

**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 Johnson County Line-Ozark-Crawford County Line Road, Altus Segment
other names/site number Sites #FR0240-FR0241, Highway A-1, AAS Site #3FR561

2. Location

street & number Unnamed Connector Road between Robin Way and Pierce Road not for publication
city or town Altus vicinity
state Arkansas code AR county Franklin code 047 zip code 72821

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 _____

Segment

Name of Property

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

Table with 2 columns: Contributing, Noncontributing and 4 rows: buildings, sites, structures, Total. Values: 2, 2

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 STONE, 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)

STATE

Areas of Significance (Enter categories from instructions)

ENGINEERING
TRANSPORTATION
ARCHEOLOGY/Historic – Non-Aboriginal

Period of Significance

c.1918-1931

Significant Dates

c.1918

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Euro-American

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: _____

National Register of Historic Places Continuation Sheet

Name of Property: Johnson County Line-Ozark-Crawford
County Line Road, Altus Segment

County and State: Franklin County, Arkansas

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

Section number: 7 Page: 1

SUMMARY

The bypassed c.1918 alignment of the Johnson County Line-Ozark-Crawford County Line Road in the Altus vicinity is a stone surfaced highway with gravel shoulders. The segment consists of a straight segment of road that connects U.S. 64 and Robin Way with Pierce Road. One small concrete bridge is also located near the southeastern end of the segment to span a small ditch. Although the exact age of the surviving pavement is unknown, it was laid down between c.1918 and 1931 when the segment was bypassed. The highway appears to retain its original roadway width.

ELABORATION

Highway

This bypassed section of the Johnson County Line-Ozark-Crawford County Line Road is approximately 425 feet long and begins at the Robin Way and U.S. 64 intersection and proceeds in a southeasterly direction before ending at its intersection with Pierce Road. The entire portion of the road is flat and consists of a straight segment.

The old alignment of the Johnson County Line-Ozark-Crawford County Line Road has a width of approximately 10 feet with gravel-paved shoulders on each side that are approximately four feet wide. (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 ferruginous sandstone surfacing. Although the paving method is not known for sure, it is likely that the road was paved with a method closer to the Macadam method rather than the Telford method, mainly because of the increased material needs, labor, and cost that would have been associated with the Telford method.

Bridge

The old alignment of the Johnson County Line-Ozark-Crawford County Line Road contains one small stream crossing over a ditch at the southeastern end of the segment. The bridge is an approximately 10-foot long concrete deck truss with concrete abutments. It also has concrete guardrails with recessed rectangular panels and concrete caps.

Integrity

Overall, the bypassed alignment of the Johnson County Line-Ozark-Crawford County Line Road in the Altus vicinity has remarkable integrity. The pavement on the section was laid prior to the segment's 1931 bypassing, and it appears to retain its original dimensions. Additionally, the part of Franklin County where the highway is located retains its rural setting, and the surroundings still reflect the period of significance from c.1918-1931.

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The weakest area of integrity centers on the segment's southeastern end. The large stones found in the pavement throughout the rest of the section have disappeared in some locations towards the southeastern end, either because they have been buried under the finer gravel on the road or because they have been removed. However, given the fact that the road has not been in regular service for over 75 years, the amount of original ferruginous sandstone paving that survives is remarkable.

Although the stone surfacing has partially disappeared near the southeastern end of the segment, it is still possible to recognize the original materials throughout the segment, which are in excellent condition overall. As a result, it is still easy to recognize the segment's historic construction. In addition, given the fact that so much of the stone surfacing is present, the road's foundation is also likely present, giving historians and archaeologists a great opportunity to further study the road, its construction, and to learn which paving method, Telford, Macadam, or a variant, was used for the road's paving.

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Name of Property: Johnson County Line-Ozark-Crawford
County Line Road, Altus Segment

County and State: Franklin County, Arkansas

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

Section number: 8 Page: 1

SUMMARY

The Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is being nominated to the National Register of Historic Places with **statewide significance** under **Criterion C** for its engineering. Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is the longest and most intact portion of the c.1918 alignment of the Johnson County Line-Ozark-Crawford County Line Road in the Altus vicinity. The Altus segment of the Johnson County Line-Ozark-Crawford County Line Road, which is approximately 425 feet long, still retains its original c.1918 ferruginous sandstone pavement. In fact, the Altus segment of the Johnson County Line-Ozark-Crawford County Line Road is the only known surviving rural stone-paved road in Arkansas, and it reflects paving technology that was mainly used in the nineteenth century.

The Altus segment of the Johnson County Line-Ozark-Crawford County Line Road was the main automobile route in that part of Franklin County from the time of its construction c.1918 until the current U.S. 64 was built to the south of it in 1931. As a result, it is therefore eligible for nomination under **Criterion A** with **statewide significance** for its association with the development of highway infrastructure in Franklin County in the first part of the twentieth century.

The Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is also significant for the fact that it may be able to broaden the knowledge base of early twentieth-century road building and design in Arkansas. As an extremely rare rural segment of stone pavement, further study of the road, especially its foundation, can shed light on whether the Telford or Macadam paving method, or a variant of the two, was used for the segment. In addition, due to the fact that the road segment is located in an area where there was a concentration of German and Swiss settlement, further study of the road and its history may also reveal an ethnic influence on the road's design. Since many rural roads in Europe are paved with cobblestones, it is possible that the German and Swiss families that settled in Altus may have used European road design and technology that was familiar to them when constructing roads in the Altus vicinity. Due to the road's potential to yield information that is important in understanding transportation history and ethnic history in the Altus area, the segment is also being nominated to the National Register under **Criterion D** with **statewide significance**.

The Johnson County Line-Ozark-Crawford County Line Road, Altus 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."

HISTORY OF THE PROPERTY

The earliest European settlement in Franklin County likely consisted of French settlers sometime prior to 1816, given the fact that Jean Baptiste Dardenne did a private survey for a plot of land on the Arkansas River in 1816

in the vicinity of Altus. In 1818, Simon and Jesse Miller, among others, settled in the Mulberry Valley near present-day Pleasant Valley. Early settlers in Franklin County came mainly from the states of Mississippi, United States Department of the Interior National Park Service

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Name of Property: Johnson County Line-Ozark-Crawford
County Line Road, Altus Segment

County and State: Franklin County, Arkansas

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

Section number: 8 Page: 2

Georgia, Tennessee, Alabama, Indiana, Illinois, and Missouri. Foreign-born settlers came later, and were confined almost exclusively to the German settlers near Altus.¹

Enough early settlement had occurred in the area that Franklin County was officially created on December 19, 1837, and officials were elected in 1838. Part of Franklin County was taken in 1871, along with portions of Johnson, Yell, and Scott counties, to form Sarber County, which was later renamed Logan County.²

Settlement in the Altus area apparently began in the 1850s, and the early settlers in the area near Altus were Jimmy Crusin, William Hellens, and Marcus Hogan. However, growth in Altus did not really take off until the 1870s with the arrival of the Little Rock and Fort Smith Railroad and the founding of the Central Collegiate Institute.³ The site of Altus was purchased by U. J. Nichols in 1875 from the school, and he built the first house in town. He also laid out the town and offered the railroad every alternate lot and a 300-foot by 300-foot site for the depot. Nichols also built a mill and gin in 1877.⁴

Altus grew fairly quickly. The town was incorporated on August 31, 1888, and Dr. S. D. Price was the first mayor. Altus' population at the time of incorporation was approximately 500. It also boasted a wide variety of businesses including general merchandise stores, grocery stores, a mill, drug stores, a confectionary, shoe store, a milliner, a stationery store, a hardware store, blacksmith, a meat market, a realtor, and two hotels, among others. Altus also had its own newspaper, the *Advance*.⁵

The growth of Altus was also due in part to the establishment of the Central Collegiate Institute. Founded by Rev. Isham L. Burrow in 1875-1876, the school graduated its first class, which consisted of three women, in 1883. By the 1887-1888 school year, however, the school had grown to include 174 students (115 males and 59 females) from five states and thirty-five Arkansas counties.⁶ Although Altus was an important community in Franklin County, Ozark, the county seat, was a more prominent town.

The Town of Ozark is the point at which the Arkansas River reaches the farthest north in the state. The name "Aux Arc," which was later simplified to Ozark, was given to this bend by the French explorers when they were mapping out this land. Although there are several interpretations of why the French named the area "Aux Arc,"

¹ *Biographical and Historical Memoirs of Northwestern Arkansas*. Chicago, Nashville, and St. Louis: The Goodspeed Publishing Co. 1890, pp. 605 and 608.

² *Biographical and Historical Memoirs of Northwestern Arkansas*, pp. 613-614.

³ *Biographical and Historical Memoirs of Northwestern Arkansas*, pp. 608 and 658.

⁴ *Biographical and Historical Memoirs of Northwestern Arkansas*, p. 658.

⁵ *Biographical and Historical Memoirs of Northwestern Arkansas*, pp. 658-659.

⁶ *Biographical and Historical Memoirs of Northwestern Arkansas*, p. 663-666.

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County and State: Franklin County, Arkansas

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

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the most accepted explanation is that the translation of the name means “the big bend” or “the big bow,” and it refers to the large bend in the Arkansas River at the location.⁷

Early in the 1830s two hunters, Judge David Walker and Archibald Yell, wandered upon a view of the Arkansas River from the northwestern heights and decided that it would be a good site for a town. As shrewd lawyers and astute businessmen, they had in mind a possible location for the seat of justice of Franklin County, which was then in the making. They approached William Hail, a businessman who had purchased a large portion of the land that would become Ozark. In 1836, the three men proceeded to lay out the town. A year later when Franklin County was created, Ozark became the county seat. Ozark was an important area for river commerce, both northwest to Fort Smith and southeast to Little Rock. A landing place for boats on the Arkansas River was secured and the construction of business buildings was begun. The new town was advertised in newspapers as far away as New Orleans announcing that lots would be sold at a big barbeque.⁸

