

NR 10-5-06

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 Old U.S. 67 Rest Area

other names/site number Site #CL0430

2. Location

street & number On the west side of Old U.S. 67, approximately 0.5 miles south of Middleton Road not for publication

city or town Curtis vicinity

state Arkansas code AR county Clark code 019 zip code 71728

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.)

Catherine Matthews
Signature of certifying official/Title

7/31/06
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:)

Signature of the Keeper

Date of Action

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
	structures
2	objects
2	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

An Ambition to Be Preferred: New Deal Recovery Efforts and Architecture in Arkansas, 1933-1943

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

LANDSCAPE/street furniture/object

Current Functions
(Enter categories from instructions)

LANDSCAPE/street furniture/object

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER/Plain Traditional

Materials
(Enter categories from instructions)

foundation STONE

walls STONE

roof N/A

other N/A

Narrative Description

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

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

Politics/Government

Period of Significance

1936-1956

Significant Dates

1936-1956

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

National Youth Administration, Builder

Arkansas Highway and Transportation Department, 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:

Old U.S. 67 Rest Area
Name of Property

Clark County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 489869 3764190
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date December 19, 2005
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name Arkansas Highway and Transportation Department
street & number PO Box 2261 telephone _____
city or town Little Rock state AR zip code 72203

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The Old U.S. 67 Rest Area is located on the west side of Old U.S. 67 between Curtis and Gum Springs in Clark County, Arkansas. The rest area consists of a fieldstone retaining wall with a concrete, semicircular bench that surrounds a round fieldstone well. The rest area is located at the bottom of a wooded embankment.

ELABORATION

The Old U.S. 67 Rest Area is located on the west side of Old U.S. 67 between the small towns of Curtis and Gum Springs in central Clark County, Arkansas. The small roadside rest area consists of a fieldstone retaining wall with a concrete, semicircular bench that surrounds a round fieldstone well. The rest area is located at the bottom of a wooded embankment in a built-up rural area.

Retaining Wall and Bench

The rest area's retaining wall is constructed of fieldstone, likely harvested in the rest area's vicinity, and is taller closer to its center. The wall is separated into five segments by six fieldstone pillars with fieldstone caps. The center segment is semicircular in shape. To the left of the third pillar from the south is a rectangular stone plaque that reads, "BUILT BY / NATIONAL YOUTH / ADMINISTRATION / IN COOPERATION WITH / ARKANSAS STATE / HIGHWAY DEPARTMENT / 1936."

The center, semicircular segment of the retaining wall also supports a cast-concrete bench that is semicircular in shape.

Well

In the center of the semicircular section of the retaining wall is a round fieldstone well. Although it was likely open in the center originally, it is now capped with concrete. Some writing scratched into the concrete on the top of the well is largely illegible.

Integrity

The Old U.S. 67 Rest Area has excellent integrity. Some shifting in the hillside above the retaining wall has caused some cracks to form in the wall. Also, the well was capped at an unknown date. However, these changes are minor in scale and the rest area still very much reflects the 1936 National Youth Administration (NYA) and Arkansas Highway and Transportation Department construction. In addition, the setting around the rest area, which is rural in nature, still reflects the area's setting in 1936 when the rest area was built.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

The Old U.S. 67 Rest Area is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as the only known NYA-constructed rest area on U.S. 67 in Clark County. The rest area is located on Old U.S. 67, which was the main automobile route in that part of Clark County from the time of its paving in 1931 until the current U.S. 67 was built adjacent to it in 1965. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture and with the activities of the NYA in Clark County in the 1930s. The Old U.S. 67 Rest Area is being submitted to the National Register of Historic Places under the multiple-property listing "An Ambition to Be Preferred: New Deal Recovery Efforts and Architecture in Arkansas, 1933-1943."

