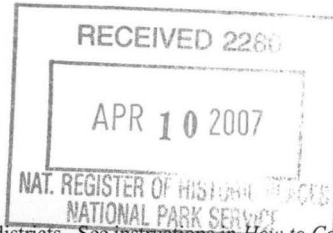


439

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Arkansas 22, Barling Segment

other names/site number Site #SB0889

2. Location

street & number Mayo Road

☐ not for publication

city or town Barling

☐ vicinity

state Arkansas code AR county Sebastian code 131 zip code 72923

3. State/Federal Agency Certification

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

☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Cathie Matthews
Signature of certifying official/Title

3/12/07
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:)

Edson H. Beall
Signature of the Keeper

5-22-07
Date of Action

Old Arkansas 22, Barling Segment

Name of Property

Sebastian County, Arkansas

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

	buildings
	sites
1	structures
	objects
1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Arkansas Highway History and Architecture, 1910-1965

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/highway

7. Description

Architectural Classification

(Enter categories from instructions)

N/A

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other CONCRETE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The bypassed 1928 alignment of Arkansas 22 in Barling is a two-lane concrete highway. It follows an alignment to the northeast of the current Arkansas 22, curving north away from Arkansas 22 before turning west and rejoining the current highway. The current Arkansas 22 alignment, constructed in 1976, follows a straighter route to the southwest of the old highway. The nominated highway retains its original 1928 concrete pavement throughout, although small portions have been patched with either asphalt or concrete. The highway retains its original roadway width.

ELABORATION

This bypassed section of 1928 alignment of Arkansas 22 is approximately 0.5 miles long and begins at the intersection of the current Arkansas 22 and Mayo Road in Barling and proceeds in a generally northerly direction before turning west and rejoining the current highway.

The 1928 alignment of Arkansas 22 has a width of 18 feet for two lanes of travel. The curve, however, because of its tight radius, has a width of approximately 21 feet. The section has no paved shoulders. (For comparison, the current American Association of State Highway and Transportation Officials Green Book indicates that a lane width of 11 feet 9 inches is desirable.) Each section of pavement comprising the straight sections is 9 feet wide and 50 feet long, and is composed of a tan stone aggregate mixed in the concrete. The sections on the curve, however, are slightly wider.

INTEGRITY

Overall, the bypassed 1928 alignment of Arkansas 22 in Barling has remarkable integrity. The original 1928 pavement remains throughout the segment, and it retains its original dimensions. The pavement of the highway has been patched with asphalt or concrete in some locations, but it is still drivable, and the entire 1928 alignment possesses a strong sense of continuity. Additionally, although the Barling area is quickly growing as Fort Smith expands eastward, the part of Barling in which the highway is located retains its rural and small town settings, and the surroundings still reflect the period of significance from 1928-1957.

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B.** removed from its original location.
- ☐ **C.** birthplace or grave of a historical figure of outstanding importance.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Engineering

Transportation

Period of Significance

1928-1957

Significant Dates

1928-1957

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

Koss Construction Company, Builder

Narrative Statement of Significance

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

9. Major Bibliographical References**Bibliography**

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

Previous documentation on file (NPS):

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

- ☐ recorded by Historic American Engineering
Record # _____

Primary location of additional data:

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

Name of repository:

Arkansas Highway and Transportation Department

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

Old Arkansas 22, Barling Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old Arkansas 22, Barling Segment, is the longest and most intact portion of the 1928 alignment of Arkansas 22 in Sebastian County. The Barling segment of Arkansas 22, which is approximately 0.5 miles long, still retains its original 1928 concrete pavement. The highway section was the main automobile route in that part of Sebastian County from the time of its construction in 1928 until the current Arkansas 22 was built to the southwest of it in 1976. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 22, Barling Segment, is being submitted to the National Register of Historic Places under the multiple-property listing "Arkansas Highway and Transportation Era Architecture, 1910-1965" in conjunction with the historic context "Arkansas Highway History and Architecture, 1910-1965."

