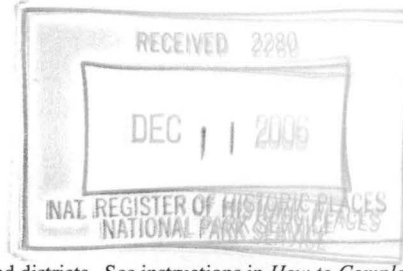


1277

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 Warren Brick Streets

other names/site number Site #BR0037

2. Location

street & number Portions of Cedar, Myrtle, Chestnut, 1st, Walnut, and Elm and Cypress streets not for publication

city or town Warren vicinity

state Arkansas code AR county Bradley code 011 zip code 71671

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.)

Cecilia Matthews

4/15/06

Signature of certifying official/Title

Date

Arkansas Historic Preservation Program

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet

determined eligible for the National Register.
 See continuation sheet

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Edson H. Beall

Date of Action

1.24.07

Warren Brick Streets
Name of Property

Bradley County, Arkansas
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.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing Noncontributing

_____	buildings
_____	sites
_____	structures
_____	objects
_____	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

Arkansas Highway History and Architecture, 1910-1965

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/street

TRANSPORTATION/road-related (vehicular)/street

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

N/A

foundation N/A

walls N/A

roof N/A

other BRICK, 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 Warren Brick Streets are two-lane brick streets mainly in the downtown commercial area of Warren, Bradley County, Arkansas. The streets were constructed c.1927 in a running bond pattern with diagonal sections in the intersections. The bricks measure 4 x 8.5 inches, and are likely 2 or 2¼ inches deep. The streets are bordered by concrete curbs and gutters. The nominated streets, for the most part, retain their original c.1927 brick pavement except where they cross Main Street, which has been paved with asphalt. The streets also retain, for the most part, their original width.

ELABORATION

The Warren Brick Streets covered by this nomination include portions of Cedar, Myrtle, Chestnut, 1st, Walnut, Elm and Cypress streets, and includes approximately 4,950 feet of brick pavement. More specifically, it includes Cedar Street between Chestnut and Elm streets, Myrtle Street between Cypress Street and the railroad line, Chestnut Street between Cedar Street and the railroad line, 1st Street between Main and Myrtle streets, Walnut Street between Cypress and Cedar streets, Elm Street between Seminary and Martin streets, and Cypress Street between Walnut and Myrtle streets.

The Warren Brick Streets were built within a 60-foot wide right-of-way according to the July 1931 Sanborn maps, except for those around the west, south, and east sides of the courthouse, which have an 80-foot wide right-of-way. The width of the streets themselves is mainly 36 feet with an approximately 2-foot wide curb and gutter on each side. The streets around the west, east, and south sides of the courthouse are 67 feet wide, also with a 2-foot wide curb and gutter on each side. (1st Street, on the north side of the courthouse, has been narrowed from its original width in order to accommodate an addition to the courthouse c.2000.)

It is believed that the streets are built on a concrete substrate, since they do not show the curving and shifting that would have occurred from traffic that brick streets on a sand substrate would exhibit. In addition, shifting that has occurred appears to have been caused by cracking of the substrate. As a result, the streets remain remarkably smooth, even after approximately 80 years of use.

The bricks, which measure 4 x 8.5 inches, and are likely 2 or 2¼ inches deep, are for the most part laid in a running bond pattern perpendicular to the curbs and vary from red to reddish-black in color. (Running bond is a brick bond where each course is comprised entirely of stretchers – the long face of the brick.) However, a small portion along the north curb of First Street northeast of the courthouse was laid in a modified herringbone bond.

The intersections, on the other hand, are laid in four diagonal sections that are at a 45-degree angle to the intersecting streets, forming an “X” at the center of the intersection. According to the nomination for the Davenport Broadway Brick Street in Davenport, Oklahoma (NR listed - 05/27/04), which used the same pattern, the pattern was not strictly decorative, but was engineered to secure the brick roadways in place. An additional modification to the brick pattern was also required at the West Cedar and Walnut Street

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

intersection due to the curve in West Cedar. As a result, a fifteen-course section was laid skewed from the bond of Walnut Street.

