

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: Fayetteville Fire Department Fire Station #3
Other names/site number: Drake Field Fire Station, Former Fire Station No. 3
Name of related multiple property listing:

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

2. Location

Street & number: 4140 South School Street
City or town: Fayetteville State: Arkansas County: Washington
Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

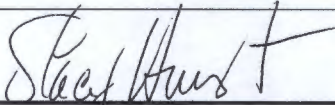
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

 <hr/> Signature of certifying official/Title: <u>Arkansas Historic Preservation Program</u>	<u>4-3-15</u> <hr/> Date
State or Federal agency/bureau or Tribal Government	
In my opinion, the property meets does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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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:)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Government: fire station

Current Functions

(Enter categories from instructions.)

Government: fire station

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: mid-century modern

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, Concrete, Corrugated aluminum

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.)

Summary Paragraph

The Fayetteville Fire Station #3 is an excellent example of a Mid-Century modern Fire Station constructed in Fayetteville, Arkansas, between 1963- 1964. While a fine example of this type of modern design and construction, it also relays the story of the mid-century expansion of the City of Fayetteville in the areas of Community Planning and Development and Politics/Government. Located in Fayetteville, Arkansas, the Fayetteville Fire Station #3 was one of three mid-century fire stations designed by well-known local architect T.E. Shelton in 1963. This small, one-story, brick building with large protruding brick piers, creating five bays, was built in 1963. The other two fire stations designed and built as part of the citywide bond issue still remain. Fire Station #1, or Central Fire Station, retains a high level of integrity while the final fire station, at 1020 East Harold Street, has had an incompatible front porch roof and new windows.

The site, on which Fire Station No. 3 is located, is generally set on the northwest corner of the Fayetteville Municipal Airport (Drake Field). Surrounding the fire station on the north side is a large grassy area and part of the airport tarmac. Located to the east side of the fire station is another portion of the airport tarmac. To the south is a small nondescript metal building that houses a small business associated with the airport. To the west is a U.S. Highway 71. Fire

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Station No. 3 offers a remarkable contrast to the other buildings, which are newer nondescript metal buildings associated with the airport or surrounding businesses.

Narrative Description

Front Façade (North Elevation)

The front façade of the Fayetteville Fire Station No. 3 faces west and is visually broken into five bays. The five bays are broken up by protruding brick, rectangular piers, with Bays 1 and 4 being identical and Bays 2 and 3 being identical fire truck bays, leaving only Bay 5 unlike any other. The bays to the right and left of the two fire truck bays (Bays 1 and 4) of the fire station consist of a floor to ceiling tall, narrow, window that stops at the same height as the large rolling overhead door found in the fire truck bays. Bays 2 and 3 are also identical and are broken up by the protruding brick, rectangular piers that extend above the parapet wall. Bays 2 and 3 are home to the fire apparatuses, including trucks, engines and other service devices. Each of these two bays has a large rolling overhead garage door. Located above the garage door is a small rectangular panel clad in brick that ends at the top of the parapet wall. All brick work on the non-protruding piers brick, on the entire building, is set as a running or stretcher bond pattern, while all brick located within protruding piers, on the entire building, is set using a stacked bond pattern,

The last bay, Bay 5 is smaller but more detailed than the other four. The main fenestration on Bay 5 is the location of the front door and two, center casement windows. The front entrance door is located on the left side of the bay nearly adjacent to the tall, narrow window of Bay 4. Located above the steel entryway is a glass transom. To the right of the steel entrance way are two adjacent, center casement windows, with a stationary window located above and below the casement. Other ornamentation located on the west elevation is the cantilevered awnings over window and door openings.

The first cantilevered awning starts at the protruding pier between Bay 3 and 4 and wraps across all of Bay 4 and 5 and continues to extend around the corner on to the south elevation before terminating at a protruding pier on the south elevation. This cantilevered awning is clad on the sides with ribbed corrugated aluminum, and underneath with stucco. The awning actually is set just above the window line of the first story, and across and partially below where the tall, narrow windows of Bay 4 are terminated. The band or awning actually extends beyond and over the rectangular pier and is uninterrupted. Located on top of this section of banding or awning, are four florescent lights, which illuminate the mid-century lettering "Fayetteville Fire Department." The second horizontal band starts out as a corrugated aluminum band over the top of Bays 4, but protrudes or cantilevers out over Bays 1-4. However unlike the first band or awning this band is terminated on the north elevation. Centrally located above this awning or banding is another light fixture which used to illuminate the lettering "Station No. 3."

North Elevation

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The north elevation also contains little ornamentation with the exception of window placements and a louvered exhaust vent. Moving right to left across the elevation there is a small area of brick before coming to two adjacent center casement windows identical to those found on the west elevation. To the left of the casement window is another identical casement window. To the left of that casement window is a metal louvered exhaust vent from the fire apparatus bay. To the left of the exhaust vent is a large area of unornamented brick before coming to a narrow center casement windows located two to three feet off the ground but adjacent to another steel entry door. To the left of the entrance doors is another small area of unornamented brick before terminating at the corner.

