

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 Butterfield Overland Mail Route Lee Creek Road Segment

other names/site number CW0398

2. Location

street & number Lee Creek Road west of Arkansas Highway 220

☐ not for publication

city or town Cedarville

☒ vicinity

state Arkansas code AR county Crawford code 033 zip code 72932

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.)

Cecelia Thacker  
Signature of certifying official/Title

8/12/05  
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]  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

10/29/2005  
9/29/2009 jj

Butterfield Overland Mail Route Lee  
Creek Road Segment

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Name of Property

Crawford County, AR

---

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in count.)	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		buildings
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district		sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site		structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	1	objects
	<input type="checkbox"/> object	1	Total

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)	Number of Contributing resources previously listed in the National Register
N/A	0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
TRANSPORTATION/road related	TRANSPORTATION/road related

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
No Style	foundation Earth, gravel
	walls N/A
	roof N/A
	other

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 Butterfield Overland Mail Route Lee Creek Road Segment is an improved gravel road that bends to the west of Arkansas Highway 220 for 3.1 miles north of Cedarville in Crawford County.

### ELABORATION:

The Butterfield Overland Mail Route Lee Road Creek Segment is an improved gravel road that bends to the west of Arkansas Highway 220 for 3.1 miles north of Cedarville in Crawford County. The road is about 12 feet wide and features several deeply incised sections. GIS data show that the road follows closely the road from Fayetteville to Van Buren shown on the 1839 Government Land Office map.

Butterfield Overland Mail Route Lee Creek Road Segment is clearly identifiable as a historic road segment. It has excellent integrity of location, situated as it has been since 1836, and setting, being located in a rural, wooded environment much as it would have been at the time the Butterfield Mail used it. Though it has been graded and graveled since its use by the stagecoach line, its original design, workmanship and materials are very apparent. As a clearly identifiable road segment, it conveys excellent integrity of feeling and association.

The Butterfield Overland Mail Route Lee Creek Road Segment conveys a feeling of travel and, though improved in the years since its use by the Buttefield line, would still be identifiable today by travelers who had taken the stagecoach along it between 1858 and 1861.

## 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)

Statewide

### Areas of Significance (Enter categories from instructions)

Transportation

### Period of Significance

1858-1861

### Significant Dates

NA

### Significant Person (Complete if Criterion B is marked)

NA

### Cultural Affiliation (Complete if Criterion D is marked)

NA

### Architect/Builder

NA

### 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: \_\_\_\_\_



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 1

### SUMMARY:

The Butterfield Overland Mail Route Lee Creek Road Segment is being nominated to the National Register of Historic Places under **Criterion A** with **statewide significance** as a remarkably intact remnant of the stagecoach route that ran from 1858 to 1861 and provided the first overland transcontinental mail by stagecoach.

### ELABORATION:

In March of 1857, Senator William K. Gwinn of California and Representative John S. Phelps of Missouri sponsored legislation to speed the rate at which mail could be delivered to the Pacific Coast from the Mississippi River valley, addressing a situation under which it took a letter three months to get to San Francisco from Philadelphia via steamship. The bill authorized the Postmaster General to "contract for the conveyance of the entire letter mail from such point on the Mississippi River as the contractors might select, to San Francisco . . . at a cost not exceeding three hundred thousand dollars per annum for a semimonthly, four hundred and fifty thousand for weekly, or six hundred thousand dollars for semiweekly service."<sup>1</sup>

John Butterfield of New York, already president of the newly formed American Express Company, submitted the winning proposal, with a contract signed September 16, 1857, calling for routes beginning at St. Louis, Missouri, and Memphis, Tennessee, to converge at Little Rock. The convergence point was soon moved to Fort Smith, and service was to commence on September 16, 1858.<sup>2</sup>

In the year before service commenced, Butterfield purchased 250 closed Concord coaches, 500 open-sided Celerity coaches and other vehicles, 1,800 horses and mules, and 3,000 tons of grain and hay delivered to stations along the route. In addition he arranged for provisions to be warehoused along the route, had wells dug or water supplies arranged, and hired 1,200 superintendents, drivers, guards, blacksmiths and other personnel. The bulk of the drivers hailed from New England and had been apprenticed on some of Butterfield's other stage lines.<sup>3</sup>