ELABORATION

The route of U.S. 67 was a natural corridor through Arkansas due to the state's geography, and its history goes back many centuries. Current U.S. 67 roughly divides Arkansas into two triangles with the Ozarks to the northwest and the Delta with its associated swampland to the southeast. The ease of travel in this corridor was first taken advantage of by the Native Americans, who picked out a route that avoided the hills and swamps, and crossed the many rivers at their easiest fording locations.¹

At the time of the Louisiana Purchase in 1803, the Southwest Trail was developed along the route. It predated the Memphis to Little Rock Road of 1826, and was the earliest land route into Arkansas. The route entered into Arkansas at Hix's Ferry, a community northeast of Pocahontas in Randolph County, proceeded through Little Rock and ended at the Red River in Fulton in Arkansas's southwest corner.²

The development of the Southwest Trail through Arkansas opened up settlement in the areas along its route. Pioneers came into the state from the northeast bringing their cattle, wagon trains, and, occasionally, slaves with them. All along the route, the settlers selected tracts of bottomland, and made clearings in the wilderness. The importance of the Southwest Trail was also recognized by Andrew Jackson who signed an appropriations bill in 1831, which earmarked \$15,000 for the improvement of the Trail, and also designated it a "National Road."³ The importance of this military road was proven during the War with Mexico in the 1840s.⁴

As the construction of railroad lines began in earnest in Arkansas after the Civil War, the railroad line also utilized the same approximate corridor that the military road had used in Clark County. Historic railroad

¹ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 203.

² Noel E. Oman. "Progress in Slow Lane on Upgrade of U.S. 67." *Arkansas Democrat-Gazette*, 23 August 1999: A1.

³ Ray Hanley. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999, p. 7.

⁴ West, 203.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

maps of the area show that a railroad line was in the planning stages in 1864 and 1872.⁵ The railroad line, which would become the St. Louis, Iron Mountain & Southern in 1874, was completed by 1873.⁶ The arrival of the railroad further increased settlement in that part of Clark County, and the towns of Curtis and Gum Springs all came into existence by 1895.⁷

When the Arkansas State Highway System was formed in 1923, U.S. 67, of which this section was originally a part of Arkansas 51, was one of the original highways included. It was also one of the first nine Arkansas highways to become part of the U.S. highway system two years later in 1925.⁸ The creation of the State Highway System was the most important aspect of the Harrelson Road Law of 1923, and it brought all construction and maintenance activities under the jurisdiction of the Highway Commission.⁹

However, the section of highway between Curtis and Gum Springs did not become a part of U.S. 67 until the paving was finished in 1931. Prior to 1931, it was designated AR 51 and the route of U.S. 67 went northwest through the town of Burtzell before turning northeast at Okolona proceeding on to Arkadelphia.¹⁰ (The old route of U.S. 67 through Okolona is now designated Arkansas 51.)

Rerouting U.S. 67 to proceed northeast through Curtis and Gum Springs once the paving of Arkansas 51 was completed made sense since the route was more direct and shorter in distance.¹¹ By December 31, 1932, the section of Arkansas 51 between Gurdon and Arkadelphia, had been redesignated U.S. 67. In addition, the original route of U.S. 67, which went through Okolona, was redesignated Arkansas 51, and remains so today.¹²

⁵ *Railway and county map of the Southern States*. Map. Cincinnati, E. Mendenhall, 1864, and *Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway*. Map. New York, G.W. & C. B. Colton & Co., 1872.

⁶ W. E. McLeod. "Old Roads in North Arkansas." *Lawrence County Historical Society Quarterly*, Spring 1978.

⁷ *Cram's Township and Rail Road Map of Arkansas*. Map. Chicago, George Franklin Cram, 1895.

⁸ Oman, A1.

⁹ Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992, p. 34.

¹⁰ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, p. 26.

¹¹ For additional information on the paving of the highway, see: Ralph S. Wilcox. "Old Arkansas 51, Curtis to Gum Springs, Clark County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

¹² Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, p. 7.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Once this section of U.S. 67 was paved, it quickly became the main highway in that part of Clark County. Since U.S. 67 was a heavily traveled road, facilities were needed to provide goods and services to travelers on the highway. In 1936, the Arkansas Highway and Transportation Department teamed up with the NYA to construct a small rest area for travelers. Located between the small towns of Curtis and Gum Springs, the rest area had a well that provided water for travelers and their cars and a small bench to rest on. A stone retaining wall completed the facility.

