

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, Greenland Segment

other names/site number Sites #WA0922 and #WA0917

2. Location

street & number Washington County Road 1194 (S. Main Avenue)

☐ not for publication

City or town Greenland

☒ vicinity

state Arkansas code AR County Washington code 143 zip code 72737

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 Maccherus
Signature of certifying official/Title

7/7/04
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:

☐ 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
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

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

Engineering

Period of Significance

1930-1954

Significant Dates

1930-1954

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

Porter Construction Company (Tulsa, Oklahoma)

Maxwell Construction Company (Columbus, Kansas)

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.

10. Geographical DataAcreage of Property Approx. 1.8 acres**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>394691</u>	<u>3982156</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>394173</u>	<u>3982507</u>

3	<u>15</u>	<u>393995</u>	<u>3982685</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>394041</u>	<u>3982990</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 March 3, 2004street & 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 Reduction Projects (1024-0018), Washington, DC 20303.

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SUMMARY

The bypassed 1930 alignment of U.S. 71 in the Greenland vicinity is a two-lane concrete highway. It follows an alignment to the east of the current Union Pacific Railroad line and to the southwest of the current U.S. 71. The 1930 alignment crosses the West Fork of the White River from the southeast before making a sharp turn to the northeast while the current US 71 alignment, constructed in 1980, crosses the West Fork of the White River from the southeast before making a much more gradual turn to the northeast. In addition, the 1930 alignment being nominated retains one original 1930 Parker pony-truss bridge crossing the West Fork of the White River. The highway retains its original 1930 concrete pavement throughout, although portions near the northern end have been patched. The highway retains its original roadway width.

ELABORATION

HIGHWAY

This bypassed section of 1930 alignment of U.S. 71 is approximately 0.75 miles long and begins at the intersection of U.S. 71 and Washington County Road 1194 (also known as S. Main Avenue) southeast of Greenland and proceeds in a northwesterly direction south of Greenland before crossing the West Fork of the White River and curving sharply to the northeast. It then follows the Union Pacific Railroad line before ending at U.S. 71 south of Greenland.

The 1930 alignment of U.S. 71 has a width of 18 feet for two lanes of travel. The section 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.

WEST FORK OF THE WHITE RIVER BRIDGE

The bridge over the West Fork of the White River is comprised of three Parker pony-trusses with the main span measuring 100 feet, and the other spans measuring 104 feet each. The bridge has a total length of 308 feet.

The bridge is accessed from both the northwest and southeast. The Parker truss is a variation of the Pratt truss, which was first developed by Thomas and Caleb Pratt in 1844, and has diagonals that carry tensile forces and verticals that carry compressive forces.

The West Fork of the White River Bridge consists of three Parker pony-trusses and has a total structure length of 308 feet. The travel surface and overall width of the bridge is 23.8 feet. The deck surface is concrete over the steel truss. The abutments are concrete. Resting on top of the decking, a pair of side-by-side Parker trusses run the entire length of the bridge on the northeast and southwest sides.

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The bridge also has approach guardrails at each end on each side of the road. The guardrails on the bridge consist of evenly-spaced, cast-concrete uprights connected by two rows of horizontal concrete beams. In addition, the bridge has a metal plaque which reads:

WEST FORK
WHITE RIVER
MAXWELL CONST. CO.
CONTRACTOR.
ARKANSAS
STATE HIGHWAY COMMISSION.
DWIGHT H. BLACKWOOD, CHAIRMAN
C. S. CHRISTIAN, ENGINEER
1930
BRIDGE NO.-----

(Remnants of the concrete abutments of the previous bridge at the crossing are also present just to the northeast of the current bridge.)

INTEGRITY

Overall, the bypassed 1930 alignment of U.S. 71 in the Greenland vicinity has remarkable integrity. The original 1930 pavement remains throughout the segment, and it retains its original dimensions. The pavement of the highway towards the northeastern end has been patched with asphalt, but it is still drivable, and the entire 1930 alignment possesses a strong sense of continuity. Additionally, the part of Washington County where the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1930-1954.

With respect to the bridge, no structural alterations have been made to the bridge to compromise its integrity. Its location remains rural, and its setting remains pristine. The bridge still illustrates its original design and materials. In addition, the bridge is still in use for vehicular travel.

