

NR Listed 2-11-04

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 Langdon Filling Station

other names/site number Bosson and Delaney Service Station

2. Location

street & number 311 Park Avenue

not for publication

city or town Hot Springs

vicinity

state Arkansas

code AR

county Garland

code 051

zip code 71901

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.)

Catherine Matthews 12/08/03  
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

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

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	
	1	0	buildings
	0	0	sites
	0	0	structures
	0	0	objects
	1	0	Total

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

Arkansas Highway and Transportation Era Architecture, 1910 - 1965

Number of Contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions  
(Enter categories from instructions)

COMMERCE: specialty store

Current Functions  
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification  
(Enter categories from instructions)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Tudor Revival

Materials  
(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof ASPHALT

other

Narrative Description

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

**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

ARCHITECTURE

**Period of Significance**

c. 1938 - 1954

**Significant Dates**

c. 1938

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

N/A

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

N/A

**Architect/Builder**

N/A

**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:

Garland County Historical Society

Langdon Filling Station  
Name of Property

Garland County, Arkansas  
County and State

**10. Geographical Data**

Acreage of Property less than one

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>494969</u>	<u>3819774</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
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See continuation sheet

**Verbal Boundary Description**

S28 T2S R19W, Block 144, Lot 23, part of Lot 24, Hot Springs Reservation.

**Boundary Justification**

The nominated property includes the entire parcel historically associated with Langdon Filling Station.

**11. Form Prepared By**

name/title Bill Wiedower  
organization AHPP date September 19, 2003  
street & number 1500 Tower Building, 323 Center Street telephone 501/324-9880  
city or town Little Rock State Arkansas zip code 72201

**Additional Documentation**

it 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 Gene Scott  
street & number 1775 Hamilton Dairy Road telephone 501/623-1811  
city or town Hot Springs State Arkansas zip code 71901

**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 Park Service

## National Register of Historic Places Continuation Sheet

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### Summary

Located at 311 Park Avenue in Hot Springs, the circa 1938 Langdon Filling Station is an outstanding example of an English Revival style filling station. The concrete block structure is covered with a brick veneer and topped with a gable roof. With the exception of a portico added over the gasoline pumps, the building has undergone only minor alterations which have not affected its historic integrity.

### Elaboration

Facing southwest toward Park Avenue, the Langdon Filling Station is a rectangular shaped concrete block building covered with a brick veneer. The building consists of a small office/retail/storage area at the north end of the façade and three auto repair bays to the west. The exterior of Langdon Filling Station has been painted numerous times to comply with the various franchise corporate images through the years. The roof has a very high pitch, approximately 17/12, with a gable at each end. There is also a similarly pitched gable at the door into the office/retail area. All three gables are brick and have narrow rectangular gable vents, in keeping with the English Revival style. The bottom two feet of the eaves are flared, with corbelled brick brackets at each corner of the building and between the overhead doors at the front of the building. The roof is covered in composition shingles. The original window and door of the office/retail area have been replaced with a plate glass window and an aluminum storefront door, but the size of the openings has not been altered. The three overhead garage doors are also not the original doors, but fit into the original space. The remaining windows at the side and rear of the building are the original steel multi-paned windows with center opening awnings. There are men's and ladies' restrooms located at the rear of the building behind the office/retail area. The doors on both restrooms appear to be the original wooden ones, with two light vision panels and three cast iron strap hinges.

The interior of the building has not been altered from the original, except for the addition of new electrical outlets and fluorescent lighting. The walls are painted concrete block with no ornamentation. The floors are concrete, and the ceilings are plaster.

Currently the building is empty, but remains in good condition with minimal alterations to the original structure. Although some alterations have occurred, the building is still the best example of an English Revival style service station/garage along Park Avenue in Hot Springs.

