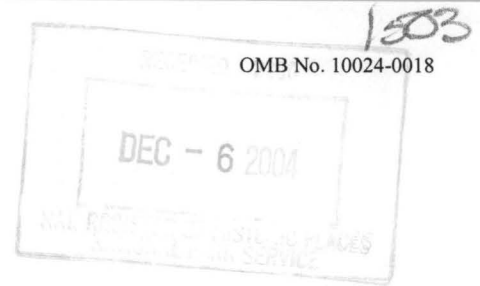


United States Department of the Interior
National Park Service

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 *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 Illinois River Bridge

other names/site number Bridge #10631, Site #BE3600

2. Location

street & number County Road 196 (Kincheloe Road) approximately 1/4 mile south of old Hwy 68 ☐ not for publication

city or town Pedro ☒ vicinity

state Arkansas code AR county Benton code 007 zip code 72761

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.)

Cecile M. H. H. H.
Signature of certifying official/Title

11/30/84
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

Date of Action

Daniel J. Vivian

1/19/05

Illinois River Bridge
Name of Property

Benton 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
1	structures
	objects
1	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)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/Pratt thru-truss

Materials

(Enter categories from instructions)

foundation CONCRETE

walls N/A

roof N/A

other STEEL

Narrative Description

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

United States Department of the Interior

National Park Service

National Register of Historic Places

Continuation Sheet

Section number 7 Page 1

SUMMARY

The Illinois River Bridge is located at the only point where County Road 196 (also known as Kincheloe Road) crosses the Illinois River. It is located approximately one mile northeast of the town of Pedro, approximately 1000 feet south of Old US Highway 412, and approximately 1500 feet north of the current US Highway 412. Comprised of one span measuring 126 feet long, this pin-connected steel Pratt thru-truss has a total length of 206 feet.

ELABORATION

The Pratt truss was first developed by Thomas and Caleb Pratt in 1844, and contains diagonals in tension and verticals in compression. Since it is a thru-truss, the bridge carries its traffic load with the bottom chords.

The Illinois River Bridge consists of a single pin-connected Pratt thru-truss span measuring 126 feet, with a total structure length of 206 feet. The bridge is accessed from both the northeast and southwest. The vertical clearance inside the truss portal is 13.5 feet, however, a steel cross member has been placed at both ends of the bridge so that only vehicles with a clearance of 10 feet, 6 inches are allowed to pass over the bridge. The travel surface and overall width of the bridge is 16 feet. The deck surface is wood laid over a steel truss. The abutments are concrete. A pair of side-by-side Pratt trusses runs the entire length of the span on the northwest and southeast sides. A pair of side-by-side steel guardrails runs the entire length of the structure on the northwest and southeast sides.

INTEGRITY

No structural alterations have been made to the bridge to compromise its integrity. Its location remains rural, and its setting remains pristine. The bridge still illustrates its original design and materials. The bridge was closed by order of the Benton County judge in 2004, and is no longer 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

1922-1954

Significant Dates

1922-1954

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ Previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # _____

☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

☒ State Historic Preservation Office

☒ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☐ Other

Name of repository:

Arkansas State Highway & Transportation Department

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Constructed in 1922, the Illinois River Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Pratt thru-truss bridge in the Pedro vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Benton County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

ELABORATION

Benton County and the county seat of Bentonville were named in honor of Thomas Hart Benton, a U.S. Senator from Missouri. Benton played a key role in persuading Congress to admit Arkansas to the Union. The county and its seat were organized in 1836, with the county being 886 square miles in size. The landscape of Benton County is dominated by the gently rolling hills of the Ozark Mountains. The county is located in the far northwestern corner of the state, giving it the nickname "The Cornerstone of Arkansas."

During its existence, Benton County has played host to several notable events in American history. In 1837, the Cherokee Indians were forced to migrate through Benton County to Indian Territory (now Oklahoma). The route that they traveled has become known as part of the "Trail of Tears." In 1862, one of the decisive battles of the American Civil War was fought at Pea Ridge. At the Battle of Pea Ridge, also known as the Battle of Elkhorn Tavern, outnumbered Union troops prevented the Confederacy from entering and taking control of Missouri.

A century later, a milestone in American commerce occurred. In 1962, Sam Walton opened the first of many Wal-Mart stores in Rogers. Then, in 1972, the Buffalo River, which runs through Benton County, was designated a National River "because it is a pure, free-flowing stream which has not been significantly altered by industry or man, (and) it is considered to be one of the country's last significant natural rivers."