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SUMMARY

Old U.S. 71, Greenland Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Greenland Segment, is the longest and most intact portion of the old alignment of U.S. 71 in the Greenland vicinity. The Greenland segment of U.S. 71, which is approximately 0.75 miles long, still retains its original 1930 concrete pavement. The highway section was the main automobile route in that part of Washington County from the time of its construction in 1930 until the current U.S. 71 was built to the northeast of it in 1980. 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, Greenland 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 regular exploration in the area that would become Greenland began c. 1819 with Frank Pierce. He traveled up the White River to trap and hunt, and continued along the West Fork of the White River. As he traveled along the West Fork, he came within a couple of miles of the location of Fayetteville and came across a herd of buffalo. While trying to kill one of the buffalo for his supper, he saw a band of Indians nearby. Instead of killing a buffalo, he lowered his gun, dropped back beneath the riverbank, and spent the night by a large elm tree. Although he continued on his journey the next day, eventually going to Lewisburg in Conway County and Batesville in Independence County, he never forgot the place of the elm tree. He returned to the spot and settled there permanently c. 1828.¹

The establishment of Washington County and Arkansas's western border began in 1820 with the creation of Crawford County by the Arkansas territorial legislature. Four years later, Congress passed a bill that moved the western boundary of the Arkansas territory 40 miles to the west, although white settlers were not allowed to establish residence in the new area due to an 1817 treaty. In 1827 the Secretary of War lifted the ban on white settlement in the Cherokee country, and on October 13, 1827, Lovely County was created by the Arkansas territorial legislature. The following year, a treaty moved the territorial boundary 40 miles to the east, to its present location, and on October, 17, 1828, the territorial legislature created Washington County out of Lovely County, which ceased to exist.²

Although settlement began in Washington County and the Greenland area in the early 1800s, it was not until the arrival of the railroad that the region really began to develop. Leaders in the area had the construction of a railroad in the area as a goal prior to the Civil War. However, it took many years before it was finally

¹ *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas*. Chicago: The Goodspeed Publishing Co., 1889, p. 141.

² *History of Washington County, Arkansas*. Springdale, AR: Shiloh Museum, 1989, pp. 85-86.

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accomplished. In 1868, the Arkansas legislature granted aid of \$15,000 per mile to the Northwestern Railroad Border Company for the completion of a railroad from Missouri to Van Buren through Fayetteville and Bentonville. However, they were not able to accomplish it.³

The completion of a railroad line through Washington County would not happen until the Frisco decided to undertake construction in the late 1870s. The Frisco surveyed two lines through Washington County, one through Prairie Grove Valley and one through Fayetteville. Businessmen in the Fayetteville area influenced the Frisco's decision by purchasing right-of-way for the line from Missouri to Fayetteville for \$8,000 and also contributing \$2,500 for a depot in Fayetteville.⁴

When the first train arrived in Fayetteville on June 8, 1881, it was a great occasion. Approximately 10,000 people greeted it, and J. R. Pettigrew, who was the publisher of the *Arkansas Sentinel*, commented, "Fayetteville, and Northwest Arkansas, are exuberant with joy. We are entering a new era; the humdrum of the stage coach days is past, we are out of the old grooves; the steam is up, the bell is ringing and we plunge into the stirring active scenes of the new life."⁵

It was the arrival of the railroad in Washington County that brought about the founding of Greenland. The town originated as a railroad stop named Rugby in 1882. In 1886, however, the name of the settlement was changed to Staunton, and the name changed again to Greenland in 1909.⁶

Exactly when the route of U.S. 71 came into existence is unknown, but it was initially nothing more than a wagon road. The first automobiles appeared in Washington County around 1905, most notably when a Texan drove a two-cylinder Model F Buick into Fayetteville.⁷ Improvement of the road, however, did not begin in earnest until the passing of the Alexander Road Law on March 30, 1915, which specified the qualifications that had to be met in order to form a road improvement district. Residents along the roads east of Fayetteville to Goshen and along the route south to Winslow petitioned for a highway, and formed Road District No. 2. Once the district was formed, bonds were sold to complete the improvement of the roads.⁸

The improvement of the road in Washington County began in March 1920 from at the Crawford/Washington County line and moved north. The first major task was to widen the route, and the first workers were inmates from the state penitentiary. (Later on, however, free workers replaced the convicts in completing the work.) By the summer of 1924, the road had been graded, and it was then graveled. Native stone along the

³ *Ibid*, p. 236.