The town of Ozark experienced a steady growth in the period from 1840 to 1860. Many brick buildings were constructed in this era, in particular a two-story brick courthouse in the center of the town site. Settlers in the northern part of the county obtained most of their supplies through the steamboat landing at Ozark. This was possible in large part to an early road from Ozark to Huntsville that was “good enough for wagon travel.” The many customers of the Ozark merchants were scattered up and down the Arkansas River and over miles of the Ozark Mountains.⁹

Ozark was severely affected by the Civil War; nearly the entire town was burned. The brick courthouse was used as a Federal magazine, and gunports were dug in its walls. Although devastated by the Civil War, Ozark recuperated rapidly following the end of the war. Businesses rebuilt beginning in the courthouse square area. The arrival of the Little Rock and Fort Smith Railroad in Ozark in January 1876 heralded a significant period of growth in the city. The downtown commercial district grew, reflecting the two major sources of transportation and its status as the center of government in the southern region of Franklin County.¹⁰

In the early years of the twentieth century, Ozark became the center of several coal-mining operations. The minerals found in Franklin County included coal, clay, iron and shale. Discovery and production of natural gas also helped to contribute to the growth of the community.¹¹

⁷ Wilcox, Ralph. “Whitman, Merle, Tourist Cabin, Ozark, Franklin County, Arkansas.” National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2004.

⁸ *Ibid.*

⁹ *Ibid.*

¹⁰ *Ibid.*

¹¹ *Ibid.*

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Agricultural enterprises abounded in the area; good soil and climatic conditions provided excellent growing opportunities. Nearby a group of German settlers established vineyards and a successful winery. A brochure published by the Ozark Chamber of Commerce in the early 1930s enticed that the area "...will furnish you as many different ways of earning a livelihood, or making an investment, as any county in the state. We can satisfy you, with either Agriculture, Horticulture, Dairying, Poultry, Live Stock, Fruit, Truck, Mining, Lumbering, opportunities for Business Investments, Sports and Fishing, Hunting and Vacationing." In the first decades of the twentieth century, Franklin County was extensively advertised as "The Land of a Million Smiles," and "The Playground of America." Tourists flocked to the area in the summer to take advantage of the "Loveliest Scenic Spot in Arkansas."¹²

In order to better accommodate those tourists who came to Franklin County by car, and also to better serve the local residents, efforts were made in the first part of the 1900s to provide better roads for motorists. Efforts in the Ozark area began at least as early as 1911 when *The Democrat-Enterprise* announced:

GOOD ROADS MEETING

To Be Held at the Court House in Ozark

Monday, April 17th – An Interesting Program

Welcome Address – Dr. Thomas Douglass, Mayor

"Use of Grader" – Jerome Wilson and Jas. Powell

Address by Hon. J. D. Benson, subject: "The Necessity of a Great Highway
Through Franklin County."

Address by Hon. S. R. Chew, subject: "A Good Road Through the County."
"The Necessity of Good Roads." Col. I. H. Moore

The use of good grader demonstrated by Hon. Howard _____ of Little Rock.
Demonstration to be made on Third Street.¹³

Meeting were held over the next few years, and by August 3, 1915, *The Spectator* announced that, "There will be a meeting at Hickory Grove Saturday, 7th to discuss the proposed road improvement district. Several prominent speakers will be present and the matter will be thoroughly thrashed out."¹⁴ Apparently, things were "thrashed out" because a couple of weeks later, in an announcement for a "Road Working Day" it was stated that L. H. Moore was President and R. L. Swindler was Secretary of the "Good Roads and Motor Club."¹⁵

It was also realized that improving the roads in the county would help the area economically. The *Second Biennial Report of the Department of State Lands, Highways and Improvements* stated:

¹² *Ibid.*

¹³ *The Democrat-Enterprise* (Ozark). 13 April 1911, p. 1.

¹⁴ *The Spectator* (Ozark), 3 August 1915, p. 1.

¹⁵ *The Spectator* (Ozark), 20 August 1915, p. 1.

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By a proper development of her roads, Franklin County will become one of the principal fruit and small berry centers of the State. The roads have been much improved in recent years, but they do not yet meet the needs of the farmer. The future Little Rock-Fort Smith highway will, no doubt, traverse this county. The department, at the request of the county judge, made survey for a graded road from Ozark north which will be constructed along the new location. Abundant rock is available for base of either gravel or macadam roads.¹⁶

In just a couple of years, apparently a lot of work had been done. By the end of 1918, it was reported that “the soil of this country is such that by proper grading and draining the roads can be put in excellent condition. A great deal of work of this kind has been done in the last few years, and road conditions are fairly good in nearly all parts of the county. The people are strongly in favor of general road improvement.”¹⁷

The prediction that the Little Rock-Fort Smith highway would cross Franklin County turned out to be true and construction of the road was underway by the late 1910s. The *Third Biennial Report* indicated that a road, referred to as the Johnson County Line-Ozark-Crawford County Line road, was under development. It stated:

Plans, specifications and estimates have been furnished for a gravel road, 24.71 miles long from the Johnson County line through the towns of Altus, Ozark and White Oak to the Crawford County line near Mulberry. Estimated cost, \$108,838.40. This will form part of a road from Little Rock to Fort Smith and will be built as soon as possible.¹⁸

Although it was supposed to be a gravel road, at least part of it in the Altus area was paved with stones rather than gravel.

