

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

\_\_\_\_\_  
Name of Property

\_\_\_\_\_  
County and State

Section number \_\_\_\_\_ Page \_\_\_\_\_

\_\_\_\_\_  
Name of multiple property listing (if applicable)

## SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: SG100000555

Date Listed: 1/24/2017

Property Name: Brinkley Concrete Streets

County: Monroe

State: AR

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
Signature of the Keeper

1-24-2017  
\_\_\_\_\_  
Date of Action

Amended Items in Nomination:

Section 8: Period of Significance

The POS is hereby changed to 1928-1929 to correspond with the construction of the streets.

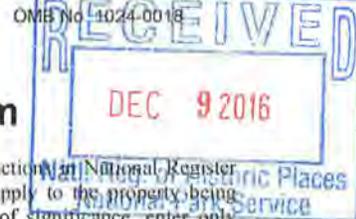
There is no justification for continuing significance. In fact, although transportation is claimed as the area of significance, community planning and development might have been a better fit.

\_\_\_\_\_  
The Arkansas State Historic Preservation Office was notified of this amendment.

**DISTRIBUTION:**

- National Register property file**
- Nominating Authority (without nomination attachment)**

56-555



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instruction *National Register Bulletin, How to Complete the National Register of Historic Places Registration Form*. If any 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.

### 1. Name of Property

Historic name: Brinkley Concrete Streets

Other names/site number: Site #MO0184

Name of related multiple property listing:  
N/A

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

### 2. Location

Street & number: Ash Street between Main Street and New York Avenue, and New York Avenue between Ash and Lynn streets

City or town: Brinkley State: Arkansas County: Monroe

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B \_\_\_ C \_\_\_ D

<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Arkansas Historic Preservation Program</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
_____	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

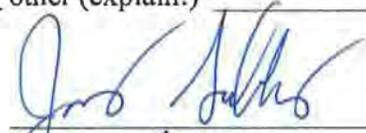
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

1-24-2017

Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/road-related (vehicular)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

NO STYLE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: CONCRETE

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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#### Summary Paragraph

The Brinkley Concrete Streets are two-lane concrete streets southwest of the downtown commercial area of Brinkley, Monroe County, Arkansas. The streets were constructed in 1928-1929, and currently encompass West Ash Street between Main Street and New York Avenue and New York Avenue between West Ash Street and West Lynn Street. The streets are bordered by concrete curbs and gutters, and each section of concrete measures approximately 14 feet wide and 24 feet long. The nominated section of the streets, for the most part, retains its original 1928-1929 concrete pavement except the southernmost portion of New York Avenue in the vicinity of West Lynn Street and West Willow Street, which has been patched with modern concrete. The streets also retain their original width.

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#### Narrative Description

The Brinkley Concrete Streets covered by this nomination includes West Ash Street between Main Street and New York Avenue and New York Avenue between West Ash Street and West Lynn Street, and encompasses approximately 3,400 feet of pavement. The width of the streets is approximately 29 feet, curb to curb. It is believed that the concrete street is built on a dirt or gravel base. Even so, the street remains remarkably smooth, even after approximately 90 years of use.

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Each section of concrete pavement comprising the streets is approximately 14 feet wide and 24 feet long, and is composed of a tan stone aggregate mixed in the concrete. The streets are also bordered by concrete curbs and gutters. The streets remaining today were part of approximately four miles of concrete streets that were constructed in Brinkley in 1928-1929.

**Integrity**

Overall, the Brinkley Concrete Streets have remarkable integrity. The original 1928-1929 concrete pavement, for the most part, remains throughout the area, and it also retains its original dimensions. The concrete pavement of the New York Avenue has been patched with modern concrete in the vicinity of West Lynn Street and West Willow Street, but overall the concrete pavement is in very good shape. Additionally, the area of Brinkley where the streets are retains its residential setting, and the surroundings still reflect the period of significance from 1928-1966.

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## 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.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1928-1967

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1928-1929

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Forcum-James Company, Builder

\_\_\_\_\_  
\_\_\_\_\_

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

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The Brinkley Concrete Streets are being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for their associations with providing improved infrastructure to cope with increased automobile traffic in the early twentieth century. The portions of Ash Street and New York Avenue covered by this nomination are the largest contiguous sections of concrete streets remaining in Brinkley. The Brinkley Concrete Streets include approximately 3,400 feet of concrete pavement that was laid in 1928 and 1929. The streets illustrate the improvements that were undertaken to better cope with automobile traffic and to alleviate the dust and mud that were commonplace with the city's previously unpaved streets.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **HISTORY OF THE PROPERTY**

European settlement in what is today Monroe County began during the 1810s. Goodspeed's *Biographical and Historical Memoirs of Eastern Arkansas* notes that "The settlement of the county, or of the territory composing it, began soon after the beginning of the nineteenth century, and the central and southern portion was settled first." One of the first settlers in the county was Dedrick Pike who "settled in the vicinity where Clarendon now stands, about the year 1816..." With respect to Brinkley, Moses Guthrie was one of the pioneer settlers in the town's vicinity.<sup>1</sup>

Although settlement in Monroe County was slow up until the 1850s when "the large planters began to settle in the county," Monroe County was officially organized under an act of the territorial legislature that was approved on November 2, 1829. Monroe County's first county seat was established at Lawrenceville and a small frame court house and log jail were built in the community for the county. However, in 1857, the county seat was moved to Clarendon where it remains today, and by the 1880s Lawrenceville had "disappeared long ago, and the site thereof is now in farm lands."<sup>2</sup>

In the nineteenth century, Monroe County had excellent transportation networks, particularly with the railroad and boats on the White River. By the 1880s, it was stated that "Monroe County has better shipping facilities than any other county in the State. ... There are now nearly 100 miles of finished railroad within these limits. Aside from the shipping facilities by rail, Monroe County has the advantages of the navigation of [the] White River, a most excellent outlet for heavy products." Brinkley's development was a direct result of the railroads in the county, and the city was served by the St. Louis, Arkansas & Texas Railway, the Little Rock & Memphis Railroad, the Batesville & Brinkley Railroad, and the Brinkley, Indiana Bay & Helena Railroad by 1890.<sup>3</sup>

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<sup>1</sup> *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, pp. 509-510.

