NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

1104

National Register of Historic Places Registration Form

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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.

1. Name of Property

Historic name: Spring River Bridge
Other names/site number: Site #FU0104, AHTD Bridge #13139
Name of related multiple property listing:
Historic Bridges of Arkansas
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Riverview Drive spanning the Spring River
City or town: Mammoth Spring State: Arkansas County: Fulton
Not For Publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___**national** ___**statewide** X **local**

Applicable National Register Criteria:

X **A** ___**B** X **C** ___**D**

Martha Miller 12/5/13

Signature of certifying official/Title: **Date**

Arkansas Historic Preservation Program

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. 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

___ other (explain:) _____

Signature of the Keeper — Date of Action 1.22.14

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	X
Public – State	☐
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	X
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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/concrete deck girder

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph
The Spring River Bridge is a concrete deck girder bridge that spans the Spring River approximately 500 feet west of U.S. 63 south of Mammoth Spring, Fulton County, Arkansas. The bridge was designed and built by H. B. Walton in 1916. The bridge has five spans and also rests on cast-concrete abutments. It has simple cast-concrete guardrails that used to have pipe railings on top of them, although they were removed at an unknown date. The bridge is devoid of any ornamentation other than arched skirts at the bottom of the deck at each span.

Narrative Description
The Spring River Bridge is a 222-foot long concrete deck girder bridge that spans the Spring River approximately 500 feet west of U.S. 63 south of Mammoth Spring, Fulton County, Arkansas. The bridge's deck is approximately ten feet wide.

The bridge was designed and built by H. B. Walton in 1916. The Spring River Bridge is a five-span bridge that is 222 feet long and 10 feet wide. The bridge's spans are all concrete deck girder spans. The bridge's deck is also constructed out of concrete and has a continuous concrete

curb on each side. The bridge is devoid of any ornamentation other than arched skirts at the bottom of the deck at each span. The bridge also has concrete abutments and wingwalls.

The guardrails of the bridge are comprised of plain concrete rails with a slightly projecting concrete cap. A metal pipe railing used to top the concrete guardrail, but it has been removed. A marble plaque is implanted in the east end of the northern guardrail and it reads: "DESIGNED AND BUILT / BY H.B. WALTON / STRUCTURAL ENG'R / 1916."

Integrity

The bridge retains excellent integrity. The bridge is unaltered from the time of its construction in 1916, with the exception of the removal of the pipe railing on top of the bridge's concrete guardrails. The bridge still exhibits its original construction and still possesses many of its decorative characteristics.

The setting around the bridge also reflects its period of significance. The area immediately around the bridge remains a relatively rural area, and Mammoth Spring remains a small town as it was at the time that the bridge was built in 1916. Although it only averages 111 cars a day, the bridge is still open to vehicular traffic.

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.)

[x] 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.

[x] 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.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Engineering
Transportation

Period of Significance
1916-c.1950

Significant Dates
1916

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
H. B. Walton, Designer & Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Spring River Bridge is being nominated to the National Register of Historic Places under **Criterion A** with **local significance** for its association with the development of highway infrastructure in Fulton County during the 1910s. The Spring River Bridge, which was built in 1916, was part of an effort to develop early highways and infrastructure in the Mammoth Spring area. It illustrates the importance of providing good infrastructure for automobiles, something that was sometimes difficult in the rural areas of Arkansas. The bridge has continued to be used since the time of its completion.

The Spring River Bridge is also being nominated to the National Register of Historic Places under **Criterion C** with **local significance** as a good example of early twentieth-century bridge-building technology. The Spring River Bridge illustrates early concrete bridge design, and the lack of decorative detailing illustrates the fact that the bridge was meant to be utilitarian in nature.

The Spring River Bridge nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Fulton County was established in December of 1842 and by 1848 it had established its own post office.[1] It was formed from a portion of the already established Izard County, just to the south. Its namesake was William Savin Fulton, who had been the last governor of the Arkansas Territory.[2]

[1] Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.
[2] Information on Fulton County found at http://local.arkansas.gov/local.php?agency=Fulton%20County.