Integrity

Overall, the Warren Brick Streets have remarkable integrity. The original c.1927 brick pavement, for the most part, remains throughout the area, and it also retains its original dimensions, except on the north side of the courthouse. The brick pavement of the streets has been patched with asphalt in a couple of locations, and has also been repaved with asphalt where they cross Main Street, but overall the brick pavement is in very good shape. Additionally, the area of Warren where the streets are retains small town setting commercial setting, and the surroundings still reflect the period of significance from c.1927-1957.

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)

Transportation
Engineering

Period of Significance

c.1927-1957

Significant Dates

c.1927-1957

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

SUMMARY

The Warren Brick Streets are being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for their engineering. The portions of Cedar, Myrtle, Chestnut, 1st, Walnut, Elm and Cypress streets covered by this nomination is the largest contiguous section of brick streets remaining in Warren. The Warren Brick Streets include just under one mile of brick pavement that was laid c.1927. The streets illustrate the improvements that were undertaken to better cope with automobile traffic in the early twentieth century. As a result, they are therefore eligible for nomination under **Criterion A** for their association with the development of Arkansas highway culture. The Warren Brick Streets are 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

Bradley County was named after Captain Hugh Bradley who sailed up the Red River in 1818 on an exploration expedition. In the early 1820s, he reached Long Prairie, in Lafayette County, but became dissatisfied with the area. He headed east along with his companions and arrived in Bradley County c.1825, just as other early settlers Isaac Pennington and Aaron Johnston were also settling in the area. The population of the area continued to increase throughout the 1830s, and by 1840 enough people existed in the area to establish a separate county.¹

Bradley County was formed on December 18, 1840, and at that time, encompassed much of the area that is now Ashley, Drew, Lincoln, Cleveland, Dallas and Calhoun counties. However, as the population in southeast Arkansas, parts of Bradley County were taken away to form other counties including Dallas County (January 1845), Drew County (November 1846), Ashley County (November 1846), Calhoun County (December 1850), Lincoln County (March 1871), and Cleveland County (April 1873), which brought the county to its present size.²

Shortly after Bradley County was formed, county commissioners E. B. Owen, Nathan Barnett, and A. S. Franklin were elected to "find a seat of justice, and to superintend the erection of a court-house and jail." The chose Warren as the county seat in 1842 and the community was incorporated on April 8, 1851. Court records state that:

¹ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 741.

² *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 742.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

April 8, 1851, C. A. Slaughter, of the town of Warren, and presented the petition of more than two-thirds of the citizens of said town, praying to have the town of Warren incorporated, with a police to be established to regulate their local government, and with certain boundaries, namely, one half a mile square one quarter of one mile each south, east, west and north from the center of the public square in said town, which petition the court granted, and declared the said town of Warren to be incorporated, to take effect from this date...³

Warren, and the rest of Bradley County, was prosperous during the last half of the nineteenth century, and one of the specific reasons given was its “unexcelled transportation facilities.” According to Goodspeed’s *Biographical and Historical Memoirs of Southern Arkansas*, “Warren being the present terminus of the branch of the St. Louis, Iron Mountain & Southern Railway system, while Saline River on the east, navigable its entire length through the county, and the Ouachita River on the southwest, form convenient outlets to the markets of the East, South, and North. The highways are kept in good condition, and the streams are bridged.”⁴

As in numerous towns across Arkansas, the streets in Warren began as unpaved dirt or gravel streets. As late as November 1920, the Sanborn maps for Warren indicated that the town’s streets were unpaved.⁵ However, with the increased traffic, especially automobile traffic, that downtown Warren 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.”

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). However, one of the most common paving types, at least in most urban areas, was brick. Although the Romans had done some experimenting with brick pavement, their efforts were not very successful and the brick was often crushed by narrow cart wheels. It seems that the first

³ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 746.

⁴ *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 746.