ELABORATION

The first recorded white settlement in Sebastian County occurred with the establishment of the Fort Smith military post in 1817. Captain John Rogers is the first white settler recorded on the site of Fort Smith, having arrived shortly after the end of the War of 1812.¹ Although settlement in the Fort Smith area occurred in the early nineteenth century, settlement in other parts of the county did not occur until later in the 1800s. The creation of Sebastian County was approved by the General Assembly on January 10, 1851, and when the County Commissioners met at Jenny Lind in May 1851, they decided to locate the county seat on forty acres of land donated by Rueben Coker. They also decided to name the new seat of justice Greenwood.²

Though Sebastian County had been created by an act of the Arkansas General Assembly and signed by Governor John Seldon Roane on January 10, 1851, the permanent site of the county seat remained in contention both before and after the Civil War. The first courthouse, located near the geographical center of the county at Greenwood, was constructed in 1856-57 and was a two-story wood frame structure (prior to this court was held in private residences). The county seat was moved to Fort Smith the following year, and returned to Greenwood two years later by majority vote of the county residents. In 1861, a compromise was reached by which the county would be divided into two judicial districts, with dual county seats located at both Greenwood and Fort Smith. This situation was reversed again in 1864, with Fort Smith again serving as the sole county seat, and restored again one year later. This exact sequence of events occurred again in 1868 and 1871, respectively, and was finally put to rest by the Constitutional Convention of 1874 which inserted into the new constitution a provision stipulating the division of the county into two judicial districts, with

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

separate county courts, separate revenue, and separate fiscal responsibility for the operation and maintenance of the individual courts within each district.³

Transportation networks in the Fort Smith and Barling area had started to develop by 1839 when two roads were present leaving Fort Smith to the east. The main road went northeast to Van Buren, Ozark, and points east on the north side of the Arkansas River, while a secondary road traveled along the south side of the river through the Barling area to Crawford (Crawford's Courthouse), Short Mountain, and points east.⁴

By the 1850s, as settlement expanded in the southern part of the county, especially in the Greenwood area, more roads were developed. The road through the Barling area was still in existence and followed approximately the same route that it had in 1839. In addition, some branch roads had sprouted, including one going south through Jenny Lind and Greenwood (the approximate route of U.S. 71 today), and another going east just east of Vache Grasse Creek to Charlestown (Charleston) over the approximate route of Arkansas 22 today.⁵

Little is known about the history of Barling. The local name for the community was Spring Hill and a post office was established there in 1890.⁶ In its early years, the community likely remained relatively small, although the construction of the Arkansas Central Railroad's line through Barling between 1895 and 1898 would have helped the community's growth.⁷ However, the greatest contributor to the community's growth was the development of Fort Chaffee after the United States Army's acquisition of 72,000 acres in the area in 1941 and 1942.⁸

By 1917 the state began to designate highways with a numbering system and aggressively pursue road improvement. Increasing automobile ownership made road enhancement programs a priority. Though the Martineau-Parnell road program was rife with corruption and on a fast track to disaster, state highway mileage was increased substantially under the tenures of Governor John E. Martineau (1926) and subsequent

³ Story, Kenneth. "Sebastian County Courthouse/Ft. Smith City Hall, Fort Smith, Sebastian County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1993.

⁴ Burr, David. H. *Map of Mississippi, Louisiana & Arkansas exhibiting the post offices, post roads, canals, rail roads, &c.* Map. London: J. Arrowsmith, 1839.

⁵ *Colton's Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources.* Map. Unknown Publisher, New York, 1854.

⁶ Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971.* Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 12.

⁷ *Cram's Township and Rail Road Map of Arkansas.* Map. Chicago: George Franklin Cram, 1895, and *The Rand McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroads, cities, towns, villages, post offices, lakes, river, etc.* Chicago: Rand McNally and Company, 1898.

⁸ Perkins, Wendy. "Maness Schoolhouse, Barling, Sebastian County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

governor, Harvey Parnell (1928). The new State Highway 22 was lauded in 1929 as the gateway for development in the western section of the state as it would open up the previously hard-to-reach area isolated by geographic obstacles. The new highway was to largely follow the route of the 1835 military road, which had been designated the Jefferson Davis highway in 1923 and was the first state highway to be completely paved end-to-end. The highway would be approximately 82 miles long and shorten the distance from Dardanelle to Ft. Smith by 11 miles. The total cost of the highway was in the neighborhood of \$2.5 million, or roughly \$40,000 a mile.⁹

