

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Name of Property \_\_\_\_\_

County and State \_\_\_\_\_

Name of multiple property listing (if applicable) \_\_\_\_\_

Section number \_\_\_\_\_ Page \_\_\_\_\_

### SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 100003325

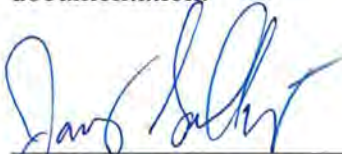
Date Listed: 1/24/2019

Property Name: Magnolia Petroleum Company Filling Station  
(Arkansas Highway History and Architecture MPS)

County: Cleveland

State: AR

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
\_\_\_\_\_  
Signature of the Keeper

2-25-2019  
\_\_\_\_\_  
Date of Action

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Amended Items in Nomination:

Section 8: Period of Significance

The Period of Significance is hereby changed to **c. 1930**

The nomination provides no justification for an extended period of significance under Criterion A. Continued use does not equate to continued significance, and no "transportation" context is provided. The property was constructed to address needs in the growth of auto-related transportation. The approximate construction date serves as the period of significance under both A and C.

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The Arkansas State Historic Preservation Office was notified of this amendment.

#### DISTRIBUTION:

**National Register property file**  
**Nominating Authority (without nomination attachment)**

United States Department of the Interior  
National Park Service

MP 3325

# 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: Magnolia Petroleum Company Filling Station

Other names/site number: Site #CV0060

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: Southwest of the Larch Street and 1<sup>st</sup> Street Intersection

City or town: Kingsland State: Arkansas County: Cleveland

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

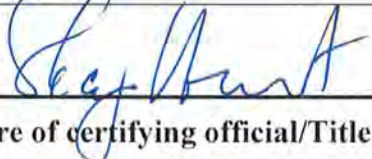
As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural 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>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<u>Arkansas Historic Preservation Program</u>	
<b>State or Federal agency/bureau or Tribal Government</b>	

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

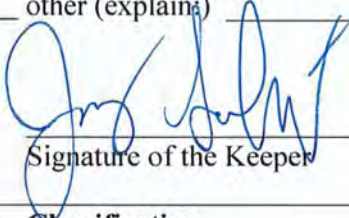
Magnolia Petroleum Company Filling Station  
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**4. National Park Service Certification**

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

1-24-2019  
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           

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**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 20<sup>TH</sup> CENTURY REVIVALS/

Tudor Revival

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

MOVEMENTS/Craftsman

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

Principal exterior materials of the property: Brick, Stucco, Asphalt

### 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 Magnolia Petroleum Company Filling Station is located southwest of the Larch Street and 1<sup>st</sup> Street (also AR 189) intersection in Kingsland, Cleveland County, Arkansas. The small building combines elements of the Craftsman and Tudor Revival styles and was built c.1930. The building is rectangular in plan and rests on a continuous cast-concrete foundation. Its brick walls are built using a combination of red and buff brick. The building is topped by a steeply-pitched, front-facing gable roof covered in asphalt shingles. The gable peak on the front of the building is covered in stucco and the gable peak on the rear is covered by corrugated metal.

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### Narrative Description

The Magnolia Petroleum Company Filling Station is located southwest of the Larch Street and 1<sup>st</sup> Street (also AR 189) intersection in downtown Kingsland, Cleveland County, Arkansas. The building is at least the second filling station on the site, according to the Sanborn maps for Kingsland. The small building combines elements of the popular Craftsman and Tudor Revival styles and was built c.1930. At least one other building of the same plan existed in North Little Rock, although it was demolished in early 2018. The filling station is rectangular in plan and rests on a continuous cast-concrete foundation. A concrete driveway and raised pump island is located to the north of the building near the edge of the street. The building's brick walls are

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built using a combination of red and buff brick giving visual interest to the walls. The building is topped by a steeply-pitched, front-facing gable roof covered in asphalt shingles. The gable peak on the front of the building is covered in stucco and the gable peak on the rear is covered by corrugated metal.

### ***Front/North Façade***

The front façade of the building faces 1<sup>st</sup> Street and has the main entrance to the building. On the left side of the façade is the entrance, which has a wood-frame door. The window opening on the door is boarded up for security. Above the door is a small gable-roofed awning that is supported by brick corbels and wood knee braces.

The right side of the façade has a large window opening that provided light into the interior. The window, which is boarded up, has a large rectangular pane on the bottom, which has been broken out, that is topped by three stationary rectangular panes on top. The window opening is sheltered by a small shed-roofed awning with exposed rafter tails that is covered in decorative hexagonal asphalt shingles.

