

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 Beech Street Brick Street

other names/site number Site #MI0238

2. Location

street & number Beech Street between 14<sup>th</sup> and 24<sup>th</sup> streets

not for publication

city or town Texarkana

vicinity

state Arkansas

code AR

county Miller

code 091

zip code 71854

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.)

Cathy Matthes 3/12/07  
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

Date of Action

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

Beech Street Brick Street  
Name of Property

Miller County, Arkansas  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

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

**Category of Property**  
(Check only one box)

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

**Number of Resources within Property**  
(Do not include previously listed resources in count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

N/A

**Number of Contributing resources previously listed in the National Register**

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/street

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION/road-related (vehicular)/street

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

N/A

**Materials**  
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other BRICK, CONCRETE

**Narrative Description**

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

Beech Street Brick Street  
Name of Property

Miller County, Arkansas  
County and State

**8. Statement of Significance**

**Eligible National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Levels of Significance** (local, state, national)

Local

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

Engineering

Transportation

**Period of Significance**

c.1904-1957

**Significant Dates**

c.1904-1957

**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: \_\_\_\_\_

Beech Street Brick Street  
Name of Property

Miller County, Arkansas  
County and State

**10. Geographical Data**

Age of Property Approximately 2.5 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>403376</u> Easting	<u>3700179</u> Northing	3	<u>          </u> Zone	<u>          </u> Easting	<u>          </u> Northing
2	<u>15</u>	<u>403422</u>	<u>3701170</u>	4	<u>          </u>	<u>          </u>	<u>          </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 March 21, 2007  
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 Texarkana, Arkansas  
street & number PO Box 2711 telephone             
city or town Texarkana state AR zip code 75504

**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.

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

### SUMMARY

The Beech Street Brick Street is a two-lane brick street northeast of the downtown commercial area of Texarkana, Miller County, Arkansas. The street was constructed c.1904 in a running bond pattern. The bricks measure 4 x 8.5 inches, and are likely 2 or 2¼ inches deep. The street is bordered by concrete curbs and gutters. The nominated section of the street, for the most part, retains its original c.1904 brick pavement except the southernmost portion in the vicinity of 14<sup>th</sup> Street, which has been paved with asphalt. The street also retains its original width.

### ELABORATION

The Beech Street Brick Street covered by this nomination includes Beech Street between 14<sup>th</sup> and 24<sup>th</sup> streets, and encompasses approximately 3,425 feet of pavement. The width of the street themselves is approximately 23 feet with an approximately 2-foot wide curb and gutter on each side.

It is believed that the street is built on a sand and tar substrate, with the tar comprising a thin layer between the sand and brick. It is also believed that if repairs are made to the street, the substrate is replaced with concrete before the bricks are relaid. Even so, the street remains remarkably smooth, even after approximately 100 years of use.

The bricks, which measure 4 x 8.5 inches, and are likely 2 or 2¼ inches deep, are laid in a running bond pattern perpendicular to the curbs and are red in color. (Running bond is a brick bond where each course is comprised entirely of stretchers – the long face of the brick.) At the intersections, although the bricks of Beech Street are still laid in a running bond pattern perpendicular to the curbs, a small portion of the intersecting streets are laid in a running bond pattern perpendicular to Beech Street.

### Integrity

Overall, the Beech Street Brick Street has remarkable integrity. The original c.1904 brick pavement, for the most part, remains throughout the area, and it also retains its original dimensions. The brick pavement of the streets has been repaved with asphalt in the vicinity of 14<sup>th</sup> Street, but overall the brick pavement is in very good shape. Additionally, the area of Texarkana where the street is retains its residential setting, and the surroundings still reflect the period of significance from c.1904-1957.

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## National Register of Historic Places Continuation Sheet

Section number 8 Page 1

### SUMMARY

The Beech Street Brick Street is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. The portion of Beech Street covered by this nomination is the largest contiguous section of brick street remaining in Texarkana. The Beech Street Brick Street includes approximately 3,500 feet of brick pavement that was laid c.1904. The street illustrates the improvements that were undertaken to better cope with automobile traffic in the early twentieth century. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture.