The fact that this portion of U.S. 67 was the main route between Little Rock and Texarkana meant that it was also a highly traveled road for both automobile and truck traffic. As a result, this small rest area was likely a popular place for travelers on U.S. 67 beginning in the 1930s. The amount of traffic using U.S. 67 ultimately led to the construction of the current U.S. 67 immediately to the east of the 1931 alignment in 1965. It is likely that once the current highway was built in 1965, the usage of the U.S. 67 Rest Area declined dramatically.

In recent years, the Old U.S. 67 Rest Area had become overgrown and invisible to passersby on the highway. However, recently the brush and undergrowth has been cleared away, once again exposing the forgotten rest area to view. The Old U.S. 67 Rest Area remains as an intact example of 1930s NYA rest area design and construction, and a tangible reminder of early highway travel in Clark County.

STATEMENT OF SIGNIFICANCE

The Old U.S. 67 Rest Area is being nominated to the National Register of Historic Places with **local significance under Criterion C** as the only known NYA-constructed rest area on U.S. 67 in Clark County. The rest area is located on Old U.S. 67, which was the main automobile route in that part of Clark County from the time of its paving in 1931 until the current U.S. 67 was built adjacent to it in 1965. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture and with the activities of the NYA in Clark County in the 1930s. The Old U.S. 67 Rest Area is being submitted to the National Register of Historic Places under the multiple-property listing "An Ambition to Be Preferred: New Deal Recovery Efforts and Architecture in Arkansas, 1933-1943."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930.

Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission, 1931-1932*. Russellville, AR: Russellville Printing Company, 1932.

Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992.

Cram's Township and Rail Road Map of Arkansas. Map. Chicago: George Franklin Cram, 1895.

Hanley, Ray. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999.

McLeod, W. E. "Old Roads in North Arkansas." Lawrence County Historical Society Quarterly, Spring 1978.

Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway. Map. New York: G.W. & C. B. Colton & Co., 1872.

Railway and county map of the Southern States. Map. Cincinnati, E. Mendenhall, 1864,

Oman, Noel E. "Progress in Slow Lane on Upgrade of U.S. 67." Arkansas Democrat-Gazette, 23 August 1999: A1.

West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

Wilcox, Ralph S. "Old Arkansas 51, Curtis to Gum Springs, Clark County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

Old U.S. 67 Rest Area

Name of Property

Clark County, Arkansas

County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The Old U.S. 67 Rest Area is located on the west side of Old U.S. 67 approximately 0.5 miles south of Middleton Road at UTM: 15/489869/3764190.