The lower part of the façade below the window is built of red brick while the upper part is built out or buff brick. Red brick accents at the corners of the façade give the appearance of quoins. The gable end of the façade is covered in stucco and a rectangular louvered attic vent is located near the gable peak.

### ***Side/East Façade***

The east façade of the building has a single window opening near the north end of the façade. The window is likely a four-over-four, double-hung window to match the window on the west façade. A buff-brick chimney is also located on the façade near the south end.

As with the front façade, the lower part of the façade below the window is built of red brick while the upper part is built out or buff brick. Red brick accents at the corners of the façade give the appearance of quoins.

### ***Rear/South Façade***

The rear façade of the building has no fenestration. Unlike the other façades, the south façade is built entirely out of red brick. The gable end of the south façade is covered in corrugated metal siding.

### ***Side/West Façade***

The west façade of the building has a single window opening near the north end of the façade. The window is a four-over-four, double-hung window to match the window on the west façade. An entrance to the rest room is located near the south end of the façade.

As with the front façade, the lower part of the façade below the window is built of red brick while the upper part is built out or buff brick. Red brick accents at the corners of the façade give the appearance of quoins.

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***Interior***

The interior of the building consists of one main room with a small restroom located at the southwest corner. The restroom is only accessible from the exterior of the building. The walls on the inside of the building are plaster directly over brick and the ceiling is currently ceiling tile over wood rafters. The east wall has a bulge near the ceiling that is the bottom of the chimney and a round plate covers a hole to tie a stove into the chimney.

***Integrity***

The Magnolia Petroleum Company Filling Station has excellent integrity from the time of its construction during the 1930s. The largest change to the building has been the boarding up of the window openings in order to prevent further vandalism to the building. Otherwise, the building reflects the time of its construction. The station is still located on its original site in downtown Kingsland and the setting around the station, even with the loss of some of the buildings across the street still reflects the setting of a small town with mixed residential and commercial development.

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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.)

ARCHITECTURE  
TRANSPORTATION

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

**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 Magnolia Petroleum Company Filling Station in Kingsland, Cleveland 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 Magnolia Petroleum Company corporate design. The design employs characteristics of two of the most popular architectural styles of the period – Craftsman and Tudor Revival – and it is one of the most high-style buildings in Kingsland. The Magnolia Petroleum 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 Magnolia Petroleum 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 Magnolia Petroleum 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.”

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

#### **HISTORY OF THE PROPERTY**

What is now called Cleveland County was formed on April 17, 1873, by an act of the Arkansas legislature. Originally, it was called Dorsey County and named after Stephen W. Dorsey, a chairman of the Republican county and state committees and a U.S. Senator. However, the name of the county was changed to Cleveland County in 1885 in honor of then president Grover Cleveland. In its early years, much of the land was heavily timbered so there were lumber mills throughout the county and only a small portion of it was under cultivation with cotton and corn being the principal crops.<sup>1</sup>

When the realization came after the Civil War that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked to become new through lines. The boom in railroad construction also greatly influenced settlement patterns throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.<sup>2</sup>

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<sup>1</sup> *Biographical and Historical Memoirs of Southern Arkansas*. Chicago: The Goodspeed Publishing Co., 1890, p. 592.

<sup>2</sup> Elliot West. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication, p. 55.

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One of the railroads that helped to exploit the timber lands of Arkansas was what would eventually come to be known as the St. Louis Southwestern Railway or Cotton Belt. The origins of the Cotton Belt go back to 1871 with the chartering of the Tyler Tap Railroad, a three-foot gauge railroad that opened in 1877 between Tyler, Texas, and the junction with the Texas & Pacific at Big Sandy.<sup>3</sup> The Cotton Belt was rechartered as the Texas & St. Louis Railway around 1880, and subsequently provided service through the timber, cotton, and rice areas of Arkansas between Texarkana, Clarendon, and Jonesboro. Trains began running on the line in 1884, but the line was forced into receivership the following year. It was reorganized as the St. Louis, Arkansas, & Texas in 1885, and became the St. Louis Southwestern in 1891.<sup>4</sup> Even though the official name of the railroad changed several times, the route had been known as the Cotton Belt since at least 1886.<sup>5</sup> (The Cotton Belt would remain an autonomous railroad until it was absorbed by the Southern Pacific in the mid-1980s.<sup>6</sup>)