<sup>2</sup> *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, pp. 510 & 512.

<sup>3</sup> *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 507.

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The City of Brinkley was laid out in 1869-1870 on land that belonged to the Little Rock & Memphis Railroad Company, and the first lots were offered for sale to the public in August 1870. The city was named after Robert Campbell Brinkley, president of the Little Rock & Memphis Railroad, president of the Planters Bank of Memphis and an entrepreneur in westward development.<sup>4</sup> In 1870, Brinkley also received its first commercial establishments; the first store was opened by M. B. Park and H. A. Carter as M. B. Park & Co., and Baxter & Dillard opened the second store. As noted by Goodspeed, Brinkley “assumed a gradual and substantial growth, but has never had a boom.” The first brick buildings were built in Brinkley in 1887 and by 1890 there were “six brick blocks, containing altogether fourteen large store-rooms in the first floor.”<sup>5</sup>

By 1896, Brinkley had a population of 2,900 residents and some efforts to provide services and infrastructure for the residents had been undertaken. The Sanborn map for 1896, with respect to the city’s water facilities stated:

Water Facilities: Not Good. A pumping station was established about 1892 and mains laid on principal streets and hyds [hydrants] set at corners but city refused to accept plant and it has been closed since.

The situation was better with the fire department, which was noted as being “Volunteer 28 men. 2 small hand eng’s [engines]. 300’ 2” hose in good condition. 100’ ½” hose in poor condition. Alarm by bell and mill whistle.”<sup>6</sup>

During the first part of the 1900s, Brinkley continued to improve its infrastructure. By 1907, the water facilities had opened and been improved and the fire department evolved into a department with a chief and 25 men that were paid for each roll call. The fire-fighting apparatus had also grown to include two hand engines, one independent hose cart, and one hook & ladder truck. The Sanborn map also indicated that the “town was electrically lighted. However, with respect to the streets, which were first mentioned on the 1907 map, they were “level and not paved.”<sup>7</sup>

As in numerous towns across Arkansas, the streets in Brinkley began as unpaved dirt or gravel streets. As late as April 1919, the Sanborn maps for Brinkley indicated that the town’s streets were unpaved.<sup>8</sup> However, with the increased traffic, especially automobile traffic, that downtown Brinkley would have seen in the early twentieth century, unpaved streets would have become more impractical. During wet weather, they would have been muddy and slippery while they would have been dusty during dry weather. In either case, it would have been messy and inconvenient for pedestrians and motorists even if they were kept in good condition.

<sup>4</sup> Dennis, Jane. “Brinkley (Monroe County).” *The Encyclopedia of Arkansas History and Culture*. Found at: <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=941#>.

<sup>5</sup> *Biographical and Historical Memoirs of Eastern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 513.

<sup>6</sup> Sanborn Fire Insurance Maps for Brinkley, Arkansas: 1896.

<sup>7</sup> Sanborn Fire Insurance Maps for Brinkley, Arkansas: 1907.

<sup>8</sup> Sanborn Fire Insurance Maps for Brinkley, Arkansas: 1919.

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As people tried to improve roads and streets around the country in the late nineteenth and early twentieth centuries, a wide variety of paving materials were tried, including, gravel, bitumen, concrete, brick, and even wood (either planks or blocks). The first use of concrete for street paving occurred in Bellefontaine, Ohio, in 1893. George Bartholomew, a concrete pioneer, moved to Bellefontaine, Ohio, in 1886, and in 1891 he got the city council's permission to pave a few square feet of Main Street as a test patch for the use of concrete for street paving. Due to the fact that the concrete proved so durable, the city council gave permission to Bartholomew in 1893 to pave the streets around the Logan County Courthouse with concrete (Court Avenue National Register-listed, February 25, 1974). However, because no previous examples of concrete paving could be found, the city council required Bartholomew to donate the materials and pay a \$5,000 bond to ensure that the concrete would last for five years. In addition, the concrete was covered with sawdust in cold weather to further protect it.<sup>9</sup>

The use of concrete for paving Court Avenue and the other streets around the Logan County Courthouse in Bellefontaine, Ohio, soon led to the use of concrete pavement for other streets and highways around the country. In Arkansas, concrete pavement was first used on the Dollarway Road, a 23.6-mile highway between Pine Bluff and the Jefferson-Pulaski County line that was constructed in 1913-1914 (National Register-listed May 17, 1974). When it was constructed, the Dollarway Road represented the longest continuous stretch of concrete pavement in the nation, the first rural concrete highway built west of the Mississippi River, and the first use in Arkansas of reinforced concrete in road and bridge construction.<sup>10</sup>

With the construction of the Dollarway Road in 1913-1914, it was not long until the use of concrete for road construction came to Monroe County, specifically with the construction of the Bankhead Highway. The Bankhead Highway, which was one of the first transcontinental highways of the 1910s, connected Washington, D.C., with San Diego, California. The highway was named after John Hollis Bankhead, the Alabama senator who sponsored the 1916 Federal Aid Act for highways.<sup>11</sup> The route of the Bankhead Highway in Arkansas, which included Brinkley, became known as Highway A-1 in the early 1920s and then U.S. 70 with the creation of the national highway system in the mid-1920s.<sup>12</sup>

In 1917 or 1918, Monroe County Judge R. G. Trice gave a report to the Quorum Court on general road work in Monroe County, and he stated that "Under our present road system we will not make much headway along this line. Sooner or later we must begin to build permanent roads with rock and gravel, and the sooner we begin building the roads with this permanent material

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<sup>9</sup> "First Concrete Street in the U.S., Bellefontaine, Logan County, Ohio." National Register of Historic Places Registration Form. From the files of the Ohio Historic Preservation Office, 1974.

