

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received FEB 12 1987

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic

and/or common Blytheville Greyhound Bus Station

2. Location

street & number 109 N. 5th Street

N/A not for publication

city, town Blytheville N/A vicinity of

state Arkansas code 05 county Mississippi code 093

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Greyhound Corporation

street & number Greyhound Tower, Station 1636

city, town Phoenix vicinity of state AZ 85077

5. Location of Legal Description

courthouse, registry of deeds, etc. Mississippi County Courthouse

street & number Court Square

city, town Blytheville state Arkansas

6. Representation in Existing Surveys

title Blytheville CLG Survey has this property been determined eligible? ☐ yes ☐ nodate March, 1985 ☐ federal ☐ state ☐ county ☒ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock state Arkansas

7. Description

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

SUMMARY

The Greyhound Corporation constructed three basic types of bus terminals during a major expansion in the late 1930's and 40's. The Blytheville Bus Station is an excellent example of the island type terminal. This design offered easy access and was favored by a majority of bus drivers and patrons. Continuity of architectural style in its new terminals was important to the Greyhound Corporation as part of its emerging corporate image. The Blytheville Bus Station was part of this effort and remains today as one of the finest examples of the Art Moderne style in Arkansas. Individual themes of the Art Moderne style that are present in this building are a concern for volume and curvilinear form, highly visible polychrome treatments, strong horizontal and vertical elements and the use of "Modern" construction materials such as structural glass and stainless steel.

ELABORATION

The building is one story and has a rectangular floor plan with rounded corners. The front corners contain casement windows with 24 panes each. This curvilinear form is repeated in a set of unsupported projecting canopies located over the loading areas on both sides of the building and with a rounded single canopy over the front entrance. These canopies create a strong horizontal architectural element that continues in the back facade as two single brick courses painted blue. The building's horizontal appearance is offset by a large vertical Greyhound sign centered immediately over the front entrance, giving the entire building a nautical appearance. In all Greyhound station architecture, the Greyhound sign is a prominent vertical element in the design and functions as a integral part of the building.

The exterior walls of the primary elevation are covered with Vitrolux structural glass in alternating colors of two shades of blue and ivory. These colors are alternated ten times in bands of varying widths and give the exterior a contrasting polychrome appearance. The back facade is exposed brick painted white. There are six entrances to the building. The main entrance facing Fifth Street and a set of entrances on each side contain single pane double doors with transoms. Each transom has twelve panes decorated with an inverted triangle of frosted glass. Ornamental stainless steel hand rails are on each door, with a stainless steel door plate containing the Greyhound logo.

Other decorative details exhibited on the exterior of the building are pressed metal ceilings under each canopy, elongated ornamental electric lights at the main entrance, lighted signs over each side entrance that once designated segregated facilities, scalloped ivory "Vitrolux" trim and neon lighting on the main Greyhound sign.

The arrangement of interior space in the Blytheville Bus Station is reflective of both a corporate concern for an efficient transportation system and an unfortunate cultural concern, which persisted in most Southern states until 1963, for the racial segregation of

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received *2/12/87*
date entered

Continuation sheet

Item number 7

Page 2

its patrons. Originally, the central ticket office and adjacent kitchen area effectively separated two sets of waiting and bathroom facilities, including separate lunch counters. The smaller, unadorned facilities for blacks were discontinued and later converted to storage and freight areas as a result of federal desegregation efforts.

The design features and "Modern" materials used in the interior remain mostly intact today and were consistent with the architectural image of other Greyhound terminals constructed across the country during this period. The ceilings and curved interior walls are plastered and were originally painted in blue and pink. A "Presdwood" wainscot with molded trim and baseboards accents the walls of the larger concession and waiting room areas. A simple curvilinear ceiling partition delineates the main lunch counter space. Stainless steel was initially utilized throughout the interior in suspended lighting fixtures, counter tops at the ticket booth and lunch counter, lunch counter trim, foot rests and bar stools, and even in the name plates on the bathroom doors. The lunch counter, bar stools and the wooden benches used in the main waiting room have been removed in the last few years. The general color scheme of the building is continued in the restrooms with white tiles trimmed in blue.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Between 1939–1947

Builder/Architect

Noland Van Powell/Architect

Statement of Significance (in one paragraph)

Ben White Sr./Builder

SUMMARY

The Blytheville Bus Station is the only remaining "Art Moderne" Greyhound bus terminal in the state of Arkansas. It stands as one of the purest examples of the Art Moderne style existing in the state's commercial architecture and is one of the finest examples exhibiting structural glass in its design. This isolated island-type station is unique in its small town setting. The exterior facade remains entirely intact with no alterations. The interior is relatively intact and still reflects its original design and purpose.