Benton County has also been the home of many well-known Americans, including Sam Walton, founder of Wal-Mart, Inc.; Betty Rogers, the wife of actor Will Rogers; William Hope 'Coin' Harvey, a famed financial writer, local political theorist, and the first man from Arkansas ever to run for president; Louise Thadden, the first female pilot to win the Bendix Transcontinental Air Race; and Tom Morgan, a writer for the Saturday Evening Post and Life Magazine.

The establishment of a formal system of roads in Benton County is a direct result of early work done by one of the county's aforementioned famous residents, William Hope 'Coin' Harvey. The story of Harvey's rise to prominence has as many twists as the mountain roads he helped to map.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Before he came to Benton County, Harvey was involved in several less-than-successful business ventures in other states. He was an economic advisor to William Jennings Bryan, who (unsuccessfully) sought the presidency in the 1896 election. His first real success came following the election with the opening of his Coin Publishing Company in Chicago, and the publication of *Coin's Financial School*, a book in which he espoused his own economic theories, which were radical for the time. The book sold over 1.5 million copies.

Harvey had visited Benton County during the election of 1896, and grew to love the area because it reminded him of his native West Virginia. He returned to Rogers in 1900 and used money made from his publishing company to purchase 320 acres in an area known as Silver Springs. This land was to house his next project, the Monte Ne Resort.

The Monte Ne Resort was intended to be a health resort that not only would cure the ills of the body, but the ills of mankind, as Harvey deemed them. However, as the resort was buried deep in the Ozark Mountains, finding an easy way to bring guests to the resort became a priority for Harvey. To solve this problem, Harvey constructed a short line railroad that connected Monte Ne to the St. Louis & San Francisco Railroad in nearby Lowell. At the height of the resort's popularity, special trains ran from St. Louis and other cities to bring vacationers to Monte Ne.

The popularity of the resort began to wane around 1910 because guests felt Harvey was too strict of a host. He had started requiring all the guests to go to bed at 9:00pm, among other unpopular rules, in order to enforce his own code of character. Also, as the popularity of the automobile began to grow, fewer people used trains as a primary means of transportation. And there were few, if any, roads that would allow a car to travel deep in to the Ozarks to reach Monte Ne.

After the decline of the resort business, Harvey turned his attention to the development of an integrated highway system that he called the "Ozark Trail." Harvey founded the Ozark Trails Association at Monte Ne in 1913, during a meeting of good road enthusiasts from neighboring states. The Association adopted the initials "O.T." as the official emblem, and painted them on telephone poles, fences and trees to mark good roadways. The emblem soon became familiar in Arkansas and the surrounding states, and as far west as New Mexico and Colorado.

Harvey's map of the Ozark Trails system, published in 1915, may have been the nation's first road map. As automobiles became more numerous, the state undertook the building of highways and the Ozark Trails system was discarded. However, Harvey's idea of naming or numbering roads remains until this day.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Pedro, a rural community approximately 9 miles east of Siloam Springs, is the town closest to the Illinois River Bridge. A post office was established at Pedro in 1906, and was closed in 1918. There is little other history about Pedro available, but the town may have been established because of its location near the Illinois River and because of its location in a relatively flat area between two mountainous areas. For early settlers traveling through this part of Benton County, perhaps on the way to Siloam Springs, this corridor would have made for the easiest trip. As a present testament to this theory, sections of the old and current US Highway 412 travel through this corridor, to the north and south of Pedro, respectively.

Pedro is located in an area of this valley that is approximately one half mile wide (north to south). The Illinois River traverses the entire width of the valley just east of Pedro. By the 1920s, a bridge was needed to handle increased traffic through the valley.

STATEMENT OF SIGNIFICANCE

Constructed in 1922, the Illinois River Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Pratt thru-truss bridge in the Pedro vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Benton County. This nomination is being submitted under the multiple-property listing "Historic Bridges of Arkansas."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

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

Benton County Heritage Committee, *Benton County History*. Dallas: Curtis Media Corporation, 1991.

Information on Benton County from
<http://www.uark.edu/depts/globmark/bchsark/>

Information on Benton County from
<http://www.co.benton.ar.us/History/CountyHistory.htm>

Information on William Harvey and Monte Ne from
<http://users.aristotle.net/~russjohn/history/montene.html>

Illinois River Bridge
Name of Property

Benton 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 15 374824 4004338
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date June 16, 2004
street & number 1600 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Benton County
street & number 215 East Central telephone 870-271-1000
city or town Bentonville state AR zip code 72712

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 Reduction Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

From a point 37.5 feet south of the southwestern corner of the bridge, proceed northeast 225 feet, then proceed northwest 75 feet, then proceed southwest 225 feet, then proceed southeast 75 to the point of beginning.