<sup>10</sup> Baxter, Ed. "Dollarway Road, Redfield vic., Jefferson County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1974.

<sup>11</sup> Ingram, Tammy. *Dixie Highway: Road Building and the Making of the Modern South, 1900-1930*. Chapel Hill, NC: The University of North Carolina Press, 2014, p. 170.

<sup>12</sup> Arkansas State Highway Department. "Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Connecting State Roads and Progress of Improvements." Little Rock: Arkansas State Highway Department, 1924, and Arkansas State Highway Department. "Map of State of Arkansas Showing System of State Highways." Little Rock: Arkansas State Highway Department, 1927.

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the better it will be for us and the generation that is to come.” However, better and more permanent roads were on the way. The *Third Biennial Report of the Department of State Lands, Highways and Improvements* reported that “The Monroe County Road Improvement District has been formed to build a road from Brinkley East and West and to [the] Cache River, 22.2 miles long. It is being built of concrete and gravel and is estimated to cost \$247,000. Federal aid allotted \$60,000.”<sup>13</sup>

Work on the Bankhead Highway in the Brinkley area began in 1919. *The Brinkley Argus* reported in February that:

The commissioners of the Monroe County Road Improvement District No. 1 (the Monroe County Section of the Cross State Highway) composed of Messrs. Elmo Chaney, James Gunn, and R. J. Torry on Tuesday night closed the contracts for both the concrete bridges and the finished road work of 14 miles of the Cross State High Way, Wheatley to Allendale.

The contract for the concrete bridges was let to the Scruggs Construction Co., of Birmingham, Ala., and J. R. Scruggs, the head of the company and his foreman are on the ground and have actually begun on the job already.

The contract for the 14 mile section of the road from Wheatley to Allendale...was let to Brown & Foley of Little Rock and they are already engaged in moving their road building outfits to Brinkley to begin the work.<sup>14</sup>

Work on the Bankhead Highway west of Brinkley to the Cache River continued up through the early 1920s. In 1921, it was reported that “The contractors, Brown and Foley, are to begin work on the road at once. In fact, it is said that it will begin on Monday next and that a full crew of men will be put on the work and finish the road from the Chaney farm to Brasfield in the shortest possible time.”<sup>15</sup>

The work on the Bankhead Highway was one factor that would have contributed to the urge to pave the streets in Brinkley, but it was not the only reason. Problems in the early 1920s with getting Brinkley’s streets oiled to cut down on the dust was another factor. An article in *The Brinkley Argus* in June 1920 perfectly expressed the frustrations of the community. It said:

The street oiling committee appointed to devise ways and raise means for oiling the Brinkley streets, notice of which was made in last week’s *Argus*, ran against some severe snags and after a few days of hard work and harder knocks and refusals to accept

<sup>13</sup> *Third Biennial Report of the Department of State Lands, Highways and Improvements*. Publisher unknown, c.1918, pp. 64-65.

<sup>14</sup> “Highway Contracts are Let Tuesday.” *The Brinkley Argus*. 14 February 1919, p. 1.

<sup>15</sup> “Road to West Begins Monday.” *The Brinkley Argus*. 14 July 1921, p. 1.

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the appointments assessed, threw up the job and abandoned the task and now it seems that Brinkleyites will have a severe dust tustle [sic.] with the dust devil during the summer.

A few weeks ago when the Whiteway Campaign was on, there was then a general inquiry of “why don’t we have oil?” Apparently everybody wanted oil then but – but not so now.

So it’s up to each individual citizen to handle the dust as they see fit.<sup>16</sup>

Although Brinkley’s streets were not oiled in 1920, at least some success occurred in 1921. *The Brinkley Argus* reported that “The money has been collected for oiling the down town or business section and a car load of oil has been ordered for that. We hope to collect enough money from the three wards to oil 5 or 6 miles of streetway – in fact all of the principal streets of Brinkley. ... We figure that it will require 50,000 gallons of oil for this.”<sup>17</sup>

With the Bankhead Highway being paved in the Brinkley vicinity and the problems with oiling the city’s streets, the seed for paving the streets had been planted. However, it would not be until 1926 that the seed would start to germinate. In April 1926, the first mention of the possibility of paving Brinkley’s streets appeared in *The Brinkley Argus*. The newspaper reported:

On Monday night the Brinkley City Council held an informal meeting to “listen in” on Civil Engineer A. M. Lund of Little Rock, talk to them on the probable cost of paving Brinkley streets and in order to get the matter before the property owners of Brinkley. The engineer is going to prepare a plat showing the streets to be paved, the lots that will be taxed, and the probable tax against them, and then in turn will submit this to the people in order that they may say whether or not they wish to sign a petition to form a taxing district.<sup>18</sup>

Interestingly, although there was apparently some support for the paving of streets, the newspaper was not in favor of it, at least not in 1926. An editorial in the paper stated that “With the present depressed conditions in Brinkley, the *Argus* trusts that the question of paving will be postponed for a few years, or until there is an upward tendency in property valuations in Brinkley.”<sup>19</sup>

Indeed, the talk of paving the streets in Brinkley was postponed a couple of years, coming up again in 1928. In January, the city council took up the idea again, and “after considerable discussion, the Council decided to go in a body to West Helena, on a “get wise” trip, to find out about their paving. It was plain that the Council favored the improvement district plan of financing, over the ‘front-foot assessment plan,’ and that this work be pushed and completed this

<sup>16</sup> “Street Oiling Falls Thru.” *The Brinkley Argus*. 17 June 1920, p. 1.