ELABORATION

In 1930, the Greyhound Corporation was organized from the former Motor Transport Company. The new corporation, which emphasized speed as representative of the restructured organization, adopted the form of a racing greyhound as symbol and Art Moderne as its architectural image. From 1935 to the early 1940's, Greyhound employed regional architects to interpret the streamlined building style in their distinctive blue and white terminals across the country. In several southern states, architect George D. Brown designed stations which utilized structural glass and were characterized by exteriors with blue Vitrolux veneer and ivory Vitrolite trim. Locations of these terminals included Charleston, Columbia, and Spartanburg, South Carolina; Bristol, Virginia; Charleston, West Virginia; and Savannah, Georgia.

In or after 1939, the Greyhound Corporation constructed a terminal in Blytheville in Mississippi County. The new terminal, which replaced an earlier structure, may have been designed to serve increased traffic which resulted from an Army Air Corps base established at Gosnell, near Blytheville, in 1942. Although similar in style to the southern stations designed by Brown, the island-type station was smaller in scale. The island-type station was usually constructed in larger towns and cities where an appropriate lot with proper access could be obtained. The Blytheville island-type station is unique in its small town setting, where the L-plan terminal or the parallel loading terminal would have been more common.

The exterior of the Blytheville Bus Station is virtually unaltered from its original appearance. The only addition to the original has been the placement of a new Greyhound sign that hangs under the front canopy.

9. Major Bibliographical References

Burleigh, Manfred and Charles M. Adams. Modern Bus Terminals and Post Houses. Ypsilanti, Michigan: University Lithoprinters, 1941.

WPA-Mississippi County Place File, Arkansas History Commission, Little Rock

10. Geographical Data

Acreage of nominated property Less than one

Quadrangle name Blytheville 7.5'

Quadrangle scale 1:24,000

UTM References

A

1	5
---	---

2	3	7	6	2	0
---	---	---	---	---	---

3	9	7	9	6	8	5
---	---	---	---	---	---	---

Zone Easting Northing

B

--	--

--	--	--	--

--	--	--	--	--	--

Zone Easting Northing

C

--	--

--	--	--	--

--	--	--	--	--	--

D

--	--

--	--	--	--

--	--	--	--	--	--

E

--	--

--	--	--	--

--	--	--	--	--	--

F

--	--

--	--	--	--

--	--	--	--	--	--

G

--	--

--	--	--	--

--	--	--	--	--	--

H

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification

Begin at the corner of Walnut and 5th Streets, go south 150 feet, then west 75 feet, then north 150 feet, then east 75 feet to the original beginning.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code

11. Form Prepared By

name/title Michael Swanda and Steve Mitchell

organization Arkansas Historic Preservation Program

date 11/19/86

street & number 225 E. Markham

telephone (501) 371-2763

city or town Little Rock

state Arkansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Wilson State

title State Historic Preservation Officer

date

2-5-87

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Blytheville Greyhound Bus Station
Mississippi County
ARKANSAS

Substantive Review

Working No. FEB 12 1987

Fed. Reg. Date:

Date Due: 3/13/87 - 3/29/87

Action: ACCEPT

RETURN 3-27-87

REJECT

Federal Agency:

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal

☒ NR decision

Reviewer's comments:

Please see attached comments.

Recom./Criteria Return

Reviewer Noble

Discipline Historian

Date 3/29/87

☒ see continuation sheet

Nomination returned for: ☐ technical corrections cited below
☒ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- ☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one

- ☐ unaltered
☐ altered

Check one

- ☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____

Builder/Architect _____

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed Beth Grosvenor Date 3/27/87 Phone: _____

Blytheville Greyhound Bus Station

Reviewer's Comments:

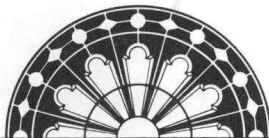
Both the nomination and the photographs indicate that the Greyhound Bus Station in Blytheville is a resource which exhibits a very high degree of integrity. The building is a fine example of Art Moderne architecture and, as noted in the nomination, the style is particularly unique in a small town setting. However, while this less-than-fifty-year-old resource retains a high level of integrity, the problems discussed below must be resolved before the property can be listed on the National Register.

First of all, the nomination must explain how the specific dates illustrate the property's architectural significance. The assumption is that "Between 1939-1947" indicates that the bus station was built sometime during this time span, but this point needs to be explicitly stated in the nomination. The year 1947 is particularly problematic because the nomination does not directly address the reason for selecting that year. Either use a circa date to indicate that the exact year of construction is unknown or select a date range where the decision to select both dates can be clearly justified.

