

United States Department of the Interior
National Park Service

NR 9/25/08

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. 62, Busch Segment

other names/site number Site #CR2059

2. Location

street & number Carroll County Roads 107, 109, and 173

☐ not for publication

city or town Busch

☐ vicinity

state Arkansas code AR county Carroll code 015 zip code 72631

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

7/28/08
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:

Signature of the Keeper

Date of Action

☐ 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:)

Old U.S. 62, Busch Segment

Name of Property

Carroll County, Arkansas

County and State

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	3	structures
		objects
1	3	Total

Name of related multiple property listing

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

Arkansas Highway History and Architecture, 1910-1965

**Number of Contributing resources previously listed
in the National Register**

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other OTHER - Bituminous Surfacing

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

Period of Significance

c.1932-1952

Significant Dates

c.1932

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: _____

Old U.S. 62, Busch Segment

Name of Property

County and State

10. Geographical Data

Acreage of Property Approximately 6 acres.

UTM References

(Place additional UTM references on a continuation sheet.)

1	15	425572	4035609
	Zone	Easting	Northing
2	15	425575	4034950

3	15	425854	4034743
	Zone	Easting	Northing
4	15	425769	4034381

☒ 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 June 19, 2008

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

street & number telephone

city or town state zip code

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 Reduction Projects (1024-0018), Washington, DC 20303.

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SUMMARY

The bypassed c.1932 alignment of U.S. 62 in the Busch vicinity is a bituminous surfaced highway with grass shoulders. The segment consists of a series of sweeping curves and 90-degree turns that follow the contours of the area's hilly topography. Although the exact age of the surviving pavement is unknown, it was laid down between c.1932 and 1952 when the segment was bypassed. The highway retains its original roadway width.

ELABORATION

Highway

This bypassed section of old U.S. 62 is approximately 2.5 miles long and begins at the Carroll County Road 109 and U.S. 62 intersection and proceeds in a generally southerly and easterly direction before ending at the Carroll County Road 108 and U.S. 62 intersection. The entire portion of the highway is hilly and consists of several sweeping curves and 90-degree turns that follow the area's hilly topography.

The old alignment of U.S. 62 has a width of approximately 16 feet and no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) The pavement is composed of bituminous surfacing.

Bridges

The old alignment of U.S. 62 contains two small stream crossings to the north of the segment's intersection with Highway 187. The southern crossing spans Cedar Creek while the northern crossing spans a small ditch that feeds into Cedar Creek. The bridges are both approximately 15-feet long with concrete deck and metal guardrails. Both bridges appear to have replaced previous bridges, and are narrower than the road width.

The segment of U.S. 62 also originally had a three-span bridge that carried the highway across the White River. Originally, the bridge consisted of three Pratt thru-truss spans. However, at some point before the highway was bypassed, the western span was replaced with a Parker thru-truss span. Today, the only remains of this crossing are the three concrete piers that supported the bridge.

Integrity

Overall, the bypassed alignment of U.S. 62 in the Busch vicinity has good integrity. The pavement on the section was laid prior to the segment's 1952 bypassing, and it retains its original dimensions. Additionally, the part of Carroll where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1932-1952.

Old U.S. 62, Busch Segment
Name of Property

Carroll County, Arkansas
County and State

United States Department of the Interior
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The weakest area of integrity centers on the segment's White River crossing, where the bridge spans have been removed. However, the presence of the piers illustrates the location's original function as a river crossing for the highway.

Although the bituminous surfacing has cracked throughout the segment, it is still possible to recognize the original materials, which are in excellent condition, and the pavement retains its original dimensions. As a result, it is still easy to recognize the segment's historic construction.