Located on the border of Missouri, the region that is now Mammoth Spring was first settled in the 1830s. The original inhabitants were farmers who gave it its first name, "Head of the River," so termed for its close proximity to the start of the Spring River. The population of the area remained fairly sparse until 1850 when David Dale Owen, the first geologist to officially survey the area, discovered that the source of the Spring River was actually an enormous underground spring which began in Missouri and formed the pool that fed into the Spring River.[3]

The spring, he found, consistently produced about 200,000,000 gallons of water per day at the rate of about 9,000 barrels per minute. In fact, so consistent was the spring that its flow never seemed to be affected by the seasons or even by drought. The temperature of the water remained a cool sixty degrees Fahrenheit and was crystal clear year round.[4] Because it was thought to be one of the largest springs in the world, it was aptly named "Mammoth Spring," a name which was later given the town.

The residents of the Mammoth Spring area began to promote it as a tourist attraction. This, combined with the construction of railroad lines by the Kansas City, Fort Scott & Memphis Railroad in 1886, led to expansion and commercial success for Mammoth Spring. In the late 1880s, a dam was built which allowed the water from the spring to generate power for a mill and for the Missouri-Arkansas Power Company.

The growth of Mammoth Spring and its possibilities as a tourist destination were noted in Goodspeed's *Biographical and Historical Memoirs of Northeast Arkansas*, which stated:

> The town is "booming," the immigration is rapid and the population will soon double and treble. The place is designed by nature for a health and summer resort, and is being fitted up for that purpose. A commodious hotel, commanding splendid views, recently under construction, is now completed, and is especially adapted for the accommodation of health and pleasure seekers.[5]

In the nineteenth century, roads in the Fulton County area radiated from Salem, mainly to the south, east, and west. However, by 1854, one road did lead to the Missouri border to the northeast in the present day vicinity of Mammoth Spring. However, once Mammoth Spring was established after the completion of the railroad, more roads would have been developed in the vicinity.[6]

By the early twentieth century, as automobiles became more prevalent around Arkansas, it would have been important to construct new roads and upgrade the existing road network in Fulton County. The *Third Biennial Report of the Department of State Lands, Highways and Improvements*, with respect to Fulton County, said that, although a road district had not been

[3] Federal Writers' Project. *Arkansas: A Guide to the State.* New York: Hastings House Publishers, 1941, p. 289-290.
[4] Information on Mammoth Spring found at http://local.arkansas.gov/local.php?agency=Mammoth%20Spring.
[5] *Biographical and Historical Memoirs of Northeast Arkansas.* Chicago: The Goodspeed Publishing Co., 1889, p. 265.
[6] *Colton's railroad & township map of Arkansas.* Map. New York, D. F. Shall, 1854.

formed, that it "has excellent limestone in abundance for road building and efforts are being put forth to improve the principal roads by grading and draining. The general road conditions have been very much improved in the last few years and sentiment for better roads is growing rapidly." Interestingly, though, "like almost all other permanent road construction," some road construction in Fulton County "[had] been delayed by war conditions."[7]

As Mammoth Spring grew during the first part of the twentieth century, having a bridge across the Spring River to the south of town would have been an important link in the county's transportation network. A 1916 highway map for Arkansas even proclaimed "Good Roads Everywhere," emphasizing the movement to develop a good road network. It illustrated in Arkansas "eighteen hundred miles of national highways proposed by the National Highways Association," which included a route from Mammoth Spring into Randolph County through Dalton into Pocahontas.[8]

By 1915 there had been some local effort in at least thinking about where roads might be important in Fulton County. On May 28, 1915, *The Mammoth Spring Progress* reported: "A road is in contemplation starting from Mammoth Spring to State Line Road, thence south on section line to Oxford road, thence southwest to the Jesse Martin place on the Myatt, thence northeast to Ash Flat, thence to Mammoth Spring."[9] This proposed route appears to include the site of the Spring River Bridge.

As a result of the effort to improve the roads in the eastern part of Fulton County and to have "good roads everywhere," the structural engineer H. B. Walton was hired to design and build a bridge across the Spring River in 1916.

