

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 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: Gulf Oil Company Filling Station

Other names/site number: Site #LA0093

Name of related multiple property listing:  
Arkansas Highway and Transportation Era Architecture, 1910-1965

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

### 2. Location

Street & number: 131 Main Street

City or town: Stamps State: Arkansas County: Lafayette

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

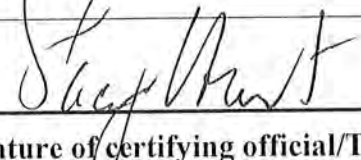
I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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 X C     D

	<u>10-12-18</u>
<hr/> <p><b>Signature of certifying official/Title:</b> <span style="float: right;"><b>Date</b></span></p>	
<p><u>Arkansas Historic Preservation Program</u></p>	
<p><b>State or Federal agency/bureau or Tribal Government</b></p>	

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

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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:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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**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	
<u>1</u>	<u>1</u>	buildings
<u>          </u>	<u>          </u>	sites
<u>          </u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register           

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE/specialty store

**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY  
AMERICAN MOVEMENT/Craftsman

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

Principal exterior materials of the property: BRICK, GLASS, TAR

### 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 Gulf Oil Filling Station, which was built c.1930, is a one-story brick building with a flat roof with parapet located at 131 Main Street in Stamps, Lafayette County, Arkansas. Main Street is the main road that leads into downtown Stamps from U.S. 82 on the north side of town. The Gulf Oil Filling Station is comprised of two sections, the original office portion of the building with its large canopy over the pump area, and the two-bay service section of the building, which was added on at a later date. The building rests on a continuous brick foundation. The building is painted blue, white, and orange, which are the corporate colors of Gulf Oil Company, and is mainly fenestrated with double-hung windows.

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### Narrative Description

The Gulf Oil Filling Station, which was built c.1930, is located at 131 Main Street in Stamps, Lafayette County, Arkansas. Main Street is the main road that leads into downtown Stamps from U.S. 82 on the north side of town and connects with Arkansas Highway 53 on the east side of town. The Gulf Oil Filling Station is a one-story brick building that is comprised of two sections – the original office portion of the building with its large canopy over the pump area, and the two-bay service section of the building, which was added on at a later date. The building rests on a continuous brick foundation and is topped by a flat roof with parapet. The windows in

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the building are mainly double-hung windows, although large plate-glass windows are located in the front of the building's office section. The building is painted blue, white, and orange, which are the corporate colors of Gulf Oil Company.

### ***Front/Northeast Façade***

The front façade of the Gulf Oil Company Filling Station is divided into two sections. The southern section is comprised of the original building, which has the office. The original section has a central entrance with a wood door with fifteen rectangular windows arranged in a grid of three windows wide by five windows tall. The original section's central entrance is fenestrated on each side by a single plate-glass window.

Projecting from the original portion of the building is the canopy that sheltered motorists as they pumped gas. The canopy is supported by brick columns at the end by the road, and each column has a decorative pattern comprised of soldier courses of brick. A projecting cornice with dentils spans the three sides of the canopy and a stuccoed parapet is located above the cornice.

The northern section of the building is an addition that has the two service bays of the filling station. Each bay has a large roll-up garage door. The top part of each door is fenestrated by twelve rectangular windows organized in a grid that is three windows wide and four windows tall. Above the service bays, the façade is spanned by the same dentiled cornice and parapet that is found on the canopy.

### ***Side/Southeast Façade***

The southeast façade of the building is the side of the original filling station. At the east end of the façade is the south side of the canopy. The east end of the south façade is fenestrated by a pair of wood-framed, nine-over-one double-hung windows that provide light and air for the office. To the west of the pair of windows, in the center of the façade, is the entrance for the ladies restroom. The door has a frosted-glass window in the top half and four recessed rectangular panels in the bottom half. Above the door is a single-pane rectangular transom window.

The southeast façade of the building is sheltered by a large flat-roofed metal canopy. Although it overhangs the building, it appears to be a separate structure.