The development of the railroad in Cleveland County also brought about the creation of settlements and towns, including Kingsland. A post office was established at the settlement of Cohasset in 1883 although the name was changed the same year to Kingsland. (Arkatha was also given as a possible name for the community.)<sup>7</sup> Kingsland was incorporated the following year and was also a stop on the St. Louis, Arkansas, & Texas by the late 1880s. Goodspeed's history of the area described Kingsland by saying that, "At Kingsland there is a furniture factory, giving employment to quite a number of men, and a wagon shop does considerable local business. The village contains a number of stores and has a population of about 600."<sup>8</sup>

By the early 1920s, the highway through Kingsland had been designated Highway B-7, a Secondary Federal Aid Road. However, by 1926, it had been redesignated Highway 3. It retained that designation until 1935 when it was redesignated again and became U.S. 79. Although the main route of U.S. 79 bypasses downtown today, 1<sup>st</sup> street was the original route of the highway through town.<sup>9</sup>

Highway-related facilities began to arrive in Kingsland during the 1920s, which illustrated the changes in transportation in the area as the highway system developed. According to the 1914 and 1921 Sanborn maps for Kingsland, there were no auto-related facilities in the commercial area of the community. However, by 1928 at least three filling stations existed in town. Among the three filling stations was the Magnolia Petroleum Company Filling Station.<sup>10</sup>

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<sup>3</sup> Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985, p. 289.

<sup>4</sup> "Pulling Into the Station: Arkansas Railroad Depots on the National Register of Historic Places – A Scenic Tour Map of Arkansas." Little Rock: Arkansas Historic Preservation Program, 2000.

<sup>5</sup> *Map of the Cotton Belt Route, St. Louis Southwestern Railway Co., St. Louis Southwestern Railway Co. of Texas, Tyler Southwestern Railway Co., and Connections*. Map. Unknown Publisher, 1886.

<sup>6</sup> David Price. Telephone conversation with the author. 30 December 2002.

<sup>7</sup> Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, pp. 47 and 122.

<sup>8</sup> *Biographical and Historical Memoirs of Southern Arkansas*, p. 596.

<sup>9</sup> Arkansas State Highway Maps. 1924-1935. In the files of the Arkansas Historic Preservation Program.

<sup>10</sup> Sanborn Fire Insurance Maps for Kingsland, Cleveland County, Arkansas. 1914, 1921 and 1928.

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The Magnolia Petroleum Company was founded in Corsicana, Texas, in 1894. Interestingly, Corsicana is where oil was first discovered in Texas, and Magnolia had refineries at Corsicana and Beaumont. By 1926, Magnolia controlled approximately 18 percent of the gasoline market in Texas, and also had stations in Louisiana, Oklahoma, New Mexico, and Arkansas.<sup>11</sup> Magnolia was acquired by Standard Oil Company of New York in 1918 and the company initiated a campaign to expand the brand. As noted in *A Field Guide to Gas Stations in Texas*, “Magnolia developed its first gas station forms about 1918; one was primarily used in outlying locations and a second, introduced after 1920, was located in urban or central business district markets. Both forms produced handsome buildings for commercial areas or residential neighborhoods.”<sup>12</sup>

In 1914, the date of the first Sanborn map for Kingsland, the location of the Magnolia Petroleum Company Filling Station was occupied by a livery stable. By 1921, the site of the station was vacant, although a general merchandise building had been built just to the east. In 1928, the date of the last Sanborn map for the community, a filling station occupied the site of the current building, but the shape was different and a canopy extended out to the street. It is not known what happened to the previous building, but it apparently did not last long before the current building was built.<sup>13</sup>

It is not known where exactly the design for the current filling station originated, but it is only one of two known examples that were built in Arkansas. The other was built in North Little Rock, but was demolished after a fire in early 2018. The design of the building combined elements of the Craftsman style, mainly in the exposed rafter tails and the decorative awnings over the front window and the front entrance. However, it also had some characteristics of the Tudor Revival style, notably the steeply-pitched roof and the chimney with chimney pot.<sup>14</sup> The combination of the two styles, though, resulted in a very charming design that was definitely distinctive in downtown Kingsland.

The use of a standardized design for gas stations, such as Magnolia Petroleum Company Filling Station, 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

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<sup>11</sup> Jakle, John A., and Keith A. Sculle. *The Gas Station in America*. Baltimore: The Johns Hopkins University Press, 1994, p. 104.

<sup>12</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. 3-4.

<sup>13</sup> Sanborn Fire Insurance Maps for Kingsland, Cleveland County, Arkansas. 1914, 1921, and 1928.

<sup>14</sup> McAlester, Virginia & Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc, 1984, pp. 355 and 453.

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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.<sup>15</sup>

The Magnolia Petroleum Company Filling Station in Kingsland illustrates a “distinctive building” although it does not have a canopy projecting toward the highway covering gasoline pumps.