Harrison Billingsley Walton was born in the Manse of the Mizpah Church in St. Louis County, Missouri, on March 14, 1888, to Thomas Payton Walton and Annie (Billingsley) Walton. He attended Washington & Lee University, where he graduated in 1911. After graduation, Walton spent three years with the Alabama National Guard and then served as a Captain with the United States Army, American Expeditionary Forces, 312th Engineers, at Camp Pike, Arkansas, during World War I. (It was during this period that he would have been involved with the work on the Spring River Bridge.) Walton was inducted as an Associate Member in the American Society of Civil Engineers in 1917.[10]

After World War I, by 1920, Walton was living with his parents in Archer, Florida, but he moved to Greensboro, North Carolina, by 1921. By 1940, Walton was living with his family in Hillsborough County, Florida, and his profession was listed as "Officer, Mortgage Loans." H. B. Walton died in Nashville, Tennessee, on November 20, 1955, as a result of "bronchopneumonia"

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[7] *Third Biennial Report of the Department of State Lands, Highways and Improvements.* Publisher unknown, c.1918, p. 40-41.
[8] *National Highways Preliminary Map of the State of Arkansas.* Washington, D.C.: National Highways Association, 1916. This route currently encompasses several county roads along with parts of Arkansas Highways 93 and 90.
[9] "Additional Locals." *The Mammoth Spring Progress.* 28 May 1915, p. 4.
[10] Information on H. B. Walton in the files of the Arkansas Historic Preservation Program.

due to prolonged bed rest after a topectomy. He was buried with his family in Archer, Florida, with a stone that called him "The C/Kool Kind Captain."[11]

At about the time that Walton was designing and building the Spring River Bridge, the State Highway Department had begun to develop standard bridge plans for use across the state, and they had also developed an awareness of the need for stronger bridges to carry heavier loads. The *Fourth Biennial Report* stated:

> In order to have bridges and structures designed and built to meet present and future traffic and to comply with the Federal aid requirements, it has been necessary during the past two years to revise some of the old standard plans and to make many new plans.
>
> Loads have increased to such an extent that the bridges and culverts upon all main roads must be designed to carry safely a load not less than that of a 10-ton truck, and in many cases a 15-ton truck, together with the impact caused by these heavy loads moving rapidly over the structures.[12]

Interestingly, though, all of the standard plans listed in the report that had been developed in the previous two years, with the exception of one timber bridge plan, were for metal trusses. Apparently, no concrete standard plans were in development during the late 1910s or early 1920s, although concrete bridges would become more prevalent in the late 1920s. As a result, it is unknown if this bridge was designed by the highway department or came from another source.[13]

Although the Spring River Bridge was an important transportation link in Fulton County, there was still much work to do by the mid-1920s. In 1926, *The Democrat* in Mammoth Spring reported that "After careful and close study of the situation it is the opinion of the County Judge that under our present system of roads there are small prospects for ever having a system of good county roads properly maintained." Even so, progress had been made. The same article reported that "The state roads one of which leads from Mammoth Spring to the Izard County line and the other from Mammoth Spring [to] the Sharp County line are in good condition and the road leading from Salem to the Baxter County Line via Viola has recently been completed and the State Engineers have indicated that the next work will begin on the Road leaning (sic.) from Salem to Haedy (sic.) via Ash Flat."[14]

The Spring River Bridge is a good reflection of 1910s concrete bridge building technology in Arkansas. Interestingly, unlike several other bridges around the state, the bridge's guardrails did not employ diagonal panels at each end to help prevent cars and trucks from running into the creek. However, the guardrails employed very simple decorative touches, notably the large caps

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[11] Information on H. B. Walton in the files of the Arkansas Historic Preservation Program.
[12] *Fourth Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1920, p. 131.
[13] *Ibid.*
[14] "Quorum Court Fulton County October Term, 1926." *The Democrat (Mammoth Spring)*, 23 October 1926, p. 2.

running the length of the guardrails. The bridge's most striking decorative feature was the arched skirts at on each span at the bottom of the walls. Unlike other concrete bridges of the time, however, the guardrails did not employ the relatively delicate proportions that were common. Rather, the bridge's guardrails are very thick for the period.

Even though by the time that the Spring River Bridge was built concrete had been used for bridge construction in Arkansas for several years, the bridge still illustrates some relative unfamiliarity with the use of concrete for bridge construction. The deck, for example appears to be massively thick showing that Walton may have been still under the belief that more material meant more strength. In addition, the piers are solid concrete also illustrating this belief. This belief would continue to be illustrated in the bridges built in Arkansas up until the mid to late 1920s.