Passengers traveling the entire distance from St. Louis to San Francisco would pay \$200 for the trip (and were allowed 40 pounds of luggage at no extra cost), while "way passengers" traveling between stations would pay 10 cents per mile. Postal rates were a dime for each letter. The Butterfield Overland Mail Route covered about 120 miles every 24 hours, stopping at 141 stations located about 20 miles from each other along the entire route.<sup>4</sup>

The Butterfield Overland Mail Route from Memphis made its first mail run on September 16, 1858. This initial endeavor started by taking the Memphis-Little Rock Railroad to its terminus 12 miles east of Madison

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## National Register of Historic Places Continuation Sheet

Section number 8 Page 2

on the St. Francis River before heading overland through the wilderness to Des Arc on the White River. Butterfield had contracted with the Chidester, Reeside & Co. line to carry the mail from there to Norristown (near modern-day Russellville). Butterfield stages then carried the mail from Dardanelle to Fort Smith, beating the mail from St. Louis – which had left St. Louis at about the same time, some 66 hours earlier – by 15 minutes.<sup>5</sup>

Unlike the St. Louis-based route, the Butterfield's Memphis run utilized numerous routes and methods of travel. When the Arkansas River was high enough, the mail would travel down the Mississippi to the mouth of the Arkansas, then travel up that river to Little Rock from which it would move on by stagecoach. When the Arkansas was too low for steamboat traffic, the Butterfield would take the White River to Clarendon or Des Arc before switching to stagecoach travel. Sometimes the entire route across eastern Arkansas would be taken by stage.<sup>6</sup>

Despite the uncertainty of the mode of travel of the Memphis route, several stops at established stations could be anticipated. The first was at Madison, then on to the Jackson House in Des Arc. From there, the stage would go to the Atlanta Hotel in Atlanta (later named Austin) before heading to Little Rock's noted Anthony House at Markham and Main streets. The stage would head west, crossing Palarm Creek near modern-day Mayflower, and go to Rocky Gap (southwest of modern Conway) to August Hartje's Inn. Crossing Cadron Creek by ferry, the stage would strike north toward Plummer's Station (NR listed 8-11-75) in Plummerville, then west to Lewisburg (south of modern Morrilton). The Butterfield would move west through Hurricane to Pott's Inn (NR listed 6-22-70) in Pottsville, then to Norristown where it crossed the Arkansas River and took the Little Rock to Cantonment Gibson Road from Dardanelle to Fort Smith (including the Short Mountain Road Segment, NR listed 1-24-08), and then west to San Francisco.<sup>7</sup>

The St. Louis-based Butterfield Overland Mail Route would travel its first 160 miles to Tipton, Missouri, by train, where the mail and passengers would transfer to stagecoaches for 17 stops in Missouri before entering Arkansas. It followed the Springfield to Fayetteville Road into Arkansas, a path that had been laid out in the summer of 1835 and that was used extensively by Cherokee Indian detachments during the removals of the late 1830s. The first stop was at Callahan's Tavern in what later became Rogers, then the stage went south through Cross Hollows and Mudtown to Fitzgerald's Station (NR listed 5-29-03) at present-day Springdale. From there, it headed to Fayetteville, where Butterfield had constructed a hotel, a station, and several large barns to serve the company.<sup>8</sup>

From Fayetteville, the Butterfield followed a path through the Boston Mountains. Passing through Cato Springs, the stagecoach went to Hog Eye – a settlement noted for its tavern – then to Park's Station, and then seven miles to Strickler's. From there to Cedarville, the ride became interesting and the stretch became

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## National Register of Historic Places Continuation Sheet

Section number 8 Page 3

known as "the roughest 10 miles between St. Louis and San Francisco." One Butterfield employee wrote that "the stage reels from side to side like a storm-tossed bark, and the din of the heavily ironed wheels in constant contact with the flinty rock, is truly appalling." Traveler William Talleck wrote in 1860 that "our principle danger was the extreme liability of an overset; but, though often apparently within a hair's breadth, we escaped the unpleasantness." A white-knuckled reporter from New York noted that "I might say the road was steep, rugged, jagged, rough and mountainous and then wish for more impressive words," while the Postmaster General's Report for 1858 simply stated that "it is impossible that any road could be worse." The Butterfield Overland Mail Route Lee Creek Road Segment was part of this section.<sup>9</sup>