Even though the use of stone for paving went back to ancient Rome, Greece, and Egypt, the beginnings of modern stone pavement appear to have developed in London in the mid-nineteenth century. In 1825, Thomas Telford recommended the use of stone blocks for street paving that were 4½ by 7½ inches, and Blackfriars Bridge was paved with 3 by 9 inch granite blocks in 1840. Threadneedle Street was also paved with rock asphalt in 1869. About the same time, asphalt macadam was also starting to be used in France, specifically in paving a road between Bordeaux and Rouen. The pavement consisted of a mixture of asphalt rock and ordinary stone, and it was probably the first bituminous surfacing put on a public highway.¹⁹

¹⁶ *Second Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1916, p. 72.

¹⁷ *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1918, p. 40.

¹⁸ *Ibid.*

¹⁹ Tillson, George W. *Street Pavements and Paving Materials*. New York: John Wiley & Sons, 1912, pp. 6-8.

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In the United States, it appears that Philadelphia was the first city to have used macadam, or broken stone, pavement, which was in use by the early 1700s. By 1884, Philadelphia had 535 miles of pavement, including cobblestone (93%), granite (6.75%), and asphalt (0.25%). By the late 1800s, several other American cities had also laid down some form of pavement on some of their streets including Chicago, New Orleans, Cleveland, and St. Louis.²⁰

By the late nineteenth century, there were two main types of stone pavement employed in paving, the Telford method and the Macadam method, with the main difference between the two methods being how the road's foundation was laid. Tillson, in his book *Street Pavements and Paving Materials*, gives detailed descriptions of how each pavement is laid. With respect to Macadam pavement, he writes:

The bottom of the foundation is to be made parallel to the surface of the road. The first bed of the foundation is to be placed on edge, and not on the flat, in the form of the rough pavement and consolidated by beating with a large hammer, but it is unnecessary that the stones should be even with one another.

The second bed is to be likewise arranged by hand, layer by layer, and beaten and broken coarsely with a large hammer, so that the stones may wedge together and no empty space may remain.

The last bed of 3 inches in thickness [is] to be broken about to the size of a small walnut with a hammer on one side of a sort of anvil, and thrown upon the road with a shovel to form a curved surface. Great care must be taken to choose the hardest stone for the last bed, even if one is obliged to go to more distant quarries than those which furnish the stone for the body of the road. The solidity of the road depending on this latter bed, one cannot be too scrupulous as to the quality of the materials which are used for it.²¹

With respect to Telford pavement, on the other hand, Tillson describes it as follows:

Upon the level bed prepared for the road materials the bottom course, or layer of stone, is to be set by hand in the form of a close, firm pavement. They are to be set on the broadest edges, lengthwise across the road, and the breadth of the upper beds is not to exceed 4 inches in any case. All the irregularities of the upper part of the said pavement are to be broken off by a hammer, and all the interstices to be filled with stone chips, firmly wedged together by hand with a light hammer. The middle 18 feet of pavement is to be coated with hard stone as nearly cubical as possible, broken to go through a 2½-inch ring, to a depth of 6

²⁰ Tillson, pp. 11-13.

²¹ Tillson, p. 381.

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inches; 4 of these 6 inches to be first put on and worked by traffic, after which the remaining 2 inches can be put on. The work of setting the paving-stones must be executed with the greatest care and strictly according to the foregoing directions, or otherwise the stone will become loose and in time may work up to the surface of the road. When the work is properly executed, no stone can move; the whole of the material to be covered with 1½ inches of good gravel, free from clay or earth.²²

Although it is not known for sure which method, or combination of methods, was used to pave the Johnson County Line-Ozark-Crawford County Line Road because not all layers of the pavement are accessible, it is probable that it was mainly a Macadam method. With respect to the Telford method, Tillson also writes that, "...the foundation as described by Telford is expensive, and in roads of light traffic, with a good natural foundation, it would seem to be unnecessary."²³ The cost of paving the road would likely have been an issue in Franklin County at the time.