Old U.S. 62, Busch Segment

Name of Property

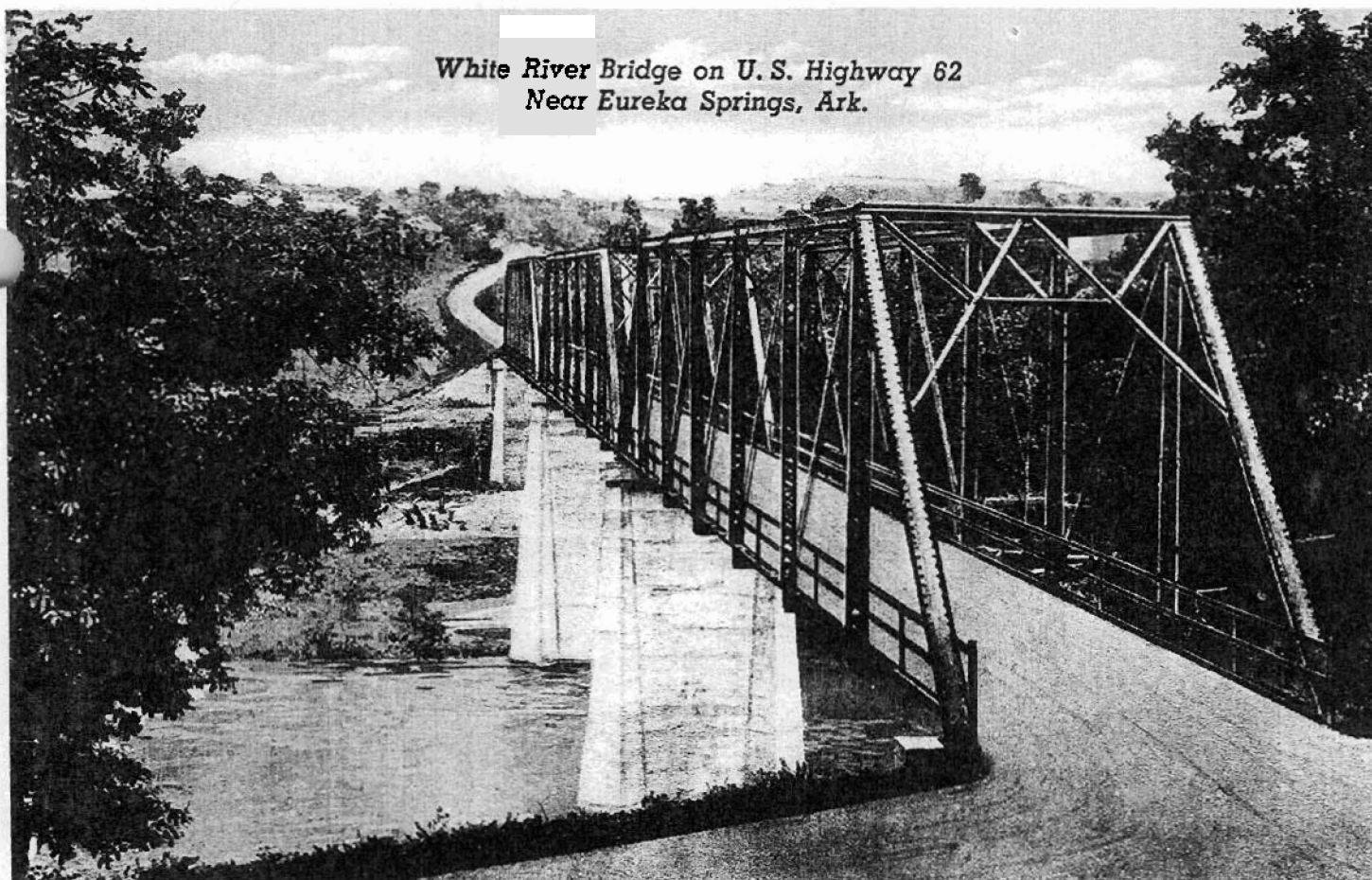
Carroll County, Arkansas

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*White River Bridge on U. S. Highway 62
Near Eureka Springs, Ark.*

Historic postcard of the Old U.S. 62, Busch Segment, White River crossing.