⁵ Sanborn Fire Insurance maps for Warren, Arkansas, November 1920. In the files of the Arkansas History Commission.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

successful use of bricks for paving was carried out by the Dutch, likely in the village of Moor, which was famous for its brick makers.⁶

Although brick pavement was first successfully used in Europe, it was not long before it found its way to America. By 1719, brick pavement was being used in Philadelphia as indicated in a letter that Jonathan Dickenson wrote to his brother saying that bricks were expensive because so many were being used for paving.⁷

The credit for the first modern brick pavement, on the other hand, goes to Charleston, West Virginia, which had its first section laid in 1870. Dr. Nathan B. Hale asked the Charleston common council to abandon crushed stone for paving and switch to brick, but the council thought that the idea was ludicrous. However, Hale was not going to go down without a fight and as a result he arranged for the production of a special brick and he paved a portion of a Charleston street at his own expense. Once the council saw that the bricks wore well, the city began a large paving project in 1873 that resulted in several miles of brick streets.⁸

Paving brick was different than regular brick, not only in size (it was larger), but in composition as well.

Paving brick is composed of varying combinations of clay, shale, sand, and flux – the latter a mixture of substances that promotes fusion at high temperatures. Shale brick is harder, denser, and more brittle than fire-clay brick, which absorbs more water yet is tougher. Both types were used to construct streets.

Paving brick gains its strength through vitrification, a process that makes brick impervious to water. The term *vitrified* when applied to brick means that a chemical action has coalesced the clay particles and fused them with heat to form a near-liquid substance, which then slowly hardens over a seven- to ten-day period. A thoroughly vitrified brick has no visible pores and breaks with a smooth fracture. The crushing strength of good quality paving brick is eight to ten thousand pounds per square inch. In comparison, concrete has a strength of thirty-five hundred pounds per square inch.⁹

⁶ Larrabee, Alice and Joyce St. Michael. "Fifteenth Street and Oklahoma Avenue Brick Street, Mattoon, Coles County, Illinois." National Register of Historic Places Registration Form. From the Files of the Illinois Historic Preservation Agency, 1999.

⁷ *Ibid.*

⁸ *Ibid.*

⁹ *Ibid.*

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

As cities around the country embraced brick paving more and more, it was not long before it came to Arkansas. By July 1931, Warren had invested in laying seven miles of brick and concrete streets throughout the community. The Sanborn maps indicate that the streets were built within a 60-foot wide right-of-way, except on the west, south, and east sides of the Courthouse, where the streets had a wider 80-foot wide right-of-way. The brick streets themselves were 36 feet wide (67 feet wide around the west, south, and east sides of the courthouse) with an approximately two-foot wide concrete curb and gutter on each side. For the most part, the bricks were laid in a traditional running bond pattern, although a small portion along the north curb of First Street northeast of the courthouse was laid in a modified herringbone bond.

However, at the intersections, the bricks were laid in four diagonal sections that were at a 45-degree angle to the intersecting streets, which formed an "X" at the center of the intersection. Although this did give a decorative flourish to the intersections, it also helped to secure the brick roadways in place. An additional modification to the brick pattern was also required at the West Cedar and Walnut Street intersection due to the curve in West Cedar. As a result, a fifteen-course section was laid skewed from the bond of Walnut Street.

Since there were several brick manufacturers in Arkansas, most notably Acme Brick at Malvern and Perla in Hot Spring County, the use of brick for paving Warren's streets was a logical choice. The bricks could have been obtained easily for a relatively low cost. Although it is not known who manufactured the bricks used in Warren, it is likely that they were manufactured in Arkansas.

The brick streets in Warren have provided excellent service to the town's residents since they were finished c.1927. The brick pavement of the streets has been patched with asphalt in a couple of locations, and has also been repaved with asphalt where it crosses Main Street, but overall the brick pavement is in very good condition. Mayor Bryan Martin expresses the continued importance of the streets to the people of Warren when he writes, "I am proud of the city's efforts to maintain our brick streets as they are. The streets are a great draw to our downtown area."¹⁰

Today, the Warren Brick Streets are a rare surviving example of a once common paving type for city streets throughout the early twentieth century. Many communities have paved over their brick streets with asphalt, which is often easier to take care of and provides a smoother ride. As a result, brick streets are becoming a rare property type, and other examples have been listed in the National Register in Illinois, Oklahoma, and Wisconsin. As a result, the c.1927 brick streets in Warren remain an important extremely intact, large example of early street design and construction, and a tangible reminder of early roadway travel in Warren and Bradley County.

