NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 88000 Date Listed: 7/21/88

Springfield Bridge — Faulkner — AR
Property Name — County — State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Amy Schlagel — July 21, 1988
Signature of the Keeper — Date of Action

==========

Amended Items in Nomination:

The nominator mistakedly included Zenas King, a master bridge designer and manufacturer, in the Significant Person category after it reviewed the nomination and removed Criterion B as one of the criterion under which the property was nominated. This line should read N/A.

Discussed and concurred in by the Arkansas SHPO on July 21, 1988.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

RECEIVED

JUN 3 0 1988

NATIONAL REGISTER

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Springfield Bridge
other names/site number FA0852

2. Location

street & number County Road 222 at Cadron Creek ☐ not for publication
city, town Springfield ☒ vicinity
state Arkansas code 05 county Faulkner code 045 zip code 72157

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site	1	structures
☐ public-Federal	☒ structure		objects
	☐ object	1	Total

Name of related multiple property listing:

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Cathryn A. Buford — 6-25-88
Signature of certifying official — 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.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register. ☐ See continuation sheet. — Amy Schlagel — 7/21/88
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation / Road-Related

Current Functions (enter categories from instructions)
Transportation / Road-Related

7. Description

Architectural Classification
(enter categories from instructions)

Other: Tubular Bowstring Arch

Materials (enter categories from instructions)

foundation Stone
walls
roof
other Metal / Wrought Iron
Cast Iron

Describe present and historic physical appearance.

The Springfield Bridge is located on County Road 222, approximately 2.5 miles east of Springfield, Conway County, Arkansas. It crosses Cadron Creek close to the junction of the creek floodplain and the uplands to the west.

The Springfield Bridge is a cast and wrought iron bowstring arch bridge whose main span measures 146 feet. Two timber stringer approach spans, one on each end and without guardrails, give the bridge a total length of 188 feet. The upper compression chord rises to a maximum height of 15'3" above the bottom chord. This tubular chord is linear, rectangular in section, and consists of relatively short sections of curved parallel strips of wrought iron boiler plate riveted to a top and bottom channel bar. These sections are bolted together with splice plates to form the simple arch. An additional channel bar is riveted into the center of the arch tube and runs from each end up to the middle of the fourth panel. This member is for additional lateral stiffness and was a necessary component when approaching a maximum span length of around 200 feet in this type of bowstring design. Each end of the arch sits in a cast iron bearing shoe that is anchored to the top of the stone masonry piers.

The bearing shoe connects the arch to the bottom tension chord. This chord consists of two 5" X 3/4" eyebars that are forged at the ends, threaded, and attached to the bearing shoe with cast iron nuts. The bottom chord contains five sections, each measuring roughly 29 feet in length.

Fifteen cast iron vertical columns of varying lengths are suspended from the arch top to the bottom chord and are in compression. These columns are cruciform in section, 3" in diameter, and threaded on each end. The top of the column passes through a cut hole in the arch tube and is secured on top with a nut. The verticals divide the arch into sixteen panels of varying lengths, each crossed with a pair of 7/8" round wrought iron diagonal tension bars. Attached to the bottom end of the vertical columns at L4, L6, L8, L10, and L12 (See Drawing #1), and resting on top of the bottom chord, are channel bar floor beams that extend 4'6" out from the bottom chord.

The lateral stability of the Springfield Bridge is maintained in several ways. An angular bracing bar, cast and cruciform in section, extends from the end of each metal floor beam up to the side of the arch. In addition, four remaining

[X] See continuation sheet

top struts (there were originally six) are spaced across the top between the archs and are perpendicular to the roadbed. These struts are 3" diameter round, wrought iron bars, threaded on each end, and attached to a cast iron strut post with a nut. Each strut post is further secured by top lateral bracing consisting of a pair of 5/8" round wrought iron rods that cross diagonally between each strut. 5/8" round wrought iron rod is also utilized as diagonal bracing between the bottom chords and are attached at each vertical compression member.

3" X 8" treated timber floor beams layed across the bottom chords at twenty inch intervals, along with the five metal floor beams, support the 3" thick timber plank decking in the 11'7" wide roadway.

Two masonry stone piers at each end of the bridge measure approximately 13' long, 3' wide, and 12 feet high support the bridge roughly 19' above normal Cadron Creek levels.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Transportation	1871 - 1900	1871 - 1874
Engineering		

Cultural Affiliation
N/A

Significant Person
Mr. Zenas King

Architect/Builder
Mr. Zenas King / King Iron Bridge Manufactory and Iron Works

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY

The Springfield Bridge is nominated under Criteria A and C. Under Criterion A, this bridge is the last remaining 19th century cast and wrought iron bowstring arch bridge and the oldest documented highway bridge in Arkansas according to a recent Arkansas Highway and Transportation Department study. It is one of only two 19th century highway bridges in existence and is possibly one of the first all metal truss bridges in the state. The Springfield Bridge is also significant under Criterion C. It is an unaltered example of a cast and wrought iron tubular arch bridge that was patented in 1861 by Zenas King and Peter M. Frees. It was manufactured by one of King's companies, the short lived King Iron Bridge Manufactory and Iron Works of Iola, Kansas, in 1871. King created one of the largest and most diversified bridge building operations in the United States in the last decades of the 19th century. He is credited with using extensive labor saving devices and the standardization of several manufacturing processes to develop the first practical and simple system to mass produce metal bowstring bridges in this country. The Springfield Bridge is a significant example of Zenas King's contribution to 19th century civil engineering in the United States and to the history of 19th century bridge construction in Arkansas.

ELABORATION

The Springfield Bridge is located east of Springfield, Arkansas, the Conway County seat from 1850 to 1873, and crosses Cadron Creek on the old Springfield - Des Arc Road. Beginning in 1985, the Arkansas Highway and Transportation Department (AHTD) in cooperation with the Arkansas Historic Preservation Program (AHPP) conducted an historic bridge project that eventually evaluated over 2,600 historic bridges built in Arkansas prior to 1941. Of these, 241 were recorded as metal truss bridges and the Springfield Bridge was the only metal bowstring arch bridge in the inventory and the oldest highway bridge identified.

☒ See continuation sheet

9. Major Bibliographical References

[X] See continuation sheet

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:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Specify repository: Arkansas History Commission

10. Geographical Data

Acreage of property Less than one acre

UTM References

	Zone	Easting	Northing
A	15	544360	3900960
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The boundary of the Springfield Bridge begins on County Road 222 at the end of the south approach span, extends approximately 188 feet north across Cadron Creek, and terminates at the end of the north approach span.