### ELABORATION

Although it is not known when the first settler arrived in what is today Miller County, there were several people living in the area when people began to get titles to their land in the early 1840s. Even so, a large county named after Governor James Miller, which included a portion of Texas, had been created on April 1, 1820. However, as new counties were formed in the area, the original Miller County continued to shrink until it became part of Lafayette County when it was organized on October 15, 1827. By the 1870s, though, Miller County was reorganized and officially established on December 22, 1874. The new Miller County included "that portion of territory now lying and being in the county of Lafayette, situate and lying south and west of the main channel of [the] Red River."<sup>1</sup>

The development of the Southwest Trail through Arkansas opened up settlement in the areas along its route. Pioneers came into the state from the northeast bringing their cattle, wagon trains, and, occasionally, slaves with them. All along the route, the settlers selected tracts of bottomland, and made clearings in the wilderness. The importance of the Southwest Trail was also recognized by Andrew Jackson who signed an appropriations bill in 1831, which earmarked \$15,000 for the improvement of the Trail, and also designated it a "National Road."<sup>2</sup> It was at this point in time that what is today the route of US 67 was extended into the Miller County area. The importance of this military road was proven during the War with Mexico in the 1840s.<sup>3</sup>

The military road into the area also opened up the land that would become Miller County to settlement. Maps from 1850 and 1854 show a trail along the route of current US 67 through the area, although Texarkana had yet to be settled.<sup>4</sup> As people in Alabama, Georgia, and other eastern states heard about the

<sup>1</sup> *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Company, 1890, pp. 182-183. Ray Hanley. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999, p. 7.

<sup>3</sup> Elliott West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 203.

<sup>4</sup> *Map of the route surveyed from the Mississippi at Lake Providence in Louisiana to the great bend of Red River at Fulton in Arkansas*. Map. Baltimore, W. H. Sidell, 1850 and *Colton's railroad & township map of Arkansas*. Map. New York, D. F. Shall, 1854.



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## National Register of Historic Places Continuation Sheet

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area's natural wealth in bottomlands, lumber, and game, they flocked to the area to squat on any unoccupied land and grow cotton or corn.<sup>5</sup>

As the construction of railroad lines began in earnest in Arkansas after the Civil War, the railroad line also utilized the corridor that the military road had used in Miller County. In about 1856, the Cairo & Fulton Railway was surveyed through Arkansas, which included the portion from Fulton to Texarkana. Historic railroad maps of the area show that a railroad line was in the planning stages in 1864 and 1872.<sup>6</sup> However, it was not until the fall of 1873 that the line was completed, and trains began running on the line that December.<sup>7</sup> The railroad line became the St. Louis, Iron Mountain & Southern in 1874.<sup>8</sup>

Texarkana came into existence as a direct result of the railroad construction occurring in Miller County and grew out of the construction camps that were developed at the western end of the Cairo & Fulton railroad and the eastern end of the Texas & Pacific line. Since the two railroads had tracks built of different gauges, railroad cars for years going through Texarkana had to be shifted from one set of tracks to the other. On December 8, 1873, usually considered the date of Texarkana's founding, the Texas & Pacific began selling building lots on the Texas side of the state line, and a few months later the Cairo & Fulton began selling lots on the Arkansas side. Texarkana also became the Miller County seat when the county was created in 1874.

As in numerous towns across Arkansas, the streets in Texarkana began as unpaved dirt or gravel streets. However, with the increased traffic, especially automobile traffic, that Texarkana 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

<sup>5</sup> *Geographical and Historical Memoirs of Southern Arkansas*, 182-183.

<sup>6</sup> *Railway and county map of the Southern States*. Map. Cincinnati, E. Mendenhall, 1864 and *Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway*. Map. New York, G.W. & C. B. Colton & Co., 1872.

