

6-16-wo45-62

NR 8-3-77

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC WARREN AND OUACHITA VALLEY RAILWAY STATION

BR0011

AND/OR COMMON

2 LOCATION

STREET & NUMBER

325 WEST CEDAR STREET

NOT FOR PUBLICATION

CITY, TOWN

WARREN

VICINITY OF

CONGRESSIONAL DISTRICT

FOURTH

STATE

ARKANSAS

CODE

05

COUNTY

BRADLEY

CODE

011

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Warren and Ouachita Valley Railway Company

STREET & NUMBER

325 West Cedar Street (L. C. Hedger, Resident Manager)

CITY, TOWN

Warren

VICINITY OF

STATE

Arkansas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. CLERK'S OFFICE

STREET & NUMBER

BRADLEY COUNTY COURTHOUSE

CITY, TOWN

WARREN

STATE

ARKANSAS

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED

CHECK ONE

<input type="checkbox"/> UNALTERED
<input checked="" type="checkbox"/> ALTERED

CHECK ONE

<input checked="" type="checkbox"/> ORIGINAL SITE	DATE _____
<input type="checkbox"/> MOVED	

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

In 1909 the Warren and Ouachita Valley Railway Station was built near downtown Warren. Two years later this depot building was heavily damaged by a fire; much of the building was destroyed. By the end of 1911 the depot had been rebuilt on the same site at a cost just under \$6,000.00.

The Warren and Ouachita Valley Railway Station is a two-storey frame structure with a large one-storey warehouse extending from the rear elevation. A gable roof extends above the warehouse to cover the loading docks along-side both the north and south elevations. The building is cream-colored with dark red trim.

The two-storey section of the railway station has a hip roof with shed-roof dormers on the south, east and north elevations. The first storey is sheathed in narrow clapboard while the second storey and the dormers are covered with rectangular shingles. The paired windows have plain trim on both storeys, but those on the lower floor have arched fanlights above each pair.

Extending across the facade is a one-storey porch roof supported by three brackets. Twin entries are located on either side of the facade. Each entry has rectangular sidelights above panelling and a wide transom with rectangular lights.

Projecting from the north elevation is a one-storey, three-sided bay. Secondary entries set in semi-circular arches are located at the west end of both the north and south elevations. The north entry has double doors, while the south entry has a single door with sidelights on the east side of the door. Both entries on the side elevations have fanlight transoms.

The Warren and Ouachita Valley Railway Station rests on its original site along-side the short-line railroad tracks in Warren. Railroad offices still occupy the upstairs and rear portions of the building; however, the original waiting room now houses an arts and crafts shop. The building has been in continual use since its construction and remains in very good condition.

8 SIGNIFICANCE

✓ PERIOD HISTORIC ___ 1400-1499 ___ 1500-1599 ___ 1600-1699 ___ 1700-1799 ___ 1800-1899 X ___ 1900-	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW ___ ARCHEOLOGY-PREHISTORIC ___ ARCHEOLOGY-HISTORIC ___ AGRICULTURE X ARCHITECTURE ___ ART X COMMERCE ___ COMMUNICATIONS ___ COMMUNITY PLANNING ___ CONSERVATION ___ ECONOMICS ___ EDUCATION ___ ENGINEERING ___ EXPLORATION/SETTLEMENT ___ INDUSTRY ___ INVENTION ___ LANDSCAPE ARCHITECTURE ___ LAW ___ LITERATURE ___ MILITARY ___ MUSIC ___ PHILOSOPHY ___ POLITICS/GOVERNMENT ___ RELIGION ___ SCIENCE ___ SCULPTURE ___ SOCIAL/HUMANITARIAN ___ THEATER X TRANSPORTATION ___ OTHER (SPECIFY)
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SPECIFIC DATES _____ BUILDER/ARCHITECT _____

STATEMENT OF SIGNIFICANCE

The Warren and Ouachita Valley Railway Station was constructed in 1909. Following a destructive fire, most of the frame building was rebuilt in 1911. This architecturally interesting structure is also significant for the role it played in the economic development of Bradley County.

Tracks for the Warren and Ouachita Valley were laid over the site surveyed for the first railroad chartered in Arkansas. On August 12, 1852, the Arkansas General Assembly granted a charter to the Mississippi, Ouachita and Red River Railroad. This railroad was planned to cross south Arkansas from Ferguson's Point on the Mississippi River to Fulton near the Texas border. Though the entire route was cleared and the roadbed graded, no usable tracks were ever laid by the company. Engineering difficulties, health problems caused by summer heat and mosquitos, and financial troubles all combined to prevent the Mississippi, Ouachita and Red River Railroad from ever completing its proposed track.