[ ] See continuation sheet

Boundary Justification

The boundary includes the main span, approach spans, and stone piers historically associated with this property.

[ ] See continuation sheet

11. Form Prepared By

name/title Michael Swanda, Survey Coodinator

organization Arkansas Historic Preservation Program date June 24, 1988

street & number 225 East Markham telephone (501) 371-2763

city or town Little Rock state Arkansas zip code 72201

Research in Conway County Court records show that in the October, 1871 term several petitions were presented to the court urging the county to build two iron bridges, one at Springfield and the other on the Fort Smith Road where it crossed Point Removed Creek. Timber bridges at these locations were considered "insufficient in strength and durability for these streams." The presiding County Judge, A.B. Gaylor, appointed himself, Dr. J.A. Westerfield, and A.D. Thomas as bridge commissioners with full authority to "contract with the most reliable Company of Wrought Iron Bridges Manufactures for two wrought iron bridges." County warrants were to be issued for their construction and funded with bonds bearing eight percent interest and payable in ten years. Mr. J.A. Allen was awarded the contract to build the masonry stone piers for both bridges and immediately began their construction.

Another contract was awarded on November 8, 1871, with agent John K. Good of the "King Wrought Iron Bridge Company of Iola, Kansas" for the construction of the two new bridges. Mr. Zenas King, the company founder, came to Iola in the fall of 1870 as one of the largest and most successful bridge builders in the country and proposed the construction of a new bridgeworks to supplement his main operation in Cleveland, Ohio. The citizens of Iola, in the grip of a national depression, took this proposal as a real opportunity and pushed through a $50,000 bond issue partly to finance the new company. The corporate charter for the "King Wrought Iron Bridge Manufactory and Iron Works" was filed February 20, 1871, and the main unit of the company was soon built east of town.

The Springfield Bridge was one of a very few bridges to be manufactured at the new Iola bridgeworks and survives today as an outstanding example of King's own innovative bridge design. His all metal, tubular arch bridge was to become the basis upon which King built his national bridge building business. Working in Cincinnati, Ohio, with Mr. Peter M. Frees, a metal worker experienced with wrought iron boiler plate, King built his first bowstring prototype in 1859 with no formal training in bridge engineering. King and Frees received a patent on this design in 1861 and began to manufacture these all metal bowstring bridges out of a small plant in Cleveland, Ohio, in 1862. King's bowstring bridge, light in weight with relatively high carrying capacity, soon became extremely popular in Ohio and other surrounding states. This early success enabled King to incorporate his business in 1871, resulting in a corporate expansion that included the Iola bridgeworks. King is credited as being the first to develop a practical and simple system to mass produce bowstring bridges using wrought iron boiler plate and resulted in his company becoming the largest highway bridgeworks in the United States by 1884.

Another important key to King's success was his utilization of the nation's growing railroad system to tap into regional markets outside of the Ohio area. The construction of the first railroad in Arkansas began in 1853, but the majority of the major lines did not begin until 1870, and were not completely finished until around 1875. It appears unlikely that many metal highway bridges were built in Arkansas before railroad construction began and suggests that the Springfield Bridge could be one of the first prefabricated all metal bridges to be built in the state.

Five months after the Springfield Bridge contract was signed, the Iola bridgeworks closed and moved to Topeka, Kansas. The company's excuse for this move was that their business was increasing so rapidly that it became absolutely necessary to increase their working capacity and improve their transportation facilities. Many accounts stated that the company was virtually broke. The charter for King's new Topeka bridgeworks was filed June 10, 1872, and the Iola plant was officially closed.

The Springfield Bridge was one of a limited number of bridges manufactured at the Iola plant. It was shipped to Lewisburg, Arkansas, for future delivery to the construction site 20 miles north, and there it remained in storage for the next two years. Construction delays began in January, 1872, when J.W. Smith and S.S. Bedinger appeared before Judge Gaylor's court as owners of a bridge located on the Military Road, 1 1/2 miles from the Point Remove Bridge construction site. They brought grievance against the bridge commissioners, claiming that the Point Remove Bridge was completely unnecessary, on a road seldom traveled, and adjacent to property owned by A.D. Thomas, a bridge commissioner. The court found that "contracts were made . . . and no restrictions as to the cost of erecting said bridges were made, thereby leaving the county at the mercy of the commissioners and the bridge company." The court then ordered the contract for the Point Remove Bridge cancelled and a review in the form of a report submitted to the court by the commissioners concerning the Springfield Bridge. Judge Gaylor, not surprisingly, voted against this recommendation.

These investigations eventually resulted in the resignation of A.D. Thomas from the bridge commission, Judge Gaylor lost his bid for re-election and Conway County Clerk W.A. Hinkle was eventually sued by Conway County in Circuit Court for the unauthorized issuing of county script. In April, 1873, Faulkner County was formed, in part from Conway County, making Cadron Creek the new county boundary. This action left half the bridge site and half the liability to the newly formed county, which resulted in another law suit to force Faulkner County to pay half the cost. In the same year, the Conway County seat was moved from Springfield to Lewisburg, further complicating the situation.

Finally, in January, 1874, two years after the stone masonry piers were left standing in Cadron Creek, the county court resolved the Springfield Bridge issue. A new bridge commissioner was appointed and the necessary funding was authorized. On July 21, 1874, the Springfield Bridge was officially completed at a cost of $12,857.

During the last decades of the 19th century, hundreds of relatively short metal truss bridges were constructed in Arkansas to cross small streams which before had been forded. A variety of bridge companies, with their own varieties of bridge designs, supplied these structures to most counties in the state. It was during this period, before the formation of the Arkansas Highway and Transportation Department in 1923, that the most unique and innovative bridge designs were being built. The Springfield Bridge is the last Arkansas example of this 19th century bridge design.

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Gooden, Randell S. "Smith Road Bowstring Arch Bridge, Ohio Historic Bridge Recording Project, HAER No. OH - 46." Report on file, Historic American Engineering Record, National Park Service, Washington, D.C. 1986.

Jones, Frances A. "White Bowstring Arch Truss Bridge, Ohio Historic Bridge Recording Project, HAER No. OH - 39." Report on file, Historic American Engineering Record, National Park Service, Washington, D.C. 1986.