⁴ *Ibid*, p. 237.

⁵ *Ibid*, p. 235.

⁶ *Ibid*, p. 241.

⁷ *Ibid*, pp. 274, 276.

⁸ *Ibid*, p. 276.

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right-of-way formed the base, and then clay and creek gravel formed the middle layer over which the final gravel layer was placed.⁹

In the late 1920s, the route of the Jefferson Highway, which was to span the country from the Canadian border to the Gulf of Mexico at New Orleans, was moved to Western Arkansas from Eastern Oklahoma. Promoters who were involved with the highway said:

The road extending from Mineral to Greenwood Shoals is to be the best highway in the nation. It is the desire of the commissioners to have the taxpayers of the road improvement district furnish as much of the gravel and labor as possible.

The highway will be 22 feet wide, ditch to ditch. The road will have a gravel crown 14 feet wide. The gravel will have a depth of 8 inches in the center of the road, tapering to 6 inches gravel depth at the edges.¹⁰

Under the new designation, the route of U.S. 71 was eligible for paving.

The contract for the improvement of the Greenland segment of U.S. 71 and the construction of the bridge on the segment involved two different contractors. The contract for the improvement of the "Fayetteville-North & South Road" segment of the highway, which includes the Greenland segment, was awarded to the Porter Construction Company of Tulsa, Oklahoma. According to the *Ninth Biennial Report of the Arkansas State Highway Commission*, the nature of the work included grading, drainage structures, and concrete pavement. The paving work done on the Greenland segment of highway, was not only a state project, but a federal project as well (Project #254-A). Their proposal for the project was received May 15, 1929. For the entire 7.812 miles of road (State Job #491), which includes the section being nominated at Greenland, they submitted a bid of \$174,842.00, and estimated that it would take 180 calendar days to finish the project. However, the final cost of the paving ended up being \$178,369.35.¹¹

The contract for the construction of the bridges between Fayetteville and Winslow was awarded to the Maxwell Construction Company of Columbus, Kansas. The bridge project, unlike the paving, was apparently only a state project and did not receive federal assistance. Their proposal for eight reinforced

⁹ *ibid*, p. 278.

¹⁰ Betty McCommas. *The History of Sevier County and Her People (1803-1936)*. Dallas: Taylor Publishing Company, 1980, p. 83.

¹¹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Department*. Russellville, AR: Russellville Printing Company, 1930, pp. 182-183.

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concrete and structural steel bridges spanning a total of 1795 feet was received by the Highway Commission on January 21, 1930. Maxwell Construction Company estimated a completion time of 250 calendar days and a cost of \$116,136.27. However, the final cost of the bridges ended up being less than estimated at \$114,404.45.¹²

The official opening of the paved road was August 15, 1930, and once U.S. 71 was completed in Greenland vicinity, it made travel in the area a lot easier.¹³ The fact that this portion of U.S. 71 was the main route between Fayetteville and Fort Smith 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 was opened to traffic in 1980.

Today the entire length of the old alignment of the U.S. 71 Greenland segment is still in use as Washington County Road 1194, and it is still possible to drive the entire segment of the alignment being nominated. Remarkably, all of the alignment retains the original 1930 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 1930 construction.

U.S. 71 was the main highway between Fayetteville and Fort Smith until the construction of I-540 in recent years. However, it is still a main highway for local traffic. 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 alignment of U.S. 71 in the Greenland vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Washington County.

STATEMENT OF SIGNIFICANCE

Old U.S. 71, Greenland Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old U.S. 71, Greenland Segment, is the longest and most intact portion of the old alignment of U.S. 71 in the Greenland vicinity. The Greenland segment of U.S. 71, which is approximately 0.75 miles long, still retains its original 1930 concrete pavement. The highway section was the main automobile route in that part of Washington County from the time of its construction in 1930 until the current U.S. 71 was built to the northeast of it in 1980. 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, Greenland 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."

¹² *Ibid*, pp. 194-195.

¹³ *History of Washington County, Arkansas*, p. 278.