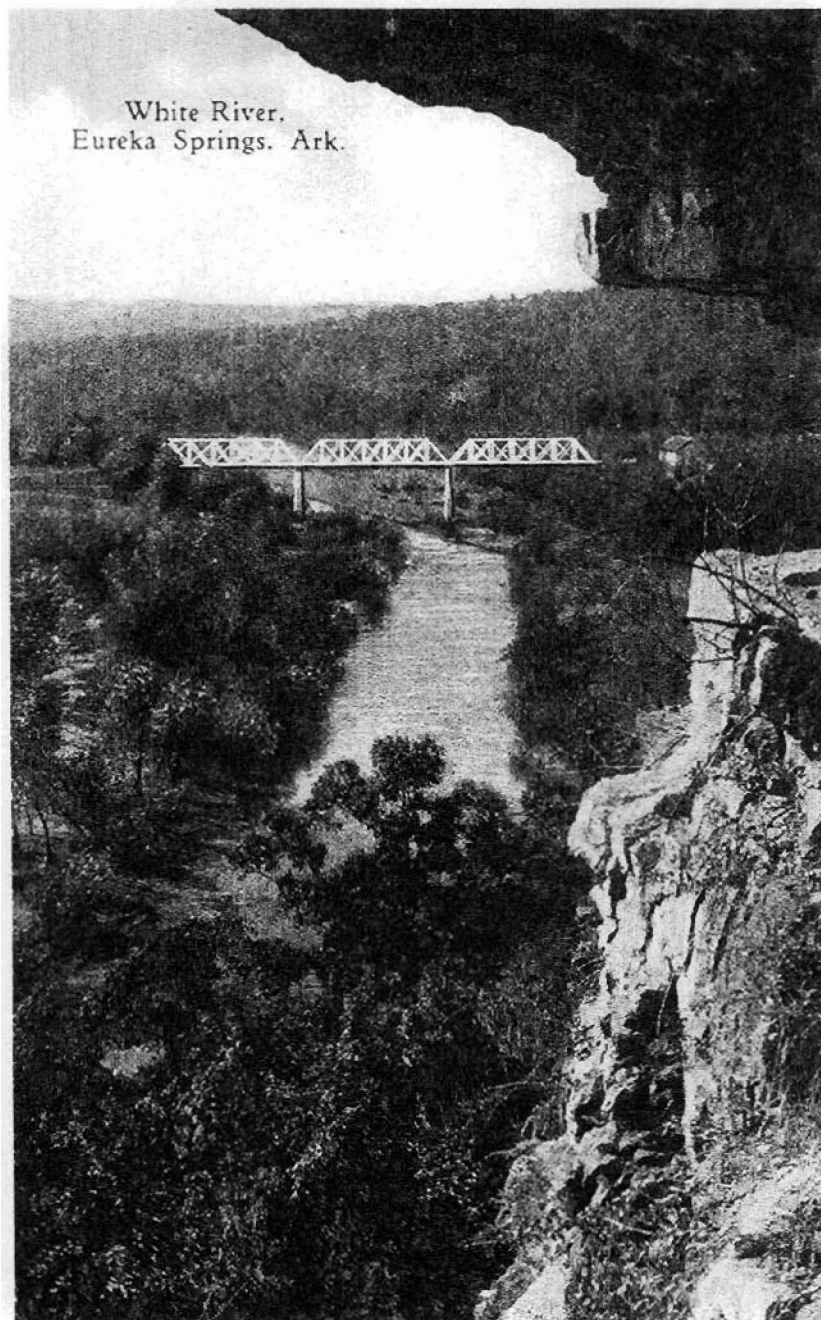
Old U.S. 62, Busch Segment
Name of Property

Carroll County, Arkansas
County and State

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Historic postcard of the Old U.S. 62, Busch Segment, White River crossing.

Old U.S. 62, Busch Segment
Name of Property

Carroll County, Arkansas
County and State

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National Park Service

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c.1951 aerial photograph of the U.S. 62 White River area. Old U.S. 62, Busch Segment is in the background and the current U.S. 62 White River Bridge (NR-listed 1/24/2008) is under construction in the foreground.

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SUMMARY

Old U.S. 62, Busch Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 62, Busch Segment, is the longest and most intact portion of the c.1932 alignment of U.S. 62 in the Busch vicinity of Carroll County. The highway section was the main automobile route in that part of Carroll County from the time of its construction in c.1932 until the current U.S. 62 was built to the east and northeast of it in 1952. Old U.S. 62, Busch Segment, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

Old U.S. 62, Busch Segment, falls under the Abandoned and Bypassed Highway Segments property type of the multiple property listing. Old U.S. 62, Busch Segment, meets the registration requirements of the property type by virtue of having been built between 1910 and 1965 and it retains features that identify highway segments of the period, such as the asphalt pavement and notably the narrow roadway width of approximately 16 feet with no paved shoulders. In addition the segment retains integrity of setting – the current rural setting has not changed from the segment's construction in the early 1930s. Finally, the segment's length of approximately 2.5 miles is long enough to easily convey a sense of travel.