BOUNDARY JUSTIFICATION

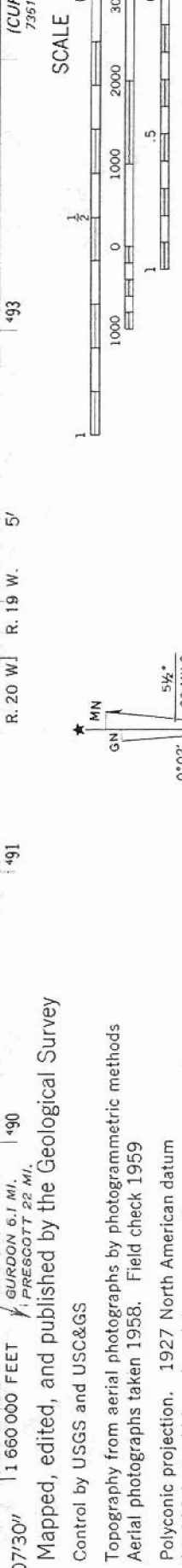
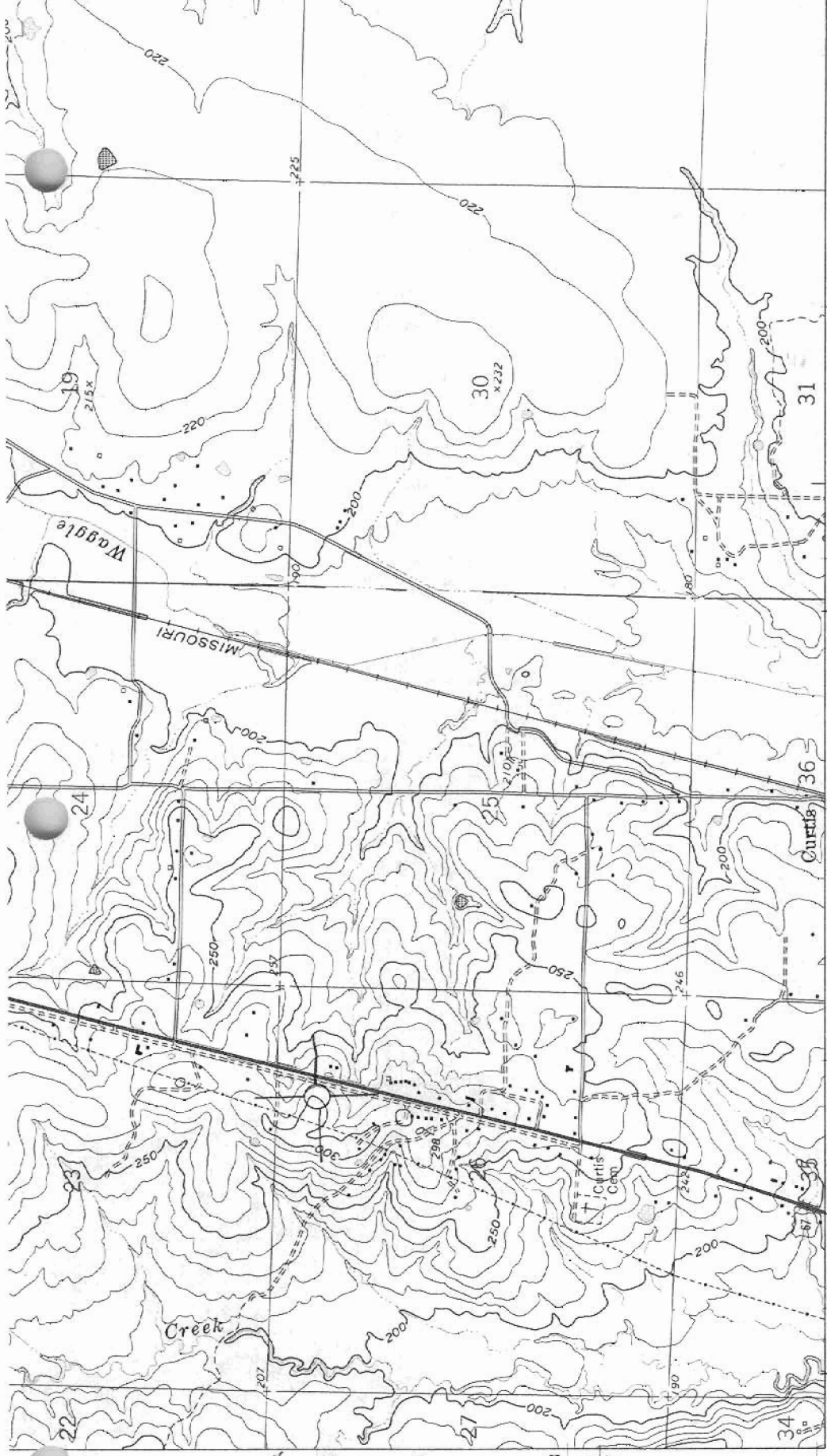
The boundary encompasses all of the property that contains the Old U.S. 67 Rest Area.

BUILT BY
NATIONAL YOUTH
ADMINISTRATION
IN COOPERATION WITH
"ARKANSAS STATE
HIGHWAY DEPARTMENT
1936









CONTOUR INTE
NATIONAL GEODETIC VE

UTM GRID AND 1976 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIC
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER
AND ARKANSAS GEOLOGICAL COMMISS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1958. Field check 1959

Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue

Red tint indicates areas in which only
landmark buildings are shown

Dashed land lines indicate approximate locations

Revisions shown in purple compiled from aerial photographs
taken 1976. This information not field checked

U.S. 67 REST AREA
CURTIS VIC., CLARK
COUNTY, AR
489869 / 4764196

34°00' 93°07'30"
1 660 000 FEET
GURDON 6.1 MI.
PRESCOTT 22 MI.

490 000
FEET

3765 3763
R. 20 W. R. 19 W. R. 18 W.
T. 36 N. T. 35 N. T. 34 N.

3764 3763