<sup>7</sup> *Ibid*, 184.

<sup>8</sup> W. E. McLeod. "Old Roads in North Arkansas." *Lawrence County Historical Society Quarterly*, Spring 1978.

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## National Register of Historic Places Continuation Sheet

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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.<sup>9</sup>

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.<sup>10</sup>

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.<sup>11</sup>

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.<sup>12</sup>

As cities around the country embraced brick paving more and more, it was not long before it came to Arkansas. Although the exact date of construction for the Beech Street Brick Street is unknown, the City of

<sup>9</sup> 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.

<sup>10</sup> *Ibid.*

<sup>11</sup> *Ibid.*

<sup>12</sup> *Ibid.*



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Texarkana annexed the area on February 13, 1904. The City's Board of Directors annexed an area encompassing approximately 124 acres bounded by E. 16<sup>th</sup> Street on the south, E. 20<sup>th</sup> Street on the north, State Line Avenue on the west and County Avenue on the east. It is likely that the Beech Street Brick Street was constructed shortly after the annexation as the city brought services and improvements to the area.<sup>13</sup>

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 Beech Street was a logical choice. Additionally, Texarkana was home to the Dickey Clay Manufacturing Plant, which by the 1930s was manufacturing tile pipe from clay mined west of the city.<sup>14</sup> The bricks could have been obtained easily for a relatively low cost. Although it is not known who manufactured the bricks used in Texarkana, it is likely that they were manufactured in Arkansas or east Texas.

The Beech Street Brick Street has provided excellent service to the town's residents since it was finished c.1904. The brick pavement of the street has been patched with asphalt in a couple of locations, and has also been repaved with asphalt at the southern end, but overall the brick pavement is in very good condition.

The Beech Street Brick Street is 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.1904 Beech Street Brick Street remains an important example of early street design and construction, and a reminder of early automobile travel in Texarkana.

### STATEMENT OF SIGNIFICANCE

The Beech Street Brick Street is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering. The portion of Beech Street covered by this nomination is the largest contiguous section of brick street remaining in Texarkana. The Beech Street Brick Street includes approximately 3,500 feet of brick pavement that was laid c.1904. The street illustrates the improvements that were undertaken to better cope with automobile traffic in the early twentieth century. As a result, it is therefore eligible for nomination under **Criterion A** for its association with the development of Arkansas highway culture.

<sup>13</sup> McGee, Eston. E-mail to the author. 26 September 2006.

<sup>14</sup> West, p. 200.

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### BIBLIOGRAPHY

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

Hanley, Ray. *A Journey Through Arkansas: Historic U.S. Highway 67*. Charleston, SC: Arcadia Publishing, 1999.

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.

McGee, Eston. E-mail to the author. 26 September 2006.

McLeod, W. E. "Old Roads in North Arkansas." Lawrence County Historical Society Quarterly, Spring 1978.

*Map of the route surveyed from the Mississippi at Lake Providence in Louisiana to the great bend of Red River at Fulton in Arkansas*. Map. Baltimore, W. H. Sidell, 1850.

*Maps showing Arkansas Central, the Helena & Corinth, and the Pine Bluff & Southwestern Railroads together forming the Texas & Northeastern Railway*. Map. New York: G.W. & C. B. Colton & Co., 1872.

*Railway and county map of the Southern States*. Map. Cincinnati, E. Mendenhall, 1864

West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication.