¹⁰ Martin, Bryan. Letter to the author. 12 July 2006.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

STATEMENT OF SIGNIFICANCE

The Warren Brick Streets are being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for their engineering. The portions of Cedar, Myrtle, Chestnut, 1st, Walnut, Elm and Cypress streets covered by this nomination is the largest contiguous section of brick streets remaining in Warren. The Warren Brick Streets include just under one mile of brick pavement that was laid c.1927. The streets illustrate the improvements that were undertaken to better cope with automobile traffic in the early twentieth century. As a result, they are therefore eligible for nomination under **Criterion A** for their association with the development of Arkansas highway culture. The Warren Brick Streets are 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."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

BIBLIOGRAPHY

Biographical and Historical Memoirs of Southern Arkansas. Chicago: The Goodspeed Publishing Co., 1890.

Everett, Dianna. "Davenport Broadway Avenue Brick Street, Davenport, Lincoln County, Oklahoma." National Register of Historic Places Registration Form. From the files of the Oklahoma Historical Society, 2004.

Larrabee, Alice and Joyce St. Michael. "Fifteenth Street and Oklahoma Avenue Brick Street, Mattoon, Coles County, Illinois." National Register of Historic Places Registration Form. From the Files of the Illinois Historic Preservation Agency, 1999.

Martin, Bryan. Letter to the author. 12 July 2006.

Sanborn Fire Insurance maps for Warren, Arkansas: November 1920 and July 1931, in the files of the Arkansas History Commission.

Warren Brick Streets
Name of Property

Bradley County, Arkansas
County and State

10. Geographical Data

Acreage of Property Approximately 4.5 acres.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>586126</u>	<u>3719910</u>	3	<u>15</u>	<u>587020</u>	<u>3719742</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>15</u>	<u>587025</u>	<u>3719910</u>	4	<u>15</u>	<u>586639</u>	<u>3719742</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 August 21, 2006
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
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 City of Warren
street & number PO Box 352 telephone (870) 226-6743
city or town Warren state AR zip code 71671

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

The verbal boundary description for the Warren Brick Streets is as follows:

Cedar Street – Beginning at the Elm Street and Cedar Street intersection, proceed southeasterly and easterly along Cedar Street to the Cedar Street and Chestnut Street intersection. The width of the boundary includes 20 feet on either side of the centerline between Elm and Main streets and between Myrtle and Chestnut streets, and includes 35.5 feet on either side of the centerline between Main and Myrtle streets.

Myrtle Street – Beginning at the Cypress Street and Myrtle Street intersection, proceed northerly along Myrtle Street to the Myrtle Street intersection with the railroad line. The width of the boundary includes 20 feet on either side of the centerline between the railroad line and 1st Street and between Cedar and Cypress streets, and includes 35.5 feet on either side of the centerline between 1st and Cedar streets.

Chestnut Street – Beginning at the Cedar Street and Chestnut Street intersection, proceed northerly along Chestnut Street to the Chestnut Street intersection with the railroad line. The width of the boundary includes 20 feet on either side of the centerline.

1st Street – Beginning at the Myrtle Street and 1st Street intersection, proceed westerly along 1st Street to the 1st Street and Main Street intersection. The width of the boundary includes 20 feet on either side of the centerline.

Walnut Street – Beginning at the Cypress Street and Walnut Street intersection, proceed northerly along Walnut Street to the Walnut Street and Cedar Street intersection. The width of the boundary includes 20 feet on either side of the centerline.

Cypress Street – Beginning at the Cypress Street and Walnut Street intersection, proceed easterly along Cypress Street to the Myrtle Street and Cypress Street intersection. The width of the boundary includes 20 feet on either side of the centerline.