The Spring River Bridge remained the main crossing into Mammoth Spring until c.1950 when the current U.S. 63 on the east side of the Spring River was built.[15] Even though the Spring River Bridge is no longer the main crossing over the river in the Mammoth Spring vicinity, the bridge still remains in use carrying Riverview Drive across the Spring River.

SIGNIFICANCE OF THE PROPERTY

The completion of the Spring River Bridge in 1916 represented the completion of an important link in the transportation network of Fulton County and northern Arkansas. The bridge's completion meant that a safe dependable crossing for automobile and truck traffic now existed across the Spring River. It was also an important milestone in the effort to provide good roads in the Mammoth Spring area. As was reported in 1926, "the [road] from Mammoth Spring [to] the Sharp County line [is] in good condition" even though it was also believed that there were "small prospects for ever having a system of good county roads properly maintained." By 1926, what is now Riverview Drive had been designated U.S. 63 (it was originally designated Highway B-11), further illustrating that the route (and the Spring River Bridge) was an important highway linking northeast Arkansas with Memphis, Tennessee, and ultimately connecting Benoit, Wisconsin, with Ruston, Louisiana.[16]

In addition to being an important river crossing in the Mammoth Spring area, the Spring River Bridge is an excellent and rare example of early concrete bridge-building technology in the Mammoth Spring area. Information in the files of the Arkansas Historic Preservation Program and the Arkansas Highway and Transportation Department indicates that the Spring River Bridge is the oldest concrete bridge in Fulton County, and one of the oldest concrete bridges in Arkansas. The Spring River Bridge illustrates early concrete bridge design, and the lack of decorative detailing illustrates the fact that the bridge was meant to be utilitarian in nature.

Due to its role as an important transportation link from the time of its construction in 1916 until its bypassing c.1950, and as an excellent intact example of early twentieth century concrete bridge-building technology, the Spring River Bridge is being nominated to the National Register

[15] Scoggin, Bob. Telephone conversation with the author. 23 July 2013.
[16] "Quorum Court Fulton County October Term, 1926." *The Democrat (Mammoth Spring)*, 23 October 1926, p. 2.

of Historic Places under **Criteria A and C** with **local significance**. The Spring River Bridge nomination is being submitted under the multiple property listing "Historic Bridges of Arkansas" and under associated historic context "Early Transportation Era."

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

"Additional Locals." *The Mammoth Spring Progress.* 28 May 1915, p. 4.

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

Biographical and Historical Memoirs of Northeast Arkansas. Chicago: The Goodspeed Publishing Co., 1889

Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

Federal Writers' Project. *Arkansas: A Guide to the State.* New York: Hastings House Publishers, 1941.

Fourth Biennial Report of the Department of State Lands, Highways and Improvements. Publisher unknown, c.1920.

Information on H. B. Walton in the files of the Arkansas Historic Preservation Program.

Information on Mammoth Spring found at http://local.arkansas.gov/local.php?agency=Mammoth%20Spring.

Information on Fulton County found at http://local.arkansas.gov/local.php?agency=Fulton%20County.

National Highways Preliminary Map of the State of Arkansas. Washington, D.C.: National Highways Association, 1916.

"Quorum Court Fulton County October Term, 1926." *The Democrat (Mammoth Spring)*, 23 October 1926, p. 2.

Scoggin, Bob. Telephone conversation with the author. 23 July 2013.

Third Biennial Report of the Department of State Lands, Highways and Improvements. Publisher unknown, c.1918.

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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_ State Historic Preservation Office
_X_ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _Arkansas State Highway and Transportation Department_____

Historic Resources Survey Number (if assigned): _FU0104_____

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10. Geographical Data

Acreage of Property _Less than one._____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 36.477192 Longitude: -91.524597
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [x] NAD 1983

1. Zone: 15	Easting: 632176	Northing: 4037889
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point in the center of Riverview Drive 20 feet northwest of the northwest end of the Spring River Bridge, the boundary includes the area within 20 feet of each side of the centerline of Riverview Drive to an ending point 20 feet southeast of the southeast end of the Spring River Bridge.

Boundary Justification (Explain why the boundaries were selected.)