<sup>17</sup> “Brinkley Street Oiling Campaign.” *The Brinkley Argus*. 19 May 1921, p. 1.

<sup>18</sup> “Street Paving Up To Property Owners.” *The Brinkley Argus*. 1 April 1926, p. 1.

<sup>19</sup> “Better Postpone Issuing Paving Bonds For a While.” *The Brinkley Argus*. 15 April 1926, p. 1.

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year was stressed.”<sup>20</sup> The newspaper was also much more supportive (or so it seemed) of paving the streets as well, indicating that “There’s no doubt about the need of paving. The questions is – can it be done without confiscating the property of some of our good citizens. If this can be done and we can get our paving on the same basis as some other towns in Arkansas have done, it may be that it is the time for forming another taxing district and doing it.”<sup>21</sup>

In early 1928, the process of passing the paving ordinance was undertaken, and it successfully passed on March 22, 1928. In addition to stating that the city council meeting “was an important meeting, possibly the most important for a quarter of a Century, for it marked the passage of the paving ordinance,” *The Brinkley Argus* printed the ordinance in its entirety.<sup>22</sup> In May 1928, however, the ordinance was amended to take “in additional territory into the proposed taxing district, that section of East Ash Street from the Catholic Church corner to the Cotton Belt Railway, and across same, north to Cypress Street.”<sup>23</sup>

Although there was progress in moving forward with paving the streets in Brinkley, the editor of the *Argus* was apparently still not in favor of it. The editor wrote a long editorial titled “About Brinkley’s Street Paving” in the May 10, 1928, *Argus* in which was partially written:

Brinkley is the same size town that it was 20 years ago, with less prospects now than then. We had 2600 population 20 years ago and we still have the same. I’m for paving where conditions justify.

...

If we were voting to issue bonds to build a factory, or a payroll producer for Brinkley, there might be a reason at this crisis time for Brinkley property owners to mortgage their homes in a 16 year debt.

...

There’s conditions in Brinkley now that are glaringly ringing the bell for the attention of our business men far more urgent than the paving project, this has been for several years, and I’m wondering why first things are not attended to first, and then the paving will take care of itself.<sup>24</sup>

Apparently, the editorial was not well received around Brinkley, prompting a second editorial two weeks later titled “The Argus Paving Ideas Peeve” in which the editor wrote, in part:

...Personally I want paving. It is another one of the big town or city luxuries that I would gladly plank down the cash and buy, but this fact doesn’t keep me from seeing and feeling that it is

<sup>20</sup> “City Dads After Paved Streets for Brinkley.” *The Brinkley Argus*. 19 January 1928, p. 1.

<sup>21</sup> “Brinkley Getting Interested in Paving.” *The Brinkley Argus*. 26 January 1928, p. 1.

<sup>22</sup> “City Council Passes Paving Ordinance.” *The Brinkley Argus*. 22 March 1928, p. 1.

<sup>23</sup> “New Paving Ordinance Passed By City Dads.” *The Brinkley Argus*. 10 May 1928, p. 1.

<sup>24</sup> “About Brinkley’s Street Paving.” *The Brinkley Argus*. 10 May 1928, p. 1.

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not for the best interests of the town to go into this great 16-year mortgage (the 3<sup>rd</sup> in less than a year) just now.

I'm for keeping abreast of the times and a little ahead, and I believe any fair minded unprejudiced person will admit that, from the signs they see around my holding in Brinkley, but whether we want to admit it or not, we have been going along, not any too well, without debt, and when three big bonded indebtednesses are piled on in one year, it is my duty to write warningly as I have done, be my personal desires what they may. If it peeves, I'm sorry and can't help it. ... If I'm wrong, I'll gladly admit it, so go on and we'll see.<sup>25</sup>

On June 6, 1928, all of the petitions for creating the paving district were filed and the next day it was reported that "On June 22<sup>nd</sup>, at 2 p. m. the City Council will act on the case and determine as to whether or not a majority in value of the property owners in the district favor same. In case it is so decided by the Council, three Paving District Commissioners will be appointed and these will perfect the organization of the district, issue the bonds, etc."<sup>26</sup>

At the June 22<sup>nd</sup> meeting of the City Council, attorney W. W. Sharp reported that the petition for the creation of the paving district "carried a property valuation of \$217,850" and he also reported that "the assessed property valuation in the proposed district as \$319,620, not including \$26,000 of the railroads. This showed the petition as carrying more than seventy thousand dollars over the needed half." At the same meeting, James L. Woodfin, Benjamin Emmons, and E. D. McKnight were appointed as the Paving Commissioners.<sup>27</sup>

Once the paving district was created and the commissioners were appointed, little time was wasted before work began on carrying out the project. By the end of July 1928, the bonds had been sold to the Worthen Bank of Little Rock. In addition, it was reported that "The Lund Engineering Co., of Little Rock, have a crew of engineers in Brinkley now, running the lines, establishing the grades, etc. Contracts will probably be let, and actual work on paving the Brinkley streets will begin by October 1<sup>st</sup>, possibly before."<sup>28</sup>

Although it was hoped that the paving of Brinkley's streets would begin prior to October 1<sup>st</sup>, the actual work did not begin until the latter half of November. On November 15, 1928, *The Argus* reported:

The actual work for the big paving Brinkley contract will begin next week when the contractors, Fordam-James Co., of Dyersburg [Tenn.], will move their three crews in to begin preliminary work.

<sup>25</sup> "The Argus Paving Ideas Peeve." *The Brinkley Argus*. 24 May 1928, p. 1.