### ***Rear/Southwest Façade***

The rear of the building, like the front façade, is divided into two sections – the original office section and the service bay addition. The rear of the office section near the southern end has the entrance for the men's restroom. The door has a frosted-glass window in the top half and four recessed rectangular panels in the bottom half. Above the door is a single-pane rectangular transom window. The other end of the office section of the building has a wood-frame double-hung window.

The rear of the service bay addition has three double-hung, wood-frame, one-over-one windows that are evenly spaced near the north end of the building. At the junction of the office and service bay sections of the building is a small shed-roofed addition with wood siding.

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***Side/Northwest Façade***

The northwest façade is the end of the service bay portion of the building. It is fenestrated with two double-hung, two-over-two windows that are evenly spaced along the façade. Like the front and other side façade of the building, the façade is spanned by the same dentiled cornice and parapet that is found on the canopy.

***Interior***

The interior of the building consists of the northern part of the building, which is one large open space that encompasses the service bays. The southern part of the building consists of the office and the two restrooms.

***Integrity***

The Gulf Oil Company Filling Station in Stamps has good historic integrity from its period of significance. The building has had an addition built, which contains the service bays, but it was done during the period of significance and illustrates the need to provide additional services to motorists. The other large change to the building is the construction of the metal shed on the south end of the building. However, it appears to be a separate structure and not necessarily an addition to the filling station. The building still very much reflects the Gulf Oil corporate design from the period. The setting around the filling station also still reflects the mixture of commercial and residential development that existed when the building was built c.1930. As a result, the Gulf Oil Company Filling Station still reflects those qualities that make it significant.



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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  
ARCHITECTURE

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

**Period of Significance**

c.1930-1969

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

**Significant Dates**

c.1930

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

**Significant Person**

(Complete only if Criterion B is marked above.)

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

**Cultural Affiliation**

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

**Architect/Builder**

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



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**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.)

The Gulf Oil Company Filling Station in Stamps, Lafayette County, Arkansas, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as a good example of a c.1930-era Gulf Oil Company “sandbrick” corporate design. First used in Louisville, Kentucky, in 1917, the Gulf Oil Company Filling Station in Stamps follows the Gulf Oil Company corporate design of the late 1910s and 1920s. The Gulf Oil Company Filling Station is also being nominated under **Criterion A** with **local significance** for its associations with the increased development of automobile-related facilities across the state in the first part of the twentieth century. The Gulf Oil Company Filling Station is an early example of the types of filling stations that were built to handle the increasing number of automobiles that were present in Arkansas during the 1920s. The Gulf Oil Company Filling Station is 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.”

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

Lafayette County was created on October 15, 1827, from land on the Louisiana and Texas borders in southwest Arkansas and it initially included the land of Lafayette and Miller counties along with much of Columbia County. The new county was named after the Marquis de Lafayette. The first courthouse was a log building built in the 1830s and located at “the Wright place on Chickinniny Prairie.” However, in 1840 the county seat was moved to Old Lewisville, which was named after Lewis B. Fort, and located about two miles north of present Lewisville. After the creation of Columbia County in 1852 and Miller County in 1874, Lafayette County became smaller than the standard size for counties at the time and a special act needed to be passed in order for the county to continue to exist. Once the railroad line was constructed through Lafayette County, the town of Lewisville, referred to at the time as “New Lewisville,” moved south to be near the railroad line, and the new town beat out Canfield in order to remain the county seat.<sup>1</sup>

Although some white settlement occurred in the Stamps area in the early nineteenth century, it was not until the mid-nineteenth century that settlement and development in the area really began in earnest. During the 1860s, the Stamps family built a small sawmill in the area, which the Bodcaw Lumber Company later acquired. However, the completion of the St. Louis Southwestern Railway’s line across Lafayette County in 1882 was the event that really spurred additional development in the area.<sup>2</sup>

<sup>1</sup> *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Company, 1890, pp. 347-349.

<sup>2</sup> Teske, Steven. “Stamps (Lafayette County).” *The Encyclopedia of Arkansas History and Culture*. Found at: <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?search=1&entryID=915>.