ELABORATION

Carroll County was organized on November 1, 1833, and named after Charles Carroll of Carrollton. Although the county's boundaries were modified in 1838, 1843, 1854, 1857, and 1869, the county seat, at least during the nineteenth century, remained at Berryville. Although settlement in the county occurred as early as the 1820s with the arrival of Louis Russell, most of the pioneer families, including the Sneeds, Williamses, Alexanders, and Boyds, arrived between 1830 and 1833.¹

It was not long after settlement began in Carroll County that a road network began to develop. According to the *Biographical and Historical Memoirs of Northwestern Arkansas*, "The road from Huntsville via Rockhouse Creek, through Trigger Gap, crossing Carroll County diagonally from southwest to northeast, was laid out in 1837 by Thomas Hall, under the direction of the court. A road from Carrollton through Green Forest to Springfield, Mo., and a military road from Fayetteville through Carrollton to Jacksonport, twenty-five miles above Batesville, on the White River, was laid out, or at least opened for travel, prior to 1836."² The scarcity of roads through Carroll County in the 1830s is also shown on an 1839 map that only shows two roads in the Carroll County vicinity and no roads in the Busch area.³

¹ *A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894, p. 36.

² *Biographical and Historical Memoirs of Northwestern Arkansas*. Chicago, Nashville, and St. Louis: The Goodspeed Publishing Co. 1890, p. 339.

³ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

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By the 1850s as more people moved into the Carroll County area, the road network also grew. The roads in Carroll County all radiated from Carrollton going in every direction except due north and south. One road approximated the route of current U.S. 62 going northwest to Berryville, but it then continued northwest into Missouri rather than west like the current route of U.S. 62. However, there were still no roads in the area that crossed the White River.⁴

By the time that the State Highway Commission began printing Arkansas road maps in the 1910s, there were several roads criss-crossing Carroll County, including one that traveled northwest through Busch, which includes what would become the Busch Segment of U.S. 62.⁵ The *Third Biennial Report of the Department of State Lands, Highways and Improvements* reported on the construction of the road:

Of the Eureka Springs-Seligman road 15.74 miles run through Carroll County. Work is progressing rapidly on a native stone macadam and gravel road 14 feet wide on a 22 ft. dump. W. W. Blockson, E. M. Bare and F. D. Cook are the commissioners. C. A. Fuller is attorney and R. D. Alexander, engineer of construction. The mountainous nature of the country render construction difficult and expensive, although excellent material is abundant along the right of way. Convict labor is being used as provided by the legislature of 1917. Estimated cost, \$125,000. State aid allotted, \$32,500.⁶

The construction of improved roads was important to the residents of Carroll County. The Biennial Report indicated that "The sentiment for better roads is good throughout the county and a strong tendency toward permanent construction is everywhere manifest."⁷

Very little is known about the history of Busch other than its post office was established in 1905. Apparently it has always been just a small crossroads settlement along the highway with the post office mainly serving the area's rural residents.⁸

However, by December 1924, the Busch segment of the highway was in place as an unpaved road and had been designated Highway A-3. Highways with an "A" designation were Primary Federal Aid Roads while highways marked with "C" designations were connecting state roads and highways with "B" designations

⁴ Colton's railroad & township map of Arkansas. Map. New York, D. F. Shall, 1854.

⁵ Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

⁶ *Third Biennial Report of the Department of State Lands, Highways, and Improvements*. Publisher unknown, c.1918, p. 25.

⁷ *Ibid.*

⁸ Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988 p. 34.

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were Secondary Federal Aid Roads.⁹ The highway retained the A-3 designation for only a short period – it was redesignated Arkansas 72 (although Arkansas 12 also used the route) by 1926.¹⁰

Unfortunately, the biennial reports of the State Highway Commission for the late 1920s and early 1930s do not give any information on the paving of the Busch segment. However, it is possible to determine from the state highway maps of the period when the paving took place. In 1930, Arkansas 72 in Carroll County was unpaved. However, by 1931 all of Arkansas 72 between Eureka Springs and Gateway had been paved. The paving of the highway also brought with it a new designation. By 1931, the highway was redesignated U.S. 62.¹¹

The topography of the area in the vicinity of the Busch Segment is quite rugged. *The WPA Guide to 1930s Arkansas* describes U.S. 62 west of Eureka Springs by saying:

West of Eureka Springs U.S. 62 passes through the most rugged country of its entire route, skirting canyons 500 or 600 feet deep and rearing over summits that reveal similar canyons winding away to the horizon. The road reaches White River's most impressive gorge at INSPIRATION POINT, 43.9 m. In winter the bare brown hills, fading into the characteristic smoky blue of the Ozark horizon, give the vista a resemblance to Arizona mesas. Spring covers them with tones of green and blue found nowhere but in the Southern mountains. On the far side of the valley range after range of hills, rolling northward into Missouri, repeat the pattern.