Elm Street – Beginning at the Seminary Street and Elm Street intersection, proceed westerly along Elm Street to the Elm Street and Martin Street intersection. The width of the boundary includes 20 feet on either side of the centerline.

BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1927 brick streets in downtown Warren.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Warren Brick Streets

MULTIPLE NAME: Arkansas Highway History and Architecture MPS

STATE & COUNTY: ARKANSAS, Bradley

DATE RECEIVED: 12/11/06 DATE OF PENDING LIST: 1/05/07
DATE OF 16TH DAY: 1/20/07 DATE OF 45TH DAY: 1/24/07
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06001277

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 1-24-07 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.



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW WEST ON CYPRESS FROM MAIN STREET



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW EAST ON ELM FROM MARTIN



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH ON MYRTLE FROM CEDAR



WARREN BRICK CHURCH

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTH ON MYRTLE FROM CEDAR



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTH ON CHESTNUT FROM CEDAR



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW SOUTH ON CHESTNUT FROM THE RAILROAD LINE



WARREN BRICK STREETS

BRADLEY COUNTY, AR

RALPH S. WILCOX

JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR
VIEW EAST ON CEDAR FROM HOWARD



WARREN BRICK STREETS

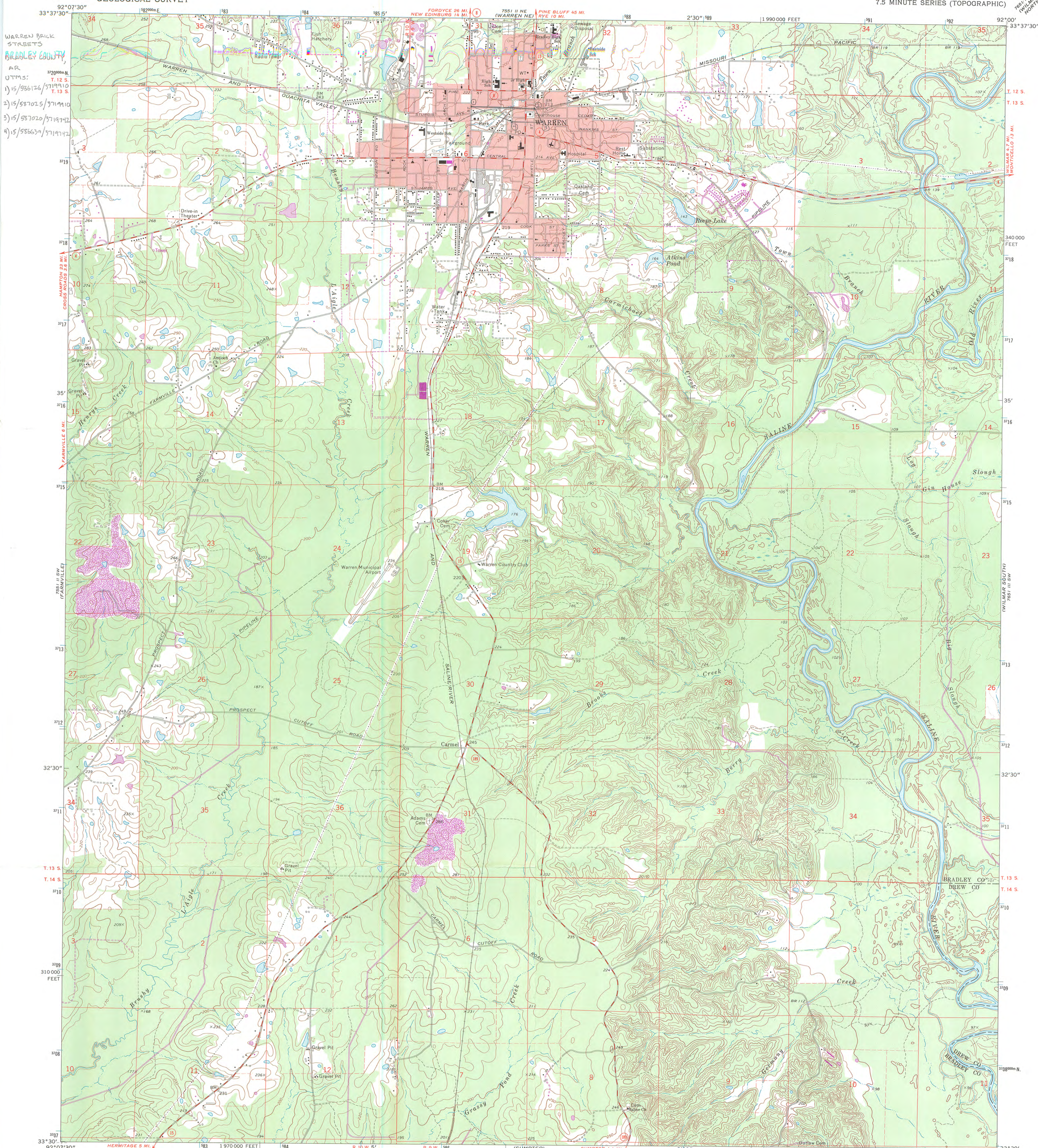
BRADLEY COUNTY, AR

RALPH S. WILCOX