McClurkan, Burney B. "Arkansas' Historic Bridge Inventory, Evaluation, Procedures, and Preservation Plan." Report on file, Arkansas Highway and Transportation Department, Little Rock. 1987.

Murphy, Guy. "Springfield Des Arc Bridge," Faulkner Facts and Fiddlings, Volume 29, No. 3 & 4, 1987, pp. 1-12.

Simmons, David A. "Zenas King: A Bridge Builder of National Proportions." Report on file, Ohio Historical Society, Columbus. 1986.

U.S. Department of Commerce, Office of Patents and Trademarks. "Improvements in Bridges", Letters Patent Issue No. 33384, October 1, 1861; Patent reissue No. 2707, July 30, 1867.

FA 0852
SPRINGFIELD BRIDGE
SPRINGFIELD, ARKANSAS
FAULKNER COUNTY
PHOTOGRAPHED BY JEFF HOLDEN
NEGATIVE ON FILE AT AHPP
AUGUST 1987
VIEW LOOKING EAST

FA 0852
SPRINGFIELD BRIDGE
SPRINGFIELD, ARKANSAS
FAULKNER COUNTY
PHOTOGRAPHED BY JEFF HOLDER
NEGATIVE ON FILE AT AHPP
AUGUST 1987
VIEW IS DETAIL OF STRUT POST

SPRINGFIELD BRIDGE FA0852
SPRINGFIELD, ARKANSAS
FAULKNER COUNTY
PHOTOGRAPHED BY JEFF HOLDER
NEGATIVE ON FILE AHPP
AUG 1987
VIEW LOOKING SOUTH

APR 25 1988

FA 0852

SPRINGFIELD BRIDGE

SPRINGFIELD, ARKANSAS

FAULKNER COUNTY

PHOTOGRAPHED BY JEFF HOLDER

NEGATIVE ON FILE AT AHPP

AUGUST 1987

VIEW LOOKING SOUTH

SPRINGFIELD BRIDGE FA0852
SPRINGFIELD, ARKANSAS
FAULKNER COUNTY
PHOTOGRAPHED BY JEFF HOLDER
NEGATIVE ON FILE AHPP
AUG 1987
VIEW LOOKING NORTH

APR 25 1988

FA 0852
SPRINGFIELD BRIDGE
SPRINGFIELD, ARKANSAS
FAULKNER COUNTY
PHOTOGRAPHED BY JEFF HOLDER
NEGATIVE ON FILE AT AHPP
AUGUST 1987
VIEW LOOKING WEST

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SPRINGFIELD QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)

(CLEVELAND) (BEE BRANCH) 1:62 500

92°37'30" 535 000m.E. 35' 14 MI. TO U.S. 65 (FORMOSA) 32'30" R. 15 W. 1 840 000 FEET R. 14 W. 92°30'

35°22'30" 35°22'30"

T. 9 N. T. 8 N.

3914 000m.N.

Center Ridge
Nemo Vista Sch
Mt Zion Ch
Lost Mountain
L I C K M O U N T A I N
Buck Branch
BM 641
Grandview Cem
Grandview
Hog Branch
C A T H O L I C P O I N T
BM 474
370 000 FEET
St Josephs Cem
Catholic Point
Hog Branch
Roberts Mountain
Cedar Creek
BM 496
Cypress Creek
Huett Mountain
Brindley Creek
Cedar Creek
BM 552
Cole Mountain
(SOLGOHACHIA)
BR 447
Birdtown
BM 450
Pleasant Springs Ch
B I R D
Tucker Mountain
Tucker Creek
Cedar Creek Cem
Holly Springs Cem
Racetrack Branch
Holly Springs
BM 463
Windy Point
Berry Hollow
Harris Mountain
U N I O N
Cypress Creek
Stratton Creek
Kilgore Cem
Bethlehem
Bethlehem Ch
R I D G E
BM 477
MORRILTON 13 MI.
SOLGOHACHIA 3.2 MI.
B U C K
Old Creek
Springfield
(BM 401)
Creben Creek
BM 346
Dick Branch
Gravel Pit
BM 33
CONWAY CO
FAULKNER CO
CADRON CREEK
BM 320
U N I O N
Ragsdale Mountain
Gravel Pit
BM 327
S T E E L E
MARTINVILLE 16 MI.
DAMASCUS (U.S. 65) 7 MI.
(BEE BRANCH 1:62 500)

Springfield Bridge (FA852)
Springfield, Arkansas
Faulkner County
15/544360/3900960
Springfield Quadrangle
1:24,000

35°15' 92°37'30" 1 820 000 FEET HILL CREEK 3.1 MI. PLUMERVILLE (U.S. 64) 8 MI. 35' (MENIFEE) R. 15 W. 32'30" R. 14 W. INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1963 545 000m.E. 92°30' 35°15'

(MORRILTON EAST) (CONWAY 1:62 500)

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1960. Field checked 1962

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

6½° TRUE NORTH MAGNETIC NORTH
APPROXIMATE MEAN DECLINATION, 1962

SCALE 1:24000
1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION
Medium-duty Light-duty
Unimproved dirt
State Route