<sup>26</sup> "Paving Petitions All In Hearing On June 22." *The Brinkley Argus*. 7 June 1928, p. 1.

<sup>27</sup> "Emmons, McKnight, Woodfin Paving Commissioners." *The Brinkley Argus*. 28 June 1928, p. 1.

<sup>28</sup> "Paving Bonds Sold at 101 at Little Rock." *The Brinkley Argus*. 26 July 1928, p. 1.

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The paving Commissioners met with the contractors yesterday and gave them the “go ahead” sign. All of Main Street will come first, and then the rest. All to be done in 120 working days, including the storm sewerage, etc.<sup>29</sup>

Once the work of paving Brinkley’s streets began, it apparently went smoothly and was well-received by the city. An article in *The Brinkley Argus* on April 4, 1929, gave an update on the work.

There’s a deal of interest centered in the big paving job being done in Brinkley just now.

It is said by those who know that it is the largest single paving contract ever let in Arkansas. Not only this but it develops [sic.] that the contract price made by the commissioners, was a low price, that will save many thousand dollars to the Brinkley property owners.

The best thing about it is tho [sic.] that whereas when the plan was first launched, the plan was not to pave the side streets and now they are all to be paved, and that too without adding additional tax to the people.

The contractors are doing a beautiful job of paving. Besides being fine workmen, they are as clean a set of men as ever struck Brinkley. There’s never a cross word or an unkindness. I have seen many instances where citizens caused them a deal of work and inconvenience and yet never a word from any of the paving men. I’m going to write about ‘em and introduce them to the Brinkleyites later for you are entitled to know and remember these clever men.<sup>30</sup>

Throughout the first part of 1929, work continued on paving Brinkley’s streets, and by early fall the work was done and the city began making plans for the dedication of the streets. In the August 15, 1929, edition of *The Argus*, it was announced that “Thursday, Sept. 12 is the new date set for the mammoth celebration with which the city of Brinkley will formally open its four miles of newly-paved streets, its brilliant white way through the business section, its model airport and its re-landscaped golf course. The executive committee in charge of the event had originally fixed Sept. 5 as the celebration date, but in deference to a similar affair to be held in Marianna at that time, the local event was postponed a week.”<sup>31</sup>

The schedule for Brinkley’s celebration was released in late August and the new streets were definitely going to be a highlight of the festivities. It was reported that

<sup>29</sup> “Paving Brinkley Begins Next Week.” *The Brinkley Argus*. 15 November 1928, p. 1. Although the newspaper reported the company’s name as Fordam-James, the company was actually the Forcum-James Company.

<sup>30</sup> “Brinkley’s Paving Work Going Rapidly.” *The Brinkley Argus*. 4 April 1929, p. 1.

<sup>31</sup> “Brinkley’s Big Day Changed to Sept. 12<sup>th</sup>.” *The Brinkley Argus*. 16 August 1929, p. 1.

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The climax of the day's entertainment will come at 9:00 p. m., when the celebration will close with a street dance in which everyone is invited to participate. The dance committee has engaged the services of one of the best-known orchestras in the south, and the downtown streets will be roped off to permit their free use by the dancers.

Not only the business section of Brinkley, but the residence streets will wear holiday attire for the day, if plans of the decorating committee are carried out. Every householder is being urged to decorate his premises, and an especial appeal is being made to clean up the residence streets and to make the terraces in front of each home attractive. While the city officers have planned to use special equipment for street cleaning in preparation for the celebration, they ask the co-operation of the property owners, as there is much work to do in a short space of time.<sup>32</sup>

The day of the celebration, which happened to coincide with the weekly printing of *The Argus*, brought a welcome to all of Brinkley's visitors by the newspaper, which said:

This is Brinkley's Glad Day.

She has thrown open her doors and invited her friends to come and rejoice with her in the completion and opening of several miles of paved streets, her pretty Whiteway on Broadway, and her splendid Municipal Airport.

The several thousand pounds of fine fresh barbecued meats, etc., have been prepared to serve any and all guests without a cents [sic.] expenditure.

The citizens appointed to do their part in this big celebration have responded and served most cheerfully and gladly.

Naturally enough there'll be some mistakes. Now overlook and forget these, please, for we've done our best and all have only the kindest feeling in trying to serve with a cordial welcome our visiting friends whom we expect to come by the thousands.

Brinkley – the Fortune City, greets you and bids you one and all, a most cordial welcome.<sup>33</sup>

The celebration was indeed a huge success and it was reported the following week that 8,000 people came to Brinkley for the festivities. Unfortunately, even though it was a celebratory day, it was also marred by tragedy. Ironically, next to the headline in *The Argus* reporting "Eight Thousand Visitors Enjoy Brinkley's Hospitality" was the headline "First Paved Street Wreck Kills Young Man." The article noted that "Harry Becton, Age 19, DeVall's Bluff, killed last Thursday; Two others seriously injured when Ford is wrecked on Broadway." The article further

<sup>32</sup> "Brinkley Getting Ready For Her Big Free Celebration, Sept. 12<sup>th</sup>." *The Brinkley Argus*. 22 August 1929, p. 1.

<sup>33</sup> "Brinkley Greets Her Friends Today!" *The Brinkley Argus*. 12 September 1929, p. 1.

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noted that “This was the only serious accident to mar the pleasure of Brinkley’s big street celebration and air circus, and with the thousands that were here for the day.”<sup>34</sup>

From the time of their completion in 1929, Brinkley’s concrete streets were an important amenity in the city. No longer did the city have to deal with the hassle of raising money to oil the streets every summer to deal with the dust. Although much of the original paving has been covered with an asphalt overlay, it was likely done to smooth out the streets rather than replace the concrete pavement.