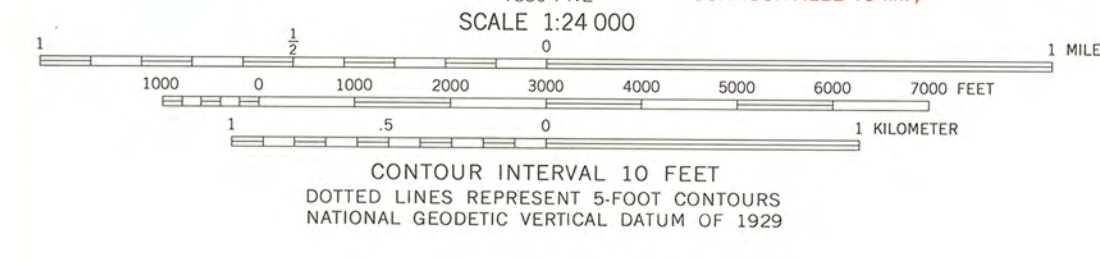
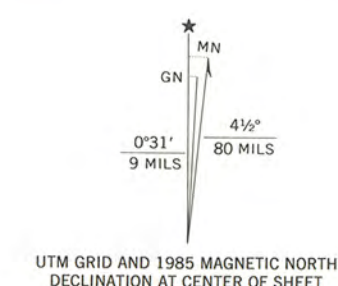
JUNE 2006

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

VIEW NORTH ON WALNUT FROM CYPRESS



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1972. Field checked 1973
Projection and 10,000-foot grid ticks: Arkansas coordinate
system, south zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue. 1927 North American datum
Red tint indicates area in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
To place on the predicted North American Datum 1983,
move the projection lines 10 meters south and
13 meters east as shown by dashed corner ticks
Revisions shown in purple compiled from aerial photographs taken 1984 and
other sources. This information not field checked. Map edited 1985



ROAD CLASSIFICATION

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

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

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The Department of Arkansas Heritage

Mike Huckabee, Governor
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic Preservation Program

1500 Tower Building
323 Center Street

Little Rock, AR 72201

(501) 324-9880

fax: (501) 324-9184

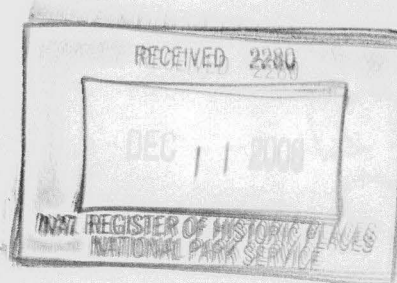
tdd: (501) 324-9811

e-mail: info@arkansaspreservation.org

website:

www.arkansaspreservation.org

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December 6, 2006

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: Warren Brick Streets – Warren, Bradley 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