

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. 71 - Wilton Segment

other names/site number Sites #LR0078 - LR0081

2. Location

street & number East of U.S. 71 from the Old U.S. 71 and U.S. 71 intersection north to the south bank of the Little River

☐ not for publication

city or town Wilton

☒ vicinity

state Arkansas code AR county Little River code 081 zip code 71865

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Cathie Thacker
Signature of certifying official/Title

3/11/04
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:) _____

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
4	structures
	objects
4	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)

OTHER/Highway

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other CONCRETE

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

Engineering

Period of Significance

1934-1954

Significant Dates

1934

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder**

Kochtitzky & Johnson, Inc. (Forrest City, Arkansas), Builder

A. C. Kennedy (Little Rock, Arkansas), Builder

S. E. Evans (Fort Smith, Arkansas), Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☒ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository: Arkansas Highway and Transportation Dept.

Old U.S. 71 - Wilton Segment

Name of Property

Little River County, Arkansas

County and State

10. Geographical DataAcreage of Property Approx. 4.75 acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>393892</u>	<u>3738602</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>393801</u>	<u>3738460</u>

3	<u>15</u>	<u>393715</u>	<u>3737546</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>393857</u>	<u>3737104</u>

☒ 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 Byname/title Ralph S. Wilcox, National Register & Survey Coordinatororganization Arkansas Historic Preservation Programdate November 20, 2003street & number 1500 Tower Building, 323 Center Streettelephone (501) 324-9787city or town Little Rockstate ARzip 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 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 abandoned 1934 alignment of U.S. 71 in the Wilton vicinity is a two-lane concrete highway. It follows a mostly straight alignment to the east of the current U.S. 71 alignment. The Wilton segment of the 1934 highway begins at the Old U.S. 71 and U.S. 71 intersection and proceeds north to the south bank of the Little River. In addition, the 1934 highway being nominated retains three original 1934 bridges that are reinforced concrete decks on metal girders. The three bridges cross Lick Creek, Lick Creek Relief, and Little River Relief. The highway retains its original 1934 concrete pavement throughout and also retains its original roadway width.

ELABORATION

HIGHWAY

This abandoned section of 1934 alignment of U.S. 71 is approximately two miles long and begins at the Old U.S. 71 and U.S. 71 intersection and proceeds in a northerly direction to the east of the current U.S. 71 before ending at the south bank of the Little River. It is located to the east of the current U.S. 71 along its entire route.

The 1934 alignment of U.S. 71 has a width of 18 feet for two lanes of travel, and has 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.) Each section of pavement is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete. Additionally, a 4.5-inch wide gap is present along the entire centerline of the segment, except on the bridges. The pavement is referred to as Bates Type concrete, which means that it contains welded wire reinforcement in the concrete.

BRIDGES

The 1934 alignment of U.S. 71 contains three original bridges that are built of reinforced concrete decks on metal girders and concrete piers. The guardrails on the bridges consist of evenly-spaced cast concrete uprights connected by one row of horizontal concrete beams. Each bridge also has a metal plaque with information about the body of water crossed, builder, date of construction, and names of the officials of the Arkansas State Highway Department. All three bridges on the segment have excellent integrity.

INTEGRITY

Overall, the abandoned 1934 alignment of U.S. 71 in the Wilton vicinity has remarkable integrity. The original 1934 pavement remains throughout the segment, and it retains its original dimensions. Also, the bridges that were constructed in 1934 during the improvement of this segment remain. Additionally, the part of Little River County where the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1934-1954.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Old U.S. 71, Wilton Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Wilton Segment, is the longest and most intact portion of the old alignment of U.S. 71 in Little River County. The Wilton segment of U.S. 71, which is approximately two miles long, still retains its original 1934 concrete pavement. The highway section was the main automobile route in that part of Little River County from the time of its construction in 1934 until the current U.S. 71 was built to the west of 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. Old U.S. 71, Wilton 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."