In 1899 a portion of the track graded by the Mississippi, Ouachita and Red River Railroad was incorporated into the track laid by the Warren and Ouachita Valley. Thus, a portion of track planned by Arkansas' first chartered railroad was finally put in service some 50 years after the charter was issued. The Warren and Ouachita Valley was originally intended to link Warren and Camden; however, difficulty in laying track through the marsh land forced cessation of the line at Banks.

The Warren and Ouachita Valley track was built to serve the lumber industry in Bradley County. The sixteen-mile railroad was incorporated and built by two of the principal lumber companies in Warren, the Arkansas Lumber Company and the Southern Lumber Company. The railroad, which linked Warren with the Rock Island Railroad at Banks, was designed to supply the two large lumber mills belonging to the Arkansas and Southern Lumber Companies. In addition to serving the lumber industry, the Warren and Ouachita Valley Railway was also used as a passenger line from its opening in 1899 until just after World War II.

The depot for this short-line railroad consists of a two-storey frame structure, with a large one-storey warehouse extending from the rear elevation. Shed-roof dormers project from the hip roof on the front and side elevations. A one-storey porch roof extends across the facade and covers the twin entries. Narrow clapboard is used to cover the first-storey walls; rectangular shingles

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INVENTORY -- NOMINATION FORM**

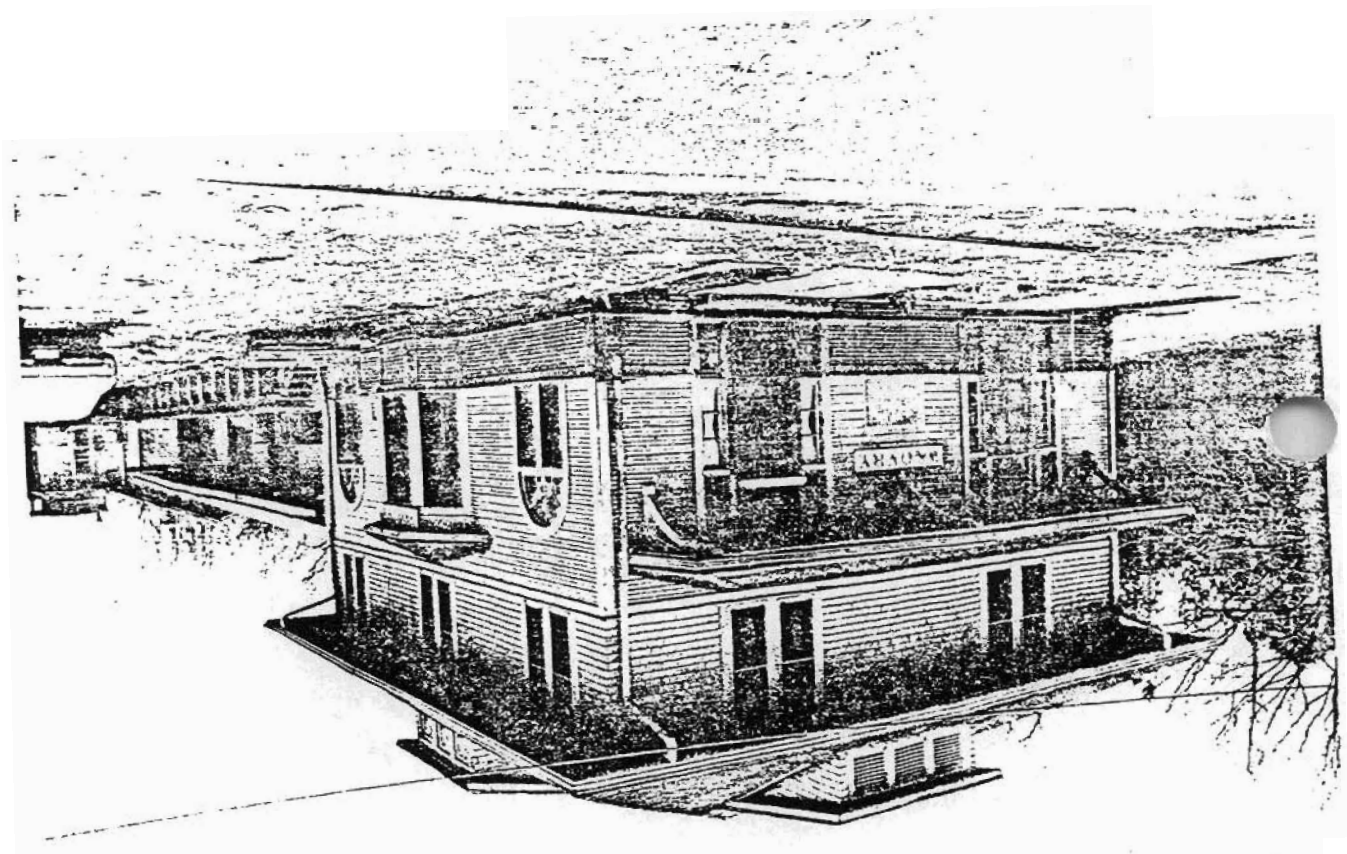
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