East Elevation

The east elevation, like the north elevation, contains limited fenestration. Moving right to left across the elevation there is a large rolling overhead garage door that allows for a fire truck to exit on to the tarmac. This section of the elevation is taller in profile than the rest of the fire station due to the necessity of the truck, compared to living space. To the left of the overhead door is a large unornamented brick area before coming to two, adjacent, center casement windows. To the left of the casement window is another identical set of two, center casement window. To the left of the windows is another large unornamented brick area before terminating at the southeast corner.

South Elevation

The south elevation, like the north and east elevations, contains only windows locations along the elevation. Moving right to left across the elevation there is a small blank brick space located in the southeast corner before coming to the first small window. This first small window is unlike the others in that it is a stationary, aluminum window. To the left of the small window are two, three-pane hopper windows, where the hopper is located in the bottom pane. To the left of the window is another four-pane, vertical window, with a hopper is located in the bottom pane. To the left of the window is the only protruding pier not located on the west elevation. The cantilevered awning that extends from the west elevation around to the south elevation terminates at this pier. To the left of the pier is another set of four-pane, vertical windows, with a hopper is located in the bottom pane. The elevation then terminates at the southwest corner of the building.

Integrity

Though this building has remained occupied until just recently, the building retains a great amount of integrity; with only two areas of the building being affected. The first change that has taken place is the replacement of the front door. The other change that has occurred is due to vandal breaking out a few panes of glass. Though these changes have taken place, they do not negatively affect or impact the use or significance of the fire station to the City of Fayetteville.

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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.)

Social History

Architecture

Period of Significance

1963-1965

Significant Dates

d. 1963

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

T. Ewing Shelton, Architect

Tune Construction, Builder

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.)

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The Fayetteville Fire Department Fire Station No. 3 in Fayetteville, Arkansas, is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its significance in the areas of Community Planning and Development and Politics/Government and **Criterion C** for its use of Mid-Century Modern architecture. The Fayetteville Fire Department Fire Station No. 1 is a well-preserved example of a two-story Mid-Century Modern Fire Station in Fayetteville, Arkansas, constructed as part of a city wide development plan, as the City of Fayetteville continued to grow following the end of World War II. This building provides an outstanding example of Mid-Century Modern construction in Northwest Arkansas. Furthermore, it is the best non-educational example in Fayetteville of noted local architect T.E. Shelton's work. Though the fire station exhibits features of the Mid-Century design, the real significance lies in the community planning and development and government and politics side of its construction. Prior to the 1940s, "the university's enrollment formed less than five percent of the population."¹ That number would nearly double between 1940 and 1950, as the student population grew to 4,100. The population of the student body alone would continue to grow through the 1970s, when the student population hit 12,000. This tremendous increase in student population is one of the greatest reasons for the location of two of the three fire stations built in 1963. The other reason is the increase in the population and the expansion of the city through the graduation of the students from the University of Arkansas that stayed to work in the expanding manufacturing business that was sweeping through Fayetteville throughout the middle of the 1900s. Though the city leaders anticipated this new growth, in the city's first master plan from 1945, many of the development plans remained idle until the 1960s. Fayetteville Fire Station #3 was one of three fire stations constructed in Fayetteville, as part of a bond proposal sent to the voters in 1962.² The new fire stations reflected the new regional vitality, and were built to expand safety services to the City of Fayetteville, University of Arkansas and Drake Field (Fayetteville Executive Airport).

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

Fayetteville was founded in 1828 along with its surrounding Washington County, which became the seventeenth Arkansas County when it was official formed on October 17, 1828.³ For years the industry of Fayetteville was mixed. The diverse economy included produce packing, lumbering and wagon production.⁴ Just like Fayetteville, Washington County, Arkansas, began to grow following the end of the American Civil War. One of the reasons for its increase in

¹ Shiloh Museum, *The History of Washington County Arkansas* (Springdale, Arkansas: Shiloh Museum, 1989), 86-87.

² "Answers To Your Questions About the City Bond Issues," *Northwest Arkansas Times*, 1962 November 1, 1 and 7.

³ Shiloh Museum, *The History of Washington County Arkansas* (Springdale, Arkansas: Shiloh Museum, 1989), 86-87.

⁴ William S. Campbell, *One Hundred Years of Fayetteville: 1828-1928* (Jefferson City: Journal of Marian Tebbetts Baner 1928; reprint Fayetteville: Washington County Historical Society, 1977), 37-43 (page citations are to the reprint edition).

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population was the creation of the Arkansas Industrial University, now the University of Arkansas in 1871.⁵ The school would come to be an important part of the local economy in Fayetteville and the surrounding area.