Today, the remaining sections of concrete streets along Ash Street and New York Avenue are important remnants of Brinkley’s 1920s concrete streets. The remaining concrete streets are a reminder of the efforts of Brinkley in the early twentieth century to provide infrastructure for the city’s residents and they also illustrate the efforts to provide infrastructure for the increased automobile traffic that was developing in the early 1900s. Even today, almost a century later, the Brinkley Concrete Streets provide an important role in transportation in Brinkley, continuing to serve the residents as they did in the 1920s.

### **SIGNIFICANCE OF THE PROPERTY**

The need for improved roads, especially beginning in the 1910s, was illustrated by the increase in automobile registrations across the state. For example, in 1914 the number of registered vehicles in Arkansas was 5,629, but that number grew to 8,010 in 1915 and 15,123 in 1916. By the 1920s the numbers had exploded. In 1922, there were 43,772 licensed Ford passenger cars and 5,205 licensed Ford trucks alone.<sup>35</sup> In 1923, the number of licensed Fords exploded, reaching 65,914 licensed cars in Arkansas in 1923 and 85,529 cars in 1924. Ford trucks also grew tremendously with 8,167 trucks licensed in 1923 and 13,347 licensed in Arkansas in 1924. Of course, registrations for other automobile makes would make the dramatic growth of vehicle registrations even greater.<sup>36</sup>

However, the state responded to the increased demand for paved roads. In 1924, only 8.6% of the state’s roads were paved, but the percentage increased to 22.8% by 1933. Although not a state project, the Brinkley Concrete Streets, which were paved during this period, also illustrate the response to the need for good roads on a local level.<sup>37</sup>

The portions of Ash Street and New York Avenue covered by this nomination are the largest contiguous sections of the original four miles of concrete streets remaining in Brinkley. The Brinkley Concrete Streets include approximately 3,400 feet of concrete pavement that was laid in

<sup>34</sup> “Eight Thousand Visitors Enjoy Brinkley’s Hospitable Big Day.” *The Brinkley Argus*. 19 September 1929, p. 1, and “First Paved Street Wreck Kills Young Man.” *The Brinkley Argus*. 19 September 1929, p. 1.

<sup>35</sup> *Fifth Biennial Report of the Department of State Lands, Highways and Improvements*. Little Rock: H.G. Pugh & Co., c.1922, pp. 115, 117-118.

<sup>36</sup> *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Co., c.1924, pp. 197-198 and 202-203.

<sup>37</sup> Arkansas State Highway and Transportation Department. *Historical Review: Arkansas State Highway Commission and Arkansas State Highway and Transportation Department, 1913-1992*. Little Rock: Arkansas State Highway and Transportation Department, 1992, pp. 24 and 43.

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1928 and 1929 to alleviate the dust and mud that were commonplace with the city's previously unpaved streets. Due to their importance in the efforts to provide improved infrastructure for increased automobile usage in the first part of the twentieth century, the Brinkley Concrete Streets are being nominated to the National Register of Historic Places with **local significance** under **Criterion A**.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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"The Argus Paving Ideas Peeve." *The Brinkley Argus*. 24 May 1928, p. 1.

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"Brinkley Greets Her Friends Today!" *The Brinkley Argus*. 12 September 1929, p. 1.

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“Brinkley Street Oiling Campaign.” *The Brinkley Argus*. 19 May 1921, p. 1.

“Brinkley’s Big Day Changed to Sept. 12<sup>th</sup>.” *The Brinkley Argus*. 16 August 1929, p. 1.

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“City Council Passes Paving Ordinance.” *The Brinkley Argus*. 22 March 1928, p. 1.

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“Eight Thousand Visitors Enjoy Brinkley’s Hospitable Big Day.” *The Brinkley Argus*. 19 September 1929, p. 1.

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*Fifth Biennial Report of the Department of State Lands, Highways and Improvements*. Little Rock: H.G. Pugh & Co., c.1922.

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“First Paved Street Wreck Kills Young Man.” *The Brinkley Argus*. 19 September 1929, p. 1.

“Highway Contracts are Let Tuesday.” *The Brinkley Argus*. 14 February 1919, p. 1.

Ingram, Tammy. *Dixie Highway: Road Building and the Making of the Modern South, 1900-1930*. Chapel Hill, NC: The University of North Carolina Press, 2014.

“The Malaria and Dust Devil Fight Going.” *The Brinkley Argus*. 3 June 1926, p. 1.

“New Paving Ordinance Passed By City Dads.” *The Brinkley Argus*. 10 May 1928, p. 1.

“Paving Bonds Sold at 101 at Little Rock.” *The Brinkley Argus*. 26 July 1928, p. 1.

“Paving Brinkley Begins Next Week.” *The Brinkley Argus*. 15 November 1928, p. 1.

“Paving Petitions All In Hearing On June 22.” *The Brinkley Argus*. 7 June 1928, p. 1.

“Road to West Begins Monday.” *The Brinkley Argus*. 14 July 1921, p. 1.

Brinkley Concrete Streets  
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*Sixth Biennial Report of the Department of State Lands, Highways and Improvements.*  
Conway, AR: Conway Printing Co., c.1924.

“Street Oiling Falls Thru.” *The Brinkley Argus.* 17 June 1920, p. 1.

“Street Paving Up To Property Owners.” *The Brinkley Argus.* 1 April 1926, p. 1.