Macadam pavement would have had a couple of other advantages in paving a road like the Johnson County Line-Ozark-Crawford County Line Road. Tillson writes further:

It is well known that if a stone resting on an anvil or solid rock be struck a blow with a heavy hammer, it will break, whereas if resting on soft earth, it will remain unharmed under the same blow, but will be driven into the soil. In the one case, the reaction of the blow is all taken up by the stone which, in consequence, is broken. On the other hand, the impact of the blow is mainly taken up by the resistance of the soil and the stone remains unharmed. ... For this reason, too a road laid in the manner described by Macadam as to base will last longer than one that has a solid foundation [like Telford pavement], but it will not be as smooth, nor will it maintain its form as well under traffic.²⁴

Furthermore, Tillson also stated that "Any material that is imperishable and can be easily consolidated under the roller is suitable for the foundation [of Macadam pavement], and its selection must depend upon the material at hand."²⁵

It is also known that Macadam method pavement had been used in neighboring counties, specifically Crawford County. Under Crawford County News, *The Spectator* reported the following on September 28, 1915:

²² Tillson, p. 382.

²³ Tillson, p. 387.

²⁴ *Ibid.*

²⁵ *Ibid.*

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Putting Rock on Road

Contractor Talley put a large number of wagons at work hauling rock from the creek north of town to the new road. They began on the east end of the street running east from J. E. London's and are working toward town.

The road running south from there is being made ready for the rock.

It will be but a few days till the road begins to look like a macadamized road.²⁶

Even though it is not known whether the road was paved using the Telford method, Macadam method, or a combination of the two, further study of the road's layers, especially its foundation, could yield important information on how the road was constructed. Knowledge of early-twentieth century stone road construction in Arkansas is virtually non-existent because surviving segments are so rare. In fact, the Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is the only known surviving example of a rural stone road in the state. Given the fact that the stone surfacing is intact, it is probable that the road's foundation is also intact, which would be crucial to learning more about which paving method was used. The discovery of a stone foundation where the stones are placed on edge would indicate that the Macadam method was used while the presence of stones set on their broadest edges would indicate that the Telford method was used in the road's construction.

Not only could further study of the road broaden our knowledge of Arkansas road construction in the early 1900s, but it may also reveal influence on its design and construction from European sources, specifically of German or Swiss origin. In the settlement of Franklin County, the Altus area was heavily settled by German and Swiss-born immigrants. For example, John and Catherine Wiederkehr, responding to an advertisement placed by the Iron Mountain Railroad looking for settlers for a German-Swiss colony near Altus, came to Altus in December 1880 from Canton Argau, Switzerland.²⁷ Similarly, Jacob Post arrived in Altus from Germany in 1872.²⁸ If members of either of these families were involved in the Road Improvement Districts that were established throughout the state in the first part of the twentieth century, then it is possible that they would have promoted road construction methods that they would have been familiar with in Europe. Since some rural roads, at least in Germany, have been paved with cobblestones, it is possible that the use of stone on this stretch of road is a direct result of the influence of these German and Swiss settlers in the area.

²⁶ *The Spectator* (Ozark), 28 September 1915, p. 1.

²⁷ Kirk, Dianna. "Wiederkehr Wine Cellar, Altus, Franklin County, Arkansas." National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 1975.

²⁸ Information on the Post Family found at http://www.postfamilie.com/about_us.htm.

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Finding the material to build the road would have been easy in the immediate vicinity. Franklin County had excellent sources of stone that could be used in road construction. In 1859, David Dale Owen studied the geology of Franklin County, and reported the following:

In the geology of Franklin County the millstone grit series prevails in the northern part of the county, composed of conglomerates and thick-bedded, coarse sandstone, flagstone and red and blue shales.

...One and a half miles northeast of Benner's mill, near William Parker's house, there is an excellent chalybeate spring... At and near Mr. Parker's spring is seen the following succession of rocks: Coarse-grained sandstone, alternating with flagstones; reddish, yellow and gray shales; in all about 200 feet. In the gray shales, ten feet above the spring, there is a thin coal dirt. On Mulberry River the thick-bedded sandstone of the millstone grit series attains a thickness of more than 300 feet. ... Between Mr. Hamm's, on Mulberry River, and Ozark, the following section was obtained: Siliceous flagstone, 130 feet; siliceous iron ore, 5 to 6 feet; yellow, red and gray shales, 60 feet; coal dirt, or thin, decomposed black shale, 1 foot; space concealed to bed of creek, 60 feet; total, 257 feet.²⁹

Given the excellent sources of stone, especially sandstone, it is highly likely that the stone used to pave the Johnson County Line-Ozark-Crawford County Line Road in the Altus area came from a nearby source.

The use of stone pavement on major rural roads, especially in the eastern United States, was somewhat common by the mid-1800s. The National Road, for example, which stretched from Cumberland, Maryland, to Vandalia, Illinois, was at least partially paved in stone. As Douglas Waitley writes in his book, *Roads of Destiny*, "The road surface was covered with a layer of crushed stone three inches thick. This, after a sufficient number of wagons had packed it down, was gradually increased to six, and even nine inches where the conditions required it."³⁰ The Englishman William Oliver witnessed the paving of the National Road when he traveled it in 1841. West of Centerville, Indiana, he saw "numbers of workmen...busy on the National Road, raising it above the surface level...and covering it with a thick layer of well-broken limestone."³¹ However, based upon a nineteenth century photograph of part of the National Road in Fayette County, Pennsylvania, the stones used to pave the National Road were larger than those used on the Johnson County Line-Ozark-Crawford County Line Road in the Altus area and the width of the paved area was wider.³²

²⁹ *Biographical and Historical Memoirs of Northwestern Arkansas*, p. 603-604.