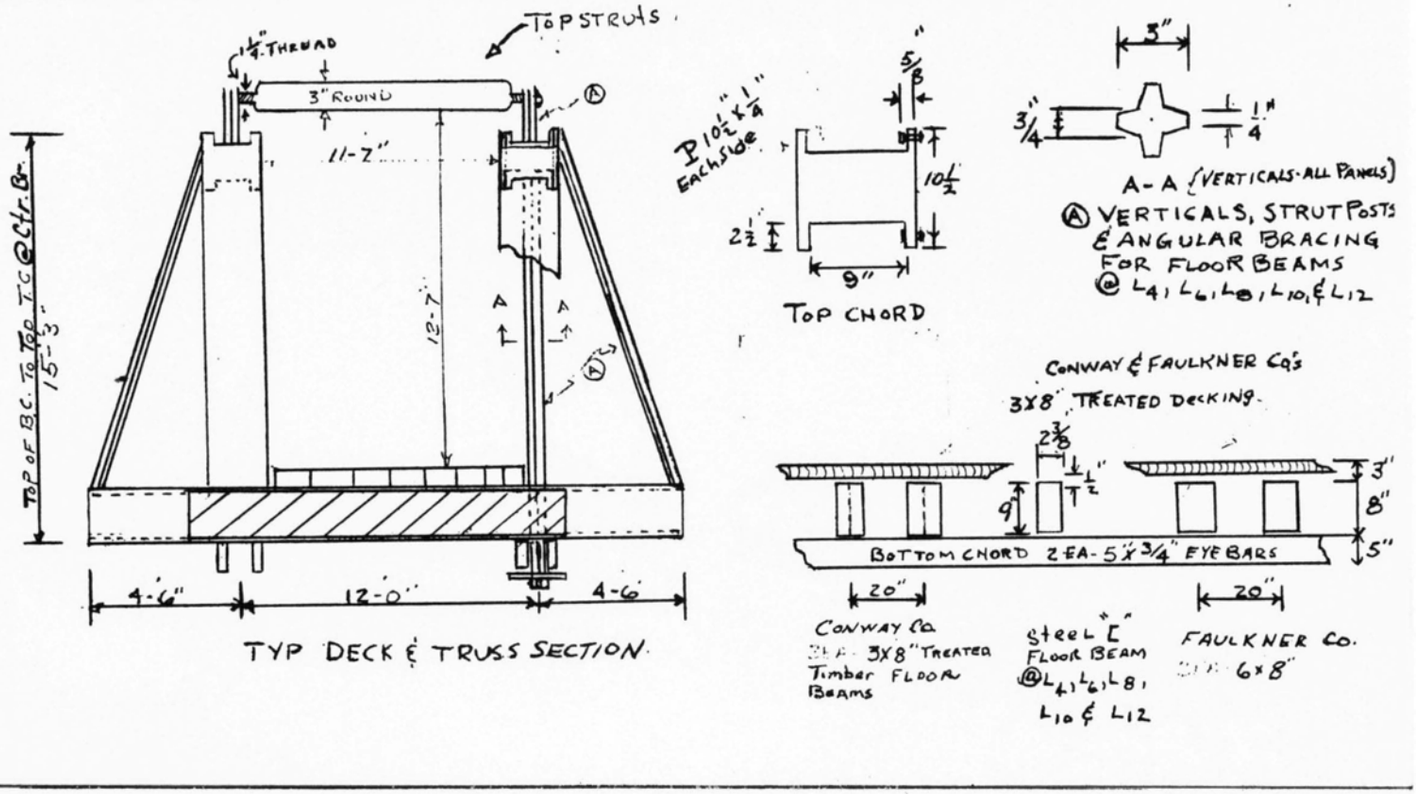
ARKANSAS
QUADRANGLE LOCATION

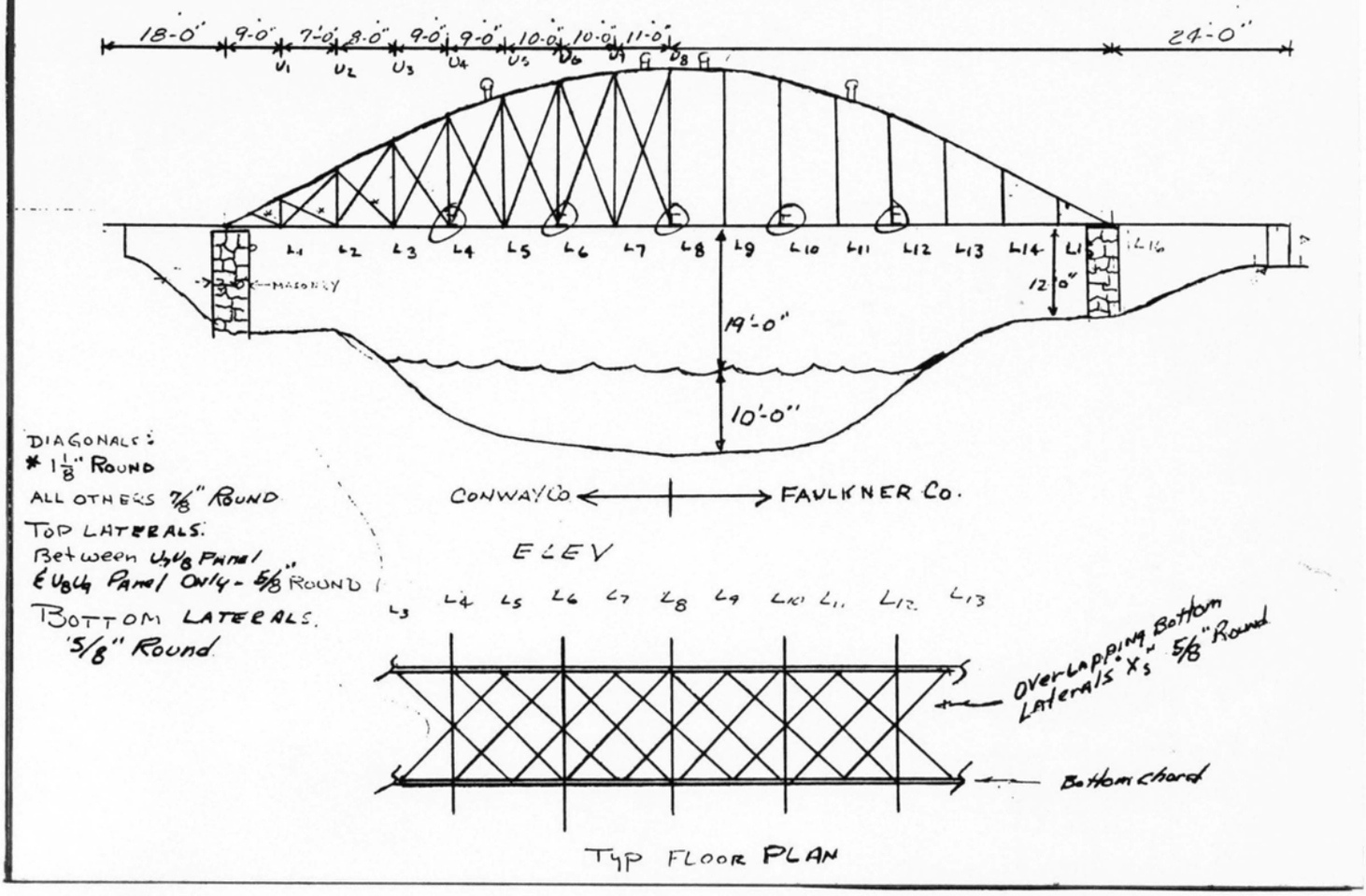
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D.C.
AND BY THE ARKANSAS GEOLOGICAL AND CONSERVATION COMMISSION, LITTLE ROCK, ARKANSAS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SPRINGFIELD, ARK.
N3515—W9230/7.5
1962

APR 25 1998

APR 2 5 1988





Drawing #1

National Register of Historic Places

Note to the record

Additional Documentation: 2017 – move accepted

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page 1

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
X other (explain:) Move Approved (Final)

Signature of the Keeper — Date of Action: 11-24-2017

Date of the Move:
The Springfield Bridge was moved to the current location on Beaver Fork Lake in Conway, Faulkner County, Arkansas, in mid-June 2017. The Arkansas Historic Preservation Program was informed of the move through local news outlets and constituents.