This boundary includes the Spring Bridge and its immediate setting.

11. Form Prepared By

name/title: Ralph S. Wilcox, National Register & Survey Coordinator
organization: Arkansas Historic Preservation Program
street & number: 323 Center Street, Suite 1500
city or town: Little Rock state: AR zip code: 72201
e-mail: ralph@arkansasheritage.org
telephone: (501) 324-9787

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Spring River Bridge

City or Vicinity: Mammoth Spring vic.

County: Fulton County State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: April 24, 2013

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

1 of _5_. View of the southwest side of the bridge, looking north.

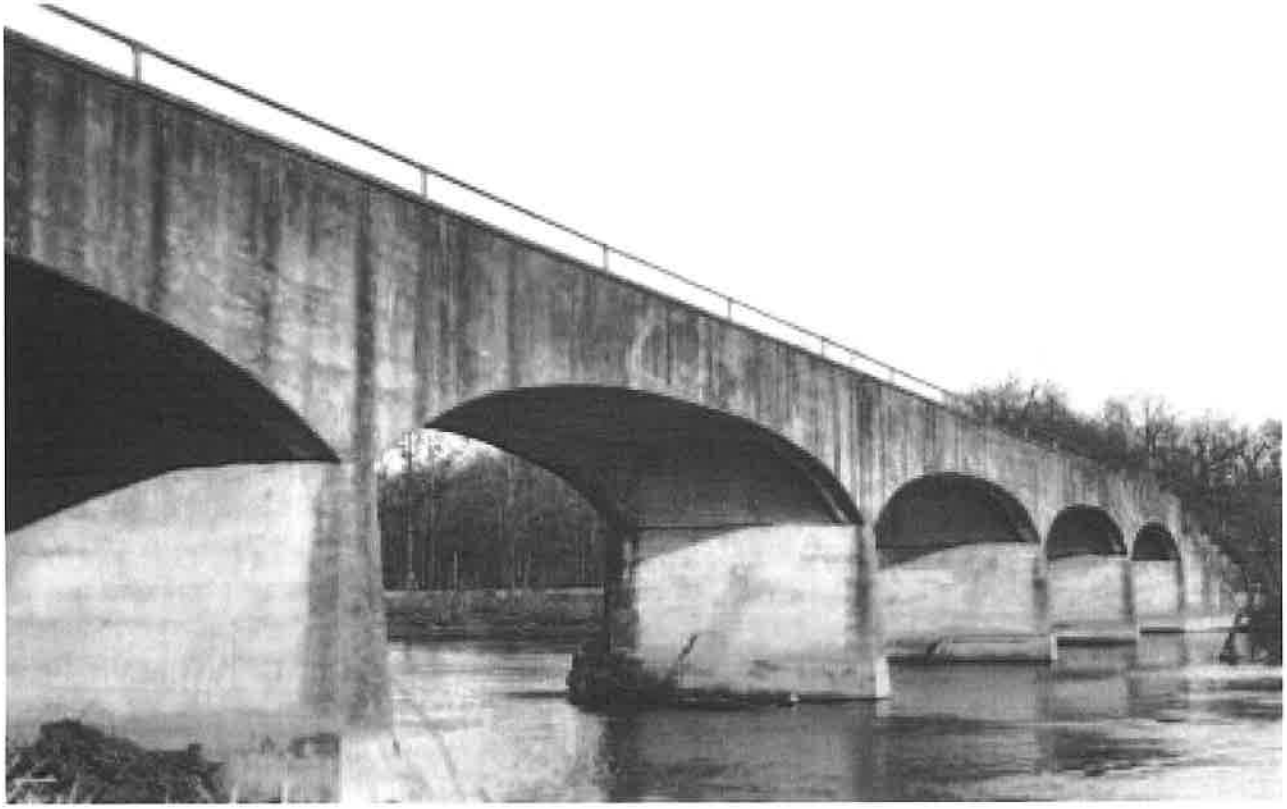
2 of _5_. View of the builder's stone, looking northeast.

3 of _5_. View of the bridge's deck, looking northwest.

4 of _5_. View of the southwest side of the bridge, looking north.