### **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>16</sup>

The Magnolia Petroleum Company Filling Station in Kingsland, which was built c.1930, 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.”<sup>17</sup>

As a reflection of the evolution of gas station design during the 1920s and 1930s, the Magnolia Petroleum Company Filling Station in Kingsland, Cleveland County, Arkansas, is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** as a good example of a 1930s corporate-designed filling station. 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 Magnolia Petroleum Company Filling Station is also being nominated under **Criterion A** with **local significance**. The Magnolia Petroleum Company Filling Station is also being submitted to the National Register of Historic Places under the

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<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:

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

<sup>17</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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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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## 9. Major Bibliographical References

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

Arkansas State Highway Maps. 1924-1935. In the files of the Arkansas Historic Preservation Program.

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

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

Drury, George H. *The Historical Guide to North American Railroads*. Milwaukee, WI: Kalmbach Books, 1985.

Jakle, John A., and Keith A. Sculle. *The Gas Station in America*. Baltimore: The Johns Hopkins University Press, 1994.

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>.

McAlester, Virginia & Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

*Map of the Cotton Belt Route, St. Louis Southwestern Railway Co., St. Louis Southwestern Railway Co. of Texas, Tyler Southwestern Railway Co., and Connections*. Map. Unknown Publisher, 1886.

Price, David. Telephone conversation with the author. 30 December 2002.

*"Pulling Into the Station: Arkansas Railroad Depots on the National Register of Historic Places – A Scenic Tour Map of Arkansas."* Little Rock: Arkansas Historic Preservation Program, 2000.

Sanborn Fire Insurance Maps for Kingsland, Cleveland County, Arkansas. 1914, 1921, and 1928.

*Sixth Biennial Report of the Department of State Lands, Highways and Improvements*. Conway, AR: Conway Printing Company, c.1924.

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

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**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):** CV0060

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**10. Geographical Data**

**Acreeage 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: |



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**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 15 | Easting: 565140 | Northing: 3746698 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

Lot 21, 22, 23 & Part 24 of Block 29 of the Original City of Kingsland.

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

The boundary includes the land occupied by the Magnolia Petroleum Company Filling Station and its immediate surroundings.

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**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: July 13, 2018

Magnolia Petroleum Company Filling Station  
Name of Property

Cleveland County, Arkansas  
County and State

---

### **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.)

Magnolia Petroleum Company Filling Station  
Name of Property

Cleveland County, Arkansas  
County and State

### **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: Magnolia Petroleum Company Filling Station

City or Vicinity: Kingsland

County: Cleveland

State: Arkansas

Photographer: Ralph S. Wilcox

Date Photographed: May 16, 2018, and July 10, 2018

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

1 of   8  . North façade of the building, looking south.

2 of   8  . North and east façades of the building, looking southwest.

3 of   8  . South façade of the building, looking north.

4 of   8  . North and west façades of the building, looking southeast.

5 of   8  . Brick detailing at the northwest corner of the building, looking southeast.

6 of   8  . Detail of the front entrance, looking south.

7 of   8  . Interior of the building, looking south.

8 of   8  . Interior of the building, looking southwest.