³⁰ Waitley, Douglas. *Roads of Destiny: The Trails that Shaped a Nation*. Washington, DC: Robert B. Luce, Inc. 1970, p. 286.

³¹ Waitley, p. 289.

³² Throm, Edward L. (ed.). *Popular Mechanics' Picture History of American Transportation*. New York: Simon and Schuster, 1952, p. 99.

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Paving a road, such as the Johnson County Line-Ozark-Crawford County Line Road with stone would have saved money in transportation costs. According to a 1907 issue of *The Outing Magazine*,

The cost of transportation on dirt roads is figured at \$2.50 for the hauling of one ton ten miles, or a cost of twenty-five cents per ton per mile, and by improving the highways with gravel or macadam and establishing proper grades, each wagon, in place of carrying one ton, will be enabled to carry with the same team three or four tons in less time than the one ton was formerly carried the ten miles to market, and that, too, for the same price of \$2.50 for the haul, thus reducing the cost to six cents or eight cents per ton per mile.³³

Although the use of stone pavement on a road would have saved money in transportation costs, it was still expensive. However, the same article addressed the issue of cost and made the argument that roads that would have handled the transportation of a lot of goods had to be built well in order to handle the punishment of the traffic. The article stated:

Stone or macadam roads that are built at an average cost of \$10,000 a mile are considered expensive. But every stone road, or road with a hard surface is built for the express purpose of gathering freight from the agricultural products on either side of the highway. And it must be built strongly, because if the road is fifty miles long and receives the freight from a five mile area on either side, it would receive freight from 500 square miles of land. This makes a territory of 320,000 acres, and if one ton an acre should go to market, there would be 320,000 tons going over this highway to market each year.³⁴

The Johnson County Line-Ozark-Crawford County Line Road, because of its role as a major transportation artery serving several communities plus the surrounding farmland, was the perfect road in Franklin County to be paved with stone. However, it was not just the road itself that would have needed to be able to handle the traffic – the bridges would need to be able to handle it as well.

In addition to upgrading the road's pavement, work on the road in the 1910s also involved upgrading the road's bridges, including one on this segment. By the time that the bridge on this segment was constructed, the State Highway Department had begun to develop standard bridge plans for use across the state, and they had also developed an awareness of the need for stronger bridges to carry heavier loads. The *Fourth Biennial Report* stated:

³³ White, W. Pierpont. "Good Roads for the People," From *The Outing Magazine*, 1907, reprinted in Oppel, Frank (ed.). *Motoring in America: The Early Years*. Secaucus, NJ: Castle Books, 1989, p. 112.

³⁴ White, p. 115.

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In order to have bridges and structures designed and built to meet present and future traffic and to comply with the Federal aid requirements, it has been necessary during the past two years to revise some of the old standard plans and to make many new plans.

Loads have increased to such an extent that the bridges and culverts upon all main roads must be designed to carry safely a load not less than that of a 10-ton truck, and in many cases a 15-ton truck, together with the impact caused by these heavy loads moving rapidly over the structures.³⁵

Interestingly, though, all of the standard plans listed in the report that had been developed in the previous two years, with the exception of one timber bridge plan, were for metal trusses. Apparently, no concrete standard plans were in development during the late 1910s or early 1920s, although concrete bridges would become more prevalent in the late 1920s. As a result, it is unknown if this bridge was designed by the highway department or came from another source.³⁶

Once the construction of the new bridge and the stone paving of the Johnson County Line-Ozark-Crawford County Line Road was completed in the late 1910s, it would have been a first-class road in the area. However, by the late 1920s, it would have been inadequate and subpar when compared to the new highway standards that had been developed. The changes in the standards affected several aspects of highway design and construction, including location and material construction. The *Ninth Biennial Report* elaborated on the changes as follows:

Probably the greatest change of standards has been in location. Due to the Road Improvement District System the improvements prior to 1927 were for local traffic only, and these locations seldom fitted any primary system of highways that could be laid out. This fact has also been magnified by the change in the demands of traffic. More through traffic now demands shorter distances between points of traffic concentration. More commercial traffic now demands easier grades. Higher speed traffic now demands more clearance on the roadway, more sight distance, less curvature, and curves of greater radius.

The change in standards of construction has been of a different nature. Although there has been a steady development of the standards of construction, the big change in this phase of the work has been from one class of construction to another. The present day traffic, instead of demanding a gravel road which will carry traffic in all seasons, now demands a high speed and dustless riding

³⁵ *Fourth Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1920, p. 131.

