

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 Lee Creek Bridge

other names/site number HAER No. AR-45

### 2. Location

street & number State Highway 220, spanning Lee Creek

not for publication N/A

city, town Cove City

vicinity

state Arkansas

code 05

county Crawford

code 033

zip code 72932

### 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
<u>1</u>	_____ structures
_____	_____ objects
<u>1</u>	_____ Total

Name of related multiple property listing:

Historic Bridges of Arkansas

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.

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: Pennsylvania through-truss  
\_\_\_\_\_  
\_\_\_\_\_

Materials (enter categories from instructions)

foundation masonry/concrete  
walls steel  
\_\_\_\_\_  
roof \_\_\_\_\_  
other \_\_\_\_\_  
\_\_\_\_\_

Describe present and historic physical appearance.

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## SUMMARY

Located in a fairly remote rural area of Crawford County on State Highway 220 in the northern reaches of the Boston Mountains in west-central Arkansas, the Lee Creek Bridge survives as a pin-connected Pennsylvania through-truss bridge.

## ELABORATION

The Lee Creek Bridge is a steel, single-span, Pennsylvania through-truss, 171 feet in length, comprised of six panels, with two nine-panel Warren pony approach spans on the southwest end. The bridge has built-up members, punched eyebars, eyebars with turnbuckles, pinned connections, and ashlar stone abutments. The handrail is two cables looped through steel hooks on each vertical.

The polygonal top chord of the main truss, reaching a maximum height of twenty-seven feet above the deck, is constructed with two channel sections riveted to a continuous top plate with single-bar lacing on the bottom of the chord, and is rivetted throughout its length. The compression forces in the top chord are resisted at the bearing blocks by the two rectangular punched eyebars of the bottom chord. Tension forces along the bottom chord of the bridge are passed through pinned connections at each panel point.

The bottom chord, verticals, and diagonals are all pin-connected. The vertical members are channels, flanges turned outward, with single-bar lacing on two sides. The main diagonal in each panel consists of two rectangular eyebars. The sub-struts and sub-ties are single or double round eyebars with turnbuckles, connected to the main diagonal by a pin at mid-panel height.

The lateral stability of the bridge is maintained by portal bracing, upper and lower lateral rods, and sway bracing at each vertical. A latticed truss acts as the portal brace at each inclined impost. Curved brackets made from angle sections brace the bottom of these four-panelled trusses. Sway bracing consists of a top lateral strut and round rods with turnbuckles crossing beneath the strut to attach to another strut. The top and bottom chords are laterally braced with rods, two in each panel, running diagonally from each panel point.

The floor system of the main truss consists of ten wooden stringers resting on I-beam girders at each panel point. The girders pass between the two channels of the vertical members and rest on the pin connection. The sixteen-foot-wide wooden deck features runners along each tire path.

The approaches have a two-land concrete deck. This deck is supported by steel I-beam stringers. The I-beam section is also used for the diagonals and verticals. The top chord consists of two channels with continuous top plate and lacing, while four angles joined by batten plates comprise the bottom chord.

The Lee Creek Bridge is in good shape and is currently being maintained as a vehicular bridge.

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## SUMMARY

The Lee Creek Bridge is an excellent example of a Pennsylvania through-truss, a late-nineteenth, early-twentieth century bridge type. It is significant as one of four Pennsylvania through-trusses remaining in Arkansas (see HAER reports AR-14, AR-23 and AR-24). Although a date for this bridge could not be determined, its stone abutments and pinned connections indicate that it is the oldest of the four bridges, and possibly one of only three remaining nineteenth century bridges in Arkansas. Built during the Early Transportation Era: 1803-1922, it is unique as the only one of the four which was not designed and engineered by the State Highway Department. As such, the Lee Creek Bridge is nominated under Criteria A and C with statewide significance.

## ELABORATION

Extensive research in Crawford County Court Records from 1876 to 1935 revealed no concrete information regarding the bridge across Lee Creek on State Highway 220. Several bridges, all referred to as "Lee Creek Bridge," were mentioned in the court records, but inconsistencies indicated that these were not the bridge in question.