As the City of Fayetteville and the University continued to expand and grow, farming, especially fruit, remained an integral part of the lives of the residents of Washington County and Fayetteville, Arkansas. As the county population increased steadily between 1870 and 1900, so did farm production in Washington County. As the population of Washington County nearly doubled between 1870 and 1900 from 17,266 to 34,000 residents, farm production and improved farmland on the other hand, nearly tripled in the same time period from 73,145 acres in 1870 to 238,000 farmable acres in 1900.⁶ However, just like the farming industry in the area, those industries that are reliant on farming also were expanding in the region. It is noted that between 1939 and 1967, the number of manufacturing facilities rose from 33 to 93 and employment at those facilities rose from 500 to 7,000 workers. Most of these manufacturing jobs were located in industries directly associated with food processing, especially poultry.

Yet, even as the population and the industries of Fayetteville and the surrounding area grew, the Fayetteville Fire Department remained stagnant and continued to have trouble recruiting firefighters through the 1970s. Still just like most facets of the American culture, firefighting would have to fight the pendulum of a US depression, a World War, and an economy working to promote a higher education not yet seen in the firefighting community.

Criterion A

For Fayetteville, the need for a fire department was not met until the 1870s. However, by 1874, the Fayetteville Volunteer Fire Department was “disbanded due to lack of encouragement of [sic] the city.”⁷ Consequently, the lack of a fire department did not last long, because by 1897 it is reported that the fire department purchased a “fire wagon” and by 1917 purchased its first fire truck.⁸ Still by the 1970s, the fire department was having trouble recruiting volunteers even when being compensated for their time. It is noted that the worst response time took place when most men worked, therefore the Fire Chief and the City saw the need to replace volunteers with career firefighters as the volunteers retired.⁹

Though the City of Fayetteville experienced the ebb and flow of the early 1900s, they were not unique to the situation, as other cities and town shared their experience. It is noted that in big cities they had to replace their volunteer firefighters with full-time, paid staff, when the volunteer

⁵ John H. Reynolds and David Y. Thomas, *History of the University of Arkansas* (University of Arkansas: Fayetteville, 1910), 48.

⁶ Shiloh Museum, 227.

⁷ “History of the Fire Department,”

http://www.accessfayetteville.org/government/fire/history_of_the_fire_department/index.cfm. (Accessed on 6 January 2015.

⁸ *Ibid.*

⁹ *Ibid.*

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firefighters, "in spite of their gratuitous service, became far too costly for growing cities."¹⁰ The idea of being too costly was not in dollars and cents, paid for trucks and staff, but in the loss of property due to fires. Cities of all sizes developed their own firefighting problems including congested areas, frequency of fires, and other situations that slow the ability of getting to a fire from the station. This greatly affected the volunteers as the need to leave their place of employment, get to the fire station and then travel to the fire especially with bigger, faster, and more powerful firefighting apparatuses.

At the same time that the Fayetteville Fire Department was experiencing trouble in keeping and training volunteer firemen, the City of Fayetteville was also trying to pass a bond issue in 1928 for the construction of an airport. The idea of having a city airport started as early 1927 when W.W. Walker reportedly made the comment that Fayetteville "was the most desirable location for an aviation landing field in this (Northwest Arkansas) part of the state."¹¹ The idea of purchasing a spot of land for a potential landing site continued to gain altitude through the beginning of 1928, until the City Council voted to send the bond issue to the voters in a special election in 1928. With the passage of the bond issue in 1928 for the airport the construction began on a small scale. "In addition to servicing leased airplanes, the field was also a stopover training ground for military pilots in the 1930s"¹² and into the 1940s.¹³ By 1953, Drake Field was able to operate as a commuter airport when Scheduled Skyways came on as a carrier for Drake Field.¹⁴ Still with the amount of air traffic flying in and out of Drake Field there was no fire station specifically designated for the airfield and the community in this part of the city. Even though there was no fire station yet in the area, the planning for new fire stations for the entire city was already planned for in the original 1945 city master plan.

As the City of Fayetteville City set out to begin the master plan for the city, they invited the City Councilmen, City Planning Board, the Extension Committee of the Chamber of Commerce and others to a special session to discuss the two plans presented and send one of the plans to L.A. Henry, an expert planner, in Little Rock for "proper coordination." As part of one of the plans presented to the larger gathering, the need for a fire station in the northwest portion of the city was expressed.¹⁵ Though the plan was accepted in 1945, it was largely an unused document until 1961 when it was "dusted off and updated with an eye toward application for federal planning and urban renewal funds."¹⁶ Like the 1945 Master Plan, the 1961 updated plan was rarely used due to day-to-day operations.¹⁷

With a city wide plan in the hands of city planners from 1945 and 1961, the wheel of progress moved slowly but effectively in retrospect. Though no fire station was built in the northwest

¹⁰ John Morris, *Fires and Firefighters* (New York: Bramhall House, 1955), 357.

¹¹ "City Airport Site Most Desirable Says Visiting Flyer," *Fayetteville Daily Democrat*, 29 December 1927,

1.

¹² Kent Brown, *Fayetteville: A Pictorial History* (Norfolk, Virginia: Donning Company, 1982), 139.

¹³ *Ibid*, 148.