BOUNDARY JUSTIFICATION

This boundary includes the Illinois River Bridge and its immediate setting.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Illinois River Bridge

MULTIPLE NAME: Historic Bridges of Arkansas MPS

STATE & COUNTY: ARKANSAS, Benton

DATE RECEIVED: 12/06/04 DATE OF PENDING LIST: 1/04/05
DATE OF 16TH DAY: 1/19/05 DATE OF 45TH DAY: 1/19/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001503

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: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT ☐ DATE

ABSTRACT/SUMMARY COMMENTS:

The Illinois River Bridge is locally significant under Criterion A for its role in the history of transportation in Benton County and under Criterion C as an excellent example of a Pratt thru-truss bridge. Built in 1922, the bridge is typical of structures erected in the 1920s to accommodate the increasing popularity of automotive transportation and improve transportation infrastructure in rural areas. Today, the bridge is a rare surviving example of Pratt thru-truss design. It retains integrity from its period of significance and reflects the history of transportation in Benton County.

RECOM./CRITERIA A, C

REVIEWER Daniel Vivian

DISCIPLINE Historian

TELEPHONE (202) 354-2252

DATE 1/19/05

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.



ILLINOIS RIVER BRIDGE
BENTON COUNTY, AR

ZAC COTHREN

APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW OF THE BRIDGE LOOKING NORTHEAST



ILLINOIS RIVER BRIDGE
BENTON COUNTY, AR
ZAC COTHREN
APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW OF THE BRIDGE LOOKING SOUTH



ILLINOIS RIVER BRIDGE
BENTON COUNTY, AR
ZAC COTHREN

APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW OF THE BRIDGE LOOKING EAST.



BRIDGE CLOSED
BY ORDER OF
COUNTY JUDGE
ORDER # 2004-E091



ILLINOIS RIVER BRIDGE
BENTON COUNTY, AR
ZAC COTHREN

APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW OF THE BRIDGE LOOKING NORTH.

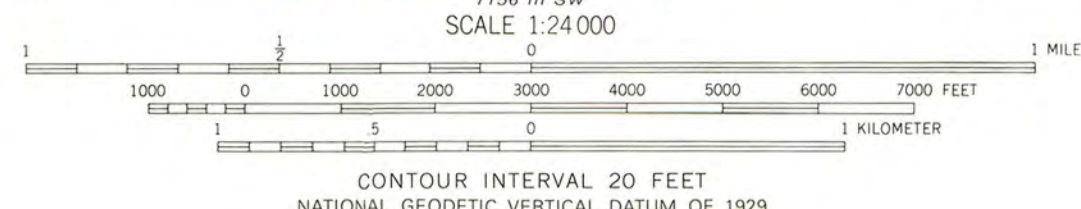
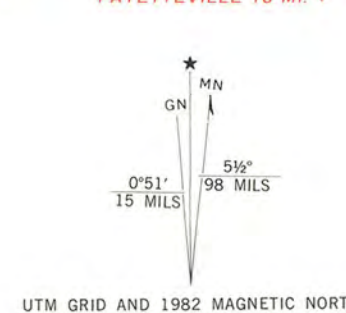


UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

GALLATIN QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)



Maped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1968. Field checked 1970
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
To place on the predicted North American Datum 1983
move the projection lines 5 meters south and
18 meters east as shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Revisions shown in purple compiled from aerial photographs taken 1980
and other sources. This information not field checked. Map edited 1982



ROAD CLASSIFICATION	
Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather
State Route	

GALLATIN, ARK.
N3607.5-W9422.5/7.5
1970
PHOTOREVISED 1982
DMA 7156 III NW-SERIES V884

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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



The Department of Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Historic Arkansas Museum

Delta 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.org

December 2, 2004

Carol D. 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: Illinois River Bridge – Pedro, Benton County,
Arkansas

Dear Carol:

We are enclosing for your review the above-referenced nomination. The Arkansas Historic Preservation Program has complied with all applicable nomination 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,

Cathie Matthews
State Historic Preservation Officer

CM:jth

Enclosure



An Equal Opportunity Employer