Another related issue involves the claim for transportation significance. Perhaps the 1939-1947 date range is intended to represent the bus station's transportation significance. If that is the case, however, the point is clouded by the fact that the nomination focuses almost exclusively on architectural significance. If the decision is made to retain the claim for transportation significance, please develop this aspect of significance and be certain that the specific dates are defined in such a way to clearly reflect the transportation significance of the property.

Please contact me if there are any additional questions.

Bruce Noble, Historian
National Register



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

February 6, 1987

Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, N. W.
Washington, D. C. 20240

Re: Greyhound Bus Station
Blytheville, Mississippi County

Dear Carol:

We are enclosing for your review the nomination for the Greyhound Bus Station. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

Thank you for your consideration in this matter.

Sincerely,

Wilson Stiles
State Historic Preservation Officer

WS/TJ/do

Enclosure/s



FEB 12 1987

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received FEB 12 1987

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic

and or common Blytheville Greyhound Bus Station

2. Location

street & number 109 N. 5th Street

N/A not for publication

city, town Blytheville

N/A vicinity of

state Arkansas code 05

county Mississippi code 093

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Greyhound Corporation

street & number Greyhound Tower, Station 1636

city, town Phoenix

vicinity of

state AZ 85077

5. Location of Legal Description

courthouse, registry of deeds, etc. Mississippi County Courthouse

street & number Court Square

city, town Blytheville

state Arkansas

6. Representation in Existing Surveys

title Blytheville CLG Survey

has this property been determined eligible? ☐ yes ☐ no

date March, 1985

☐ federal ☐ state ☐ county ☒ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas

7. Description

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

SUMMARY

The Greyhound Corporation constructed three basic types of bus terminals during a major expansion in the late 1930's and 40's. The Blytheville Bus Station is an excellent example of the island type terminal. This design offered easy access and was favored by a majority of bus drivers and patrons. Continuity of architectural style in its new terminals was important to the Greyhound Corporation as part of its emerging corporate image. The Blytheville Bus Station was part of this effort and remains today as one of the finest examples of the Art Moderne style in Arkansas. Individual themes of the Art Moderne style that are present in this building are a concern for volume and curvilinear form, highly visible polychrome treatments, strong horizontal and vertical elements and the use of "Modern" construction materials such as structural glass and stainless steel.

ELABORATION

The building is one story and has a rectangular floor plan with rounded corners. The front corners contain casement windows with 24 panes each. This curvilinear form is repeated in a set of unsupported projecting canopies located over the loading areas on both sides of the building and with a rounded single canopy over the front entrance. These canopies create a strong horizontal architectural element that continues in the back facade as two single brick courses painted blue. The building's horizontal appearance is offset by a large vertical Greyhound sign centered immediately over the front entrance, giving the entire building a nautical appearance. In all Greyhound station architecture, the Greyhound sign is a prominent vertical element in the design and functions as a integral part of the building.

The exterior walls of the primary elevation are covered with Vitrolux structural glass in alternating colors of two shades of blue and ivory. These colors are alternated ten times in bands of varying widths and give the exterior a contrasting polychrome appearance. The back facade is exposed brick painted white. There are six entrances to the building. The main entrance facing Fifth Street and a set of entrances on each side contain single pane double doors with transoms. Each transom has twelve panes decorated with an inverted triangle of frosted glass. Ornamental stainless steel hand rails are on each door, with a stainless steel door plate containing the Greyhound logo.

Other decorative details exhibited on the exterior of the building are pressed metal ceilings under each canopy, elongated ornamental electric lights at the main entrance, lighted signs over each side entrance that once designated segregated facilities, scalloped ivory "Vitrolux" trim and neon lighting on the main Greyhound sign.

The arrangement of interior space in the Blytheville Bus Station is reflective of both a corporate concern for an efficient transportation system and an unfortunate cultural concern, which persisted in most Southern states until 1963, for the racial segregation of

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

2/12/87

Continuation sheet

Item number 7

Page 2

its patrons. Originally, the central ticket office and adjacent kitchen area effectively separated two sets of waiting and bathroom facilities, including separate lunch counters. The smaller, unadorned facilities for blacks were discontinued and later converted to storage and freight areas as a result of federal desegregation efforts.

The design features and "Modern" materials used in the interior remain mostly intact today and were consistent with the architectural image of other Greyhound terminals constructed across the country during this period. The ceilings and curved interior walls are plastered and were originally painted in blue and pink. A "Presdwood" wainscot with molded trim and baseboards accents the walls of the larger concession and waiting room areas. A simple curvilinear ceiling partition delineates the main lunch counter space. Stainless steel was initially utilized throughout the interior in suspended lighting fixtures, counter tops at the ticket booth and lunch counter, lunch counter trim, foot rests and bar stools, and even in the name plates on the bathroom doors. The lunch counter, bar stools and the wooden benches used in the main waiting room have been removed in the last few years. The general color scheme of the building is continued in the restrooms with white tiles trimmed in blue.