¹⁴ *Ibid*, 154.

¹⁵ "Coordination of City Plans is Projected," *Northwest Arkansas Times*, 20 April 1945, 1.

¹⁶ "The Big Plan," *Northwest Arkansas Times*, 31 May 1945, 3.

¹⁷ *Ibid*.

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section of Fayetteville, the idea was not wasted. As in any city wide planning projects, planners have to take what they are seen developing and create the master plan off what they feel will continue to happen in the city over the next 20-30 years. In the case of Fayetteville, those involved with the initiation plan felt like the northwest section of the city would grow give the enlargement of the University of Arkansas both academically and through development just north of the campus because of the campus.

Consequently, in the nearly 20 years since the plans creation in 1945, which called for the fire station in the northwest section of the city, the development of the city gradually moved away from that area. The new development trend focused more to the northeast and southeast sections of town along U.S. Highway 71 for new fire stations, while expanding in the downtown region of the city. Therefore, in November of 1962, the city called for a vote to issue bonds to alleviate the stress on the fire department while also voting on bonds for a city nursing home and police station/jail/court building.

As part of the bond that was being voted on, on November 6, 1962, it called for \$300,000 for "the sites for and the construction and equipment of buildings for the housing of firefighting apparatus, and the purchase of the firefighting apparatus. It also noted that the two "wing" fire stations will be "constructed sufficiently large to house two pumper trucks although only one truck will be located in each at the present time."¹⁸ The day before the vote on the bond issue, a design drawing of the two smaller "wing" fire stations was released to the *Northwest Arkansas Times*, in order to show a conceptual drawing to the voters.¹⁹ It is in this small article that the location of the smaller "wing" stations would be brought forth to the public, with one station being located at the north end of Drake Field and the other station located in the northern part of Fayetteville.

Subsequently, the vote on November 6, 1962, allowed for all three of the bond issues to pass including the three fire stations, city police/jail/court, and the convalescent/nursing home addition to the City Hospital.²⁰ Even with all of the advertising that went on to promote the bond issues, some of the strongest arguments for the bond came through the City's explanation of financial perks to the citizens. One of the main arguments presented to the votes was that the construction of these fire stations would help in adjusting the fire insurance rate throughout the city by maintaining or increasing the towns fire classification, all while keeping the expansion of the city in mind while setting the fire insurance rate.²¹

With the voter's approval of the bond issues on November 6, 1962, it was not until November 24, 1962, that City Council began taking bids on the sale of bonds,²² and the City Council

¹⁸ *Ibid.*

¹⁹ "Proposed Fire Station," *Northwest Arkansas Times*, 2 November 1962, 1.

²⁰ "Voters Approve 3 Bind Issues," *Northwest Arkansas Times*, 7 November 1962, 1.

²¹ "Answers to Your Questions About the City Bond Issues," *Northwest Arkansas Times*, 1 November 1962, 7.

²² "Council to Accept Bids on Municipal Binds Monday," *Northwest Arkansas Times*, 7 November 1962, 1.

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approving the bond sale only two weeks later.²³ It would be nearly a month and a half before the City Council voted to settle the location of the Central Fire Station, or Fire Station No. 1, when they voted to approve the purchase of two pieces of property located at the intersection of Locust and Center Streets.²⁴ It would be a late February or early March before all three fire station sites were under city contract. Since the City already owed Drake Field, Fire Station No. 3 was already set to be located at the north end of the runway.

With the location of the Fire Station settled, the bids for the construction project were finally advertised by March 1963. In the request for bids sent out by the city, it called for a single bid for all three of the fire stations that were accepted as part of the bond issue. Upon unsealing the bids on April 26, 1963, the council deferred action on the bids due to a dispute on the bid until May 9.²⁵ At the City Council meeting on May 9, 1963, the city approved the bid by Shirley Construction Company, of Fayetteville, for the Central Fire Station, but not Fire Station No. 3 or 4. Shirley's proposed bid totaled \$145,737, with the next lowest bidder being Bengal Construction of Fayetteville with a bid of 146,400.²⁶

Though the bids approved for Shirley Construction Company, the time in which they had to construct the building was still up for debate.²⁷ With the length of time still being debated for the Central Fire Station downtown, the bids for the two wing stations were still out. The contracts for the other two wing stations, one in northern Fayetteville off Stubblefield Road (now Harold St.) in the Maplecrest Addition and one located along US Highway 71 at the north end of Drake Field, were finally let by June 7, 1963. The contract was let to Tune Construction of Fayetteville, at a low bid of \$69,569. It was \$1,958 lower than the next low bid by Shirley Construction. With these contracts let all of the projects considered under the original bond proposal were finally under contract.²⁸

In an article from May 10, 1963 it stated construction would be complete in 240 days while only four days later the paper reports that the construction crew only had 170 days to construct the fire station. Yet in the same article, it notes that the bids on the two smaller fire stations was rejected by the council and advertised again. No reason for the rejection of the bids was mentioned in the article. The contracts on the two "winged" stations including Fire Station No. 3, was finally let on June 7, 1963 to the Tune Construction Company of Fayetteville, Arkansas, on the lowest bid of \$69,569 for both stations. It is noted that the bid by the Tune Construction Company was \$1,958 less than the next low bid by the Shirley Construction Company.²⁹

²³ "Council Okays Sale of Bonds to Finance New City Facilities," *Northwest Arkansas Times*, 5 December 1962.