The relieved travelers would next reach Brodie's Station south of Lee Creek, followed by Woosley's Station south of Cedarville, and then on to Van Buren where the stage would cross the Arkansas River by ferry to Fort Smith. From there it headed west, following a route roughly through Spiro and Durant, Oklahoma, through Sherman, San Angelo and El Paso, Texas, then through Deming and Lordsburg, New Mexico, Tombstone, Arizona, and finally through Los Angeles and San Francisco, California. The first west-bound mail, which included John Butterfield as a passenger, left St. Louis on September 16, 1858, and arrived at San Francisco on October 10, a total of 24 days.<sup>10</sup>

The Butterfield Overland Mail continued in business for around three years, but after the onset of the Civil War its stock and stages were targeted for seizure by Confederate authorities and proved tempting targets for opportunistic guerrillas in Missouri, Arkansas and Texas, as well as for Native Americans to the west. In addition, the Pony Express, which opened for business on April 2, 1860, had proved to be a faster and more economical means of delivering mail, and the Western Union opened its transcontinental telegraph on October 24, 1861. John Butterfield was ousted from the company because of debt in 1860 and the firm merged with the Wells Fargo, continuing to carry the mail with that company until 1869.<sup>11</sup>

The Butterfield Overland Mail Route Lee Creek Road Segment is a tangible reminder of the stagecoach line that provided the first transcontinental mail service in the United States. The road provides a unique opportunity to share the experiences of the nineteenth-century travelers who braved the rough roads from Missouri to California.

The Butterfield Overland Mail Route Lee Creek Road Segment is being nominated to the National Register of Historic Places under **Criterion A** with **statewide significance** as a remarkably intact remnant of the stagecoach route that ran from 1858 to 1861 and provided the first overland transcontinental mail by stagecoach.

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## National Register of Historic Places Continuation Sheet

Section number 9 Page 1

### Bibliography

Hendricks, Nancy. "Butterfield Overland Express," found at <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=2308>, downloaded February 2, 2009.

Hess, Earl J. , Richard W. Hatcher III, William Garrett Piston and William L. Shea, *Wilson's Creek, Pea Ridge & Prairie Grove: A Battlefield Guide with a Section on Wire Road* (Lincoln, NE: University of Nebraska Press, 2006)

Lemke, W.J., and Ted R. Worley. *The Butterfield Overland Mail in Arkansas* (Little Rock: Arkansas History Commission, 1957)

Littlefield, Dan, Amanda L. Paige and Fuller Bumpers. "The Pea Ridge National Military Park Site: Interpretive Contexts," found at [http://anpa.ualr.edu/trail\\_of\\_tears/indian\\_removal\\_project/site\\_reports/pea\\_ridge/pea\\_ridge\\_1.htm](http://anpa.ualr.edu/trail_of_tears/indian_removal_project/site_reports/pea_ridge/pea_ridge_1.htm), downloaded February 3, 2009

Sanders, Kirby. *Driver's Guide to The Butterfield Overland Mail Route* (Springdale, AR: Heritage Trail Partners, 2008)

<sup>1</sup> Kirby Sanders, *Driver's Guide to The Butterfield Overland Mail Route* (Springdale, AR: Heritage Trail Partners, 2008) ii.

<sup>2</sup> Ibid., ii-iii; W.J. Lemke, "The Butterfield Overland Mail Through Northwest Arkansas" in W.J. Lemke and Ted R. Worley, *The Butterfield Overland Mail in Arkansas* (Little Rock: Arkansas History Commission, 1957) 3.

<sup>3</sup> Sanders, *Driver's Guide*, iii; Lemke, "The Butterfield Overland Mail," 3.

<sup>4</sup> Lemke, "The Butterfield Overland Mail," 3. Several other stations were added after 1858.

<sup>5</sup> Ted R. Worley, "The Butterfield Overland Mail – Memphis to Fort Smith Branch," in Lemke and Worley, *The Butterfield Overland Mail in Arkansas*, 11-12.