8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates c. 1937 **Builder/Architect** Noland Van Powell/Architect
Ben White Sr./Builder

Statement of Significance (in one paragraph)

SUMMARY

The Blytheville Bus Station is the only remaining "Art Moderne" Greyhound bus terminal in the state of Arkansas. It stands as one of the purest examples of the Art Moderne style existing in the state's commercial architecture and is one of the finest examples exhibiting structural glass in its design. This isolated island-type station is unique in its small town setting. The exterior facade remains entirely intact with no alterations. The interior is relatively intact and still reflects its original design and purpose.

ELABORATION

In 1930, the Greyhound Corporation was organized from the former Motor Transport Company. The new corporation, which emphasized speed as representative of the restructured organization, adopted the form of a racing greyhound as symbol and Art Moderne as its architectural image. From 1935 to the early 1940's, Greyhound employed regional architects to interpret the streamlined building style in their distinctive blue and white terminals across the country. In several southern states, architect George D. Brown designed stations which utilized structural glass and were characterized by exteriors with blue Vitrolux veneer and ivory Vitrolite trim. Locations of these terminals included Charleston, Columbia, and Spartanburg, South Carolina; Bristol, Virginia; Charleston, West Virginia; and Savannah, Georgia.

In or after 1939, the Greyhound Corporation constructed a terminal in Blytheville in Mississippi County. The new terminal, which replaced an earlier structure, may have been designed to serve increased traffic which resulted from an Army Air Corps base established at Gosnell, near Blytheville, in 1942. Although similar in style to the southern stations designed by Brown, the island-type station was smaller in scale. The island-type station was usually constructed in larger towns and cities where an appropriate lot with proper access could be obtained. The Blytheville island-type station is unique in its small town setting, where the L-plan terminal or the parallel loading terminal would have been more common.

The exterior of the Blytheville Bus Station is virtually unaltered from its original appearance. The only addition to the original has been the placement of a new Greyhound sign that hangs under the front canopy.

9. Major Bibliographical References

Burleigh, Manfred and Charles M. Adams. Modern Bus Terminals and Post Houses. Ypsilanti, Michigan: University Lithoprinters, 1941.

WPA-Mississippi County Place File, Arkansas History Commission, Little Rock

10. Geographical Data

Acreage of nominated property Less than one

Quadrangle name Blytheville 7.5'

Quadrangle scale 1:24,000

UTM References

A

1	5
---	---

2	3	7	6	2	0
---	---	---	---	---	---

3	9	7	9	6	8	5
---	---	---	---	---	---	---

Zone Easting Northing

B

--	--

--	--	--	--

--	--	--	--	--	--

Zone Easting Northing

C

--	--

--	--	--	--

--	--	--	--	--	--

D

--	--

--	--	--	--

--	--	--	--	--	--

E

--	--

--	--	--	--

--	--	--	--	--	--

F

--	--

--	--	--	--

--	--	--	--	--	--

G

--	--

--	--	--	--

--	--	--	--	--	--

H

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification

Begin at the corner of Walnut and 5th Streets, go south 150 feet, then west 75 feet, then north 150 feet, then east 75 feet to the original beginning.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code

11. Form Prepared By

name/title Michael Swanda and Steve Mitchell

organization Arkansas Historic Preservation Program date 11/19/86

street & number 225 E. Markham telephone (501) 371-2763

city or town Little Rock state Arkansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Wilson State

title State Historic Preservation Officer

date 2-5-87

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Blytheville Greyhound Bus Station
Mississippi County
ARKANSAS

Substantive Review

Working No. 2/12/87
 Fed. Reg. Date: _____
 Date Due: 6/21/87
 Action: ACCEPT
RETURN 6-15-87
REJECT
 Federal Agency: _____

- ☒ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

Please see attached sheet.

Recom./Criteria Return
 Reviewer Noble
 Discipline Historian
 Date 6/15/87
☒ see continuation sheet

Nomination returned for: ☐ technical corrections cited below
☒ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____

Builder/Architect _____

Statement of Significance (*in one paragraph*) _____

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed Beth Grovenor Date 6/15/87 Phone: _____

Blytheville Greyhound Bus Station

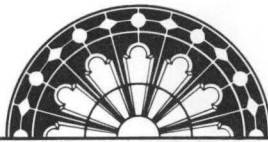
Reviewer's Comments:

This nomination was originally returned for further justification of transportation as an area of significance and for further explanation regarding the selection of specific dates. The decision was made to drop transportation as an area of significance and the completion of additional research uncovered evidence that c.1937 was the appropriate construction date for the bus station. Although the specific date was changed to reflect this new research, the text of the nomination still states that the Greyhound Corporation constructed the terminal "in or after 1939." The nomination is being returned again because of the discrepancy between these two dates and the related inability to determine whether or not this resource should be evaluated as a less than fifty year old property.

