

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NR 10-5-2009

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, Jenny Lind Segment

other names/site number Sites #SB0440 and SB0468

2. Location

street & number Doraul Acres Lane and part of Mt. Nebo Road west of U.S. 71

☐ not for publication

city or town Jenny Lind

☒ vicinity

state Arkansas code AR county Sebastian code 131 zip code 72936

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.)

Signature of certifying official/Title

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

Old U.S. 71, Jenny Lind Segment

Name of Property

Sebastian County, Arkansas

County and State

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
2	structures
	objects
2	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

1927-1959

Significant Dates

1927-1929

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

O'Hagan & McVicker Company, Builder

Walter J. Bryson Paving Company, 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, Jenny Lind Segment

Name of Property

Sebastian County, Arkansas

County and State

Geographical Data

Acreage of Property Approximately 1.8 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>379611</u>	<u>3899777</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>379931</u>	<u>3899622</u>

3	<u>15</u>	<u>380140</u>	<u>3899360</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>380587</u>	<u>3899091</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 By

name/title	<u>Ralph S. Wilcox, National Register & Survey Coordinator</u>		
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>March 13, 2009</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9787</u>
city or town	<u>Little Rock</u>	state	<u>AR</u>
		zip code	<u>72201</u>

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	<u></u>		
street & number	<u></u>	telephone	<u></u>
city or town	<u></u>	state	<u></u>
		zip code	<u></u>

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.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 7 Page 1

SUMMARY

The bypassed 1927-1929 alignment of U.S. 71 in the Jenny Lind vicinity is a two-lane concrete highway with gentle curves. Beginning at its northwest end at U.S. 71, it follows a straight alignment then curves gently to the southwest as it ascends a low part of the end of Backbone Mountain before turning back to the southeast as it descends back to the current U.S. 71. In addition, the old alignment has one stream crossing over a tributary of Bear Creek that is spanned by a simple concrete slab bridge. The highway retains its original 1928-1929 concrete pavement throughout. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This bypassed section of old U.S. 71 is approximately 0.75 miles long and begins northwest of the intersection of U.S. 71 and Mt. Nebo Road southeast of Jenny Lind and proceeds in a basically southeasterly direction at the east end of Backbone Mountain before ending at the Doraul Acres Lane and current U.S. 71 intersection. The northwestern portion of the highway is flat and straight as it approaches the end of Backbone Mountain from the northwest. A couple of gentle curves allow the highway to go over the end of Backbone Mountain to its southeastern terminus.

The old alignment of U.S. 71 has a width of 18 feet for two lanes of travel 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.) Each section of pavement is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete.

BRIDGE

The old alignment of U.S. 71 contains one stream crossing over a tributary of Bear Creek that is spanned by a simple concrete slab bridge with concrete curbs on each side. The bridge has a length of approximately 15 feet. The bridge, which is considered to be a contributing structure, was actually built in 1927-1928 prior to the highway's paving.

INTEGRITY

Overall, the bypassed alignment of U.S. 71 in the Jenny Lind vicinity has remarkable integrity. The original 1928-1929 pavement remains throughout the segment, and it retains its original dimensions. Although some small portions of the highway have been patched, the patching did not alter the highway's original width. As a result, it is still easy to recognize the original 1928-1929 construction. Additionally, the part of Sebastian County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from 1927-1959.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 8 Page 1

SUMMARY

Old U.S. 71, Jenny Lind Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Jenny Lind Segment, is the longest and most intact portion of the old alignment of U.S. 71 in Sebastian County. The Jenny Lind segment of U.S. 71, which is approximately 0.75 miles long, still retains its original 1928-1929 concrete pavement. The highway section was the main automobile route in that part of Sebastian County from the time of its construction in 1927-1929 until the current U.S. 71 was built to the east of it in 1973. 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, Jenny Lind 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