Work started on Arkansas Highway 22 in 1927 with grading and drainage. By June of 1928 all grading and earth moving had been completed. The next phase of construction was the building of bridges. A total of thirty bridges were built between November 1927 and August 1929. The highway required an unusually large amount of bridges. Located just south of the Arkansas River, the highway's route would have to cross all streams that drain into the south side of the river. The final phase of construction, paving, was begun on July 2, 1929. In late July 1930, Arkansas 22 was finally completed from Ft. Smith to Dardanelle, the first State Highway to be hard surfaced from beginning to end.¹⁰

The work to upgrade the Barling segment of Arkansas 22 began in 1927 with the solicitation of bids to complete grading and drainage structures on the 7.973-mile long Section 1 of Arkansas 22, also known by the State Highway Commission as the Fort Smith – Charleston Road. Proposals were received on September 29, 1927, for the work and the proposal of Winstead & Gunter of Siloam Springs, Arkansas, which had a proposed cost of \$49,587.31 and an estimated completion time of 200 calendar days, was selected. The project was State Job No. 416. However, the final payment to the contractor of \$55,391.09 ran considerably over the original estimate.¹¹

Once the grading of the road and the construction of the drainage structures was completed, the State Highway Commission then solicited for bids to complete 9.321 miles of concrete pavement. Bids were received on July 18, 1928, and the bid of the Koss Construction Company of Des Moines, Iowa, was selected. For 150 calendar days of work, they submitted a bid of \$164,099.82, which was supplemented by an estimated \$37,406.66 worth of material furnished by the state, for a grand total of \$201,506.48. As with the completion of the grading and drainage structures, the paving of the highway ran considerably over the original estimate. The final payment to Koss Construction was \$172,021.65, which was supplemented by \$41,210.65 worth of material furnished by the state for an ultimate cost of \$213,232.30.¹²

⁹ Cothren, Zac. "Old Arkansas Highway 22, New Blaine, Logan County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

¹⁰ *Ibid.*

¹¹ Arkansas State Highway Commission. *Ninth Biennial Report of the Arkansas State Highway Commission*. Russellville, AR: Russellville Printing Company, 1930, pp. 150-151.

¹² *Ibid.*, pp. 168-169.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Arkansas 22 provided an important transportation route for people in the Arkansas River Valley and remains an important route today. In the mid-1960s parts of the eastern portion of Arkansas 22 had to be changed in order to accommodate the building of Lake Dardanelle. At this same time most of the rest of the highway was updated with wider lanes and shoulders. Modifications and improvements to the road continued to occur through the 1970s with the Barling segment being bypassed in 1976.¹³ The modernization process also replaced many bridges and straightened many unnecessary curves, such as the sharp curve on this segment. Although there are visible remains of old Arkansas 22 that can be seen along different parts of modern AR 22, the Barling segment is the longest most pristine section in Sebastian County. It is also still possible to drive the entire bypassed 0.5 miles of the segment, which is still in use as a local road. Remarkably, all of the section retains the original 1928 concrete pavement.

STATEMENT OF SIGNIFICANCE

Old Arkansas 22, Barling Segment, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. Old Arkansas 22, Barling Segment, is the longest and most intact portion of the 1928 alignment of Arkansas 22 in Sebastian County. The Barling segment of Arkansas 22, which is approximately 0.5 miles long, still retains its original 1928 concrete pavement. The highway section was the main automobile route in that part of Sebastian County from the time of its construction in 1928 until the current Arkansas 22 was built to the southwest of it in 1976. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture. Old Arkansas 22, Barling 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."

¹³ Scoggin, Robert. Telephone conversation with the author. 30 August 2006.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

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

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

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

Colton's *Railroad & Township Map of Arkansas Compiled from the U.S. Surveys and Other Authentic Sources*. Map. Unknown Publisher, New York, 1854.

Cothren, Zac. "Old Arkansas Highway 22, New Blaine, Logan County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

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

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

Perkins, Wendy. "Maness Schoolhouse, Barling, Sebastian County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 2003.

The Rand McNally indexed county and township pocket map and shippers guide of Arkansas showing all railroads, cities, towns, villages, post offices, lakes, river, etc. Chicago: Rand McNally and Company, 1898.

Scoggin, Robert. Telephone conversation with the author. 30 August 2006.

Story, Kenneth. "Sebastian County Courthouse/Ft. Smith City Hall, Fort Smith, Sebastian County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1993.