The strength of this nomination could be greatly enhanced by incorporating the additional research material into the body of the text. In doing so, the selection of c.1937 as a specific date could be clearly justified by indicating the historical data used to establish that approximate year as the date of construction. This is the sort of information required to justify the selection of a specific date or an area of significance.

Please do not hesitate to contact me should further questions arise in connection with this nomination (202-343-9547).

Bruce Noble, Historian
National Register



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

April 30, 1987

Ms. Carol D. Shull
Chief of Registration
U.S. Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, NW
Washington, D.C. 20240

RE: Greyhound Bus Station
Blytheville, Mississippi County

Dear Ms. Shull:

Enclosed is the nomination for the above-referenced property, which was returned to us for substantive revision.

We have deleted transportation as an area of significance. Also, further research has provided more information about the building's date of construction, and we feel confident that the c. 1937 date now given is correct.

Thank you for your consideration in this matter.

Sincerely,

Wilson Stiles
State Historic Preservation Officer

WS/TJ/dr

Enclosures



MAY 1 1987

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received JUL 9 1987

date entered AUG 17 1987

1. Name

historic

and/or common Blytheville Greyhound Bus Station

2. Location

street & number 109 N. 5th Street

N/A not for publication

city, town Blytheville

N/A vicinity of

state Arkansas

code 05

county Mississippi

code 093

3. Classification

Category

☐ district

☒ building(s)

☐ structure

☐ site

☐ object

Ownership

☐ public

☒ private

☐ both

Public Acquisition

☒ in process

☐ being considered

Status

☒ occupied

☐ unoccupied

☐ work in progress

Accessible

☐ yes: restricted

☒ yes: unrestricted

☐ no

Present Use

☐ agriculture

☒ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☐ private residence

☐ religious

☐ scientific

☒ transportation

☐ other:

4. Owner of Property

name Greyhound Corporation

street & number Greyhound Tower, Station 1636

city, town Phoenix

vicinity of

state AZ 85077

5. Location of Legal Description

courthouse, registry of deeds, etc. Mississippi County Courthouse

street & number Court Square

city, town Blytheville

state Arkansas

6. Representation in Existing Surveys

title Blytheville CLG Survey

has this property been determined eligible? ☐ yes ☐ no

date March, 1985

☐ federal ☐ state ☐ county ☒ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas

7. Description

Condition

☒ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

SUMMARY

The Greyhound Corporation constructed three basic types of bus terminals during major expansion in the late 1930's and 40's. The Blytheville Bus Station is an excellent example of the island type terminal. This design offered easy access and was favored by a majority of bus drivers and patrons. Continuity of architectural style in its new terminals was important to the Greyhound Corporation as part of its emerging corporate image. The Blytheville Bus Station was part of this effort and remains today as one of the finest example of the Art Moderne style in Arkansas. Individual themes of the Art Moderne style that are present in this building are a concern for volume and curvilinear form, highly visible polychrome treatments, strong horizontal and vertical elements and the use of "Modern" construction materials such as structural glass and stainless steel.

ELABORATION

The building is one story and has a rectangular floor plan with rounded corners. The front corners contain casement windows with 24 panes each. This curvilinear form is repeated in a set of unsupported projecting canopies located over the loading areas on both sides of the building and with a rounded single canopy over the front entrance. These canopies create a strong horizontal architectural element that continues in the back facade as two single brick courses painted blue. The building's horizontal appearance is offset by a large vertical Greyhound sign centered immediately over the front entrance, giving the entire building a nautical appearance. In all Greyhound station architecture, the Greyhound sign is a prominent vertical element in the design and functions as a integral part of the building.

The exterior walls of the primary elevation are covered with Vitrolux structural glass in alternating colors of two shades of blue and ivory. These colors are alternated ten times in bands of varying widths and give the exterior a contrasting polychrome appearance. The back facade is exposed brick painted white. There are six entrances to the building. The main entrance facing Fifth Street and a set of entrances on each side contain single pane double doors with transoms. Each transom has twelve panes decorated with an inverted triangle of frosted glass. Ornamental stainless steel hand rails are on each door, with a stainless steel door plate containing the Greyhound logo.