<sup>6</sup> Worley, "The Butterfield Overland Mail," 12-13.

<sup>7</sup> Ibid., 14-16.

<sup>8</sup> Dan Littlefield, Jr., Amanda L. Paige and Fuller Bumpers, "The Pea Ridge National Military Park Site: Interpretive Contexts," found at [http://anpa.ualr.edu/trail\\_of\\_tears/indian\\_removal\\_project/site\\_reports/pea\\_ridge/pea\\_ridge\\_1.htm](http://anpa.ualr.edu/trail_of_tears/indian_removal_project/site_reports/pea_ridge/pea_ridge_1.htm), downloaded February 3, 2009; Lemke, "The Butterfield Overland Mail," 4-6.

<sup>9</sup> Lemke, "The Butterfield Overland Mail," 5-7; Earl J. Hess, Richard W. Hatcher III, William Garrett Piston and William L. Shea, *Wilson's Creek, Pea Ridge & Prairie Grove: A Battlefield Guide with a Section on Wire Road* (Lincoln, NE: University of Nebraska Press, 2006), 252.

<sup>10</sup> Ibid., 8-9; Sanders, *Driver's Guide*, iv.

<sup>11</sup> Sanders, *Driver's Guide*, iv; Nancy Hendricks, "Butterfield Overland Express," found at <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=2308>, downloaded February 2, 2009.



Butterfield Overland Mail Lee Creek  
Road Segment  
Name of Property

Crawford County, AR

County and State

## 10. Geographical Data

Acreage of Property Approximately 12 acres

### UTM References

(Place additional UTM references on a continuation sheet.)

A	<u>15</u>	<u>379479</u>	<u>3951575</u>
	Zone	Easting	Northing
B	<u>15</u>	<u>378059</u>	<u>3949513</u>

C	<u>15</u>	<u>377877</u>	<u>3949530</u>
	Zone	Easting	Northing
D	<u>15</u>	<u>378088</u>	<u>3947556</u>

☐ See continuation sheet

### Verbal Boundary Description

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

The property consists of a 34-foot wide strip of land connecting the following UTM points on the Rudy NE, Arkansas, quad map: A 15/379479/3951575; B 15/378059/3949513; C 15/377877/3949530; D 15/378088/3947556.

### Boundary Justification

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

These boundaries contain all of the remains of the Butterfield Overland Mail Route that follow Lee Creek Road that still retain their historic integrity, and include a ten-foot buffer on either side.

## 11. Form Prepared By

name/title	<u>Mark Christ/Community Outreach Director</u>		
organization	<u>Arkansas Historic Preservation Program</u>	date	<u>May 13, 2009</u>
street & number	<u>1500 Tower Building, 323 Center Street</u>	telephone	<u>(501) 324-9880.</u>
city or town	<u>Little Rock</u>	state	<u>AR</u>
		zip code	<u>72201</u>

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

##### Maps

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

##### Photographs

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

##### Additional items

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

## Property Owner

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

name	<u>Crawford County</u>		
street & number	<u>300 Main Street</u>	telephone	<u>(479) 474-1511</u>
city or town	<u>Van Buren</u>	state	<u>AR</u>
		zip code	<u>72956</u>

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

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Butterfield Overland Mail Route Lee Creek Road Segment  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: ARKANSAS, Crawford

DATE RECEIVED: 8/19/09 DATE OF PENDING LIST: 9/08/09  
DATE OF 16TH DAY: 9/23/09 DATE OF 45TH DAY: 10/02/09  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000770

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: Y SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9/29/2006 DATE

ABSTRACT/SUMMARY COMMENTS:

*Early Road segment; Part of significant mail Route  
located in Remote Area, Retains good integrity of setting*

RECOM./CRITERIA Accept A

REVIEWER J. Gubner 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.





