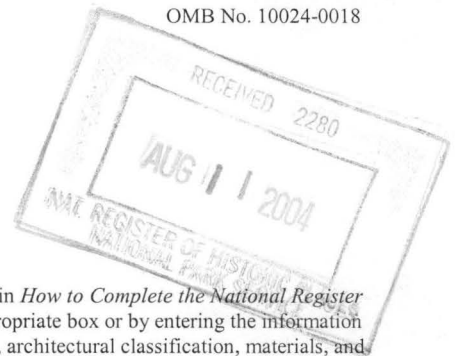


United States Department of the Interior
National Park Service

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 County Road 6 Bridge
other names/site number Bridge #17295, Site #WA0802

2. Location

street & number County Road 6 not for publication
city or town Cincinnati vicinity
state Arkansas code AR county Washington code 143 zip code 72769

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.)
Cathie Matthews 7/2/04
Signature of certifying official/Title Date
Arkansas Historic Preservation Program
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register. See continuation sheet
 determined eligible for the National Register. See continuation sheet
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____

for Signature of the Keeper Date of Action
Daniel J. Vivia 8/24/04

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)

TRANSPORTATION/road-related(vehicular)/bridge

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER/Warren pony-truss

Materials
(Enter categories from instructions)

foundation STONE

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 County Road 6 Bridge is located on County Road 6 at the crossing of an unnamed creek approximately two miles northeast of the community of Cincinnati. Comprised of one Warren pony-truss span measuring 37 feet long, the bridge has a total length of 41 feet.

ELABORATION

The bridge is accessed from both the northeast and southwest. The Warren truss, which was patented in 1848 by two British engineers, has diagonals that carry both compressive and tensile forces.

The County Road 6 Bridge consists of a single Warren pony-truss span measuring 37 feet, with a total structure length of 41 feet. The travel surface and overall width of the bridge is 16 feet. The deck surface is concrete over the steel truss. The abutments are stone. Resting on top of the decking, a pair of side-by-side Warren trusses run the entire length of the bridge 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. In addition, the bridge is still in use for vehicular travel.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C birthplace or grave of a historical figure of outstanding importance.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property
G less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Transportation

Engineering

Period of Significance

c.1915-1954

Significant Dates

c.1915-1954

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 and Transportation Department

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Constructed c.1915, the County Road 6 Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Warren pony-truss in the Cincinnati vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Washington County. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

ELABORATION

The establishment of Washington County and Arkansas's western border began in 1820 with the creation of Crawford County by the Arkansas territorial legislature. Four years later, Congress passed a bill that moved the western boundary of the Arkansas territory 40 miles to the west, although white settlers were not allowed to establish residence in the new area due to an 1817 treaty. In 1827 the Secretary of War lifted the ban on white settlement in the Cherokee country, and on October 13, 1827, Lovely County was created by the Arkansas territorial legislature. The following year, a treaty moved the territorial boundary 40 miles to the east, to its present location, and on October, 17, 1828, the territorial legislature created Washington County out of Lovely County, which ceased to exist.¹

By 1839, only four settlements appeared in Washington County, with Cane Hill being the closest to Cincinnati.² Settlers arrived in Cane Hill in February or March 1827 from Crystal Hill in Pulaski County, Arkansas, and were drawn to the area because of its natural wealth. A March 14, 1836, description of the area in the *Times*, a Little Rock newspaper, said that, "The soil is immensely rich and productive, and the growth is generally such as is found in the low lands... Cane Hill is interspersed throughout with a number of clear running springs of cold water, which the greatest droughts and most powerful freshets cannot affect either in quantity of quality."³

It was only a short time after the settlement of Cane Hill that people began to settle in the area that would become Cincinnati. By 1838, a post office was established in the settlement of Sylva, which would change its name to Cincinnati in 1857.⁴ Unlike many communities that were brought about by the arrival of the railroad, Cincinnati thrived before the railroad. From the period of the Civil War until the turn of the twentieth century, Cincinnati was the leading trade center in western Washington County. By 1885, the community boasted four general mercantile stores, and two mills operated within a mile and a half of the

¹ *History of Washington County, Arkansas*. Springdale, AR: Shiloh Museum, 1989, pp. 85-86.

² Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

³ *Ibid*, p. 95.

⁴ Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 215.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

business district. In addition, the community boasted an eleven-room hotel for travelers. The importance of the community was further cemented in 1878 with the establishment of the Masonic Male and Female Academy. However, once the tracks of the Ozark & Central Cherokee Railroad were laid though Summers, four miles to the south, c.1900, Cincinnati declined.⁵

It is unknown when County Road 6 was established as a transportation route, but it was likely c.1880. The road today connects Cincinnati with Wedington (sometimes spelled Weddington) to the northeast, which had a post office established in 1879.⁶ The road has always been a secondary road in the area, never being paved, and remains a gravel road today.

By c.1915 it was necessary to upgrade the stream crossing about two miles northeast of Cincinnati, and the current bridge was constructed. It is likely that the bridge was built to carry the heavier loads that the growth of the automobile in the first part of the twentieth century would have needed. Although the builder of the bridge is unknown, it is known that the steel was fabricated by Cambria Steel Company of Johnstown, Pennsylvania.

Cambria Steel Company had its origins with the founding of the Cambria Iron Company by George S. King and Dr. Peter Schoenberger in 1852. Although the first few years of the enterprise were rocky, at best, once the company was reorganized by Wood Morrell & Company of Philadelphia in May 1855, it started to flourish. In fact, by the mid-1870s, Cambria Iron Company led the country in the production of iron and railroad rails.⁷

By the late nineteenth century, however, the importance of the Cambria Iron Company was declining. The construction of several facilities in the Pittsburgh area, and the fact that the facility was relatively isolated from the major markets of the East Coast and the Midwest, had started to eclipse the Johnstown facility. The plant was acquired by Midvale Steel & Ordnance Company of Nicetown, Pennsylvania, in 1916, although they only held on to it until 1923 when it was acquired by Bethlehem Steel.⁸ Even under the guidance of Bethlehem Steel, the plant was a major force in the area, employing roughly 15,000 by 1940, but things changed drastically during the late twentieth century, and the plant was finally closed in 1994.⁹

⁵ *History of Washington County, Arkansas*, pp. 255-256.

⁶ Russell Pierce Baker, p. 232.

⁷ Gray Fitzsimons, Editor. *Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, DC: National Park Service, 1990, pp. 255-259.

⁸ *Ibid*, pp. 259-260.

⁹ Work Projects Administration. *Pennsylvania: A Guide to the Keystone State*. New York: Oxford University Press, 1940, p. 552.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Since the completion of the County Road 6 Bridge c.1915, no structural alterations have been made to the bridge to compromise its integrity. Today, County Road 6 remains a gravel road, used mainly by the local residents of the area, and the County Road 6 Bridge has been a vital crossing on the road for the residents in the area for approximately 90 years. The County Road 6 Bridge remains an important transportation link in the area and a good example of an early twentieth-century Warren pony truss.

STATEMENT OF SIGNIFICANCE

Constructed c.1915, the County Road 6 Bridge is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the best example of a Warren pony-truss in the Cincinnati vicinity. The bridge is also being nominated under **Criterion A** for its associations with the development of vehicular transportation in Washington County. This nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

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

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

Fitzsimons, Gray, Editor. *Blair County and Cambria County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites*. Washington, DC: National Park Service, 1990.

History of Washington County, Arkansas. Springdale, AR: Shiloh Museum, 1989.

Work Projects Administration. *Pennsylvania: A Guide to the Keystone State*. New York: Oxford University Press, 1940.

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

From a point 40 feet west of the southwest corner of the bridge, proceed northeasterly parallel to the northwest truss for 125 feet, then proceed southeasterly perpendicular to the trusses for 105 feet, then proceed southwesterly parallel to the southeast truss for 125 feet, then proceed northwesterly perpendicular to the trusses for 105 feet to the point of beginning.

BOUNDARY JUSTIFICATION

This boundary includes the County Road 6 Bridge and its immediate setting.