ELABORATION

Settlement began in the area that is now Little River County in approximately 1836. The first settlers in the area were hunters who camped around the county, and made a living by hunting and sending animal pelts down the Red River, ultimately to New Orleans.¹ Sevier County, just to the north, was officially created on October 17, 1828, by an act of the Arkansas Territorial Legislature and the county seat was established at Paraclifta just five days later on October 22.² (Little River County would be broken off from Sevier and Howard counties on March 5, 1867.) By 1839, no roads existed in the area that became Little River County, although one road existed in Sevier County. It entered the county at Ultima Thule on the present Arkansas/Oklahoma border, proceeded southeast through Paraclifta and Pine Woods, before exiting the county just east of the Saline River.³

By 1854, several roads had penetrated into Little River County. The majority of them originated at Lanesport on the Red River in the southwestern part of the County, and fanned out to the northwest to Oklahoma, to the northeast to the Paraclifta area, and to the east following the Red River into Hempstead County.⁴

The arrival of the railroad into the Little River County area also increased the area's settlement and development in the late nineteenth century. By 1895, the Texas and Fort Smith Railroad line had been constructed south out of Paraclifta all the way Texarkana.⁵ The arrival of the railroad in northern Little River

¹ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 523.

² *Ibid*, pp. 212, 214.

³ David H. Burr. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839. (Paraclifta was located just west of Fall's Chapel, approximately four miles northwest of this highway segment.)

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

⁵ *Cram's Township and Rail Road Map of Arkansas*. Map. Chicago, George Franklin Cram, 1895.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

County brought about the settlement of Wilton, which was originally called Millkin, in 1890. (The name was changed to Wilton in 1892.)⁶

By the early twentieth century, as the popularity of the automobile increased, providing good quality roads became a fairly high priority around the state, and the same was true in Little River County. In neighboring Sevier County, Judge A. L. Tribble stated in one of his annual reports that:

It is evident to me that we ought to accomplish more for good roads in the county than we are doing. Road ought to be built and crowned with some sort of material that will resist traffic and weather. I believe our roads should be built by contract. ... I do not blame the majority of the road overseers (For failing to build good roads). ... They have little funds.⁷

It would not be long until road construction began in earnest in the Little River and Sevier County area.

In the spring of 1912, the process was begun to have a bridge built across the Little River. Two of the Sevier County commissioners, Odo Kolb and James Penney, were appointed to get the bridge built, and in October Judge Tribble reported to the Sevier County Quorum Court that a contract had been let for a 370-foot long bridge across the Little River at Mills Ferry.⁸ (It is not known for sure where Mills Ferry was, although it is possible that this was the first bridge at the U.S. 71 crossing, which is often referred to as Lanes Ferry. In addition, the Mills Cemetery is approximately one mile south of this crossing in Little River County.)

In 1916, parties of surveyors had arrived in neighboring Sevier County to survey a route for the Jefferson Highway, which was to span the country from the Canadian border to the Gulf of Mexico at New Orleans. In the Arkansas area, the Jefferson Highway was to come south from Kansas City to Fort Smith and then on to De Queen and Texarkana before proceeding on to Shreveport, following the current route of U.S. 71 in the northern part of the county and AR Highway 41 in the southern part.⁹ However, it does not appear that the Jefferson Highway followed U.S. 71 through Wilton, although it is possible that the route of U.S. 71 through the Wilton area was surveyed and built at the same time.

⁶ *Little River County Celebrates 125 Years, Ashdown Celebrated 100 Years*. Unknown publisher, 1992, p. 91.
⁷ Betty McCommas. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980, p. 82.

⁸ Ibid.

⁹ Although surveying of the Jefferson Highway took place in Arkansas, along with some road construction, other sources indicate that the route of the highway bypassed Arkansas to the west going through Miami, Muskogee, McAlester, and Durant, Oklahoma, along the current route of U.S. 69, before heading on into Texas.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

The contract for the improvement of the Wilton segment of U.S. 71 and the construction of the three bridges on the segment involved several different contractors. The contract for the improvement of the highway went to A. C. Kennedy of Little Rock. According to the *Eleventh Biennial Report of the Arkansas State Highway Commission*, the nature of the work included grading, drainage structures and traffic service gravel, plus 1.5 miles of concrete pavement. The paving work done on the Wilton segment of highway, was not only a state project, but a federal project as well (Projects #NRH-166 Part 1 and #NRM-166 Part 2). Their proposal for the project was received December 12, 1933. For the entire 3.684 miles of road from Ashdown to the Little River (State Job #3199), which includes the section being nominated at Wilton, they submitted a bid of \$58,538.34, and estimated that it would take 100 calendar days to finish the project. In addition, there was an estimated \$5,853.83 in engineering and contingency costs, for a total estimated commitment of \$64,392.17.¹⁰ Unfortunately, it is not known what the actual cost of the road was.