Old Arkansas 22, Barling Segment
Name of Property

Sebastian County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>379867</u>	<u>3911704</u>
	Zone	Easting	Northing
2	<u>15</u>	<u>380019</u>	<u>3911669</u>

3	<u>15</u>	<u>380182</u>	<u>3911618</u>
	Zone	Easting	Northing
4	<u>15</u>	<u>380182</u>	<u>3911257</u>

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator

organization Arkansas Historic Preservation Program date October 21, 2006

street & number 1500 Tower Building, 323 Center Street

telephone

city or town Little Rock

state AR

zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name

street & number

telephone

city or town

state

zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

Beginning at the north side of the Arkansas 22 and Mayo Road intersection across from 22nd Street in Barling, the 1928 alignment follows Mayo Road for approximately 0.5 miles to the north and northwest to the point where it rejoins Arkansas 22. The width of the boundary includes 11 feet on either side of the 1928 highway centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the 1928 Arkansas 22 highway alignment in the Barling vicinity.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Arkansas 22, Old, Barling Segment

MULTIPLE NAME: Arkansas Highway History and Architecture MPS

STATE & COUNTY: ARKANSAS, Sebastian

DATE RECEIVED: 4/10/07 DATE OF PENDING LIST: 4/30/07
DATE OF 16TH DAY: 5/15/07 DATE OF 45TH DAY: 5/24/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 07000439

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 5.22.07 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