Verbal Boundary Description:
Beginning at UTM point 15/549778/3888912 at the north end of the Springfield Bridge, proceed southwesterly to UTM point 15/549746/3888850 at the south end of the bridge. The boundary includes the area 30 feet either way from the bridge's centerline.

Acreage:
The Springfield Bridge occupies less than one acre.

UTM Coordinate:
The new UTM coordinate for the Springfield Bridge is: 15 549763E 3888881N (NAD83/WGS84)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Photo Log

Name of Property: Springfield Bridge

City or Vicinity: Conway

County: Faulkner County State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: October 5, 2017

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

1 of _11_. View of interpretive panel about the history of the Springfield Bridge, looking north.

2 of _11_. View of interpretive panel about the preservation of the Springfield Bridge, looking northeast.

3 of _11_. View of the Springfield Bridge, looking north.

4 of _11_. View of the underside of the Springfield Bridge, looking northeast.

5 of _11_. Detail of the caissons of the Springfield Bridge, looking northwest.

6 of _11_. View of the Springfield Bridge, looking northeast.

7 of _11_. View of the end of the Springfield Bridge, looking southwest.

8 of _11_. View of the side of the Springfield Bridge, looking southwest.

9 of _11_. View of the Springfield Bridge, looking southeast.

10 of _11_. View of the new railing on the Springfield Bridge, looking west.

11 of _11_. View of the new south abutment of the Springfield Bridge, which incorporates stones from the original abutment, looking northwest.

|----------121 feet----------|

Springfield Bridge
Conway, Faulkner County, Arkansas

15 549763E 3888881N

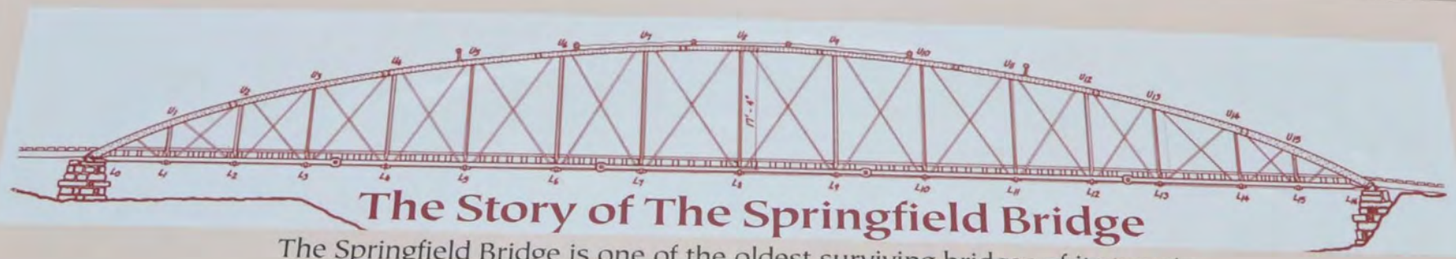
North

|----------966 feet----------|

Springfield Bridge
Conway, Faulkner County, Arkansas

15 549763E 3888881N

North



The Story of The Springfield Bridge

The Springfield Bridge is one of the oldest surviving bridges of its type in the United States and is the oldest bridge in Arkansas.

A typical ferry on a small river was held in place by a cable and pushed across the stream with a pole.

The Springfield Bridge was erected in 1874 across North Cadron Creek, three miles east of Springfield on the Springfield-Des Arc Road. Between 1850 and 1873 the road connected Des Arc, a thriving steamboat port on the White River, with Springfield, the county seat of Conway County. But crossing the Cadron was a problem. Before the bridge, C. A. Simmons operated a ferry, charging 5¢ for a man on foot, 15¢ for a man on horseback, and 75¢ for a two-horse spring carriage.

On November 8, 1871, Conway County awarded the King Bridge Company of Cleveland, Ohio a contract for a wrought iron bridge. The company built the bridge at its ironworks in Iola, Kansas. In 1872 the bridge was shipped to Lewisburg (near today's Morrilton), but erection of the bridge came to a sudden halt when the 1873 state legislature divided Conway County, creating Faulkner County from the part of Conway County east of North Cadron Creek. The stream became the county line and the bridge waiting in Lewisburg would now be part of two counties.

Today we have many roads and we designate them by number: Interstate 40; US Highway 65. Earlier, there were fewer roads and they named them using the names of the towns they connected. Knowing that, it's easy to see that this bridge was on a road that connected Springfield with the important riverport of Des Arc.

Conway County filed suit against the new Faulkner County to recover half of the cost of the bridge. Knowing the value of the Springfield to Des Arc Road, Faulkner County agreed, and work began. The bridge opened in July of 1874.

The *bowstring arch truss* design followed an 1867 patent by the King Bridge Company. It is 146 feet long and 17 feet 4 inches from the floor to the highest point. The bed is 19 feet 4 inches wide, with a roadway 11 feet 6 inches wide. Each end of the bridge rested on stone abutments 16 feet wide and 4 feet thick.

The bridge was added to the National Register of Historic Places in 1988. In 1991, after 117 years of service, this elegant, gently arched iron bridge was replaced by a concrete bridge a short distance upstream.

Preserving the Springfield Bridge

This bridge has been subject to the challenges of time and nature.

Floods have periodically ravaged the bridge. On May 25, 1882 the Arkansas Gazette reported flooding on the Cadron: At the iron bridge it was more than a mile wide, and deep enough to sweep over the floor of the bridge. In the great flood of 1927, cables were attached to the bridge and tied to large trees to keep the bridge from washing away. In December of 1982 the bridge was damaged when it was again submerged by floodwaters.