The highway descends steeply and crosses WHITE RIVER, 46.4 m. Once the valley has been passed, the country becomes surprisingly flat.¹²

The rugged beautiful scenery of western Carroll County is still visible from the Busch Segment as well as the current alignment of U.S. 62.

This particular section of highway, which consists of a series of sharp and sweeping turns that follow the topography of the area, would have been a very dangerous section of highway, especially given its narrow

⁹ *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1924.

¹⁰ *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements*. Little Rock: Arkansas State Highway Department, 1926.

¹¹ *Official Highway Service Map Issued by the Arkansas State Highway Commission*. Little Rock: Arkansas State Highway Commission, June 1, 1931 and January 1, 1932.

¹² West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 264.

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width of approximately 16 feet. In addition, the sharp curve and narrow bridge at the White River crossing would have been increasingly dangerous as the size of cars and trucks grew during the 1940s and early 1950s. As a result, by the 1950s, it was decided to bypass and straighten out the section. A new route for the highway, built to the north and east of this alignment, was constructed in 1950-1952, and remains in use today.¹³

Today, the route of U.S. 62, is the main highway between Piggott and Fayetteville in northern Arkansas (and ultimately connects El Paso, Texas, with Niagara Falls, New York), and has been for many years. Due to the amount of traffic that uses the highway, much of the road has been upgraded to current highway standards. Early sections of the highway are rare, especially ones that are still drivable. As a result, the c.1932 alignment of U.S. 62 in the Busch vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Carroll County.

STATEMENT OF SIGNIFICANCE

Old U.S. 62, Busch Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the development of Arkansas highway culture. Old U.S. 62, Busch Segment, is the longest and most intact portion of the c.1932 alignment of U.S. 62 in the Busch vicinity of Carroll County. The highway section was the main automobile route in that part of Carroll County from the time of its construction in c.1932 until the current U.S. 62 was built to the east and northeast of it in 1952. Old U.S. 62, Busch Segment, is being submitted to the National Register of Historic Places under the multiple property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

¹³ Yeager, Sydney. "U.S. 62 White River Bridge, Eureka Springs vic., Carroll County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2007.

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A Reminiscent History of the Ozark Region. Chicago: Goodspeed Brothers, Publishers, 1894.

Arkansas State Highway Commission. *Road Map of Arkansas*. 1916.

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

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

Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Progress of Improvements. Little Rock: Arkansas State Highway Department, 1924.

Official Highway Service Map Issued by the Arkansas State Highway Commission. Little Rock: Arkansas State Highway Commission, March 1930, June 1, 1931, January 1, 1932, and 1933.

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

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

Yeager, Sydney. "U.S. 62 White River Bridge, Eureka Springs vic., Carroll County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2007.

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ADDITIONAL UTM's:

- 5) 15 425592E 4034239N
- 6) 15 425773E 4033709N
- 7) 15 425954E 4033661N
- 8) 15 426101E 4033509N
- 9) 15 426038E 4033273N
- 10) 15 426148E 4033131N
- 11) 15 426108E 4033064N
- 12) 15 426380E 4032918N
- 13) 15 426728E 4033178N
- 14) 15 426956E 4033205N
- 15) 15 427053E 4033357N
- 16) 15 427296E 4033477N

VERBAL BOUNDARY DESCRIPTION

Beginning at the Carroll County Road 173 and U.S. 62 intersection, the alignment proceeds south and east to the Carroll County Road 173 and Carroll County Road 109 intersection. Then it proceeds south and east along Carroll County Road 109 to the White River. The boundary then proceeds across the White River over the remaining piers of the White River Bridge to Carroll County Road 107. Finally, the boundary proceeds south and easterly along Carroll County Road 107 to its intersection with U.S. 62. The width of the boundary includes 10 feet on either side of the c.1932 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1932 alignment of U.S. 62 in the Busch vicinity of Carroll County.