³⁶ *Ibid.*

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surface. And from the standpoint of both location and construction there is now a far greater tendency toward the elimination of grade crossings with railroads.³⁷

Work to improve U.S. 64 in the Altus and Ozark area and bring it up to the new standards began in 1931. The State Highway Commission solicited bids for concrete pavement on 4.895 miles of the Ozark-Altus Road (Section 3 of U.S. 64), which was state job #4163. Bids were received on March 25, 1931, and Garrett Construction Company of Springfield, Missouri, with a bid of \$93,544.45, and an estimated timeline of 90 days, was awarded the contract. However, by the time that the work was done, the contractor was paid \$93,348.89.³⁸

Once the paving of the new route of U.S. 64 was completed, the State Highway Commission touted how the upgrading of the road to the new standards had improved it. They reported that "In Franklin County, Route 64 has been shortened from 24.2 miles to 21.1 miles and the class has been raised from earth and gravel to concrete, which is more than three-fourths complete. One grade crossing on this highway has been eliminated by new location..."³⁹ The rerouting of U.S. 64 in the area of the Johnson County Line-Ozark-Crawford County Line Road eliminated approximately 0.2 miles in itself.

A first-class highway upgraded to the latest standards was an important asset to the Altus and Ozark areas and the entire Arkansas River Valley, just as the route had been for over a century. The importance of the highway and the number of products that were shipped on it were included in a description of the highway in *The WPA Guide to 1930s Arkansas*, which described the highway by saying:

Between Conway and Fort Smith US 64 runs along the north valley wall of the Arkansas River, a natural westward path that was used for centuries by Indians and white hunters and trappers before the first trading towns sprang up along it and steamboats began to ascend the river.

Throughout most of the Arkansas Valley are prosperous cotton plantations, cornfields, and livestock farms. In the region between Clarksville and Mulberry, however, the Ozark ridges, blue shapes to the north along the entire route, roll down to the river's edge; and here field crops tend to give way to peaches, grapes, and other fruits and vegetables. Deposits of coal and natural gas have been developed in the Clarksville area.⁴⁰

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³⁷ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 96-97.

³⁸ Arkansas State Highway Commission. *Tenth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1932, pp. 80-81.

³⁹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, p. 97.

⁴⁰ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

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An improved highway would have meant that it would have been much easier to ship these products to places like Fort Smith and Little Rock. Even today, U.S. 64 is a main east-west artery through the Altus and Ozark area.

Once the current U.S. 64 was constructed the Johnson County Line-Ozark-Crawford County Line Road became a local road, and parts of it, like the portion east of Pierce Road and north of U.S. 64 were abandoned. Since 1931, the Altus segment of the road has only been used as a small connector between Robin Way and U.S. 64 to the west and Pierce Road to the east.

Along with Interstate 40, U.S. 64 is currently one of the main highways between Memphis, Tennessee, and Fort Smith, 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 Johnson County Line-Ozark-Crawford County Line Road are rare, especially ones that are still drivable, and sections of road in Arkansas with stone pavement are extremely rare. In fact, the Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is the only known example of a rural Arkansas road with this type of pavement. As a result, the c.1918 alignment of the Johnson County Line-Ozark-Crawford County Line Road in the Altus vicinity remains an extremely intact example of early highway design and construction, and a tangible reminder of early highway travel in Franklin County.

SIGNIFICANCE OF THE PROPERTY

The importance of the Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is in the fact that it illustrates the earliest efforts to provide good roads during the first part of the 1900s. The 1910s, especially after laws such as the Federal Aid Road Act of 1916 and Arkansas's Alexander Road Law were passed and Road Improvement Districts were created, brought about great strides in the development of highways in Arkansas.

The paving of highways, such as the Johnson County Line-Ozark-Crawford County Line Road, in Arkansas during the 1910s, illustrates the early efforts of the Road Improvement Districts. These new highways were significant in that they allowed motorists to more easily travel around their areas, especially in inclement weather. People in Altus and Ozark and the rural area in between could now, via the Johnson County Line-Ozark-Crawford County Line Road, travel in that part of Franklin County even during wet weather. By the late 1920s, because of the extensive network of gravel, asphalt, and concrete highways that had been constructed and were under construction, one could much more easily travel across the state.

The Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, was not only significant for its role in the improvement of automobile transportation in the Altus and Ozark area, but also because it represented a new direction in highway engineering. Stone-paved highways built in Arkansas during the first part of the twentieth century represented a great improvement over previous roads. With a pavement width of

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approximately ten feet, roads like this segment of the Johnson County Line-Ozark-Crawford County Line Road were wide enough to handle the limited wagon and automobile traffic that would have been present in the area at the time. The width also reflects the standards of the day. Other highway segments that remain from the 1910s and the early 1920s, such as Old U.S. 64, Scotia Segment (NR listed September 19, 2007); Old Arkansas 11, Kauffman Road Segment (NR listed September 20, 2006); and Old U.S. 70, Union Valley Segment (NR listed September 23, 2004), all have pavement widths of approximately ten feet.

The Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, was not only significant in its design and that it illustrated the desire for better roads during the early twentieth century, but in that it also represented a rare type of highway construction in rural Arkansas. Although gravel and earth roads were common across Arkansas during the early 1900s, other materials such as concrete and stone were much less common in rural parts of the state because of their cost and the amount of labor that was required to build them.