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BIBLIOGRAPHY

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

History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian Counties, Arkansas. Chicago: The Goodspeed Publishing Co., 1889.

History of Washington County, Arkansas. Springdale, AR: Shiloh Museum, 1989.

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

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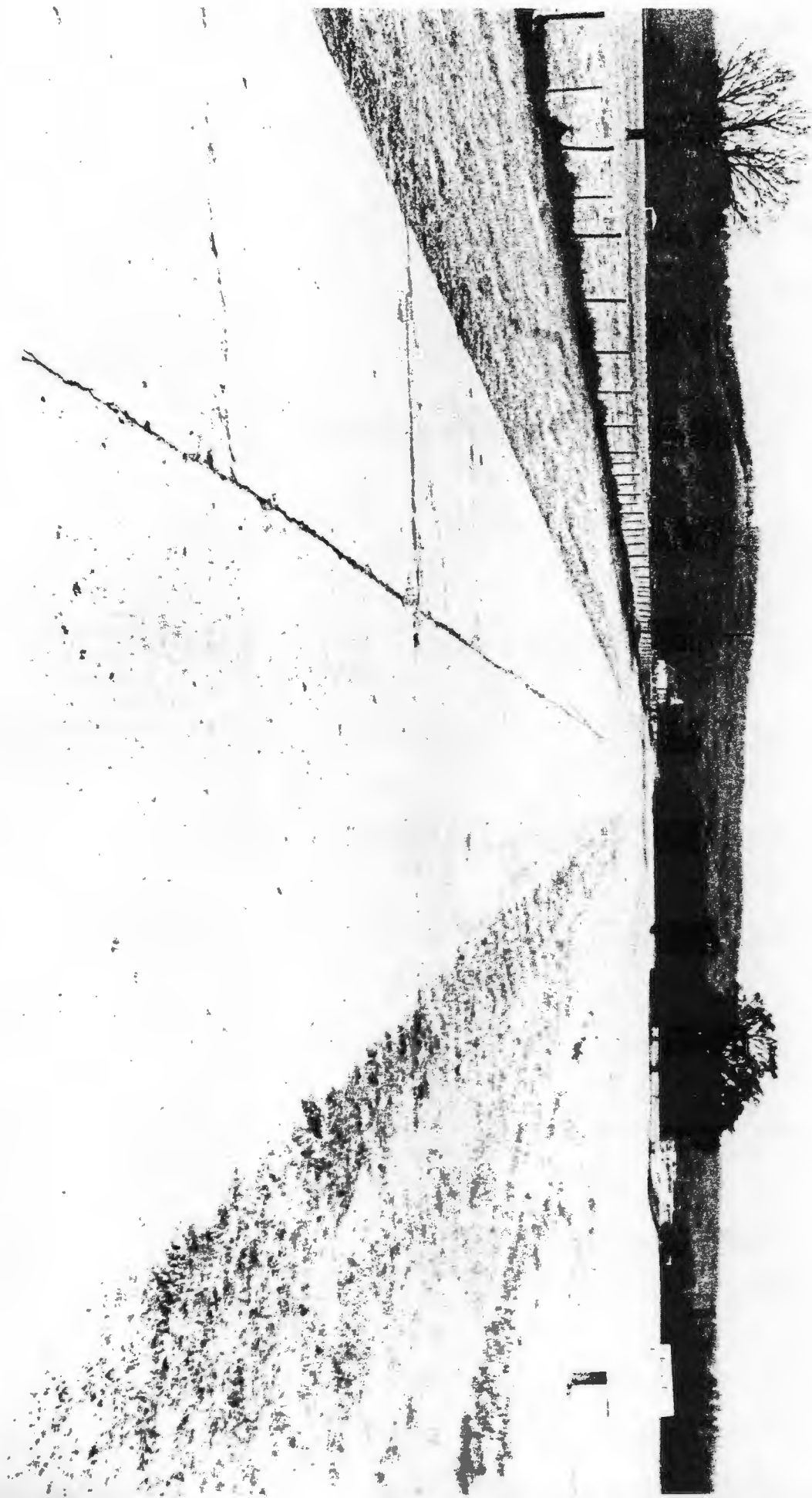
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VERBAL BOUNDARY DESCRIPTION