In addition, a separate contract for road work, specifically for 0.973 miles on the Wilton-Little River Road, was awarded to S. E. Evans of Fort Smith, Arkansas, for grading drainage structures and traffic service gravel. Their proposal for that project was received on May 31, 1934. For the work (State Job #3163), they submitted a bid of \$15,668.69, and estimated that it would take 220 calendar days to finish the project. In addition, there was an estimated \$1,566.86 in engineering and contingency costs, for a total commitment of \$17,235.55.¹¹ Unfortunately, again it is not known what the actual cost of the work was.

The pavement for U.S. 71 in Wilton is referred to as "Bates Type" pavement. Bates Type pavement includes welded wire reinforcement in the concrete, and parts of the wire are visible in some locations on the pavement surface. Although the first large-scale application of welded wire reinforcement in concrete pavement occurred in 1908 with the construction of the Long Island Parkway in New York, it became known as Bates Type pavement after a test of 78 types of pavement in Bates, Illinois, in 1922. After the tests in Bates, the pavement with the welded wire reinforcement was the only section in reasonably good condition after the heavy traffic test. As a result, many states started to specify welded wire reinforcement in their roads.¹²

The contract for the construction of the bridges between Wilton and Lockesburg in neighboring Sevier County was awarded to Kochtitzky & Johnson, Inc., of Forrest City, Arkansas. The bridge project, which did not include the bridge spanning the Little River, was not only a state project, but a federal project as well (Projects #NRH-166-C & D and Project #NRH-142-A). Their proposal for seven reinforced concrete and I-Beam girder bridges spanning a total of 1262.58 feet and the construction of .213 miles of embankment was

¹⁰ Arkansas State Highway Commission. *Eleventh Biennial Report of the Arkansas State Highway Commission*. Publisher unknown, 1934, pp. 56-57.

¹¹ Ibid, pp. 66-67.

¹² *Welded Wire Reinforcement: Celebrating a 100 Year Anniversary*. From the website of the Wire Reinforcement Institute at www.wirereinforcementinstitute.org. 25 November 2002.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

received by the Highway Commission on August 29, 1934. Kochtitzky & Johnson, Inc. estimated a completion time of 225 calendar days and a cost of \$65,395.96. In addition, there was an estimated \$6,539.49 in engineering and contingency costs, for a total commitment of \$71,934.45.¹³

The bridge that spanned the Little River, connecting the Wilton segment with the Little River Approach segment (NR listing pending), was completed in April 1935. The contract for the construction of the bridge was awarded to W. P. McGeorge of Pine Bluff, Arkansas, and was also a federal project (Project #NRH-166-B). The proposal for the bridge (State Job #3217) was received on May 31, 1934, and proposed the construction of a steel truss bridge with reinforced concrete floor spanning a total distance of 902.5 feet. It was estimated that it would take 300 calendar days to complete the bridge and cost \$95,152.07. Again, there was an estimated \$9,515.20 in engineering and contingency costs, for a total commitment of \$104,667.27.¹⁴ As with the other aspects of the improvement of this highway segment, the actual cost of the bridge is known.

The plans for the grand opening celebration of the bridge, as related in the April 24, 1935, edition of the *Little River News*, were quite elaborate.

A gigantic celebration dedicating the new Little River bridge on Highway 71, between Little River and Sevier counties is being planned for May, it was learned following a meeting of the committee at Ashdown Friday night. It was expected the celebration will be held about May 10, and that at least 4000 persons will attend.

A free barbecue, old fiddlers' contest, entertainment by male quartet, motor boat races, and a brass band are to be featured. Gov. Futrell and Arkansas highway officials will be invited to attend. The Hot Springs Chamber of Commerce will be asked to lend its loud speaking equipment.