But people knew the bridge was something special. In 1988, Guy W. Murphy and the *Faulkner County Historical Society* were instrumental in getting the Springfield Bridge added to the National Register of Historic Places. When the bridge was replaced in 1991, the Arkansas Highway and Transportation Department painted and re-decked the bridge and erected barriers to prevent vehical traffic. A dedication as a historic park took place in July 1992, and iron plaques were placed at each end of the bridge.

Sadly, the bridge quickly decayed. Vandals tagged the abutments with spray paint and damaged the bridge with fires. The iron plaques were stolen. The eastern stone abutment began to crack, and erosion threatened the western side. The Springfield Bridge was about to be lost.

Then, in 2011, Workin' Bridges of Grinnell, Iowa, a non-profit organization dedicated to the preservation of historic iron bridges, began discussions with local officials about rescuing the Springfield Bridge. Plans were made to restore the bridge to its original condition and relocate the bridge here, at Beaverfork Park, where it has police protection and can be seen and enjoyed by the public.

Moving a 146-foot iron bridge is no small task. Under the direction of Workin' Bridges, two cranes lifted the bridge then lowered it to the nearby ground.

There, iron-workers took it apart so it could be transported by truck to North Little Rock for cleaning and refinishing. The pieces were then trucked to Beaverfork Park where technicians reassembled it.

New caissons were built, stones from the original abutments were incorporated into the approaches, and a railing was added. Finally, a crane lifted the bridge to its new home, here, over Lake Beaverfork.

This bridge has survived thanks to the support and assistance of these dedicated people and organizations:

- Conway Mayor Tab Townsell, Chief of Staff Jack Bell, and Parks Director Steve Ibbotson
- The Conway City Council
- Faulkner County Judge, Jim Baker
- Conway County Judge, Jimmy Hart
- Faulkner County Road Department, Mark Ledbetter
- Ken Barnes and the Faulkner County Historical Society
- NSRGA-Workin' Bridges, Grinnell, Iowa Julie Bowers, Executive Director
- Bach Steel, Holt, Michigan President, Nels Raynor
- Metroplan, Little Rock
- Snyder Environmental, North Little Rock
- Best Cranes and Rigging, Conway
- Dick Mooney Crane, Benton
- Wessel Brothers Drilling, Little Rock
- Mallard Ready Mix, Conway
- Rogers Group, Conway

Signage was made possible through grants from the Arkansas Humanities Council and the Arkansas Community Foundation/ Faulkner County.

With a free QR Code app you can scan this QR Code to see pictures and read more about this historic bridge.


No Jumping,
Diving, or
Fishing
From Bridge

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.
Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Springfield Bridge
Faulkner County
ARKANSAS

Working No. APR 25 1988
Fed. Reg. Date:
Date Due: 8/14/88
Action: ✓ ACCEPT 7-21-88
RETURN
REJECT
Federal Agency:

Substantive Review

☑ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

Property is a very significant example of type produced by nationally known engineer/company

Recom./Criteria Accept A, C
Reviewer Ashlakel
Discipline Arch Hist
Date 7/21/88
____ see continuation sheet

Nomination returned for: ____ technical corrections cited below
____ substantive reasons discussed below

also illustrates transportation history of local community - process of getting it built.

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date ____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ **Phone:** _____

GPO 918-450

Comments for any item may be continued on an attached sheet

ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

June 27, 1988

Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, N.W.
Washington, D.C. 20240

RE: Springfield Bridge
Springfield, Faulkner County

Dear Carol:

We are enclosing for your review the nomination for the Springfield Bridge. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

Thank you for your consideration in this matter.

Sincerely,

Cathy Buford
State Historic Preservation Officer

CB/KS/bjm

Enclosures

Suite 200 • Heritage Center • 225 East Markham • Little Rock, Arkansas 72201 • Phone (501) 371-2763
A Division of the Department of Arkansas Heritage

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED
APR 25 1988
NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Springfield Bridge
other names/site number FA0352

2. Location

street & number County Road 222 at Cadron Creek ☐ not for publication
city, town Springfield ☒ vicinity
state Arkansas code 05 county Faulkner code 045 zip code 72157

3. Classification

Ownership of Property
- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Returned

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Cathryn A. Buford S.H.P.O. — 4-21-88
Signature of certifying official — 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.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation / Road-Related

Current Functions (enter categories from instructions)
Transportation / Road-Related

7. Description

Architectural Classification
(enter categories from instructions)

Other: Tubular Bowstring Arch

Materials (enter categories from instructions)

foundation Stone
walls
roof
other Metal / Wrought Iron
Cast Iron

Describe present and historic physical appearance.

The Springfield Bridge is located on County Road 222, approximately 2.5 miles east of Springfield, Conway County, Arkansas. It crosses Cadron Creek close to the junction of the creek floodplain and the uplands to the west.

The Springfield Bridge is a cast and wrought iron bowstring arch bridge whose main span measures 146 feet. Two timber stringer approach spans, one on each end and without guardrails, give the bridge a total length of 188 feet. The upper compression chord rises to a maximum height of 15'3" above the bottom chord. This tubular chord is linear, rectangular in section, and consists of relatively short sections of curved parallel strips of wrought iron boiler plate riveted to a top and bottom channel bar. These sections are bolted together with splice plates to form the simple arch. An additional channel bar is riveted into the center of the arch tube and runs from each end up to the middle of the fourth panel. This member is for additional lateral stiffness and was a necessary component when approaching a maximum span length of around 200 feet in this type of bowstring design. Each end of the arch sits in a cast iron bearing shoe that is anchored to the top of the stone masonry piers.

Returned

The bearing shoe connects the arch to the bottom tension chord. This chord consists of two 5" X 3/4" eyebars that are forged at the ends, threaded, and attached to the bearing shoe with cast iron nuts. The bottom chord contains five sections, each measuring roughly 29 feet in length.

Fifteen cast iron vertical columns of varying lengths are suspended from the arch top to the bottom chord and are in compression. These columns are cruciform in section, 3" in diameter, and threaded on each end. The top of the column passes through a cut hole in the arch tube and is secured on top with a nut. The verticals divide the arch into sixteen panels of varying lengths, each crossed with a pair of 7/8" round wrought iron diagonal tension bars. Attached to the bottom end of the vertical columns at L4, L6, L8, L10, and L12 (See Drawing #1), and resting on top of the bottom chord, are channel bar floor beams that extend 4'6" out from the bottom chord.