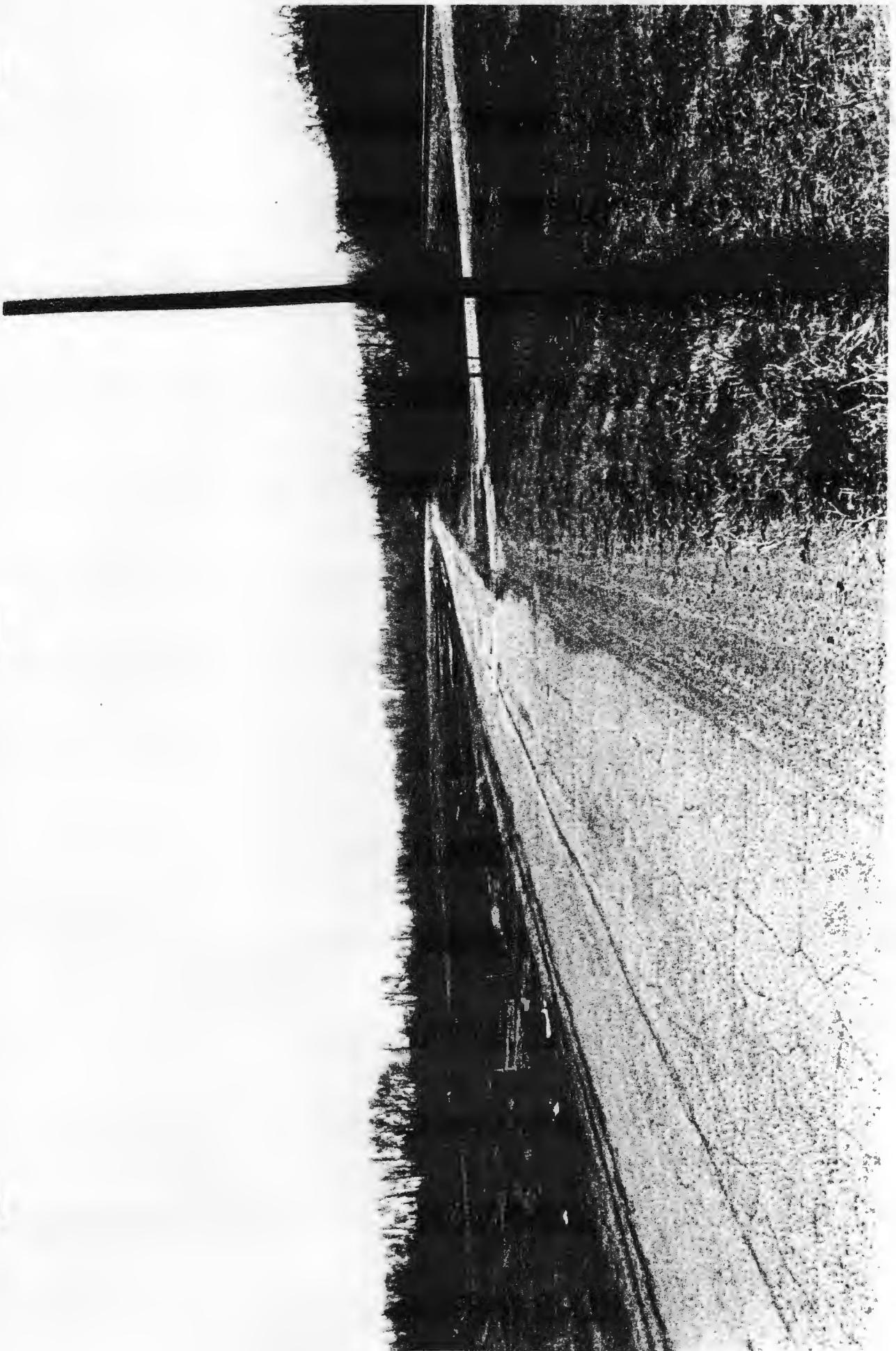
Beginning at the southern intersection of U.S. 71 and Washington County Road 1194, the 1930 alignment of U.S. 71 follows Washington County Road 1194 until the northern intersection of Washington County Road 1194 and U.S. 71. The width of the boundary includes 10 feet on either side of the 1930 highway centerline.