J. H. Welch acted as Chairman and appointed committees. The program committee was M. E. Melton, secretary of the Texarkana Chamber of Commerce, J. D. Shaver, Jr., and Ray Kimball of DeQueen. The committee on concessions is C. A. Bishop, C. L. Latimer of DeQueen, M. E. Melton, Burton Kinsworthy of Wilton, and Bob Grady of Lockesburg. Others assisting in the plans include Lon T. Jones, J. W. Coulter, Mayor J. E. Tobin, and C. Slater of DeQueen and Ryman Wallace of Lockesburg.

The celebration of citizens from the town concerned plan to go to Little Rock this week to attend to a few details. After this trip a definite date for the trip will

¹³ Ibid, pp. 68-69.

¹⁴ Ibid, pp. 66-67.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

be given.¹⁵

The construction of this alignment and bridge across the Little River relocated the road 75 feet downstream from the previous 1912 bridge.

The newly paved highway was described in *The WPA Guide to 1930s Arkansas* by saying:

LITTLE RIVER flows under a highway bridge at 159.4 m. between high, washed-out banks that show its uncertain temper. The barge and crane usually visible from the bridge are used in gravel-digging operations.

WILTON, 162.3 m. (321 alt., 319 pop.), where a few houses, service stations, and stores straggle along the highway, supplies workers for the Little River gravel barge. Wilton ships some truck produce, ties, and logs.¹⁶

The few houses, service stations, and stores that straggle along the highway likely also includes the settlement of Taylors Store to the north of Wilton. Although six buildings were present at the location in 1950, they had all disappeared by 1975 as a result of the construction of current U.S. 71 to the west, which bypassed the settlement.

Once U.S. 71 was completed in the vicinity of Wilton, it made travel in the area a lot easier. The fact that this portion of U.S. 71 was the main route between Fort Smith and Texarkana meant that it was also a highly traveled road for both automobile and truck traffic. The amount of traffic using U.S. 71 ultimately led to the construction of the current U.S. 71 to the west. The new highway was opened to traffic in 1965.¹⁷

Today the entire length of the old alignment of the U.S. 71 in the Wilton vicinity is still in use as a local county road, and it is still possible to drive the entire segment of the alignment being nominated. Remarkably, all of the alignment retains the original 1934 concrete pavement. As a result, it is still easy to recognize the original 1934 construction.

U.S. 71 is currently the main highway between Fort Smith and Texarkana, 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 old

¹⁵ Bill Beasley. *Little River County*. Little River Historical Society, 1975, pp. 121-122.

¹⁶ Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 321.

¹⁷ Robert Scoggin. E-mail to the author. 2 October 2003.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

alignment of U.S. 71 in the Wilton vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Little River County.

STATEMENT OF SIGNIFICANCE

Old U.S. 71, Wilton Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Wilton Segment, is the longest and most intact portion of the old alignment of U.S. 71 in Little River County. The Wilton segment of U.S. 71, which is approximately two miles long, still retains its original 1934 concrete pavement. The highway section was the main automobile route in that part of Little River County from the time of its construction in 1934 until the current U.S. 71 was built to the west of 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. Old U.S. 71, Wilton 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."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

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Beasley, Bill. *Little River County*. Little River Historical Society, 1975.

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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.

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

Little River County Celebrates 125 Years, Ashdown Celebrated 100 Years. Unknown publisher, 1992.

McCommas, Betty. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980.

Scoggin, Robert. E-mail to the author. 2 October 2003.

Welded Wire Reinforcement: Celebrating a 100 Year Anniversary. From the website of the Wire Reinforcement Institute at www.wirereinforcementinstitute.org. 25 November 2002.

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

ADDITIONAL UTM's

- 5) 15 393799E 3735400N
- 6) 15 393692E 3734983N
- 7) 15 393786E 3738019N (Little River Relief Bridge)
- 8) 15 393852E 3736048N (Lick Creek Bridge)
- 9) 15 393847E 3735784N (Lick Creek Relief Bridge)