The lateral stability of the Springfield Bridge is maintained in several ways. An angular bracing bar, cast and cruciform in section, extends from the end of each metal floor beam up to the side of the arch. In addition, four remaining

[X] See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

top struts (there were originally six) are spaced across the top between the archs and are perpendicular to the roadbed. These struts are 3" diameter round, wrought iron bars, threaded on each end, and attached to a cast iron strut post with a nut. Each strut post is further secured by top lateral bracing consisting of a pair of 5/8" round wrought iron rods that cross diagonally between each strut. 5/8" round wrought iron rod is also utilized as diagonal bracing between the bottom chords and are attached at each vertical compression member.

3" X 8" treated timber floor beams layed across the bottom chords at twenty inch intervals, along with the five metal floor beams, support the 3" thick timber plank decking in the 12'-1" wide roadway.

Two masonry stone piers at each end of the bridge measure approximately 13' long, 3' wide, and 12 feet high support the bridge roughly 19' above normal Cadron Creek levels.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☐ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
Engineering
Transportation

Period of Significance
1871 - 1900

Significant Dates
1871 - 1874

Cultural Affiliation
N/A

Significant Person
Mr. Zenas King

Architect/Builder
Mr. Zenas King / King Iron Bridge Manufactory and Iron Works

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY

The Springfield Bridge is nominated under Criteria B and C. Under Criterion B, this bridge is an unaltered example of a cast and wrought iron tubular arch bridge that was patented in 1861 by Zenas King and Peter M. Frees. It was manufactured by one of King's companies, the short lived King Iron Bridge Manufactory and Iron Works of Iola, Kansas, in 1871. King created one of the largest and most diversified bridge building operations in the United States in the last decades of the 19th century. He is credited with using extensive labor saving devices and the standardization of several manufacturing processes to develop the first practical and simple system to mass produce metal bowstring bridges in this country. The Springfield Bridge is a significant example of Zenas King's contribution to 19th century civil engineering in the United States and to the history of 19th century bridge construction in Arkansas. The Springfield Bridge is also significant under Criterion C. According to a recent Arkansas Highway and Transportation Department study, this bridge is the last remaining 19th century cast and wrought iron bowstring arch bridge and the oldest documented highway bridge in Arkansas. It is one of only two 19th century highway bridges in existence and is possibly one of the first all metal truss bridges to be built in the state.

ELABORATION

The Springfield Bridge is located east of Springfield, Arkansas, the Conway County seat from 1850 to 1873, and crosses Cadron Creek on the old Springfield - Des Arc Road. Beginning in 1985, the Arkansas Highway and Transportation Department (AHTD) in cooperation with the Arkansas Historic Preservation Program (AHPP) conducted an historic bridge project that eventually evaluated over 2,600 historic bridges built in Arkansas prior to 1941. Of these, 241 were recorded as metal truss bridges and the Springfield Bridge was the only metal bowstring arch bridge in the inventory and the oldest highway bridge identified.

☒ See continuation sheet

Research in Conway County Court records show that in the October, 1871 term several petitions were presented to the court urging the county to build two iron bridges, one at Springfield and the other on the Fort Smith Road where it crossed Point Removed Creek. Timber bridges at these locations were considered "insufficient in strength and durability for these streams." The presiding County Judge, A.B. Gaylor, appointed himself, Dr. J.A. Westerfield, and A.D. Thomas as bridge commissioners with full authority to "contract with the most reliable Company of Wrought Iron Bridges Manufactures for two wrought iron bridges." County warrants were to be issued for their construction and funded with bonds bearing eight percent interest and payable in ten years. Mr. J.A. Allen was awarded the contract to build the masonry stone piers for both bridges and immediately began their construction.

Another contract was awarded on November 8, 1871, with agent John K. Good of the "King Wrought Iron Bridge Company of Iola, Kansas" for the construction of the two new bridges. Mr. Zenas King, the company founder, came to Iola in the fall of 1870 as one of the largest and most successful bridge builders in the country and proposed the construction of a new bridgeworks to supplement his main operation in Cleveland, Ohio. The citizens of Iola, in the grip of a national depression, took this proposal as a real opportunity and pushed through a $50,000 bond issue partly to finance the new company. The corporate charter for the "King Wrought Iron Bridge Manufactory and Iron Works" was filed February 20, 1871, and the main unit of the company was soon built east of town.

The Springfield Bridge was one of a very few bridges to be manufactured at the new Iola bridgeworks and survives today as an outstanding example of King's own innovative bridge design. His all metal, tubular arch bridge was to become the basis upon which King built his national bridge building business. Working in Cincinnati, Ohio, with Mr. Peter M. Frees, a metal worker experienced with wrought iron boiler plate, King built his first bowstring prototype in 1859 with no formal training in bridge engineering. King and Frees received a patent on this design in 1861 and began to manufacture these all metal bowstring bridges out of a small plant in Cleveland, Ohio, in 1862. King's bowstring bridge, light in weight with relatively high carrying capacity, soon became extremely popular in Ohio and other surrounding states. This early success enabled King to incorporate his business in 1871, resulting in a corporate expansion that included the Iola bridgeworks. King is credited as being the first to develop a practical and simple system to mass produce bowstring bridges using wrought iron boiler plate and resulted in his company becoming the largest highway bridgeworks in the United States by 1884.

Another important key to King's success was his utilization of the nation's growing railroad system to tap into regional markets outside of the Ohio area. The construction of the first railroad in Arkansas began in 1853, but the majority of the major lines did not begin until 1870, and were not completely finished until around 1875. It appears unlikely that many metal highway bridges were built in Arkansas before railroad construction began and suggests that the Springfield Bridge could be one of the first prefabricated all metal bridges to be built in the state.

Five months after the Springfield Bridge contract was signed, the Iola bridgeworks closed and moved to Topeka, Kansas. The company's excuse for this move was that their business was increasing so rapidly that it became absolutely necessary to increase their working capacity and improve their transportation facilities. Many accounts stated that the company was virtually broke. The charter for King's new Topeka bridgeworks was filed June 10, 1872, and the Iola plant was officially closed.