Beech Street Brick Street  
Name of Property

Miller County, Arkansas  
County and State

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

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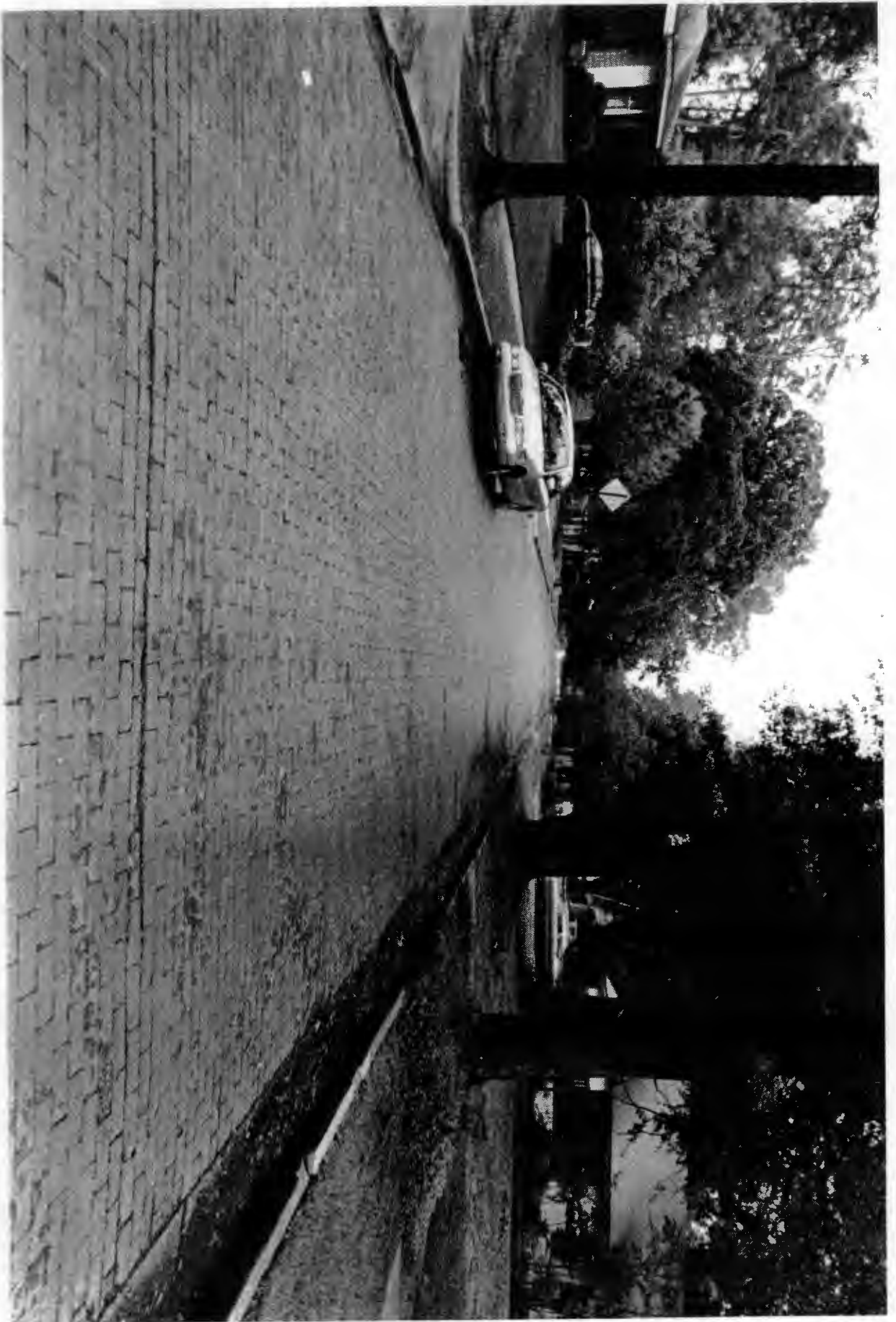
### VERBAL BOUNDARY DESCRIPTION

Beginning at the 14th Street and Beech Street intersection, proceed northerly along Beech Street to the 24<sup>th</sup> Street and Beech Street intersection. The width of the boundary includes 30 feet on either side of the Beech Street centerline.

### BOUNDARY JUSTIFICATION

This boundary contains the most intact portion of the c.1904 Beech Street Brick Street in Texarkana.