VERBAL BOUNDARY DESCRIPTION

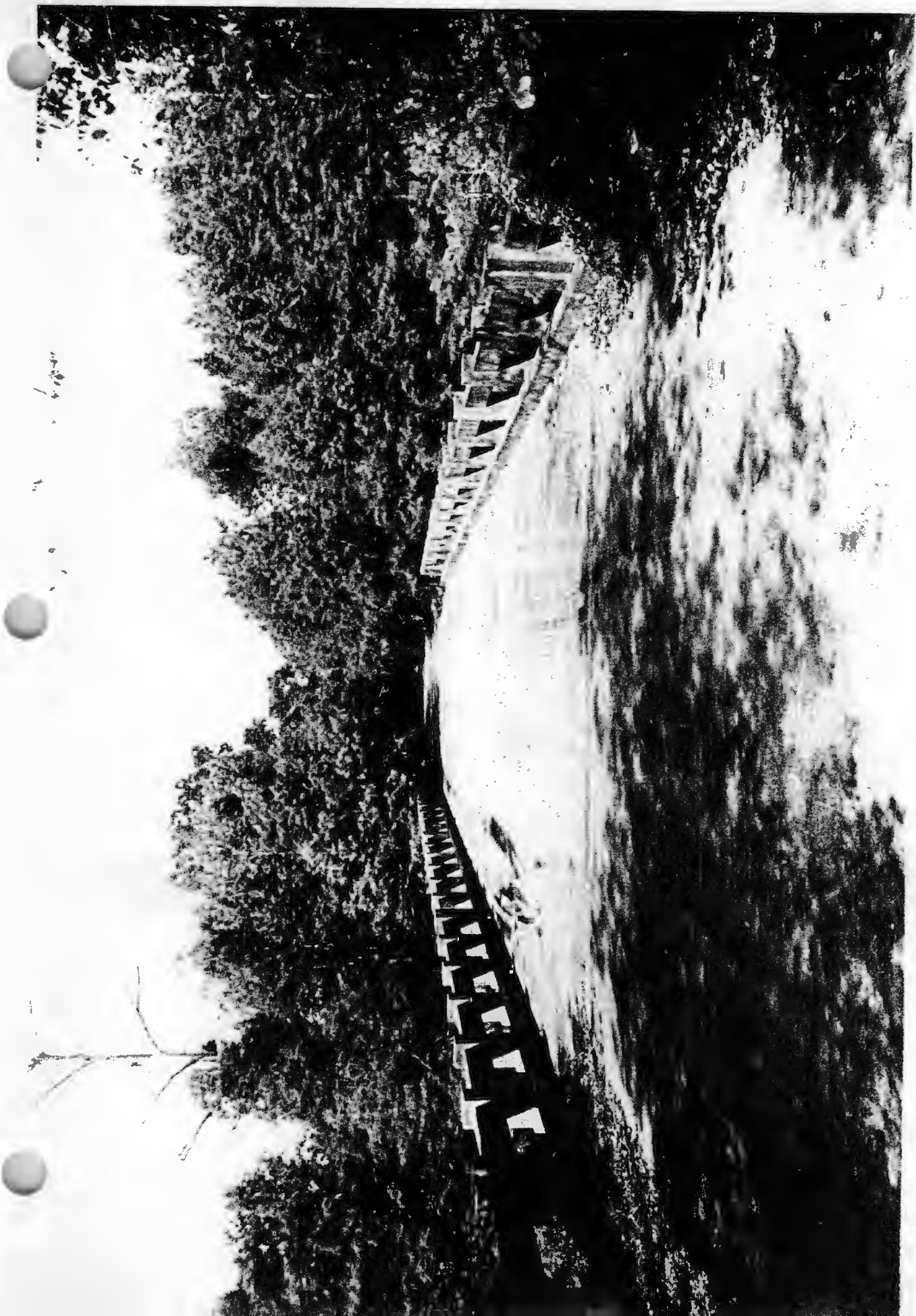
Beginning at the south bank of the Little River, the 1934 alignment of U.S. 71 follows Old U.S. 71 south to the old U.S. 71 and U.S. 71 intersection. The width of the boundary includes 10 feet on either side of the 1934 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1934 U.S. 71 highway alignment in the Wilton vicinity.