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## National Register of Historic Places Continuation Sheet

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### Summary

Constructed circa 1938 the Langdon Filling Station is being nominated under **Criterion A** with **local significance** for its association with automobile travel in Hot Springs, Arkansas. It is also being nominated under **Criterion C** as an excellent example of an English Revival style service station/garage.

### Elaboration

The Langdon Filling Station was prominently displayed at the end of Park Avenue closest to downtown Hot Springs. It was constructed to attract tourists and automobile traffic as the conversion along Park Avenue from large residential homes to commercial businesses aimed at automobile travelers began in the mid to late-1930s. Beginning with the completion of the paved Little Rock-Hot Springs highway (Highway 70) in 1925, Park Avenue being the final stretch into "the Spa City," residents of Hot Springs and Park Avenue saw an opportunity to "make a buck" off the growing automobile traffic the highway guaranteed. In addition to being a convenient stop en route to Dallas, Texas, Hot Springs thrived as a tourist destination. Known primarily for the healing powers of the thermal waters that flowed from its hillsides, Hot Springs also boasted alligator and ostrich farms, a horse-racing track, several theaters, and two amusement parks during its visitation peak. With the growth of automobile traffic, and the expansion of the city of Hot Springs in the 1930s-40s, travelers began looking for convenient and accessible services near highways.

As a result, traveler services, including tourist courts and service stations, began appearing along Park Avenue because of its proximity to Hot Springs' major attractions and entertainment venues. The evolution of the gas station roughly went from pumps outside of general stores in downtown areas, to residential styled freestanding buildings, to corporate-designed structures identifying individual petroleum companies. The gas and service stations along Park Avenue were designed to resemble residential structures, primarily in the English Revival and Craftsman styles.

Early records of the Langdon Filling Station reveal that Albert E. Langdon built the structure around 1938 and ran the Langdon Filling Station until 1944. According to the Hot Springs City Directories, Langdon sold the property to A. C. Griffith in 1944. Griffith had sold the building to Gene Eddleman by 1946. The Gene Eddleman Filling Station occupied the site for 5 years, at which point it was purchased by Warner Howard and became the Warner Howard gas station. It is unclear whether or not any of the owners were associated with a large oil company, and the research did not reveal any corporate businesses associated with the owners or their gas stations.

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Langdon Filling Station was built circa 1938 in the English Revival style. The building is in very good condition and was used continually as a service station until the mid-1990s without compromising the integrity of the original design of the structure, though some minor updates have been preformed.

By the early-1950s medical advancements had made drugs more readily available for ailments previously treated with thermal baths, resulting in the decline of visitors to the city. Unlike their tourist court neighbors on Park Avenue, gas and service stations did not suffer because of the decline of tourism in Hot Springs. The population of Hot Springs continued to grow and production of the automobile had doubled by the 1950s. Residents continued to patronize service stations and garages allowing them to serve their original function.

### Statement of Significance

Langdon Filling Station is being nominated under **Criterion A** with **local significance** for its association with automobile travel. Travel, specifically along the Little Rock-Hot Springs Highway in Hot Springs, Arkansas. It is also being nominated under **Criterion C** as a very fine example of an English Revival style gas station. The nomination is being submitted 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.**"

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## National Register of Historic Places Continuation Sheet

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### Bibliography

Baeder, John. Gas, Food, and Lodging: A Postcard Odyssey, Through the Great American Roadside. New York: Cross River Press, Ltd., 1982.

Garland County Tax Records, 1938 – 1953, 2000 – 2001.

Interview with Jill Curran, Director, Encyclopedia of Arkansas, August 2003.

Interview with Bobbie Jones McLean, Executive Director, Garland County Historical Society, August 2003.

Interview with Gene Scott, owner of Bosson and Delaney Service Station, September 9, 2003.

Hot Springs City Directory, 1930, 1938, 1940, 1942, 1944, 1948, 1951, 1953, 1955.

Liebs, Chester H. Main Street to Miracle Mile: American Roadside Architecture. Boston: Little, Brown and Company, 1985.

McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1990.

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