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Stamps was named for Hardy James Stamps who came to the area from Georgia in 1880 to operate the Bodcaw Lumber Mill. The post office was established in 1888, and it was named after Stamps. Through the late nineteenth century, the community grew. When the Louisiana and Arkansas Railroad was incorporated in 1898 by William Buchanan of the Bodcaw Lumber Company, the railroad's principal shops were initially located in Stamps. The construction of the line, initially south to Spring Hill, Louisiana, and then north to Hope in 1902, allowed easy shipment of lumber products from Stamps.<sup>3</sup>

The expansion of the Bodcaw Lumber Company during the early years of the twentieth century really drove Stamps' economy during the period. The company's sawmill expanded and was supposedly the largest sawmill in the world for yellow pine. The company store offered a wide variety of products, including groceries, clothing, and hardware (which also included coffins). The Bodcaw Bank opened in Stamps in 1903 and the *Lafayette County Democrat* began publication in 1905.<sup>4</sup>

By the 1930s when the *WPA Guide to Arkansas* was written, the nature and character of Stamps had changed from its nineteenth-century roots. The *Guide* noted:

STAMPS, 155.8 m. (267 alt., 2,305 pop.), is another waning cotton and lumber town revived by the oil industry. LAKE JUNE (*fishing, motorboating*), a 93-acre lake inside the city limits, affords excellent fishing for crappie and largemouthed black bass, as well as white perch, cat, and bream.<sup>5</sup>

The change in Stamps' economy to one supported more by the oil industry was reflected in the companies that were listed on the Sanborn map for Stamps in 1930. By 1930, three oil companies – Gulf Refining Company, Pierce Petroleum Corporation, and Standard Oil Company of Louisiana – had facilities in Stamps, compared to only one – Standard Oil Company – in 1919.<sup>6</sup>

The growth of highway facilities in Lafayette County was partially driven by the oil industry, but it was also spurred on by highway development in the area during the late nineteenth and early twentieth centuries. By 1890 when the *Biographical and Historical Memoirs of Southern Arkansas* was published, it was noted in Lafayette County that:

The highways nearly all center at Lewisville, there being roads from there to Shreveport, Camden, Hope, Minden, and Texarkana, with branches among which is the Long Prairie and

<sup>3</sup> Teske.

<sup>4</sup> Teske.

<sup>5</sup> West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 371.

<sup>6</sup> Sanborn Fire Insurance Maps for Stamps, Lafayette County, Arkansas. 1913, 1919 and 1930.



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Spring Bank road. On these are six county bridges on Bodcaw,  
Walker and Menise Bayous and Crabtree Lake.<sup>7</sup>

The highway from Lewisville to Camden would most likely have passed through Stamps. By the early 1920s, when the state highway system was developed, the highway that began in Texarkana and went east through Lewisville, El Dorado, Hamburg, and Lake Village, was designated Highway B-2, and was categorized as a Secondary Federal Aid Road.<sup>8</sup> A few years later, the highway would become Arkansas Highway 2, and ultimately be renamed U.S. 82 c.1930.<sup>9</sup>

Highway-related facilities began to arrive in Stamps during the 1910s, which illustrated the changes in transportation in the area as the highway system developed. According to the 1913 Sanborn map for Stamps, a bicycle repair shop existed on Main Street on the south side of the town's square. However, by 1919 the shop was gone and at a different location in the block was a garage, which appears to be one of the first auto-related facility in the community. Another garage at the northwest corner of Thomas and 2<sup>nd</sup> streets had a capacity of eight cars. The 1919 Sanborn map noted that the garage had a "capacity [of] 18 cars...gasol. in bbls." By 1930, when the next Sanborn map was done for Stamps, the community had at least five filling stations, one auto sales business, two auto repair shops, and two garages with a combined capacity of 25 cars. Among the five filling stations was the Gulf Oil Company Filling Station on Main Street.<sup>10</sup>