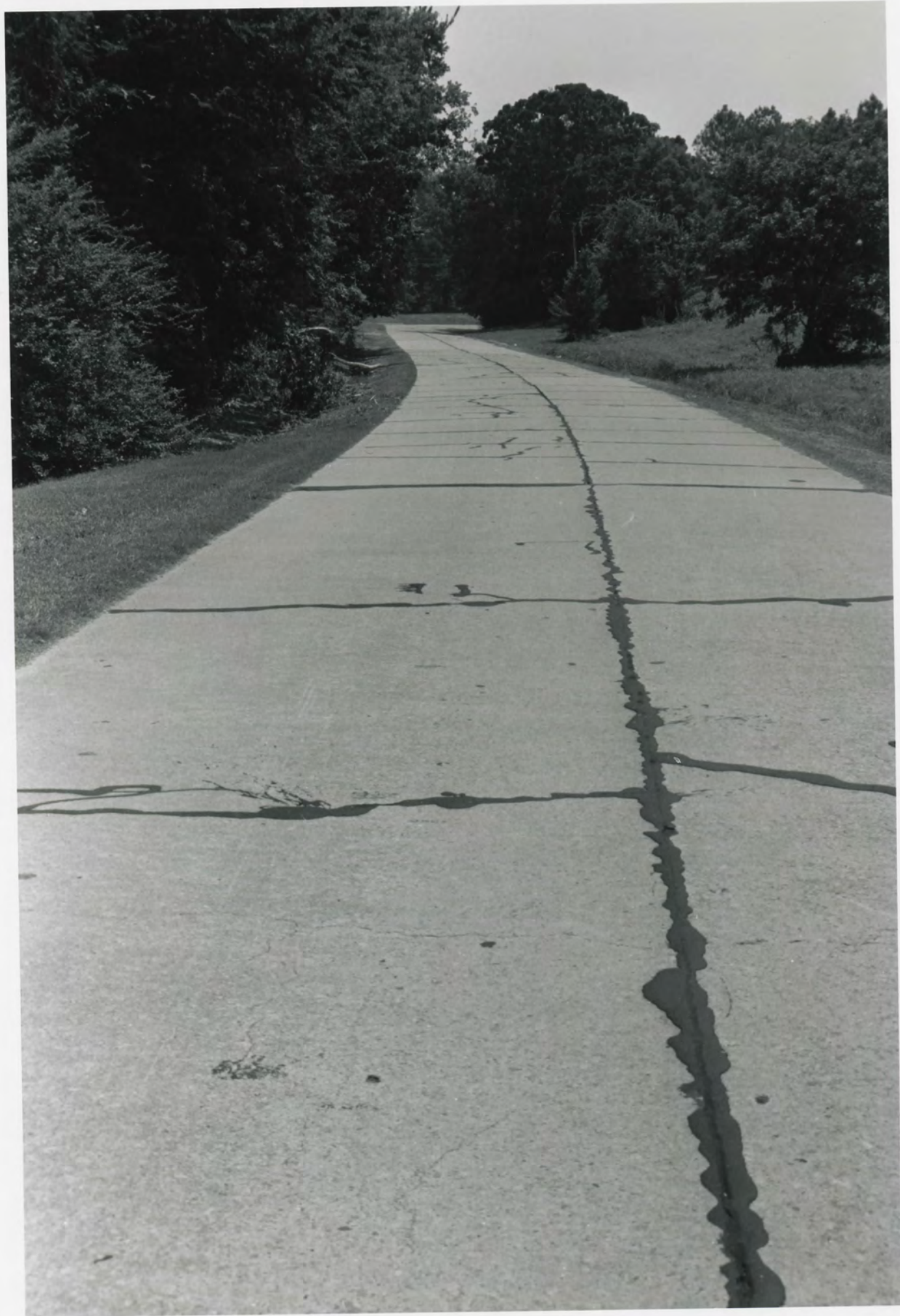
RECOM./CRITERIA _____

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.



OLD ARKANSAS 22, BARLING SEGMENT

SEBASTIAN COUNTY, AR

RALPH S. WILCOX

JULY 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW EAST FROM LOCATION #1



OLD ARKANSAS Z2, BARLING SEGMENT

SEBASTIAN COUNTY, AR

RALPH S. WILCOX

JULY 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH FROM LOCATION #3



OLD ARKANSAS Z2, BARLING SEGMENT

SEBASTIAN COUNTY, AR

RALPH S. WILCOX

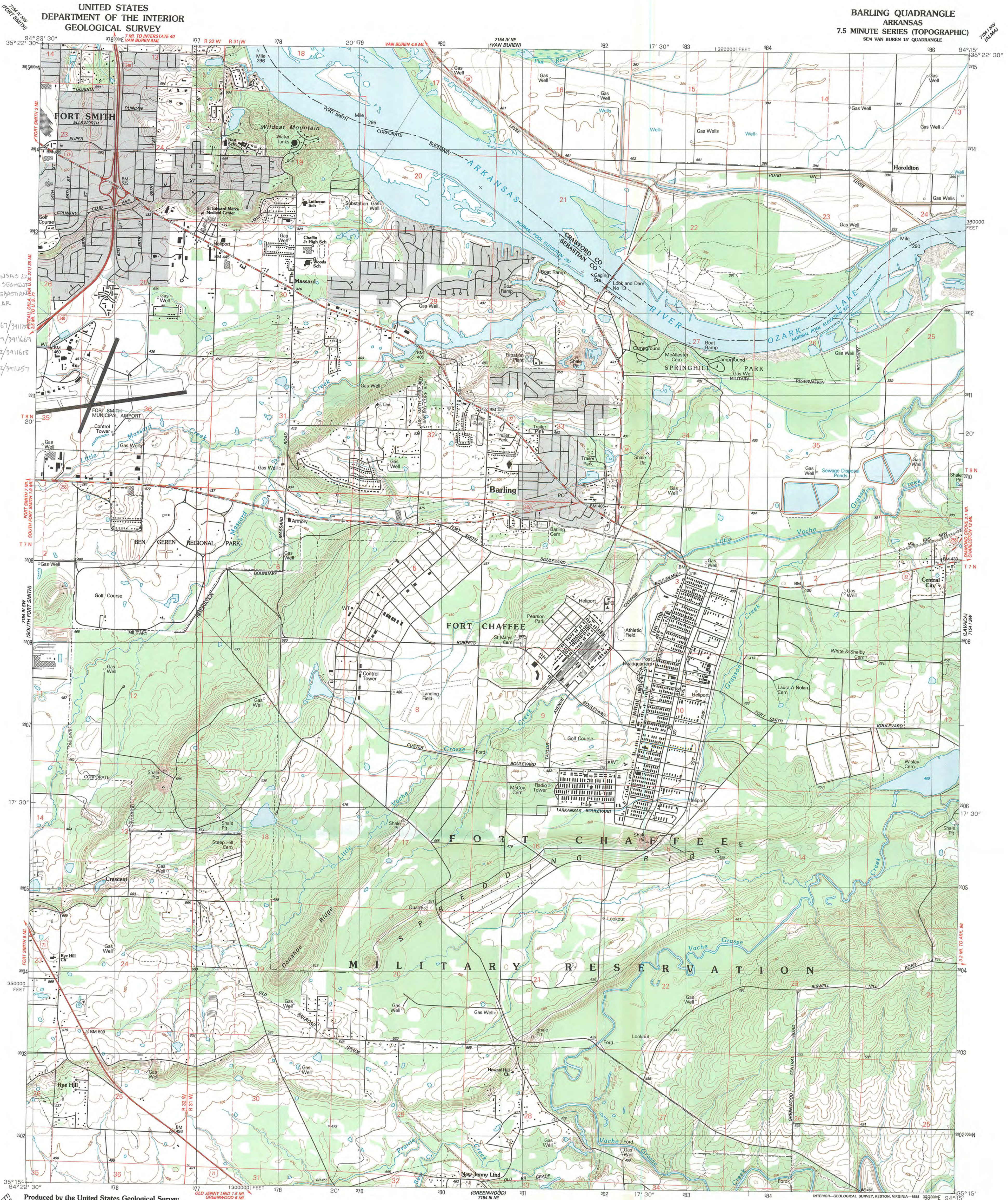
JULY 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTHWEST FROM LOCATION #3