Even in urban areas such as Little Rock, stone pavement did not come into common use until the 1880s. The January 25, 1888, *Arkansas Gazette*, reported that “Lately extensive improvements have been made on the principal business streets, many blocks have been and more are being laid with first-class granite pavement, the blocks for which are mainly quarried from our own granite in the Fourche mountains within two miles of the city. The pavement...is being laid as fast as men and money can do it. The intersecting streets will be soon improved, and on these the Telford macadam will be used to a great extent.”⁴¹ Although stone pavement would have been common in Little Rock in the late 1800s, most of it has disappeared and the Block 35 Cobblestone Alley (NR listed January 22, 2009) is the last remnant of Little Rock’s stone pavement today.

The significance of the Altus segment of the Johnson County Line-Ozark-Crawford County Line Road is that it represents the last known example of stone highway paving in Franklin County, and the last known rural example in the state. The construction of stone pavement in Franklin County likely began with the Johnson County Line-Ozark-Crawford County Line Road, since it was the county’s major road at the time. It also would likely have been a rare pavement type in the area, since U.S. 64 was upgraded to concrete in 1931. However, the use of stone pavement would have allowed the residents to more easily travel in the Altus and Ozark area.

The survival of this segment of stone road, and the lack of knowledge of early stone highway construction in Arkansas, make it significant as well for the possibility that further study of the road could broaden the understanding of how roads were built in the early 1900s. Further study of the road, especially its foundation, could determine if the Telford method, Macadam method, or a combination of the two, was used in the road’s construction. The road’s foundation is also likely intact, given the fact that so much of the top surface layer still survives.

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⁴¹ Wilcox, Ralph. “Block 35 Cobblestone Alley, Little Rock, Pulaski County, Arkansas.” National Register of Historic Places Nomination Form. In the files of the Arkansas Historic Preservation Program, 2009.

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In addition, further study of the road and its construction could reveal a European influence on its design. Given the fact that the Altus area was settled by German and Swiss families, including the Wiederkehr and Post families who are still prominent in the area today, it is possible that they may have been involved in road construction in their area, especially since they would have been looking for good roads to get their wines to market. As a result, they may have promoted and used construction types and techniques that they would have been familiar with in Europe.

The importance and rarity of the Altus segment of the Johnson County Line-Ozark-Crawford County Line Road has also been recognized by other preservation professionals. For example, Dan Marriott of Paul Daniel Marriott + Associates in Washington, DC, has described the road as “beautiful” and “in remarkable condition.”⁴² In addition, Tim Noble of Noble Preservation Services of Zionsville, Pennsylvania, has indicated that he has “seen small sections of similar paving at 19th century Germanic farms but never anything close to the scale of this,” and he has described the road as being “very cool and unusual, particularly for the 20th century.”⁴³

Due to the importance of the Altus Segment of the Johnson County Line-Ozark-Crawford County Line Road in illustrating the development of improved highway infrastructure in the Altus area in the late 1910s and for illustrating the new and improved highways being built across Arkansas in the 1910s and 1920s to accommodate automobiles, it is being nominated to the National Register under **Criterion A** with **statewide significance**. Also, as the last known example of stone-paved highway in Franklin County, a new kind of highway engineering in Franklin County and a relatively new kind of highway engineering in rural Arkansas, it is being nominated to the National Register with **statewide significance** under **Criterion C**.

The Johnson County Line-Ozark-Crawford County Line Road, Altus Segment, is also significant for the fact that it may be able to broaden the knowledge base of early twentieth-century road building and design in Arkansas. As an extremely rare rural segment of stone pavement, further study of the road, especially its foundation, can shed light on whether the Telford or Macadam paving method, or a variant of the two, was used for the segment’s construction. In addition, due to the fact that the road segment is located in an area where there was a concentration of German and Swiss settlement, further study of the road and its history may also reveal an ethnic influence on the road’s design. Since many rural roads in Europe are paved with cobblestones, it is possible that the German and Swiss families that settled in Altus may have used European road design and technology that was familiar to them when constructing roads in the Altus vicinity. Due to the road’s potential to yield information that is important to the understanding of highway engineering and ethnic history in the Altus area, the segment is also being nominated to the National Register under **Criterion D** with **statewide significance**.

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⁴² Marriott, Dan. E-mail to the author. 7 July 2009.

⁴³ Noble, Tim. E-mail to Carol Lee of the Pennsylvania Historical and Museum Commission. 7 July 2009.

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The Johnson County Line-Ozark-Crawford County Line Road, Altus 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."

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VERBAL BOUNDARY DESCRIPTION

Beginning at the U.S. 64 and Robin Way intersection, the c.1918 alignment of Johnson County Line-Ozark-Crawford County Line Road follows an unnamed connector road for approximately 425 feet to its intersection with Pierce Road. The width of the boundary includes 10 feet on either side of the c.1918 road centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1918 Johnson County Line-Ozark-Crawford County Line Road alignment in the Altus vicinity.