The Gulf Oil Company was founded in 1901 after oil was discovered in the Spindletop Field of Texas. The company was financed by Andrew Mellon of Pittsburgh, Pennsylvania, and he would ultimately control the company. Gulf Oil would evolve mainly as a company that focused on exploration and production. As Jakle and Sculle note in *The Gas Station in America*, "the company's strategy was to find and produce crude oil and then integrate downstream through the development of refinery and marketing facilities." Initially, Gulf Oil was well established in West Texas, although it also had wells in Oklahoma, Louisiana, and Kansas. However, by 1930 the company's marketing territory extended from Texas across the Southeast and also north into the Midwest and Northeast. Gulf remained an independent company until it agreed to a merger with Chevron in 1984.<sup>11</sup>

Prior to the construction of the Gulf Oil Company Filling Station in Stamps, the site was occupied by a house both in 1913 and 1919, according to the two Sanborn maps that cover the area prior to the construction of the filling station. Interestingly, prior to the construction of the filling station, the house on the site was apparently moved a short distance to the west rather than be demolished, and it was reoriented to face Hope Road. Although it appears to be a lot of

<sup>7</sup> *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Company, 1890, p. 349.

<sup>8</sup> Arkansas State Highway Department. *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Connecting State Road*. Little Rock: Arkansas State Highway Department, 1924.

<sup>9</sup> Arkansas State Highway Maps. 1924-1933. In the files of the Arkansas Historic Preservation Program.

<sup>10</sup> Sanborn Fire Insurance Maps for Stamps, Lafayette County, Arkansas. 1913, 1919 and 1930.

<sup>11</sup> Jakle, John A., and Keith A. Sculle. *The Gas Station in America*. Baltimore: The Johns Hopkins University Press, 1994, pp. 100-101.

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trouble to go through in order to accommodate the station, it allowed the filling station to have a prominent site at the intersection of three roads – Hope Road, Main Street, and Conlan Avenue, and it also allowed the filling station to be visible from the town’s square.<sup>12</sup>

Although it is not exactly known when the Gulf Oil Filling Station was built, an advertisement for the filling station appears in the February 14, 1930, edition of the *Lafayette County Democrat*. The advertisement reads:

GARAGE  
In connection with  
Gulf Service Station  
All work guaranteed  
Phone 198  
E E ROGERS<sup>13</sup>

The design of the filling station in Stamps illustrates some of the design and business philosophies of Gulf Oil. For example, Gulf Oil Company was a pioneer in establishing filling stations, especially full-service stations that offered other services to motorists besides gasoline. As noted in *A Field Guide to Gas Stations in Texas*:

...About 1913, Gulf Refining Company introduced the first full-service filling station in Pittsburgh, Pennsylvania, in a brick, pagoda-like station and offered free air, water, restrooms, and a lighted sign. The station cast a large, cantilevered canopy over multiple above-ground pumps, allowing access from a number of different directions at one time. Contrary to the curbside pumps without canopies, the early Gulf station allowed for a fill-up even in inclement weather. Prior to 1915, however, few automobiles were covered, so little automobile travel occurred in poor weather conditions and thus canopies were not necessary.<sup>14</sup>

The original part of the Gulf Oil Company Filling Station in Stamps was constructed c.1930, and represented an example of Gulf Oil Company’s “sandbrick” design, which was first introduced in Louisville, Kentucky, in 1917. The use of the dark red brick and the cornice moldings were features that had been used on Gulf’s original hexagonal-shaped station of the early 1910s. This allowed continued brand recognition, even though the form of the station had changed, and it also allowed the station to fit into both residential and business districts.<sup>15</sup>

<sup>12</sup> Sanborn Fire Insurance Maps for Stamps, Lafayette County, Arkansas. 1913, 1919 and 1930.

<sup>13</sup> Advertisement for Gulf Service Station. *Lafayette County Democrat*. 14 February 1930.

<sup>14</sup> Jones, W. Dwayne, David W. Moore, Jr., and Shonda Mace. *A Field Guide to Gas Stations in Texas*. Austin, TX: Hardy-Heck-Moore, Inc., 2016. Found at: <http://www.thc.texas.gov/public/upload/preserve/survey/highway/TxDOT%20Field%20Guide%20to%20Gas%20Stations%20in%20TX%202016.pdf>. p. 3-1.