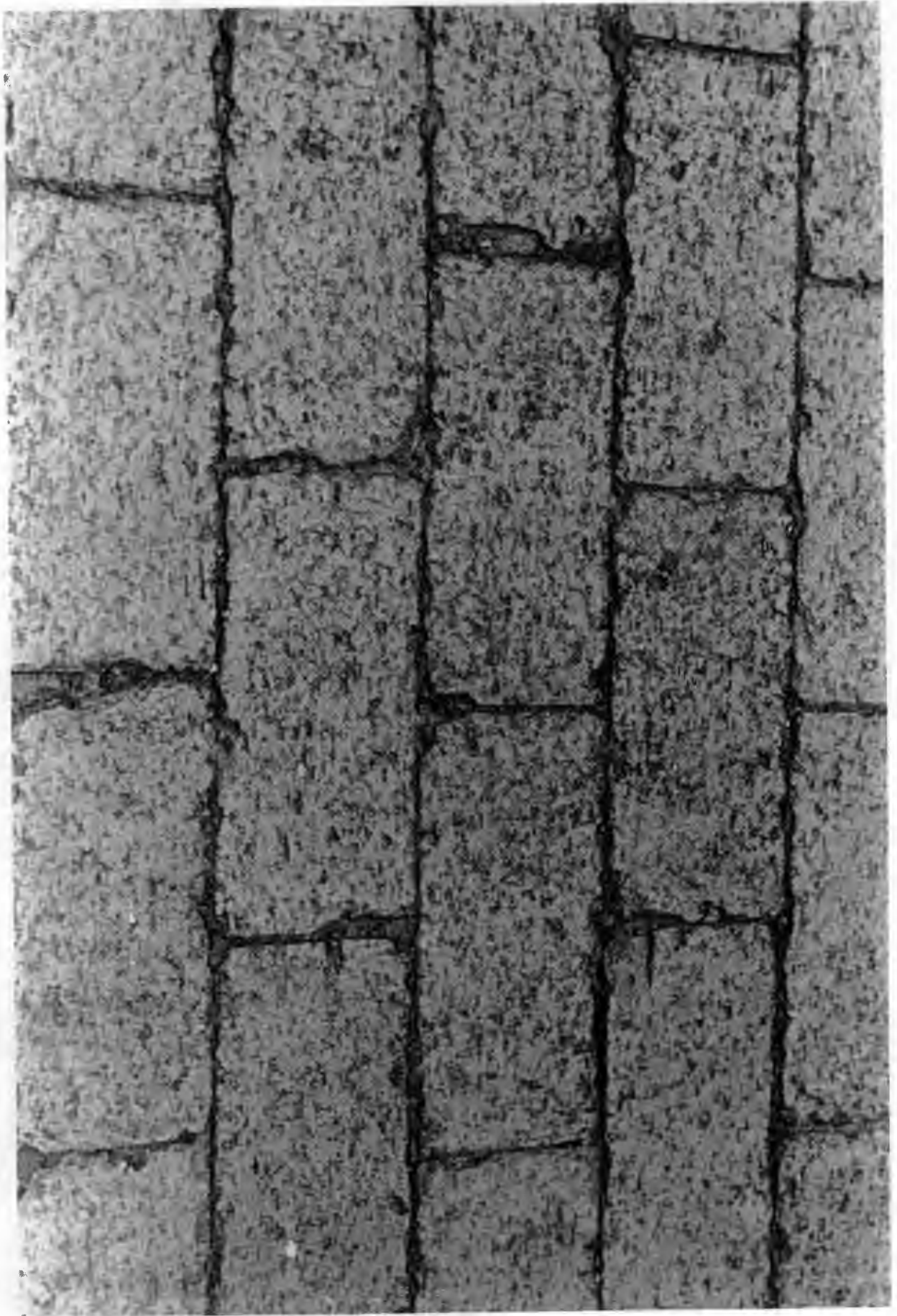














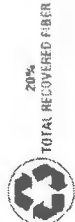


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