The first recorded white settlement in Sebastian County occurred with the establishment of the Fort Smith military post in 1817. Captain John Rogers is the first white settler recorded on the site of Fort Smith, having arrived shortly after the end of the War of 1812.¹ Although settlement in the Fort Smith area occurred in the early nineteenth century, settlement in the Jenny Lind and Greenwood vicinity did not begin until c.1850. The creation of Sebastian County was approved by the General Assembly on January 10, 1851, and when the County Commissioners met at Jenny Lind in May 1851, they decided to locate the county seat on forty acres of land donated by Rueben Coker. They also decided to name the new seat of justice Greenwood.²

The growth of Greenwood was relatively slow. The first house in town was a log cabin measuring sixteen feet square that was the office of the county clerk, John Carnall. The first courthouse was a double log house built in 1852 on the corner of Center and Front streets. By the time of the Civil War's outbreak, Greenwood was a town of some importance for business in that part of the county, and it was the second largest town in Sebastian County behind Fort Smith. However, it would not be until November 13, 1884, that the town was incorporated.³ Jenny Lind, on the other hand, was able to get a post office established in May 1851, and Thomas Yadon was the first postmaster. (Jenny Lind kept its post office off and on until 1959).⁴

The arrival of settlers in the Jenny Lind and Greenwood area also brought about a development of roads. In 1839 Fort Smith was the closest town in existence, and the roads that went out of Fort Smith at the time

¹ *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, pp. 688-689.

² *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, pp. 696-698.

³ *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, pp. 768-769.

⁴ *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, pp. 706-707, and Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 117.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 8 Page 2

followed the course of the Arkansas River to the east or went to Van Buren and points beyond to the northeast. No roads penetrated into the Jenny Lind and Greenwood area.⁵ By 1854, however, several roads reached into the southern part of Sebastian County, including one that proceeded south out of Fort Smith to Jenny Lind and Greenwood before continuing south over Devil's Backbone Ridge.⁶

Backbone Mountain, like the other ridges in the area south of Fort Smith, would have been a formidable barrier to the first settlers arriving in the area. The 1889 *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, describes it by saying, "Backbone Ridge commences west of the county line, and extends into the county in an easterly direction about seven miles. It lies in the northern part of Township 6 north."⁷ With an elevation change of over 300 feet from the valley to the mountain's summit, it was not an easy obstacle to cross.

By the early twentieth-century when the route of U.S. 71 was laid out, because of the presence of improved machinery, it would have been easier to construct a highway over Backbone Mountain (as was done over Devil's Backbone), but the route was directed around the east end of the mountain. This route was also logical since it was near the location of a gap in Long Ridge, which was located just to the north. (It was actually Highway A-4 at the time – the route would not be designated U.S. 71 until after the creation of the U.S. highway system in 1925.⁸)

As with many of Arkansas's highways, there was a tremendous effort in the 1920s to improve and upgrade U.S. 71 to the best standards of the period. The first work done on the highway in the Jenny Lind area to accomplish this was to complete grading and drainage structures, and to build the necessary concrete bridges. The contract for the grading of the road and construction of the drainage structures went to W. P. McCoy & Son of Fort Smith. Their proposal for the project was received August 30, 1927. For the 15.309 mile section (Section 14 of U.S. 71, State Job #404), which includes the segment in the Jenny Lind area being nominated, they submitted a bid of \$78,110.80, and estimated that it would take 300 calendar days to finish the project. The final payment to the contractor, however, was \$87,832.77, which overran the initial estimates.⁹

At the same time that the grading and drainage structures were being taken care of, another contract was underway to construct the route's concrete bridges. The contract for the concrete bridges went to the O'Hagan & McVicker Company of Kansas City, Missouri. Their proposal for the project was received

⁵ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

⁶ Colton's *railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.

⁷ *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*, p. 677.

⁸ Ibid.