**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.



|-----149'-----|

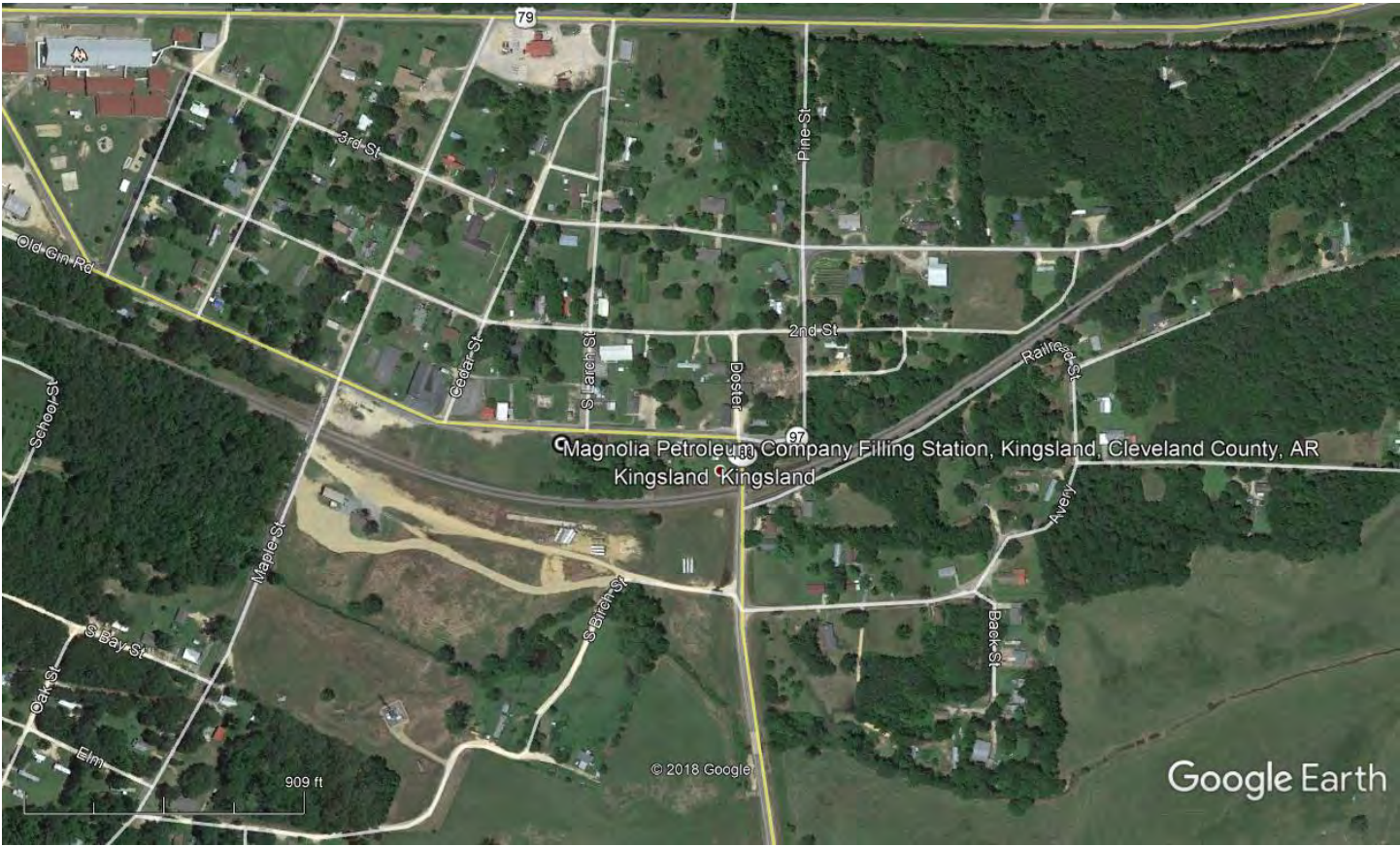
Magnolia Petroleum Company Filling Station

Kingsland, Cleveland County, AR

15 565140E 3746698N



North



|-----909'-----|

Magnolia Petroleum Company Filling Station

Kingsland, Cleveland County, AR

15 565140E 3746698N



North



















11000SE

US1000  
CAT 817 7719

3B 20

87

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination  
Property Name: Magnolia Petroleum Company Filling Station  
Multiple Name: Arkansas Highway History and Architecture MPS  
State & County: ARKANSAS, Cleveland

Date Received: 12/10/2018      Date of Pending List: 12/28/2018      Date of 16th Day: 1/14/2019      Date of 45th Day: 1/24/2019      Date of Weekly List:

Reference number: MP100003325  
Nominator: SHPO

Reason For Review:

X Accept       Return       Reject      1/24/2019 Date

Abstract/Summary Comments: Automatic listing due to Federal Government shutdown

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert      Discipline Historian

Telephone (202)354-2275      Date 1-28-19

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



THE DEPARTMENT OF ARKANSAS  
**HERITAGE**

Asa Hutchinson  
*Governor*

Stacy Hurst  
*Director*

December 5, 2018

Joy Beasley, Keeper and Chief  
National Register and National Historic Landmark Programs  
National Register of Historic Places  
1849 C Street, NW  
Mail Stop 7228  
Washington D.C. 20240

RE: Magnolia Petroleum Company Filling Station – Kingsland,  
Cleveland County, Arkansas

Dear Ms. Beasley:

We are enclosing for your review the above-referenced nomination. The enclosed disk contains the true and correct copy of the nomination for the Magnolia Petroleum Company Filling Station to the National Register of Historic Places. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Stacy Hurst  
State Historic Preservation Officer

SH:rsw

Enclosure

Arkansas Arts Council

Arkansas Historic  
Preservation Program

Arkansas Natural  
Heritage Commission

Arkansas State Archives

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars  
Cultural Center

Old State House Museum



ARKANSAS HISTORIC  
PRESERVATION PROGRAM



1100 North Street  
Little Rock, AR 72201

(501) 324-9880  
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[www.arkansaspreservation.com](http://www.arkansaspreservation.com)

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