²⁴ The corner lot was owned by the Eva Johnson Estate and the lot just to the west of the corner lot was owned by Bob White. The city paid \$18,500 to the Eva Johnson Estate and \$17,500 to Bob White. ("Purchase of Property For New Central Fire Station Approved," *Northwest Arkansas Times*, 29 January 1963, 1.)

²⁵ Though the dispute is noted in the newspaper article, at no point does it ever say what the dispute was over. ("Council Defers Action on Fire Station Bids," *Northwest Arkansas Times*, 1 May 1963, 1.

²⁶ "City Council Accepts Bids on New Police, Fire Station." *Northwest Arkansas Times*, 10 May 1963, 1.

²⁷ "Fire Station Contracts Let," *Northwest Arkansas Times*, 7 June 1963, 1.

²⁸ *Ibid.*

²⁹ *Ibid.*

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With the construction about to begin on all three fire stations including Fire Station No.3, editorials in the *Northwest Arkansas Times*, were already boasting about the protection they will have due to the construction of these three stations. It states...

"It won't be long before all are finished and Fayetteville firemen will be in a better position to protect the city from the danger of destructive flames.

For many years this city has boasted a fine record of fire protection. The fire department has been built up, with more men and added equipment, over the past few years particularly, and a training program has been maintained both of regular staff and the many volunteers who keep fire damage at a minimum.

The additions of the new central fire station and two "wing" centers, north and south, will enable the record to be maintained- and improved."³⁰

From June 1963 through February 1964, construction on the all of the projects including the Fire Station No. 3 was in full swing. In January 1964, the City Council created a minor change to the contract or the two smaller winged fire stations including the Fire Station No. 3, which caused the price of the stations to be adjusted by another \$325. At no time do the newspapers of the time reference what the change was that increased the cost of the two fire stations. It was stated in February 1964 that the Police Station and the Central Fire Station were nearing completion,³¹ yet three months later in July 1964 the same argument was made.³² While the Central Fire Station was still being completed, the two "wing" fire stations, which included Fire Station No. 3, were completed by Tune Construction and turned over to the city, though they were not occupied.³³

In order to allow for public viewing of the new fire stations, the city announced an open house for all of the new public facilities between 2 and 5 p.m. on July 18 and 19. It was expected that while the two wing stations, including Fire Station No. 3, were completed but unoccupied, that they would be operational by the fall due to fact that the city was waiting for new fire apparatuses to arrive.³⁴ It is noted that with the three outlying stations associated with the Central Fire Station or Fire Station No. 1, that four companies of firefighters would occupy those three other stations.³⁵

³⁰ "For More Protection," *Northwest Arkansas Times*, 8 June 1963, 1.

³¹ "City's Fire, Police Buildings Near Completion," *Northwest Arkansas Times*, 17 February 1964, 8.

³² "Lafayette We are Here: City Paving Job Almost Done," *Northwest Arkansas Times*, 3 July 1964, 1.

³³ *Ibid.*

³⁴ "Open Houses Scheduled for New City Buildings," *Northwest Arkansas Times*, 11 July 1964, 1.

³⁵ Though the University of Arkansas had already had a fire station located within the boundaries of the campus, on Maple Street, all of the fire alarms were tied into the Central Station downtown.

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With the completion of the buildings associated with the bond issue, the city was able to use the City's Master plan ideas to accurately accommodate the need for fire stations and fire apparatus throughout the City of Fayetteville as it continued to grow.

Criterion C

"Modern architecture was slow to take root in Arkansas. Although modernist designs had existed in the United States since the late 1920s and the Museum of Modern Art's exhibit of Modern Architecture vaulted the new style into the national consciousness in 1932, the advent of the Depression years and the focus on war production in the 1940s delayed its spread to much of the rural south, including Arkansas.³⁶ With the economic growth of the post-war years, new booming industrial centers and educational institutions created a new opportunity for building, with forecasters of the era predicting that the years 1950-1975 would see as many buildings built in the United States as had been built in all the years before 1950.... The modernism of 1940 through the early 1950s was a time of new sleek, functional forms combined with new materials. The post-war period saw a radical change in the architectural profession, with modernism becoming a powerful force in the architectural profession."³⁷

Like the above cited reference to Modern Architecture in the United States, and particularly Arkansas states, Modernism was about peeling itself away from classicism and showing the form and function of space. Modern buildings tended to show you visually on the outside, what was going on or what the operations were in any given section of a building. The New fire stations created under the bond issue of 1962 in Fayetteville went on to adhere to the principles of Modernism.