⁹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 148-149.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 8 Page 3

August 30, 1927. For 227 feet of concrete bridges (State Job #405), which includes the bridge on this segment, they submitted a bid of \$31,696.05, and estimated that it would take 180 calendar days to finish the project. The final payment to the contractor, however, was \$30,548.75, which was actually less than the original estimates.¹⁰

Once the grading, drainage structures, and concrete bridges were finished, paving the highway could get underway. The paving work done on the Jenny Lind segment of highway, was not only a state project, but a federal project as well (FAP #164-A).¹¹ The contract for paving U.S. 71 in the Jenny Lind area went to the Walter J. Bryson Paving Company of Jacksonville, Florida. Their proposal for the project was received December 14, 1928. For the 15.439 mile section (State Job #468), which includes the Jenny Lind segment, they submitted a bid of \$250,632.48, and estimated that it would take 250 calendar days to finish the project. Additionally, the state was going to furnish an estimated \$63,646.04 worth of material for a total commitment of \$314,278.52. The final payment to the contractor, however, was \$268,121.62 while the state furnished \$65,764.88 worth of material. As a result, the final cost of the section was \$333,886.50, which overran the initial estimates.¹²

Once U.S. 71 was completed in the Jenny Lind area, 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 northeast. The new highway, which was opened to traffic in 1973, bypassed Jenny Lind and Greenwood, creating a much straighter corridor.¹³

Today almost the entire length of the old alignment of U.S. 71 in the Jenny Lind area is still in use as Doraul Acres Lane and a part of Mt. Nebo Road, and it is still possible to drive most of the Jenny Lind segment of the alignment being nominated. (A debris pile in the middle prevents driving through on the entire segment, although both parts are passable.) Remarkably, all of the alignment retains the original 1928-1929 concrete pavement, although some portions have been patched. However, the pavement retains its original dimensions. As a result, it is still easy to recognize the original 1928-1929 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

Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 148-149.

¹¹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, p. 174.

¹² Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 174-175.

¹³ Robert W. Scoggin, E-mail to the author, 11 March 2009.

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 8 Page 4

standards. Early sections of the highway are rare, especially ones that are still drivable. As a result, the old alignment of U.S. 71 in the Jenny Lind vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Sebastian County.

STATEMENT OF SIGNIFICANCE

Old U.S. 71, Jenny Lind Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Jenny Lind Segment, is the longest and most intact portion of the old alignment of U.S. 71 in Sebastian County. The Jenny Lind segment of U.S. 71, which is approximately 0.75 miles long, still retains its original 1928-1929 concrete pavement. The highway section was the main automobile route in that part of Sebastian County from the time of its construction in 1927-1929 until the current U.S. 71 was built to the east of it in 1973. 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, Jenny Lind 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

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 9 Page 1

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

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Scoggin, Robert W. E-mail to the author. 11 March 2009.

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State of Arkansas. *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Co., c.1925.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property: Old U.S. 71, Jenny Lind Segment

County and State: Sebastian County, Arkansas

Name of multiple property listing (if applicable):
Arkansas Highway and Transportation Era
Architecture, 1910-1965

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at the Hidden Valley Way, Old Jenny Lind Loop, U.S. 71, and Mt. Nebo Road intersection, the 1927-1929 alignment of U.S. 71 follows Mt. Nebo Road and Doraul Acres Lane until it intersects current U.S. 71. The width of the boundary includes 10 feet on either side of the 1927-1929 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1927-1929 U.S. 71 highway alignment in the Jenny Lind vicinity.











7154 14 SW
(SOUTH FORT SMITH)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

94° 22' 30"
35° 15' 15"

76° 00' E

R 32 W

R 31 W

FORT SMITH 10 MI.
RYE HILL 14 MI.

20'

779

380

7154
(BAR)

301 000 N

35

36

31

32

33

T 7 N

T 6 N

OLD U.S. 71, JENNY
HOLLOW SEGMENT

SEBASTIAN COUNTY,
ARKANSAS

UTMS:

1) 15, 79, 11, 3399777

2) 15, 79, 99, 1, 3899677

3) 15, 79, 14, 0, 3899360

4) 15, 380587, 3899360

PL = PHOTO LOCATION

298

Gas Well

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