<sup>15</sup> Jones, W. Dwayne, David W. Moore, Jr., and Shonda Mace. *A Field Guide to Gas Stations in Texas*. Austin, TX: Hardy-Heck-Moore, Inc., 2016. Found at:



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The popularity of the “sandbrick” design was due to several of the design’s characteristics. According to the book *Fill ‘er Up!: The Great American Gas Station*,

The principal economic attractions of this design...were widely available with dark brown brick, off-the-shelf cornice moldings, and simple construction that enabled it to be installed in virtually any location without modification. No one could object to its dignified, low-key appearance, and the sheer consistency of Gulf’s Sandbrick design provided unrivaled brand identity.<sup>16</sup>

Gulf Oil Company had two different versions of the design, one with a large canopy for high-volume sites and one with a small awning for smaller-volume sites. Although Stamps was a small town in the 1920s, the filling station reflects the design for a high-volume site, likely due to its location on a main street and the fact that it was located right near the community’s commercial core.<sup>17</sup>

By the time that the Gulf filling station in Stamps was built c.1930, the “sandbrick” design was starting to appear dated. Other brands, such as Texaco, had introduced more modern designs, and Gulf finally introduced an Art Deco design c.1932 that was built out of molded and glazed cream-colored terracotta bricks. However, with the design being introduced in the height of the Great Depression, it is unknown how many of the new design were actually built.<sup>18</sup>

The use of a standardized design for gas stations, such as Gulf’s “sandbrick” design, was popular with several other brands, including Cities Service, Phillips 66, and Sinclair. The use of standardized designs and increased amenities and levels of service brought about a “keeping-up-with-the-Joneses” type atmosphere to the gasoline business during the 1920s and 1930s. As *A Field Guide to Gas Stations in Texas* points out:

...Efforts to distinguish between competing stations introduced distinctive buildings, generally with canopies projecting toward the highway or street and covering gasoline pumps. Amenities also began to appear, including vending machines and water fountains. Service attendants wiped windshields, checked oil and water, and provided curb service. Larger specialized service bays, attached to the basic building form, became popular by the end of the decade.

The Gulf Oil Filling Station in Stamps illustrates a “distinctive building, generally with canopies projecting toward the highway or street and covering gasoline pumps” as well as the “larger specialized service bays, attached to the basic building form, [that] became popular by the end of

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<http://www.thc.texas.gov/public/upload/preserve/survey/highway/TxDOT%20Field%20Guide%20to%20Gas%20Stations%20in%20TX%202016.pdf>, p. 4-4.

<sup>16</sup> Russell, Tim. *Fill ‘er Up!: The Great American Gas Station*. New York: Crestline, 2013, pp. 154-155.

<sup>17</sup> Russell, Tim. *Fill ‘er Up!: The Great American Gas Station*. New York: Crestline, 2013, p. 100.

<sup>18</sup> Russell, Tim. *Fill ‘er Up!: The Great American Gas Station*. New York: Crestline, 2013, p. 156.

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the decade.” (Prior to the addition of the service bays, a grease pit was on the south side of the building.) The filling station was purchased by the Bright family in 1952, and has remained under their ownership since that time.<sup>19</sup>

### SIGNIFICANCE OF THE PROPERTY

During the 1920s, the use of cars and trucks in Arkansas grew tremendously. According to the *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*, the number of cars licensed in Arkansas grew from 102,065 in 1923 to 123,456 in 1924 and the number of trucks licensed in the state grew from 11,131 in 1923 to 16,280 in 1924. The dramatic increase in the number of cars and trucks on the road during the 1920s necessitated a lot of improved infrastructure, including roads, bridges, and other facilities, such as gas stations.<sup>20</sup>