cover the second storey and dormers. Semi-circular arches on the side elevations and a one-storey bay on the second storey are especially interesting features.

In 1948, Rock Island Railroad purchased the Warren and Ouachita Valley Railway. Though passenger service ended at that time, commercial service has continued. The depot waiting rooms are now occupied by an arts and crafts shop, with the Rock Island offices located in the upstairs and rear portions of the building. Two fireproof vaults on the ground floor hold records dating back to 1899.

The Warren and Ouachita Valley Railway Station is an architecturally significant commercial structure in south-central Arkansas. The two-storey frame depot is notably different from the usual one-storey brick or frame depots built in most small Arkansas towns in the early twentieth century. The building is also important as a local landmark representing the commercial history of the Bradley County area, and for its association with the first railroad chartered in Arkansas.



9 MAJOR BIBLIOGRAPHICAL REFERENCES

Arkansas State Gazetteer and Business Directory, 1912-1913. Vol. VI. Chicago: R. L. Polk and Company, 1912.
 Hedger, L. C. (Station Manager). Personal interview at Warren and Ouachita Valley Railway Station, Warren, Arkansas, April 11, 1975.
 Hull, Clifton E. Shortline Railroads of Arkansas. Norman, Oklahoma: University of Oklahoma Press, 1969.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

UTM REFERENCES

A	1 1 5	5 8 5 4 5 0	3 7 1 9 6 8 0	B			
	ZONE	EASTING	NORTHING		ZONE		NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

DIANNA KIRK, HISTORIAN

ORGANIZATION

ARKANSAS HISTORIC PRESERVATION PROGRAM

DATE

9-9-75

STREET & NUMBER

300 WEST MARKHAM

TELEPHONE

501-371-1639

CITY OR TOWN

LITTLE ROCK

STATE

ARKANSAS

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Anne Bartley

TITLE STATE HISTORIC PRESERVATION OFFICER

DATE December 14, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER



ARKANSAS HISTORIC
PRESERVATION PROGRAM

NOV 19 1976



Suite 500, Continental Building, Main and Markham
Little Rock, Arkansas 72201 Telephone: (501) 371-2763

November 10, 1976

Mr. L. C. Hedger, Manager
W&OV Railway Station
325 West Cedar Street
Warren, Arkansas

Re: W&OV Railway Station
Warren, Bradley County

Dear Mr. Hedger:

The staff of the Arkansas Historic Preservation Program is preparing a National Register nomination for the W&OV Railway Station which will be presented to the Arkansas State Review Committee at their December meeting. If approved, the nomination will be submitted to the National Register office in Washington for final consideration.

The National Register of Historic Places is a listing of historic sites, buildings, objects and districts from all across the country that are worthy of preservation.

Entry in the National Register is an honor which places no obligation on a private owner. It does, however, provide protection through comment by the Advisory Council on Historic Preservation from federally financed, assisted or licensed projects that might affect a National Register property.

If you have any questions concerning the program or your property's nomination, please contact Dianna Kirk of our staff.

Enclosed are two copies of this letter. Please complete the form below, sign and return the original to our office. The copy is for your files. We would appreciate receiving any comments you might have concerning the nomination of this property. If we do not hear from you within 30 days, your approval is assumed.

Sincerely,

Barbara Woodard

Barbara Woodard
Arkansas Historic Preservation Program

BW:emf

I approve of the above property being nominated to the National Register of Historic Places.

Thank you for your efforts. The Nomination is greatly appreciated
Comments: and hopefully it will be added to the register. The Depot building is approximately 90% original as built in 1909 and is still in use as RR office. Terribly run down and badly in need of repairs but still sound.

Nov 18, 1976
(date)

L. C. Hedger
(signature) Resident-Manager
W. & O. V. Ry. Co.