5 of _5_. View of the underside of the bridge, looking northwest.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

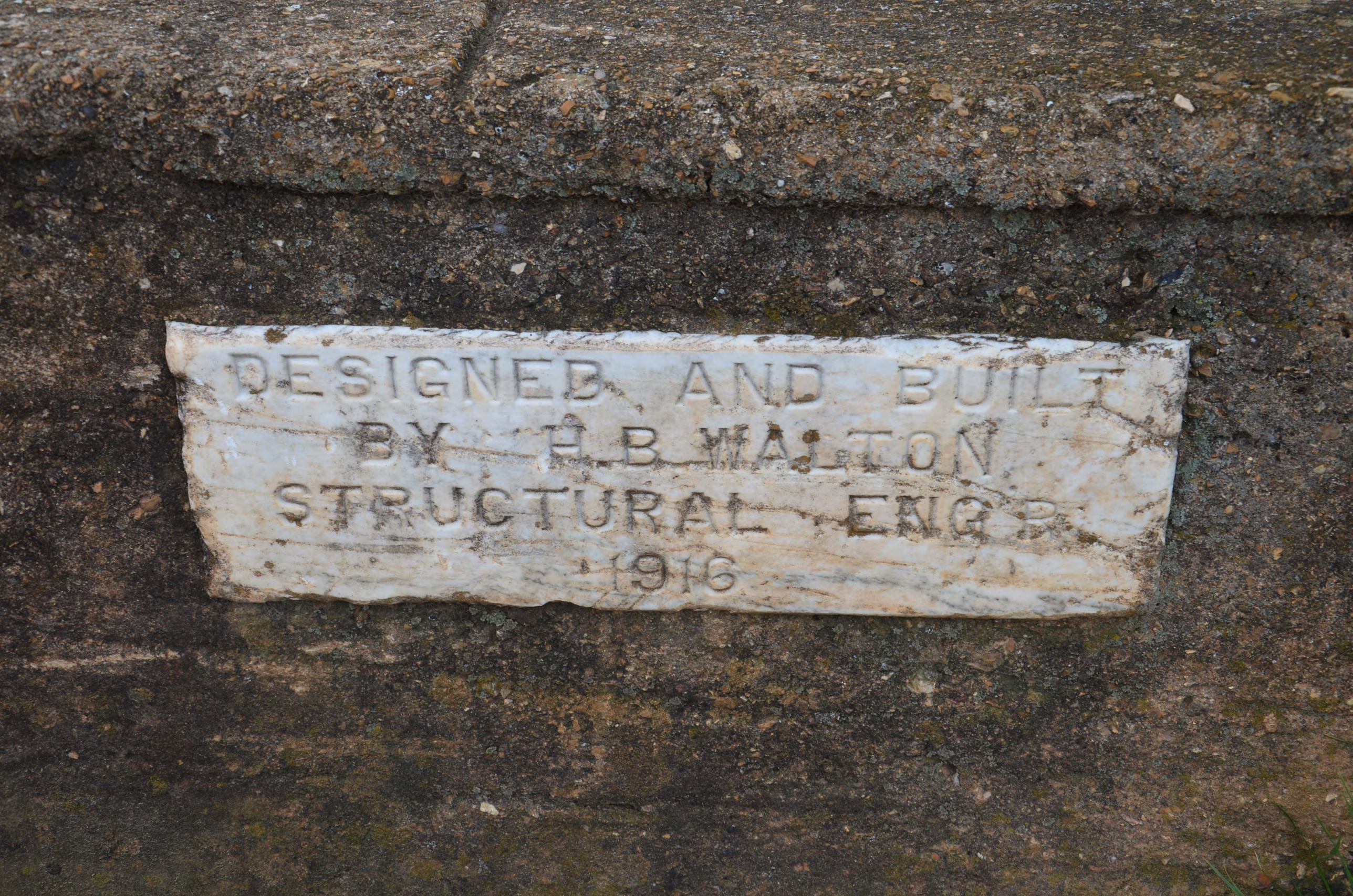


Spring River Bridge, looking east, March 1939.

Spring River Bridge
Fulton County, Arkansas
Latitude: 36.477192 Longitude: -91.524597

|----------711'----------|

↑
North


DESIGNED AND BUILT
BY H.B. WALTON
STRUCTURAL ENGR.
1916