Butterfield Overland Mail Route Lee Creek Road Segment  
Cedarville vicy Crawford Co, AR

H. Hope

March 2009

Negative on File at AHPP

View from South

1



Butterfield Overland Mail Route Lee Creek Road Segment  
Cedarville vic., Crawford Co, AR

H. Hope

March 2009

Negative on file at AHPP

View from north

2





Butterfield Overland Mail Route Lee Creek Road Segment  
Cedarville vicy Crawford Co, AR

H. Hope

March 2009

Negative on file at AHPP

View from south

3





Butterfield Overland Mail Route Lee Creek Road Segment  
Cedarville vic., Crawford Co., AR

H. Hope

March 2009

Negative on File at AHPP

View from south

4





Butterfield Overland Mail Route Lee Creek Road segment  
Cedarville vic. Crawford Co, AR

H. Hope

March 2009

Negative on file at AHPP

View from South

5





Butterfield Overland Mail Route Lee Creek Road Segment  
Cedarville vic., Crawford Co., AR

H. Hope

March 2009

Negative on file at AHPP

View from South

6





Butterfield Overland Mail Route Lec Creek Road Segment  
Cedarville vic. Crawford Co., AR

H. Hope

March 2009

Negative on file at AHPP

View from north

7







Butterfield Overland Mail Route LecCreek Road segment  
Cedarville vicy Crawford Co, AR