**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: 04001043

Date of Listing: September 24, 2004

Property Name: County Road 6 Bridge

County: Washington

State: Arkansas

Historic Bridges of Arkansas MPS
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.

for Paul J. ...
Signature of the Keeper

September 24, 2004
Date of Action

Amended Items in Nomination:

Section 2. Location

The street and number is hereby changed to: On County Road 6, approximately 1/2 mi. south of its junction with County Road 820.

The Arkansas State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

- National Register property file**
- Nominating Authority (without nomination attachment)**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY County Road 6 Bridge
NAME:

MULTIPLE Historic Bridges of Arkansas MPS
NAME:

STATE & COUNTY: ARKANSAS, Washington

DATE RECEIVED: 8/11/04 DATE OF PENDING LIST: 9/08/04
DATE OF 16TH DAY: 9/23/04 DATE OF 45TH DAY: 9/24/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001043

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 County Road 6 Bridge is locally significant under Criterion A for its role in the transportation history of Washington County and under Criterion C as an excellent example of a Warren pony-truss. The bridge was manufactured by the Cambria Steel Company of Johnstown, Pennsylvania, and built ca. 1915. Its construction reflected the rise of automotive transportation, which demanded that existing bridges be upgraded to carry heavier loads. Since about 1880, County Road 6 had connected the communities of Cincinnati and Wedington. The bridge retains integrity from its period of significance and reflects the history of transportation in Arkansas.

RECOM./CRITERIA A, C

REVIEWER Daniel Vivian

DISCIPLINE Historian

TELEPHONE (202) 354-2252

DATE 9/24/04

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.