The first Lee Creek Bridge mentioned in the court records was an iron bridge built in 1887 by the Wrought Iron Bridge Company of Canton, Ohio.<sup>1</sup> The bridge was erected near a place known as Foster's Ford, but several other references to this location indicate that it was in Van Buren Township. The Lee Creek Bridge on Highway 220 is located in Cove City Township, which was established in 1881, and lies about 20 miles north of the present town of Van Buren. A more obvious inconsistency was in the bridge contract: "said Bridge to be 260 feet in length; to consist of two spans of 126 feet each in the clear."<sup>2</sup> The bridge on Highway 220 is approximately 357 feet long, having one main span of 171 feet and two 92-foot pony trusses on the south end. (The pony trusses appear to have been added to the bridge at a somewhat later date, probably by the State Highway Department. They are constructed of heavy, riveted steel members, and have steel stringers, a concrete deck and concrete piers; the older main span has pinned connections, wooden stringers and stone abutments.) According to court records, this bridge was condemned in 1916.<sup>3</sup> The county bridge commissioners suggested that the county erect a new bridge, and recommended "that the Court adopt and contract for the plan to consist of steel superstructure of two spans 126'0", with 14' roadway, and timber stringers to be placed upon piers now in place."<sup>4</sup>

In 1907, the Crawford County Court contracted with the Illinois Steel Bridge Co. to construct a bridge "across Lee Creek in Lee Creek Township at or near Evansville and Van Buren Road north of Natural Dam, Arkansas."<sup>5</sup> Judging from the description of its location, this bridge was apparently the predecessor of the present Natural Dam Bridge (see HAER report AR-24).

The Crawford County Judge's annual report of 1931 stated that "one bridge has been erected across Lee Creek since the last meeting of the Quorum Court, at a cost of Three Thousand dollars."<sup>6</sup> The court records did not mention any bridge being constructed across Lee Creek in 1931, but considering the cost, it is likely that this bridge was a relatively insignificant one, and that it was built with funds out of the general county roads budget, thus making special appropriations for its construction unnecessary. The Lee Creek Bridge on Highway 220 could hardly be thought of as "insignificant," and--in all probability--would have cost more than \$3000, if it had been built in 1931.

These three bridges, built in 1887, 1907 and 1931, respectively, were all referred to as "Lee Creek Bridge," yet there were factors for each bridge which precluded the possibility of it being the Lee Creek bridge on Highway 220. The questions remain, then, as to the origins of that bridge. If it was built by the county, it is possible that it was known by a different name. In many cases, the court records mentioned a bridge, but

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either did not describe its location, or made such a description so ambiguous that it would be nearly impossible to determine where it was. A more likely possibility, however, is that the bridge was not mentioned in court records because it was constructed as part of a road improvement district in the early 1900's.