H. Hope

March 2009

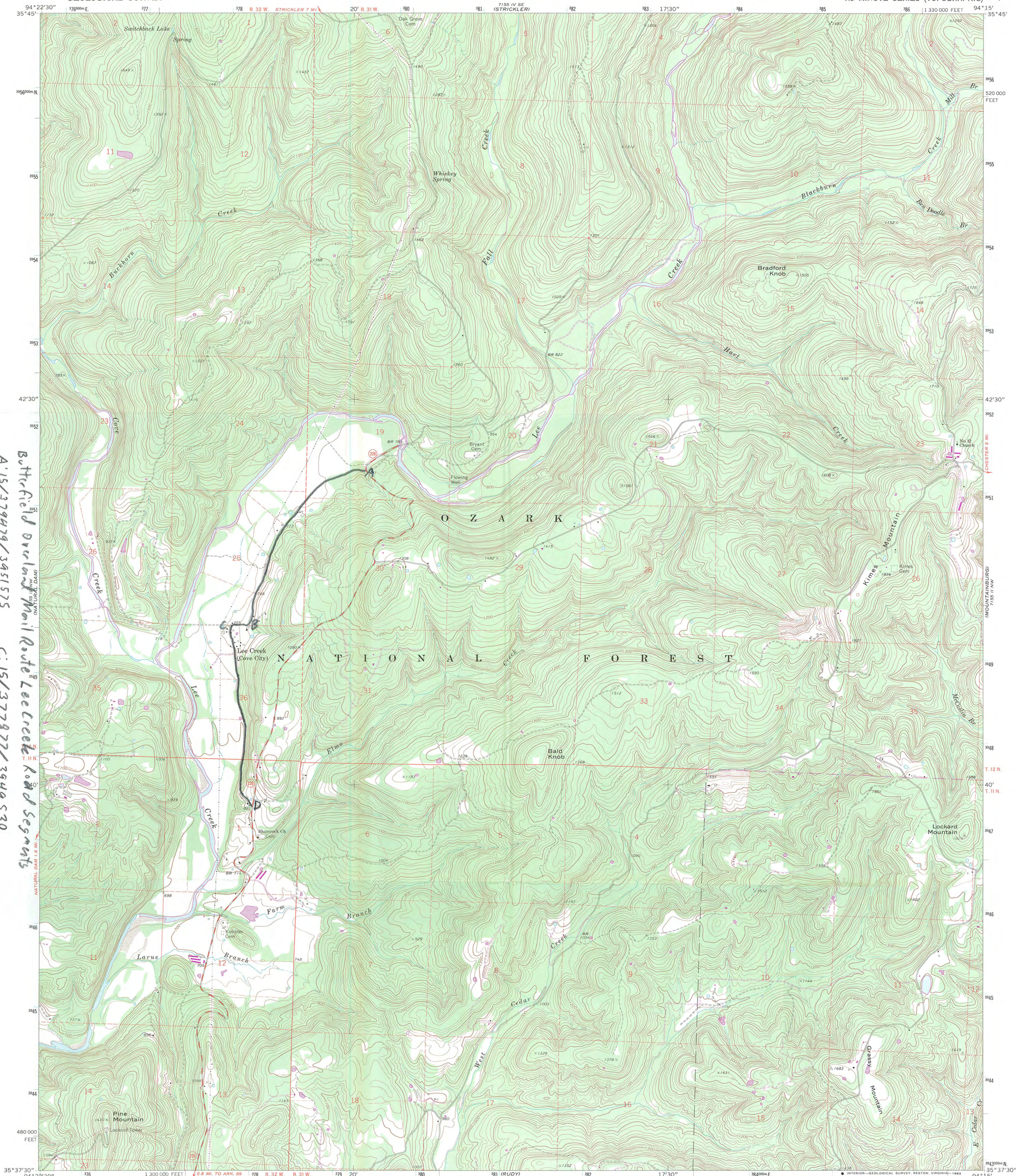
Negative on file at AHPP

View from south

8



Buttfield Overland Mail Route Lee Creek Road Segments  
A: 15/379479/3451575  
B: 15/378059/344513  
C: 15/377877/344530  
D: 15/378088/3447556



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

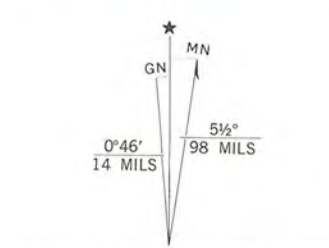
Topography by photogrammetric methods from aerial photographs taken 1967. Field checked 1970

Polyconic projection. 1927 North American datum 10,000-foot grid based on Arkansas coordinate system, north zone 1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

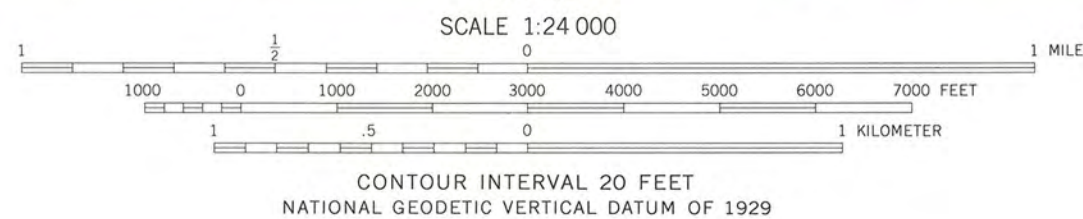
To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 18 meters east as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled in cooperation with U. S. Forest Service from aerial photographs taken 1980 and other sources Partially field checked by U. S. Forest Service. Map edited 1983



UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



CONTOUR INTERVAL 20 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

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



QUADRANGLE LOCATION

ROAD CLASSIFICATION  
Secondary highway, all weather, Light-duty road, all weather, hard surface  
Unimproved road, fair or dry weather  
State Route

RUDY NE, ARK.  
N3537.5—W9415/7.5

1970  
PHOTOREVISED 1983  
DMA 7155 III NE—SERIES V884





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

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fax: (501) 324-9184

tdd: (501) 324-9811

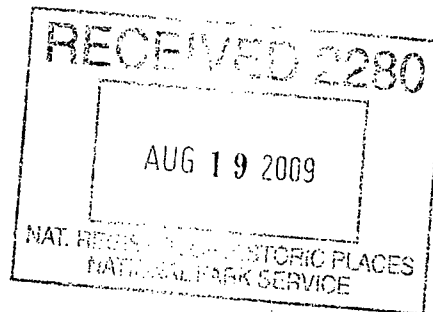
e-mail:

[info@arkansaspreservation.org](mailto:info@arkansaspreservation.org)

website:

[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

An Equal Opportunity Employer



August 17, 2009

Dr. Jan Matthews  
Chief of Registration  
United States Department of the Interior  
National Register of Historic Places  
1201 Eye St., NW  
8<sup>th</sup> Floor (MS 2280)  
Washington, DC 20005

RE: Butterfield Overland Mail Route Lucian Wood Road Segment and  
Butterfield Overland Mail Route Lee Creek Road Segment, Cedarville  
vic., Crawford County, Arkansas

Dear Dr. Matthews:

We are enclosing for your review the above-referenced nominations. 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,

Cathie Matthews  
State Historic Preservation Officer

enc.