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

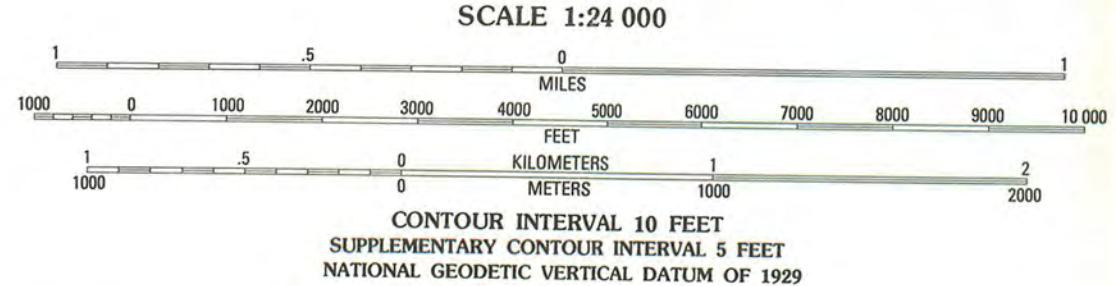
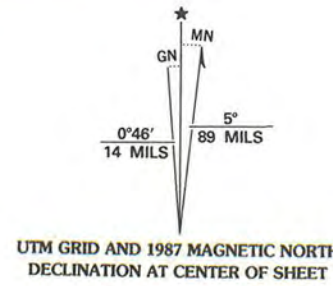
BARLING QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 VAN BUREN 15' QUADRANGLE



OLD ARKANSAS 22
BARLING, SEBASTIAN
COUNTY, AR
UTM 15
1) 15/379867/391170
2) 15/380017/391169
3) 15/380182/391168
4) 15/380182/3911257

Produced by the United States Geological Survey
Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs
taken 1983. Field checked 1985. Map edited 1987
Supersedes Army Map Service map dated 1947
Projection and 10,000-foot grid ticks: Arkansas coordinate
system, north zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 15
1927 North American Datum
To place on the predicted North American Datum 1983,
move the projection lines 6 meters south and
18 meters east as shown by dashed corner ticks
There may be private inholdings within the boundaries of
the National or State reservations shown on this map
Gray tint indicates areas in which only landmark buildings are shown



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

BARLING, ARK.
SE/4 VAN BUREN 15' QUADRANGLE
35094-C3-TF-024

1987

DMA 7154 IV SE-SERIES V884

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST





The Department of
**Arkansas
Heritage**

Mike Beebe
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

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Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

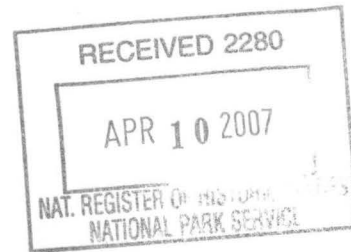
e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer



March 9, 2007

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: Old Arkansas 22, Barling Segment – Barling, Sebastian
County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nomination. 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