Other decorative details exhibited on the exterior of the building are pressed metal ceilings under each canopy, elongated ornamental electric lights at the main entrance, lighted signs over each side entrance that once designated segregated facilities, scalloped ivory "Vitrolux" trim and neon lighting on the main Greyhound sign.

The arrangement of interior space in the Blytheville Bus Station is reflective of both a corporate concern for an efficient transportation system and an unfortunate cultural concern, which persisted in most Southern states until 1963, for the racial segregation of its patrons. Originally, the central ticket office and adjacent kitchen area effectively separated two sets of waiting and bathroom facilities, including separate lunch counters. The smaller, unadorned facilities for blacks were discontinued and later converted to storage and freight areas as a result of federal desegregation efforts.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 2

The design features and "Modern" materials used in the interior remain mostly intact today and were consistent with the architectural image of other Greyhound terminals constructed across the country during this period. The ceilings and curved interior walls are plastered and were originally painted in blue and pink. A "Presdwood" wainscot with molded trim and baseboards accents the walls of the larger concession and waiting room areas. A simple curvilinear ceiling partition delineates the main lunch counter space. Stainless steel was initially utilized throughout the interior in suspended lighting fixtures, counter tops at the ticket booth and lunch counter, lunch counter trim, foot rests and bar stools, and even in the name plates on the bathroom doors. The lunch counter, bar stools and the wooden benches used in the main waiting room have been removed in the last few years. The general color scheme of the building is continued in the restrooms with white tiles trimmed in blue.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c. 1937

Builder/Architect Noland Van Powell/Architect
Ben White Sr./Builder

Statement of Significance (in one paragraph)

SUMMARY

The Blytheville Bus Station is the only remaining "Art Moderne" Greyhound bus terminal in the state of Arkansas. It stands as one of the purest examples of the Art Moderne style existing in the state's commercial architecture and is one of the finest examples exhibiting structural glass in its design. This isolated island-type station is unique in its small town setting. The exterior facade remains entirely intact with no alterations. The interior is relatively intact and still reflects its original design and purpose.

ELABORATION

In 1930, the Greyhound Corporation was organized from the former Motor Transport Company. The new corporation, which emphasized speed as representative of the restructured organization, adopted the form of a racing greyhound as symbol and Art Moderne as its architectural image. From 1935 to the early 1940's, Greyhound employed regional architects to interpret the streamlined building style in their distinctive blue and white terminals across the country. In several southern states, architect George D. Brown designed stations which utilized structural glass and were characterized by exteriors with blue Vitrolux veneer and ivory Vitrolite trim. Locations of these terminals included Charleston, Columbia, and Spartanburg, South Carolina; Bristol, Virginia; Charleston, West Virginia; and Savannah, Georgia.

According to a city official who recalls the event, the Greyhound Corporation constructed a new terminal in Blytheville in 1937 to replace an earlier structure. Although similar in style to the southern stations designed by Brown, the island-type station was smaller in scale. The island-type station was usually constructed in larger towns and cities where an appropriate lot with proper access could be obtained. The Blytheville island-type station is unique in its small town setting, where the L-plan terminal or the parallel loading terminal would have been more common.

The exterior of the Blytheville Bus Station is virtually unaltered from its original appearance. The only addition to the original has been the placement of a new Greyhound sign that hangs under the front canopy.

9. Major Bibliographical References

Burleigh, Manfred and Charles M. Adams. Modern Bus Terminals and Post Houses. Ypsilanti, Michigan: University Lithoprinters, 1941.
WPA-Mississippi County Place File, Arkansas History Commission, Little Rock
Telephone interview with Mary Mitchell of Blytheville, Arkansas, April 1987.

10. Geographical Data

Acreage of nominated property Less than one

Quadrangle name Blytheville 7.5'

Quadrangle scale 1:24000

UTM References

A

1	1	5
---	---	---

2	3	1	7	6	2	1	0
---	---	---	---	---	---	---	---

3	1	9	7	1	9	6	1	8	1	5
---	---	---	---	---	---	---	---	---	---	---

Zone Easting Northing

B

--	--

--	--	--	--

--	--	--	--	--	--

Zone Easting Northing

C

--	--

--	--	--	--

--	--	--	--	--	--

E

--	--

--	--	--	--

--	--	--	--	--	--

G

--	--

--	--	--	--

--	--	--	--	--	--

D

--	--

--	--	--	--

--	--	--	--	--	--

F

--	--

--	--	--	--

--	--	--	--	--	--

H

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification

Begin at the corner of Walnut and 5th Streets, go south 150 feet, then west 75 feet, then north 150 feet, then east 75 feet to the original beginning.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Michael Swanda and Steve Mitchell

organization Arkansas Historic Preservation Program

date May, 1987

street & number 225 E. Markham

telephone (501) 371-2763

city or town Little Rock

state Arkansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Michael Swanda

title State Historic Preservation Officer

date

7-6-87

For NPS use only

I hereby certify that this property is included in the National Register

date

8/17/87

John B. Groves
Keeper of the National Register

Attest:

date

Chief of Registration

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEETBlytheville Greyhound Bus Station
Mississippi County
ARKANSAS