Even before the bonds were voted on by the residents of the City of Fayetteville, local architect T.E. Shelton had already presented the city officials with preliminary drawings of two of the three fire stations being voted on during the 1962 election. Even after the voting took place for the issuance of the bonds, the City of Fayetteville had to issue the contract to Shelton for the plans of the three fire stations and the nursing home addition, which was added onto the City Hospital. Shelton, however, was not new to Modern design or the principles of Modern Design.

Thayer Ewing Shelton was born in Fayetteville, Arkansas, in 1899 to farming parents and spent his early years working the farm and managing his family's acreage. Deeds and ads from the 1920s show that Shelton spent some time selling woodlots to help his family make a living.³⁸ Shelton went on to become an engineer and worked in home construction in Oklahoma and Texas, though it is unknown if he received a degree in engineering or architecture. What is

³⁶ *Clean Lines, Open Spaces*, AETN (2012).

³⁷ Callie Williams, "Harold Adams Office Building," National Register of Historic Places Nomination, Little Rock, Arkansas, Arkansas Historic Preservation Program, National Register of Historic Places Files, Harold Adams Office Building File.

³⁸ "Wood for Sale," *Fayetteville Daily Democrat*, 12 November 1921, 2.

Fayetteville Fire Department Fire Station #3

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known is that Shelton was active with the Works Progress Administration, overseeing the construction and renovation of several Arkansas courthouses during the Depression, including the Baxter County Courthouse in Mountain Home, Arkansas, and the Franklin County Courthouse in Ozark, Arkansas. Following World War II, Shelton moved back to Fayetteville and opened an office in the First National Bank building on Dickson Street. During his time as an architect in Northwest Arkansas, Shelton worked mainly on public projects including city and county buildings, like the fire stations and nursing home.

However, T. Ewing Shelton was best and most widely known for his designs for Maximlite schools. The patent date for his design is July 31, 1956.³⁹ By this time there were Maximlite schools constructed and in use in several states, the first of which was built in Eureka Springs in northwest Arkansas in 1954. Shelton went on to build schools in more than twenty states, franchising out his designs to local architects who worked under the name of Maximlite Schools. The trend of the ever-expanding school building began in the early 1950s, and few corners of the country were unaffected. They strove to innovate, and designed unique buildings that were aesthetically pleasing and practical. School districts were to find this through the use of Maximite School because of their efficient and effective lighting, and the promotion of low-cost school design. While the reach of Maximlite Schools was quite large, like many mid-century school design movements it was short-lived, with the last Maximlite schools built in the early 1960s. Therefore, Shelton was no stranger to developing new concepts within the Modern Architecture movement. Following his time constructing Maximlite schools, he returned to designing public buildings including all of the buildings, except for the building being built for the police station/jail/courtroom that fell under the 1962 bond issue.

Of the three fire stations built by the City of Fayetteville, two of the fire stations are identical while Fire Station No. 1 or Central Fire Station received its own design plans based on the size of this building compared to the two "winged" stations, which includes Fire Station No. 3. These buildings generally took on the design principles of the International Style. In general, the International Style had "three character-defining features that included volume rather than mass, regularity in the inclusion of principal components, and the strict avoidance of ornamentation."⁴⁰ Though Fire Station No. 3 contains more ornamentation than most typical International style building it contains some other principal characteristics found in the style like asymmetrical elevations, flat roofs with little to no coping, and smooth wall surfaces.

With the expansion of the use of Drake Field in the 1950s and 1960s and the slow expansion of the city to the southeast along U.S. Highway 71, there was a need for a fire station in this section of the city. At the time the fire station was built in 1963-1964, there was no modern building in that section of Fayetteville, and even today, most of the building constructed along U.S. Highway 71 in this portion of Fayetteville, are constructed as modern metal pole barn construction. Only a few building in this area still retain their characteristics from the 1950s-1960s.

³⁹ Shelton, T. Ewing. School Building. US Patent 2,756,584, filed August 2, 1952, and issued July 31, 1956.

⁴⁰ Alan Higgins, "Architectural Movements of the Recent Past" (Thesis, Ball State University, 2008), 3.

Fayetteville Fire Department Fire Station #3

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However, of the four fire stations built between 1962 and 1968, only two retain enough integrity to be listed on the National Register of Historic Places. Therefore, the Fayetteville Fire Department Fire Station No. 3 in Fayetteville, Arkansas, is being nominated to the National Register of Historic Places with local significance under **Criterion A** for its significance in the areas of Community Planning and Development and Politics/Government and **Criterion C** for its Mid-Century architecture. The Fayetteville Fire Department Fire Station No. 3 is a well-preserved example of a one-story Mid-Century Modern Fire Station in Fayetteville, Arkansas, constructed as part of a city wide development plan, as the City of Fayetteville continued to grow following the end of World War II.

Fayetteville Fire Department Fire Station #3

Washington County,
Arkansas
County and State

Name of Property

9. Major Bibliographical References

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

Brown, Kent. *Fayetteville: A Pictorial History*. Norfolk, Virginia: Donning Company, 1982.