The Springfield Bridge was one of a limited number of bridges manufactured at the Iola plant. It was shipped to Lewisburg, Arkansas, for future delivery to the construction site 20 miles north, and there it remained in storage for the next two years. Construction delays began in January, 1872, when J.W. Smith and S.S. Bedinger appeared before Judge Gaylor's court as owners of a bridge located on the Military Road, 1 1/2 miles from the Point Remove Bridge construction site. They brought grievance against the bridge commissioners, claiming that the Point Remove Bridge was completely unnecessary, on a road seldom traveled, and adjacent to property owned by A.D. Thomas, a bridge commissioner. The court found that "contracts were made . . . and no restrictions as to the cost of erecting said bridges were made, thereby leaving the county at the mercy of the commissioners and the bridge company." The court then ordered the contract for the Point Remove Bridge cancelled and a review in the form of a report submitted to the court by the commissioners concerning the Springfield Bridge. Judge Gaylor, not surprisingly, voted against this recommendation.

These investigations eventually resulted in the resignation of A.D. Thomas from the bridge commission, Judge Gaylor lost his bid for re-election and Conway County Clerk W.A. Hinkle was eventually sued by Conway County in Circuit Court for the unauthorized issuing of county script. In April, 1873, Faulkner County was formed, in part from Conway County, making Cadron Creek the new county boundary. This action left half the bridge site and half the liability to the newly formed county, which resulted in another law suit to force Faulkner County to pay half the cost. In the same year, the Conway County seat was moved from Springfield to Lewisburg, further complicating the situation.

Finally, in January, 1874, two years after the stone masonry piers were left standing in Cadron Creek, the county court resolved the Springfield Bridge issue. A new bridge commissioner was appointed and the necessary funding was authorized. On July 21, 1874, the Springfield Bridge was officially completed at a cost of $12,857.

During the last decades of the 19th century, hundreds of relatively short metal truss bridges were constructed in Arkansas to cross small streams which before had been forded. A variety of bridge companies, with their own varieties of bridge designs, supplied these structures to most counties in the state. It was during this period, before the formation of the Arkansas Highway and Transportation Department in 1923, that the most unique and innovative bridge designs were being built. The Springfield Bridge is the last Arkansas example of this 19th century bridge design.

9. Major Bibliographical References

[X] See continuation sheet

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:

- [X] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Specify repository: Arkansas History Commission

10. Geographical Data

Acreage of property Less than one acre

UTM References

	Zone	Easting	Northing
A	15	544360	3910960
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The boundary of the Springfield Bridge begins on County Road 222 at the end of the south approach span, extends approximately 188 feet north across Cadron Creek, and terminates at the end of the north approach span.

[ ] See continuation sheet

Boundary Justification

The boundary includes the main span, approach spans, and stone piers historically associated with this property.

[ ] See continuation sheet

11. Form Prepared By

name/title Michael Swanda, Survey Coodinator

organization Arkansas Historic Preservation Program date April 21, 1988

street & number 225 East Markham telephone (501) 371-2763

city or town Little Rock state Arkansas zip code 72201

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Communication from Larry Jochims, Kansas State Historical Society, to author, March 25, 1988.

Gooden, Randell S. "Smith Road Bowstring Arch Bridge, Ohio Historic Bridge Recording Project, HAER No. OH - 46." Report on file, Historic American Engineering Record, National Park Service, Washington, D.C. 1986.

Jones, Frances A. "White Bowstring Arch Truss Bridge, Ohio Historic Bridge Recording Project, HAER No. OH - 39." Report on file, Historic American Engineering Record, National Park Service, Washington, D.C. 1986.

McClurkan, Burney B. "Arkansas' Historic Bridge Inventory, Evaluation, Procedures, and Preservation Plan." Report on file, Arkansas Highway and Transportation Department, Little Rock. 1987.

Murphy, Guy. "Springfield Des Arc Bridge," Faulkner Facts and Fiddlings, Volume 29, No. 3 & 4, 1987, pp. 1-12.

Simmons, David A. "Zenas King: A Bridge Builder of National Proportions." Report on file, Ohio Historical Society, Columbus. 1986.

U.S. Department of Commerce, Office of Patents and Trademarks. "Improvements in Bridges", Letters Patent Issue No. 33384, October 1, 1861; Patent reissue No. 2707, July 30, 1867.

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

SLR

88000660

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Springfield Bridge
Faulkner County
ARKANSAS

Substantive Review

APR 25 1988

Working No. _____
Fed. Reg. Date: _____
Date Due: 5/26/88 - 6/9/88
Action: ___ ACCEPT
___ RETURN 6-9-88
___ REJECT
Federal Agency: _____

☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

Recom./Criteria Return
Reviewer Kathleen
Discipline Hist
Date 6/9/88
✓ see continuation sheet

Nomination returned for: ___ technical corrections cited below
X substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed Amy Schlagel Date 6/9/88 Phone: _____

GPO 918-450

Comments for any item may be continued on an attached sheet

Reviewer's Comments

This nomination clearly documents the significance of this important bridge as an example of a type within the state context (Criterion C). The documentation also recognizes the contribution of Zenas King, a national figure in bridge engineering in the mid-19th century. It clearly demonstrates the importance of King within the history of 19th century technological advances, and documents his contribution as a master bridge builder across the United States during that period. The documentation uses Criterion B to undertake this effort, rather than recognizing King as a national master under Criterion C. Please revise this nomination appropriately. The nomination does discuss the significance of the bridge in local transporation history, and therefore it may be appropriate to use Criterion A to correlate with the area of significance, "Transportation" (as required in the National Register process, each area of significance must correlate with one of the criteria).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Move
Property Name:	Springfield Bridge
Multiple Name:	
State & County:	ARKANSAS, Faulkner

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
10/10/2017	11/14/2017	11/29/2017	11/24/2017	

Reference number:	MV88000660
Nominator:	State

Reason For Review:

__ Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
X Other	__ TCP	__ Less than 50 years
	__ CLG	

__X__ Accept _____ Return _____ Reject __11/24/2017__ Date

Abstract/Summary Comments:	Final location is acceptable. Move approved
Recommendation/ Criteria	Final Move approved

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date

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

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

AD 88000660

THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

Arkansas Natural Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars Cultural Center

Old State House Museum

ARKANSAS HISTORIC PRESERVATION PROGRAM

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info@arkansaspreservation.org
website:
www.arkansaspreservation.com

An Equal Opportunity Employer

October 9, 2017

J. Paul Loether, Deputy Keeper and Chief
National Register and National Historic Landmark Programs
National Register of Historic Places
1849 C Street, NW
Mail Stop 7228
Washington, DC 20240

RE: Springfield Bridge – Conway, Faulkner County, Arkansas

Dear Mr. Loether:

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

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

Sincerely,

Stacy Hurst
State Historic Preservation Officer

SH:rsw

Enclosure