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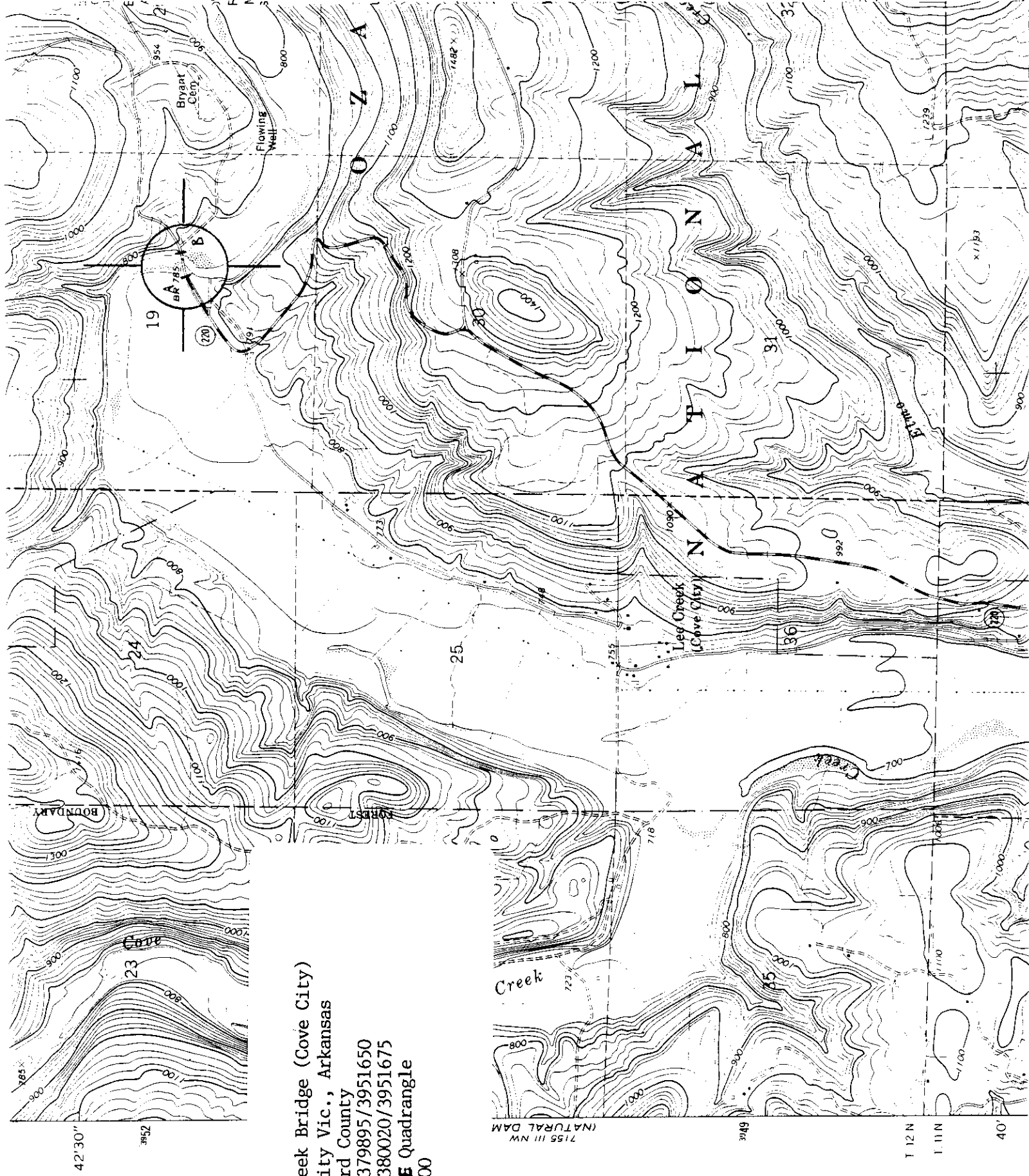
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### ENDNOTES

1. Crawford County Court Records, November 16, 1886, Book B, (Van Buren, Arkansas), p. 45.
2. Court Records, March 2, 1887, Book B, p. 525.
3. Court Records, March 27, 1916, Book J, p. 237.
4. *ibid.*
5. Court Records, April 3 and July 15, 1907, Book H, pp. 91, 126-127.
6. Court Records, November 9, 1931, Book N, p. 159.



Lee Creek Bridge (Cove City)  
 Cove City Vic., Arkansas  
 Crawford County  
 A) 15/379895/3951650  
 B) 15/380020/3951675  
 Rudy NE Quadrangle  
 1:24,000

**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)

Transportation

Engineering

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

Period of Significance

Late 19th century

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

N/A

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

Architect/Builder

N/A

\_\_\_\_\_

\_\_\_\_\_

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

See continuation sheet

**9. Major Bibliographical References**

See Historic Bridges of Arkansas, Multiple Property Nomination, Section H.

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 # HAER No. AR-45

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

U.S. Library of Congress

**10. Geographical Data**

Acreeage of property Less than one acre

UTM References

A 

1	5
Zone	Easting

3	7	9	8	9	5
Northing					

3	9	5	1	6	5	0
Northing						

C 


Northing					

Northing							

B 

1	5
Zone	Easting

3	8	0	0	2	0
Northing					

3	9	5	1	6	7	5
Northing						

D 


Northing					

Northing							

See continuation sheet

Verbal Boundary Description

Beginning at a point at the end of State Highway 220, the boundary of the Lee Creek Bridge starts here at the west abutment, then continues across Lee Creek for approximately 400 feet, where it terminates at the east abutment.

See continuation sheet

Boundary Justification

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

See continuation sheet

**11. Form Prepared By**

name/title Text by Lola Bennett & Corinne Smith; edited by Michael Swanda, Survey Coordinator  
organization Arkansas Historic Preservation Program date February 5, 1990  
street & number 225 East Markham Street telephone (501) 371-2763  
city or town Little Rock state Arkansas zip code 72201