Campbell, William S. *One Hundred Years of Fayetteville: 1828-1928*. Jefferson City: Journal of Marian Tebbetts Baner 1928. Reprint Fayetteville: Washington County Historical Society, 1977.

Clean Lines, Open Spaces: A View of Mid-Century Modern Architecture. Prod. Mark Wilcken. AETN, 2012. DVD.

Higgins, Alan. "Architectural Movements of the Recent Past." Thesis, Ball State University, 2008.

"History of the Fire Department,"

http://www.accessfayetteville.org/government/fire/history_of_the_fire_department/index.cfm. (Accessed on 6 January 2015. Morris, John. *Fires and Firefighters*. New York: Bramhall House, 1955.

Northwest Arkansas Times, Newspaper.

Reynolds John H. and David Y. Thomas. *History of the University of Arkansas*. University of Arkansas: Fayetteville, 1910.

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Williams, Callie. "Harold Adams Office Building." National Register of Historic Places Nomination, Little Rock, Arkansas, Arkansas Historic Preservation Program, National Register of Historic Places Files, Harold Adams Office Building File.

Fayetteville Fire Department Fire Station #3

Washington County,
Arkansas
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Name of Property

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: Fayetteville Fire Department Station No. 1

Historic Resources Survey Number (if assigned): WA1244

10. Geographical Data

Acreage of Property <1

Fayetteville Fire Department Fire Station #3

Washington County,
Arkansas
County and State

Name of Property

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: _____

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 15 Easting: 394286 Northing: 3985660

2. Zone: _____ Easting: _____ Northing: _____

3. Zone: _____ Easting: _____ Northing: _____

4. Zone: _____ Easting : _____ Northing: _____

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

At the southwest corner of the Fayetteville Fire Station No. 3, located along School Street/U.S. Highway 71, go to UTM 15 394276E 3985652N. Go north to UTM point 15 394275E 3985674N. Then go east to UTM point 15 394297E 3985672N. Then turn south to UTM point 15 394295E 3985649N. Then return to the original UTM point at UTM 15 394276E 3985652N.

Boundary Justification (Explain why the boundaries were selected.)

The boundary contains all of the remaining land and buildings historically associated with the building.

Fayetteville Fire Department Fire Station #3

Washington County,
Arkansas
County and State

Name of Property

11. Form Prepared By

name/title: Travis Ratermann (Survey Historian)
organization: Arkansas Historic Preservation Program
street & number: 323 Center St. Suite 1500
city or town: Little Rock state: Arkansas zip code: 72201
e-mail Travis@arkansasheritage.org
telephone: 501-324-9874
date: April 2, 2015

Additional Documentation

Submit the following items with the completed form:

- **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: Fayetteville Fire Department Station No. 3

City or Vicinity: Fayetteville

County: Washington

State: Arkansas

Photographer: Travis Ratermann

Date Photographed: January 15, 2014

Fayetteville Fire Department Fire Station #3

Washington County,
Arkansas
County and State

Name of Property

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

Photo #1 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0001)
Perspective of the south and west elevation of the fire station. Camera facing northeast.

Photo #2 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0002)
West elevation of the building. Camera facing east.

Photo #3 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0003)
Detail photograph of the front entrance of the fire station, notice the original casement windows.. Camera facing east.

Photo #4 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0004)
East elevation of the building. Camera facing northwest.

Photo #5 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0005)
Perspective of the east and north elevations. Camera facing southwest.

Photo #6 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0006)
North elevation of the building. Camera facing south.

Photo #7 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0007)
Interior of the living quarters (Kitchen) in the fire station. Camera facing west.

Photo #8 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 3_0008)
Interior photo of the fire apparatus bays. Camera facing northwest.

Photo #9 (AR_WashingtonCounty_ Fayetteville Fire Department Station No. 1_0009)
South elevation of the building. Camera facing north.

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.

Fayetteville Fire Department Fire Station No. 3,
Fayetteville, Washington County, Arkansas



Google earth

feet
meters



UTM

15 394286 3985660

NAD83

Fayetteville Fire Department Fire Station No. 3,
Fayetteville, Washington County, Arkansas