The Gulf Oil Company Filling Station in Stamps, which was built c.1930, and added onto later, illustrates the phenomenal growth in the number of gas stations during the 1920s to handle increased automobile use. The number of gas stations in the country increased from 12,000 in 1921 to 143,000 in 1929, and this number would continue to grow phenomenally during the 1930s, reaching 231,000 stations in 1940. In addition, it also illustrates the greater attention to detail and design that was incorporated into gas stations of the 1920s and 1930s. As John Margolies writes in his book *Pump and Circumstance*, “The newer, improved stations of this period, in addition to being larger and more attractive, were also characterized by their larger, landscaped lots, wider driveways, and islands with several pumps, sometimes covered by canopies or freestanding shelters.” The addition of the service bays to the Gulf Oil Company Filling Station is also illustrative of the period, where “Open or semi-enclosed grease pits were replaced by hydraulic lifts beginning in 1925. The new equipment was often housed in enclosed service bays attached to stations and sometimes euphemistically dubbed ‘lubratoriums.’”<sup>21</sup>

As a reflection of the evolution of gas station design during the 1920s and 1930s, the Gulf Oil Company Filling Station in Stamps, Lafayette County, Arkansas, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as a good example of a 1930-era Gulf Oil Company “sandbrick” corporate design. In addition, for its associations with the dramatic increase in the development of automobile-related facilities during the first part of the twentieth century, the Gulf Oil Company Filling Station is also being nominated under **Criterion A** with **local significance**. The Gulf Oil Company Filling Station is also 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.”

<sup>19</sup> Bright, David. Telephone conversation with the author. 6 April 2018.

<sup>20</sup> *Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Company, c.1924, pp. 197-205.

<sup>21</sup> Margolies, John. *Pump and Circumstance: Glory Days of the Gas Station*. Boston: Bullfinch Press, 1993, pp. 44, 48-49, and 58.



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## 9. Major Bibliographical References

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

Advertisement for Gulf Service Station. *Lafayette County Democrat*. 14 February 1930.

Arkansas State Highway Department. *Map of State of Arkansas Showing System of Primary and Secondary Federal Aid Roads and Connecting State Road*. Little Rock: Arkansas State Highway Department, 1924.

Arkansas State Highway Maps. 1924-1933. In the files of the Arkansas Historic Preservation Program.

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

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Gulf Oil Company Filling Station  
Name of Property

Lafayette County, Arkansas  
County and State

**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):** LA0093

**10. Geographical Data**

**Acreage of Property** Less than one acre.

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: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Gulf Oil Company Filling Station  
Name of Property

Lafayette County, Arkansas  
County and State

Or

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 453460 | Northing: 3691593 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

Beginning at UTM Point 15/453466/3691610, proceed southerly for 150 feet along the west side of Main Street and Conlan Street to UTM Point 15/453476/3691566, thence proceed southwesterly for 60 feet to UTM Point 15/453458/3691563, thence proceed northwesterly for 145 feet to UTM Point 15/453458/3691604, thence proceed northeasterly for 65 feet to the point of beginning.

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

The boundary includes the Gulf Oil Company Filling Station and its immediate surroundings.

**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.wilcox@arkansas.gov  
telephone: (501) 324-9787  
date: June 4, 2018

**Additional Documentation**

Submit the following items with the completed form:

Gulf Oil Company Filling Station  
Name of Property

Lafayette County, Arkansas  
County and State

- **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.

### Photo Log

Name of Property: Gulf Oil Company Filling Station

City or Vicinity: Stamps

County: Lafayette County

State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: March 20, 2018

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

1 of 5 . Northeast and northwest façades, looking south.

2 of 5 . Southwest and southeast façades, looking northeast.

3 of 5 . Southeast and northeast façades, looking northwest.

4 of 5 . Northeast façade, looking southwest.

5 of 5 . Southeast and northeast façades, looking northwest.

Gulf Oil Company Filling Station  
Name of Property

Lafayette County, Arkansas  
County and State

COMING—HOLLYWOOD REVUE

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**GARAGE**

In connection with

**Gulf Service Station**

All work guaranteed

Phone 198

**E E ROGERS**

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Figure 1: Advertisement for Gulf Service Station. *Lafayette County Democrat*. 14 February 1930.