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

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**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** MO0184

Brinkley Concrete Streets  
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## 10. Geographical Data

**Acreege of Property** Approximately 2.34 acres

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| 1. Latitude: 34.885815 | Longitude: -91.194719 |
| 2. Latitude: 34.885830 | Longitude: -91.196311 |
| 3. Latitude: 34.877901 | Longitude: -91.196384 |
| 4. Latitude:           | Longitude:            |

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 664973 | Northing: 3861867 |
| 2. Zone: 15 | Easting: 664827 | Northing: 3861866 |
| 3. Zone: 15 | Easting: 664837 | Northing: 3860987 |
| 4. Zone:    | Easting :       | Northing:         |

### Verbal Boundary Description (Describe the boundaries of the property.)

The nomination for the Brinkley Concrete Streets includes West Ash Street between Main Street and New York Avenue and also includes New York Avenue between West Ash Street and West Lynn Street. The nominated area includes 15 feet on either side of the center line of the streets.

### Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the remaining portions of Brinkley's 1928-1929 concrete streets and their immediate setting.

Brinkley Concrete Streets  
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Monroe County, Arkansas  
County and State

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### 11. Form Prepared By

name/title: Ralph S. Wilcox, National Register & Survey Coordinator  
organization: Arkansas Historic Preservation Program  
street & number: 1100 North Street  
city or town: Little Rock state: AR zip code: 72201  
e-mail: ralph@arkansasheritage.org  
telephone: (501) 324-9787  
date: April 22, 2016

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Brinkley Concrete Streets  
Name of Property

Monroe County, Arkansas  
County and State

### Photo Log

Name of Property: Brinkley Concrete Streets

City or Vicinity: Brinkley

County: Monroe

State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: January 5, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 8. View east on Ash Street from New York Avenue.

2 of 8. View south on New York Avenue from Ash Street.

3 of 8. Pavement detail.

4 of 8. View north on New York Avenue from West White Oak Street.

5 of 8. View south on New York Avenue from West White Oak Street.

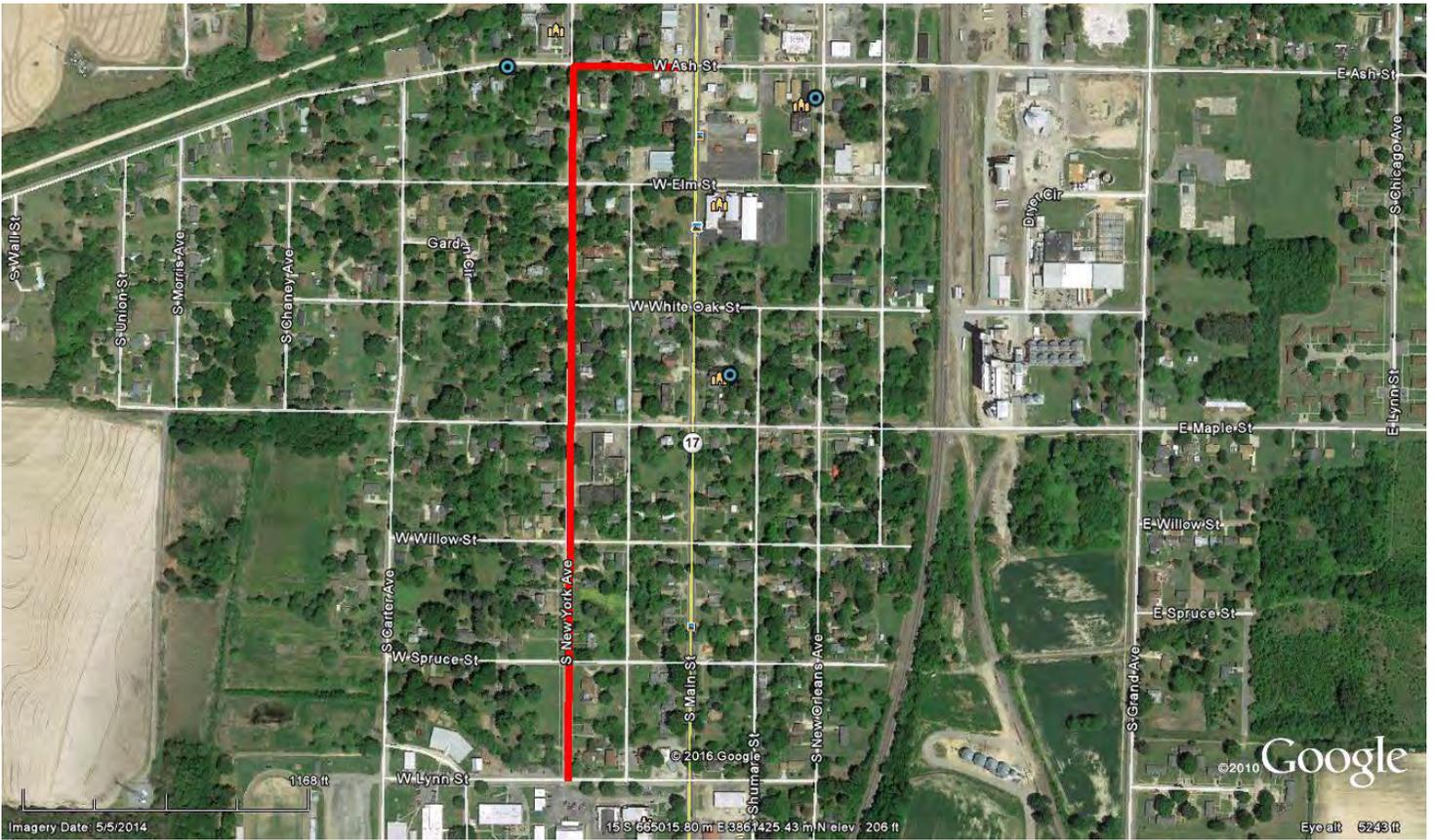
6 of 8. View north on New York Avenue from West Willow Street.

7 of 8. View south on New York Avenue from West Willow Street.

8 of 8. View north on New York Avenue from West Lynn Street.