Google earth

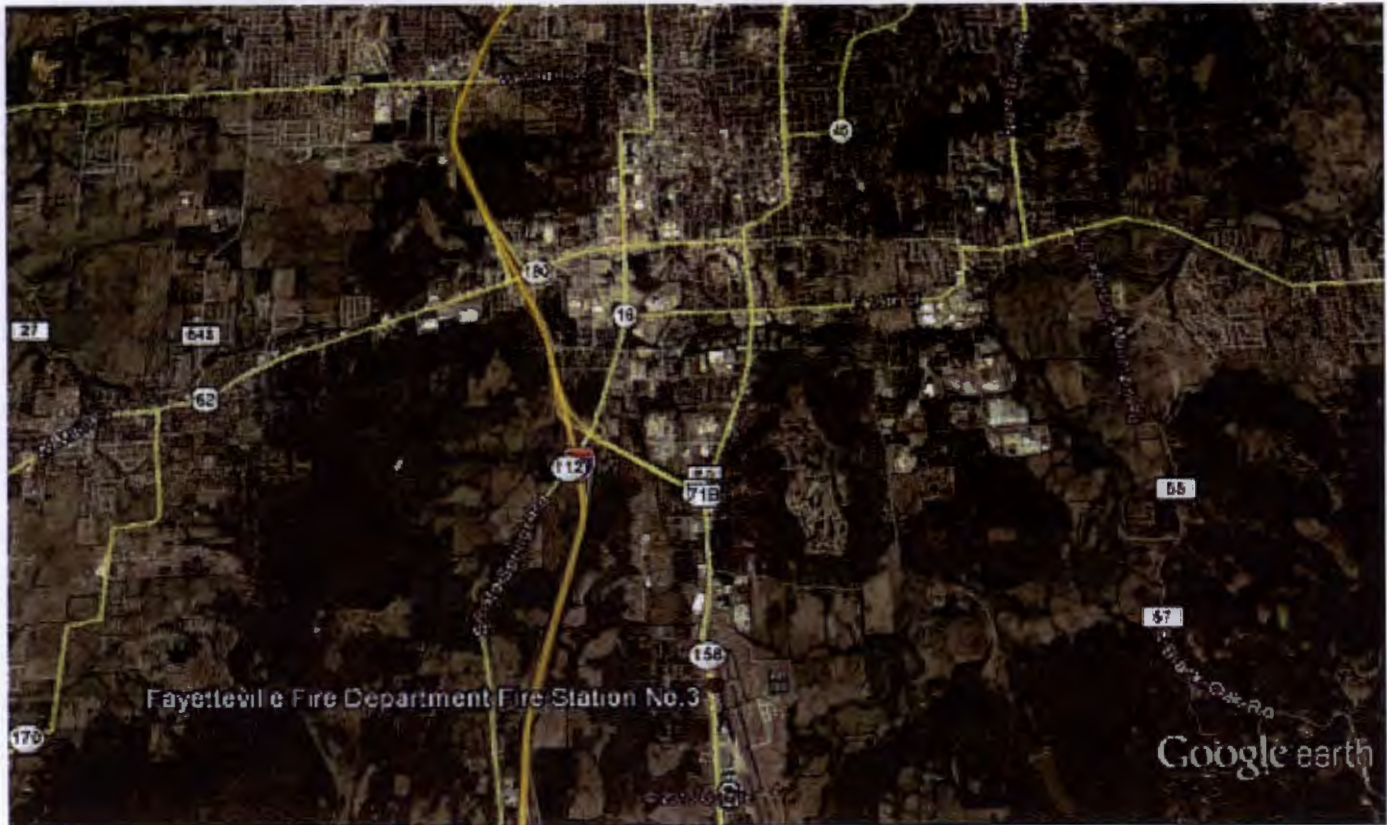


UTM

15 394286 3985660

NAD83

Fayetteville Fire Department Fire Station No. 3,
Fayetteville, Washington County, Arkansas



Google earth



UTM

15 394286 3985660

NAD83



THE DEPARTMENT OF ARKANSAS
HERITAGE

Asa Hutchinson
Governor

Stacy Hurst
Director

Arkansas Arts Council

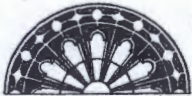
Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



**Arkansas Historic
Preservation Program**



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An Equal Opportunity Employer

January 29, 2015

Jesse Fulcher
City of Fayetteville
113 West Mountain Street
Fayetteville, AR 72701

Re: Former Fayetteville Fire Department Fire Station #3 – Fayetteville, Washington
County

Dear Mr. Fulcher:

We are pleased to inform you that the above referenced property will be considered by the State Review Board of the Arkansas Historic Preservation Program, an agency of the Department of Arkansas Heritage, for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of the preservation. Listing in the National Register of Historic Places provides recognition and assists in preserving our nation's heritage.

Listing of this property provides recognition of the community's historic importance and assures protective review of the federal projects that might adversely affect the character of the historic property.

Listing in the National Register does not mean that limitations will be placed on the property by the federal government. Public visitation rights are not required of property owners. The federal government will not attach covenants to the property or seek to acquire it.

We have enclosed a copy of the National Register nomination for your review. If you have any comments on the proposed nomination, please submit a letter with your comments, concerns, or concurrence to the Arkansas Historic Preservation Program at least 24 hours prior to the date of the State Review Board meeting.

You are invited to attend the State Review Board meeting at which the nomination will be considered. The board will begin meeting at 10:00 a.m. on April 1, 2015 in Room 170 of the Tower Building at 323 Center Street in Little Rock.

If you have any questions regarding the State Review Board meeting feel free to call Ralph Wilcox, Callie Williams or Travis Ratermann at (501) 324-9880.

Sincerely,

Frances McSwain
Director



458





4140