Substantive Review

- ☒ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Working No. 2-12-87
 Fed. Reg. Date: 2/2/88
 Date Due: 8/23/87
 Action: ☒ ACCEPT 8-17-87
☐ RETURN
☐ REJECT

Federal Agency: _____

Substantive Review: ☐ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

Nomination has been edited to resolve previous questions about the construction date attached to this property. The building is significant as the only remaining Greyhound bus terminal in Arkansas constructed in the Art Moderne style.

Recom./Criteria Accept - C
 Reviewer Noble
 Discipline Historian
 Date 8/14/87
 _____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
 _____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> original site
		<input type="checkbox"/> moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____

Builder/Architect _____

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_____ national _____ state _____ local

State Historic Preservation Officer signature

title _____ date _____

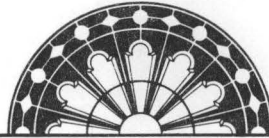
13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Resubmission



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

July 6, 1987

Mr. Bruce Noble
United States Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, N.W.
Washington, D.C. 20240

RE: Greyhound Bus Station
Blytheville, Mississippi County

Dear Bruce:

Here once again is the nomination for the Greyhound Bus Station. Our verification for the construction date is based on the recollections of a local citizen, whcih seem to be quite accurate, but we have retained the "circa" as an indication that documentation is not unquestionable.

Thanks very much.

Sincerely,

Tonia Jones
National Register Constituent Coordinator



JUL 9 1987

Blytheville Greyhound Bus Station
Name of Property

Mississippi County, Arkansas
County and State

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Additional information provided to the Arkansas Historic Preservation Program by the Blytheville Greyhound Bus Station's builder's family, indicates that the correct builder of the building is Ben Watson White, not Ben White, Sr., as indicated in the original nomination.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Blytheville Greyhound Bus Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Mississippi

DATE RECEIVED: 8/05/05 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 9/18/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 87000447

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

~~additional Documentation Accepted~~

RECOM./CRITERIA

REVIEWER

DISCIPLINE

TELEPHONE

DATE

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



The Department of Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201

(501) 324-9880

fax: (501) 324-9184

tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.org

August 3, 2005

Dr. Janet Matthews
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
8th Floor
1201 Eye Street, NW
Washington, DC 20005

RE: Blytheville Greyhound Bus Station – Blytheville, Mississippi
County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review additional documentation for the above-referenced property. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

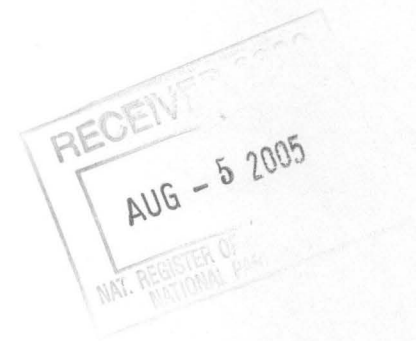
If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews
State Historic Preservation Officer