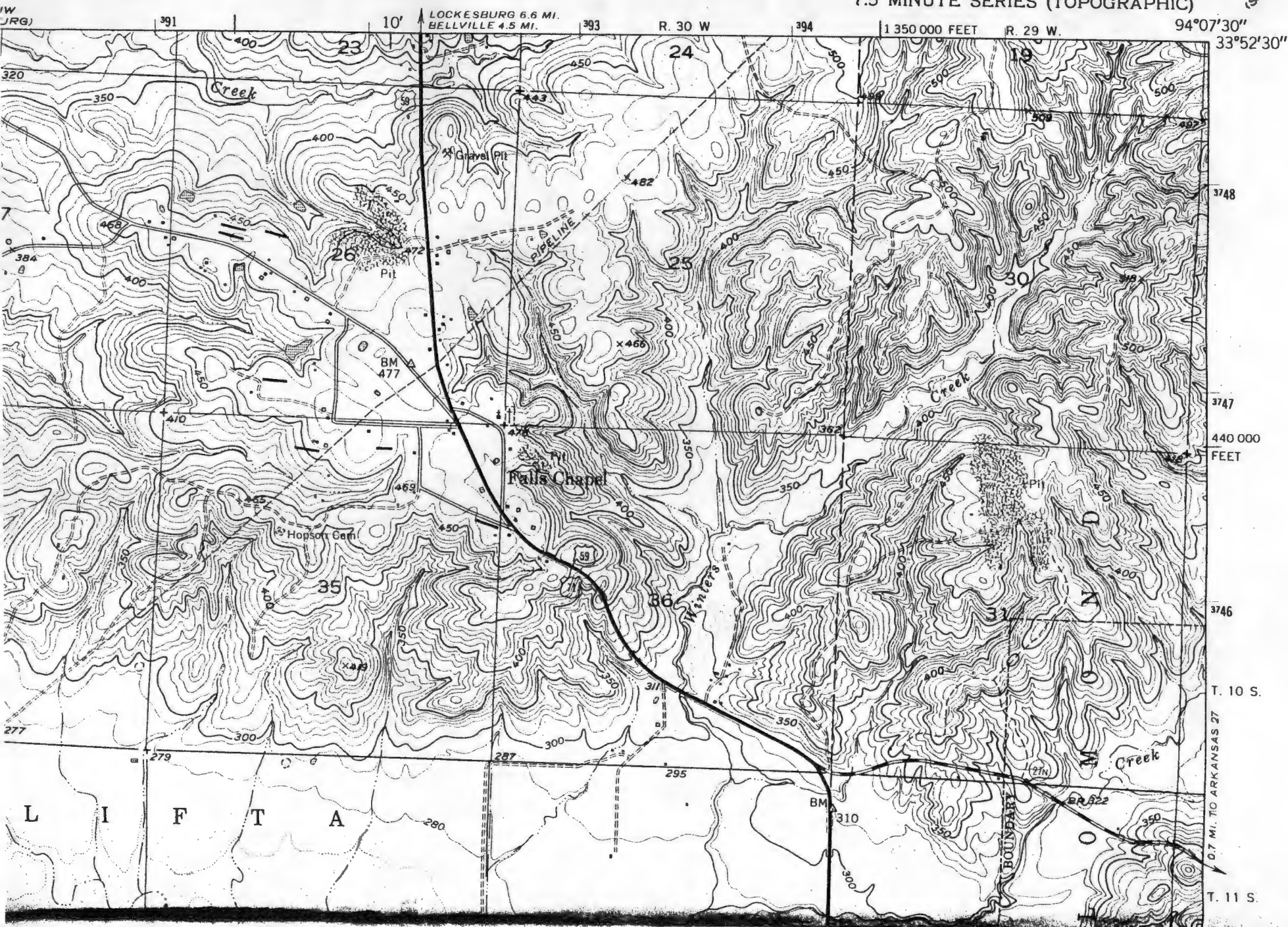


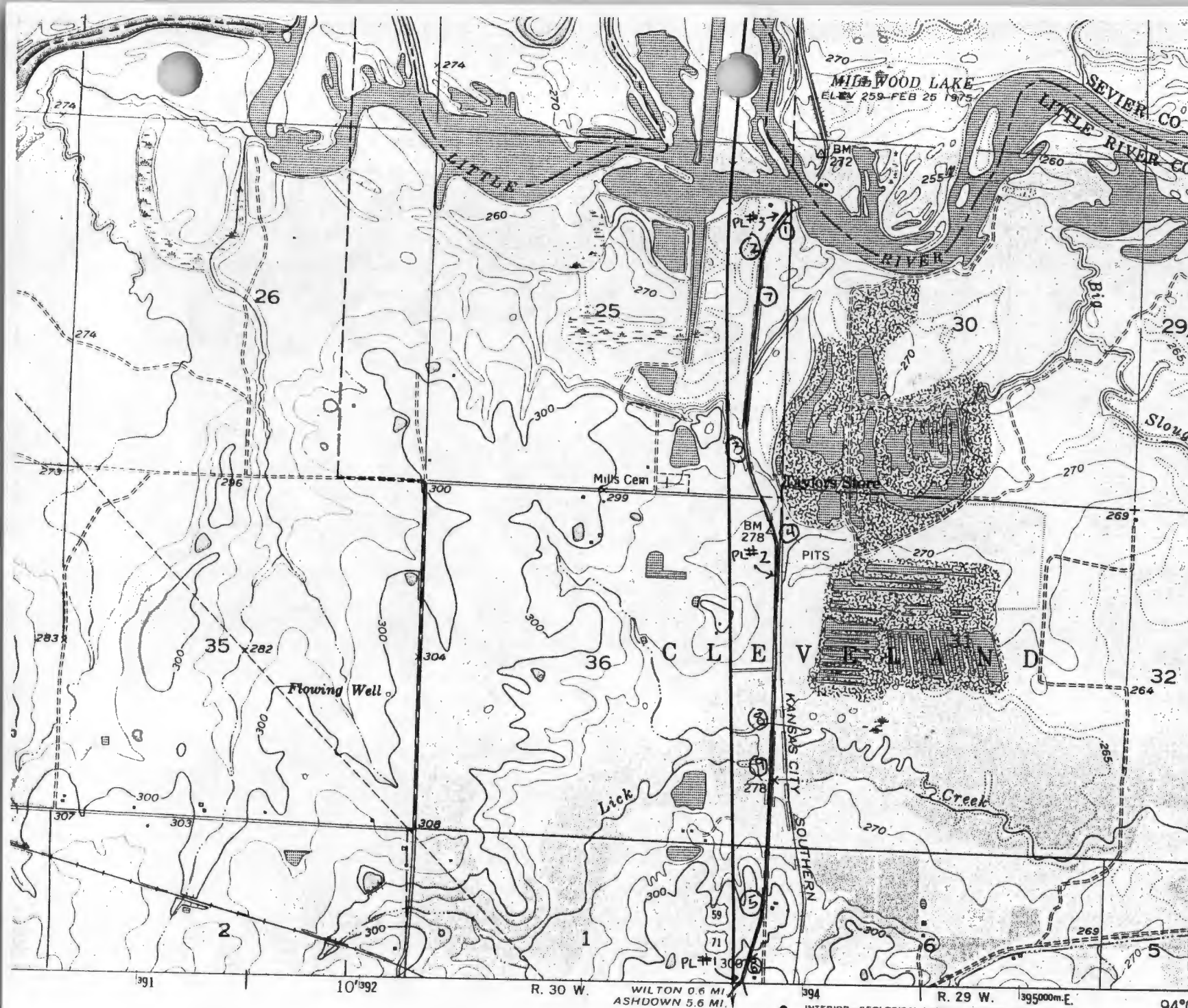






7151 / NE
(SILVER RIDGE)





3739
PL = PHOTO LOCATION
OLD U.S. 71-WILTON
SEGMENT
WILTON VIC., LITTLE
RIVER COUNTY

UTM #1:
3738 15/393892/3738602

UTM #2:
15/393801/3738460

UTM #3:
15/393715/3737546

UTM #4:
15/393857/3737104

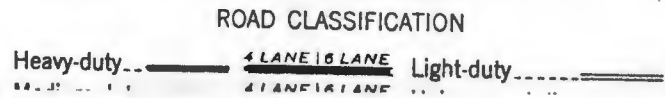
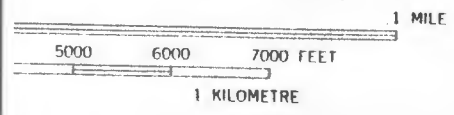
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15/393799/3735400

UTM #6:
15/393692/3734983

UTM #7:
15/393786/3738019

UTM #8:
15/393852/3736048

UTM #9
T. 11 S.
15/393847/
T. 12 S.
3735784



ASHDOWN E
7151 N.A.