**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.





|-----71 feet-----|

Gulf Oil Company Filling Station  
Stamps, Lafayette County, Arkansas

UTM 15 453460E 3691593N

↑  
North





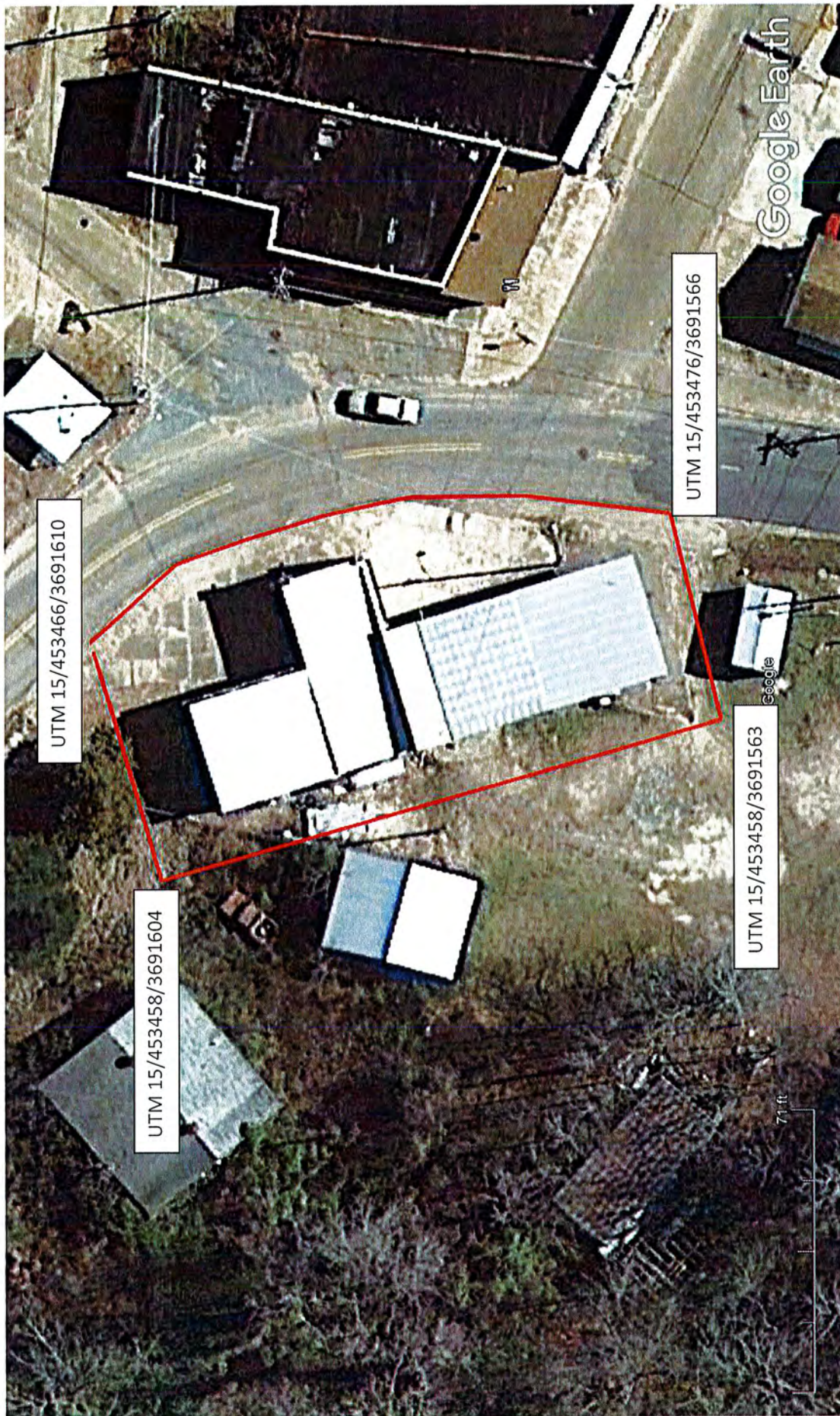
|-----382 feet-----|

Gulf Oil Company Filling Station  
Stamps, Lafayette County, Arkansas

UTM 15 453460E 3691593N

↑  
North





Gulf Oil Company Filling Station  
Stamps, Lafayette County, Arkansas  
= National Register Boundary

↑  
North

|-----71 feet-----|



