CM:rsw

Enclosure



An Equal Opportunity Employer





Blytheville Greyhound Bus Station

View looking west

Blytheville, Arkansas

Photographed by Michael Swanda & Steve
Mitchell

Negatives on file at AHPP

August 1986

2/12/87



Blytheville Greyhound Bus Station

View looking southwest

Blytheville, Arkansas

Photographed by Michael Swanda and Steve
Mitchell

Negatives on file at AHPP

August 1986

4/12/87



Blytheville Greyhound Bus Station

Interior view, lunch counter area

Blytheville, Arkansas

Photographer unknown, Date Post 1946

Copied by Michael Swanda & Steve
Mitchell

Negatives on file at AHPP
August 1986

2/22/87



Blytheville Greyhound Bus Station

Interior, lunch counter area

Photographed by Michael Swanda & Steve
Mitchell

Negatives on file at AHPP

August 1986

2/27/87



Blytheville Greyhound Bus Station

View looking southeast

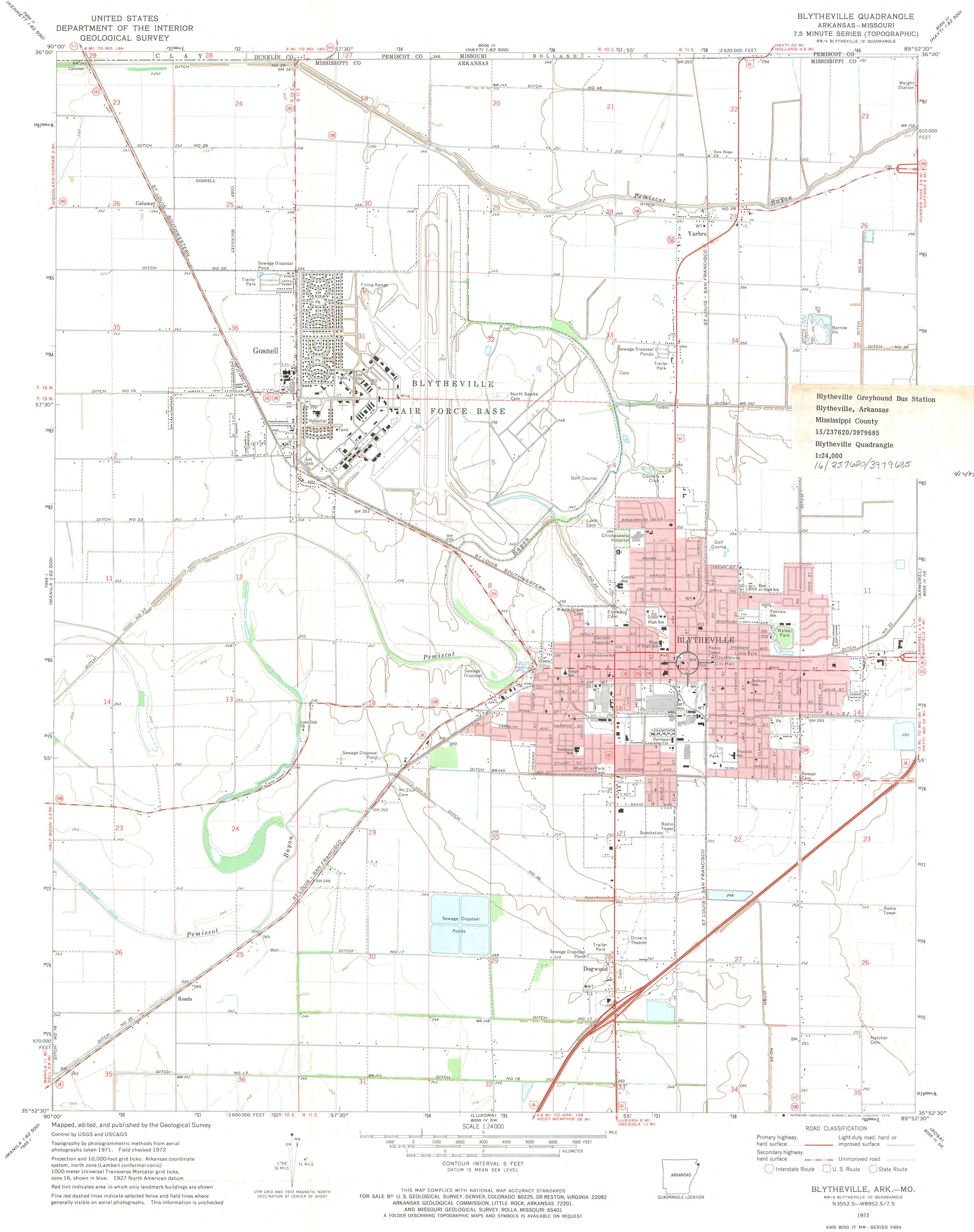
Blytheville, Arkansas

Photographed by Michael Swanda & Steve
Mitchell

Negatives on file at AHPP

August 1986

2/14/87



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

BLYTHEVILLE QUADRANGLE
ARKANSAS—MISSOURI
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW/4 BLYTHEVILLE 15' QUADRANGLE

Blytheville Greyhound Bus Station
Blytheville, Arkansas
Mississippi County
15/237620/3979685
Blytheville Quadrangle
1:24,000
16/237620/3979685

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1971. Field checked 1972
Projection and 10,000-foot grid ticks: Arkansas coordinate
system, north zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue. 1927 North American datum
Red tint indicates area in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

SCALE 1:24,000
CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72201,
AND MISSOURI GEOLOGICAL SURVEY, ROLLA, MISSOURI 65401
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

BLYTHEVILLE, ARK.—MO.
NW/4 BLYTHEVILLE 15' QUADRANGLE
N3552.5-W8952.5/7.5

1972

AMS 8055 IV NW—SERIES V884