**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 listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

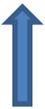
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



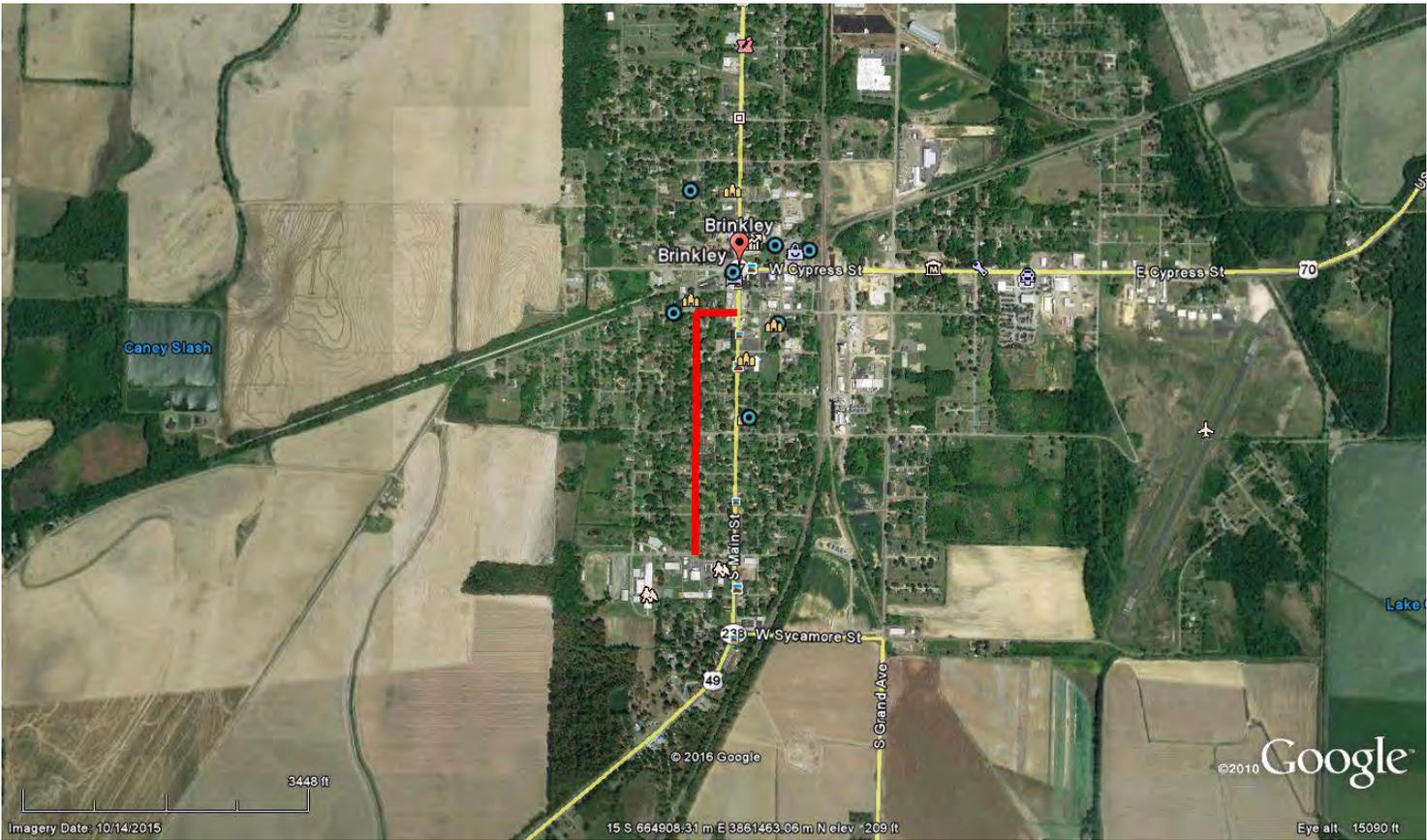
|-----1168 feet-----|

Brinkley Concrete Streets  
Brinkley, Monroe County, Arkansas

- 1) 15 664973E 3861867N
- 2) 15 664827E 3861866N
- 3) 15 664837E 3860987N



North



|-----3448 feet-----|

Brinkley Concrete Streets  
Brinkley, Monroe County, Arkansas

- 1) 15 664973E 3861867N
- 2) 15 664827E 3861866N
- 3) 15 664837E 3860987N



North

















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Brinkley Concrete Streets

Multiple Name: \_\_\_\_\_

State & County: ARKANSAS, Monroe

Date Received: 12/9/2016      Date of Pending List: 1/11/2017      Date of 16th Day: 1/26/2017      Date of 45th Day: 1/24/2017      Date of Weekly List: \_\_\_\_\_

Reference number: SG100000555

Nominator: State

Reason For Review:

<i>Submission Type</i>	<i>Property Type</i>	<i>Problem Type</i>
<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other		<input type="checkbox"/> Less than 50 years

Accept       Return       Reject      1/24/2017 Date

Abstract/Summary Comments: Automatic Listing - Federal Register notice delayed. SLR for period of significance

Recommendation/ Criteria: Accept / A

Reviewer Jim Gabbert

Discipline Historian

Telephone (202)354-2275

Date \_\_\_\_\_

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

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

December 7, 2016



Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

J. Paul Loether, Deputy Keeper and Chief  
National Register and National Historic Landmark Programs  
National Register of Historic Places  
1201 Eye St. NW, 8th Fl.  
Washington D.C. 20005

Arkansas Arts Council

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum

RE: Brinkley Concrete Streets – Brinkley, Monroe County,  
Arkansas

Dear Mr. Loether:

We are enclosing for your review the above-referenced nomination. The enclosed disk contains the true and correct copy of the nomination for the Brinkley Concrete Streets to the National Register of Historic Places. 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,

Stacy Hurst  
State Historic Preservation Officer

SH:rsw

Enclosure



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