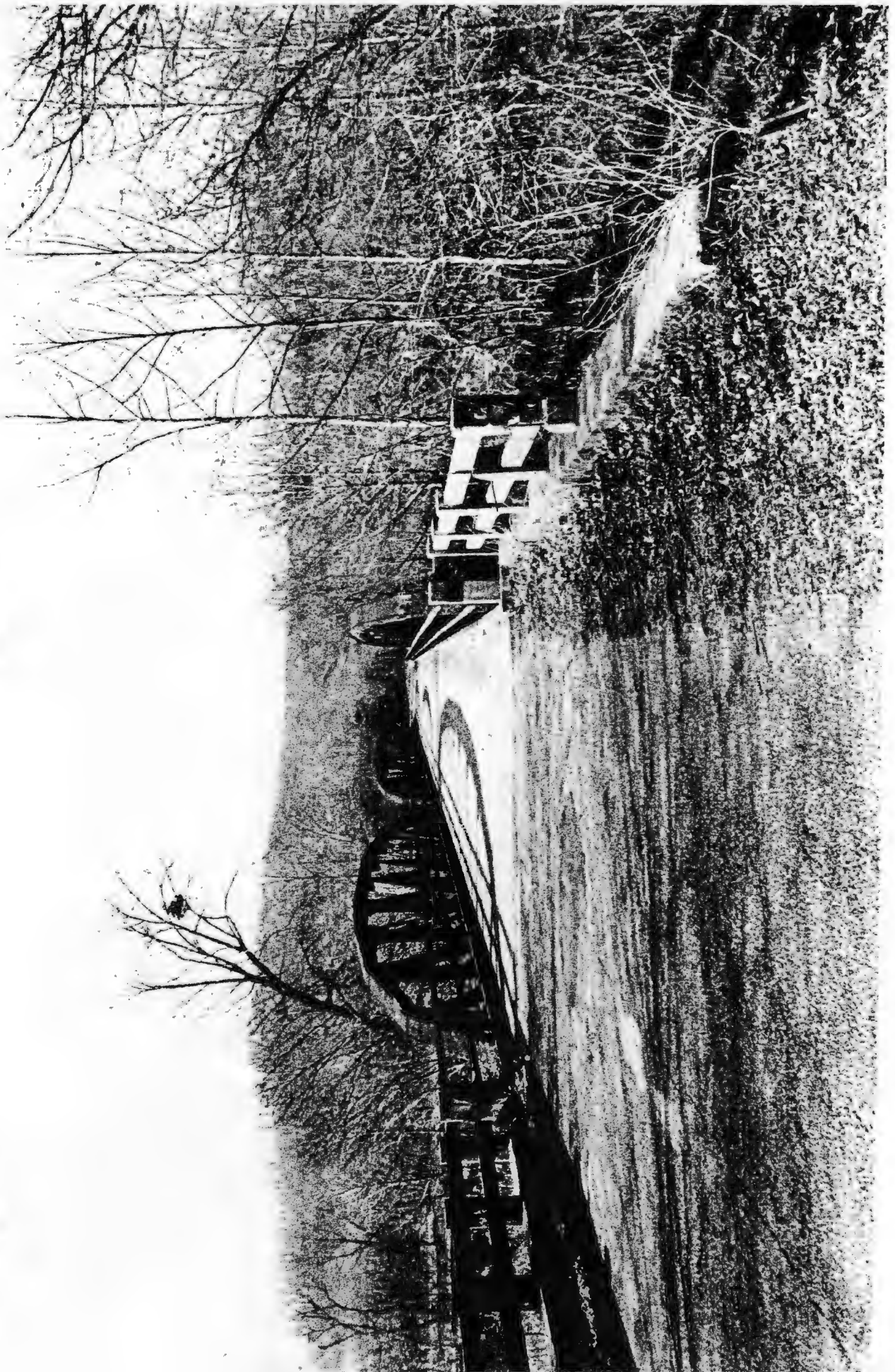
BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1930 U.S. 71 highway alignment in the Greenland vicinity.