COUNTY ROAD 6 BRIDGE
WASHINGTON COUNTY, AR

ZAC COTHREN

APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

SOUTHWEST END OF THE BRIDGE, LOOKING NORTHEAST



WEIGHT
LIMIT
16T
20T
20T

COUNTY ROAD 6 BRIDGE

WASHINGTON COUNTY, AR

ZAC COTHREN

APRIL 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

NORTHEAST END OF THE BRIDGE, LOOKING SOUTHWEST



COUNTY ROAD 6 BRIDGE

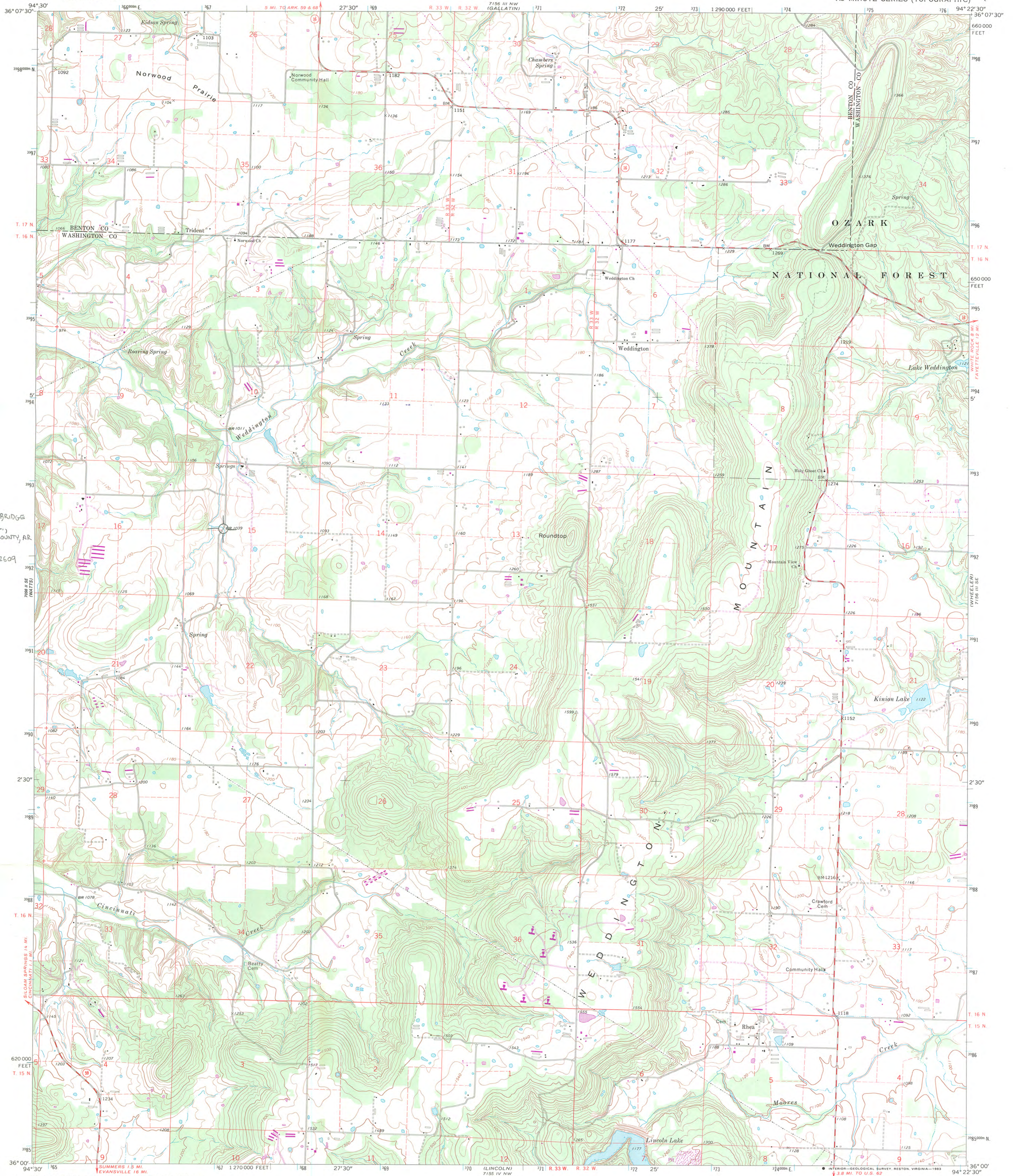
WASHINGTON COUNTY, AR

ZAC COTHREN

APRIL 2004

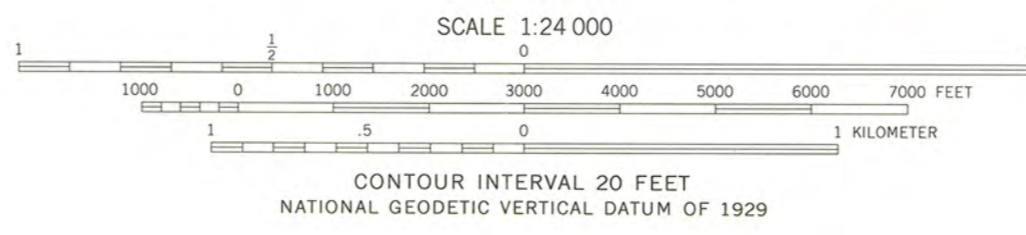
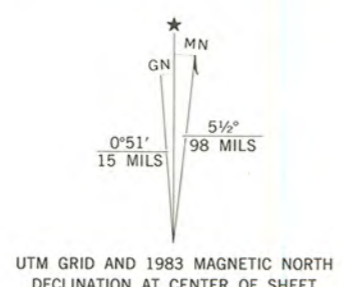
ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

DETAIL OF THE FABRICATOR'S MARK, LOOKING NORTHWEST



COUNTY ROAD 6 BRIDGE
CINCINNATI VIC.,
WASHINGTON COUNTY, AR.
UTM;
15/367165/3992609

Mapped, 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 and woodland compiled in cooperation with
U. S. Forest Service from aerial photographs taken 1980 and other sources
Partially field checked by U. S. Forest Service. Map edited 1983



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

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

RHEA, ARK.
N3600-W9422.5/7.5
1970
PHOTOREVISED 1983
DMA 7156 III SW - SERIES V884



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

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website:

www.arkansaspreservation.org



August 4, 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: County Road 6 Bridge – Cincinnati vic., Washington
County, Arkansas

Dear Carol:

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

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

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure

An Equal Opportunity Employer