WEST FORK
WHITE RIVER

MAXWELL CONSTRUCTION CO.
CONTRACTOR

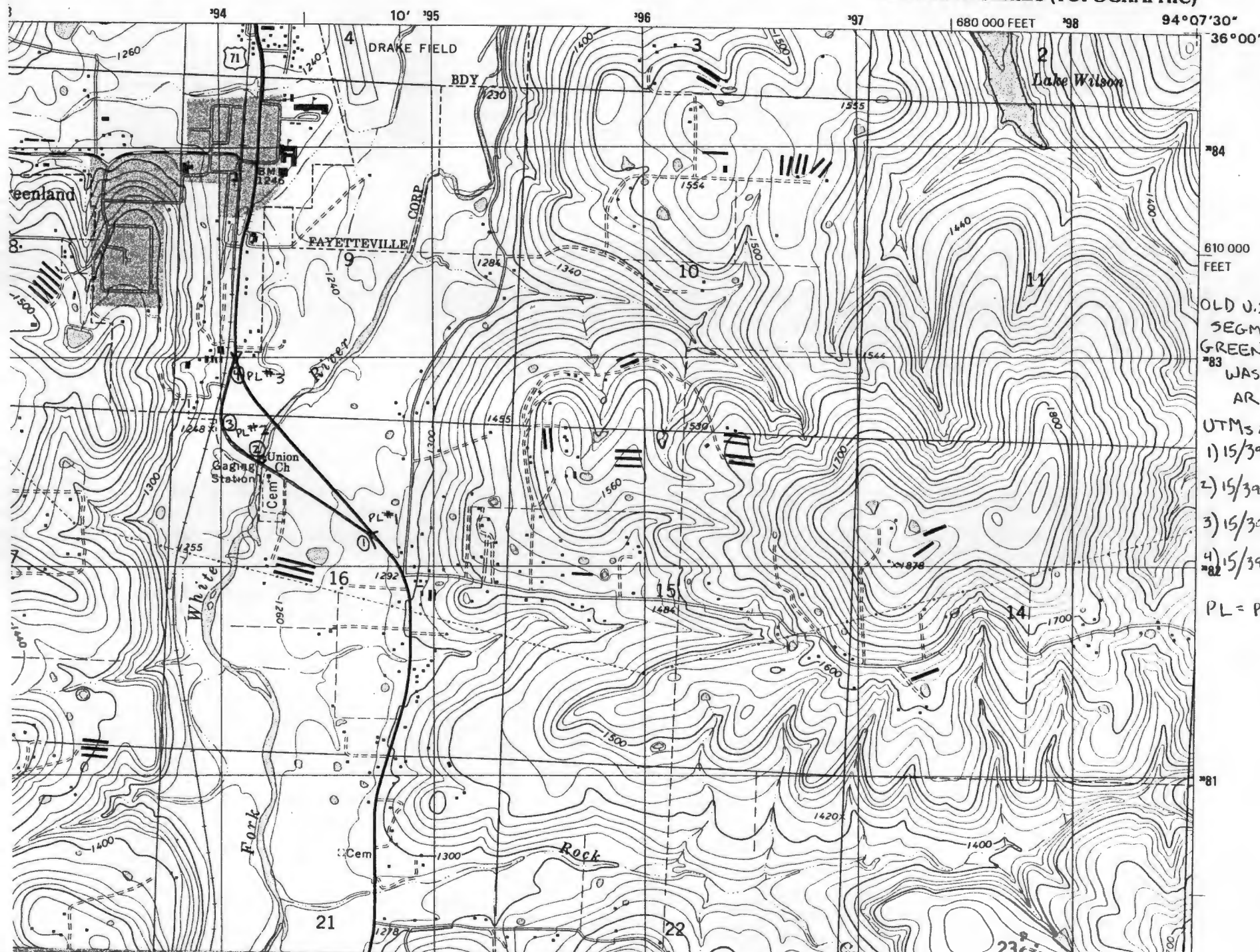
ARKANSAS

STATE HIGHWAY COMMISSION
DWIGHT H. BLACKWOOD, CHAIRMAN
C. S. CHRISTIAN, ENGINEER

1930

BRIDGE NO. 171

WEST FORK QUADRANGLE
ARKANSAS-WASHINGTON CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)



OLD U.S. 71-GREENLAND
SEGMENT
GREENLAND VIC.,
WASHINGTON COUNT.
AR

UTMs:

- 1) 15/394691/3982156
- 2) 15/394173/3982507
- 3) 15/393995/3982685
- 4) 15/394041/3982990

PL = PHOTO LOCATION