

United States Department of the Interior
National Park Service

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NATIONAL REGISTER

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Whitney, Andrew M., House and Barn

other names/site number AL-22, AL-23; John Whitney Plantation

2. Location

street & number State Route 1855 NA not for publication

city or town Scottsville vicinity

state Kentucky code KY county Allen code 003 zip code 42164

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
David L. Morgan, Executive Director/
SHPO 2-1-94
Signature of certifying official/Title Date
Kentucky Heritage Council/State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

for
Signature of the Keeper Edson H. Beall Date of Action 3/17/94
Entered in the National Register

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

Number of Resources within Property (Do not include previously listed resources in the count.)

- private, public-local, public-State, public-Federal

- building(s), district, site, structure, object

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

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

Number of contributing resources previously listed in the National Register

NA

0

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

DOMESTIC/multiple dwelling, AGRICULTURE/agricultural outbuilding

DOMESTIC/multiple dwelling, AGRICULTURE/agricultural outbuilding

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

Greek Revival

foundation stone, weatherboard

walls

roof Metal

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1937-1941

Significant Dates

1937

Significant Person

(Complete if Criterion B is marked above)

Whitney, Andrew M.

Cultural Affiliation

NA

Architect/Builder

Architect: Unknown

Builder: Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Kentucky Heritage Council

Whitney, Andrew M., House and Barn
Name of Property

Allen County, KY
County and State

10. Geographical Data

Acreage of Property approximately 11

UTM References

(Place additional UTM references on a continuation sheet.)

A 1 | 1 6 | 5 8 3 3 4 0 | 4 0 7 2 4 1 0
Zone Easting Northing
B 2 | 1 6 | 5 8 3 3 1 0 | 4 0 7 1 9 9 0
Austin, KY Quad

C 3 | 1 6 | 5 8 3 1 1 0 | 4 0 7 1 9 7 0
Zone Easting Northing
D 4 | 1 6 | 5 8 3 2 6 0 | 4 0 7 2 4 2 0
 See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title L. Martin Perry/National Register Coordinator

organization Kentucky Heritage Council date January 14, 1994

street & number 300 Washington ST telephone 502-564-7005

city or town Frankfort state KY zip code 40601

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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WHITNEY, ANDREW M., HOUSE AND BARN
Allen County, KY

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

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DESCRIPTION

The A.M. Whitney House and Barn (AL-22 and AL-23) are situated on a 365-acre farm in the eastern portion of Allen County, Kentucky. The farm is a portion of the ancestral land grant which formerly extended to the Barren River (Horton: 137). The farm straddles State Route 1855 and stands about three-quarters of a mile south of Barren River Lake and about two miles north of the rural community of Maynard. The area proposed for nomination includes resources and acreage related to changes made to the farm by Mr. Whitney during his ownership in 1920s and 1930s. The nominated area includes approximately 11 acres, four contributing buildings, one non-contributing building, one contributing structure, three non-contributing structures, and one contributing site.

The Whitney property has taken many shapes and uses over the years. In 1790 John Whitney came to this property from South Carolina. In 1794 he obtained a land grant to the property. By 1815 he counted among his holdings 800 acres, ten slaves, and four horses. Perhaps at this time the property began to be referred to as the Whitney Plantation, as it ranked as the eleventh most valuable farm in the county. While suggestions that Whitney's holdings reached 15,000 acres (Enderle: 5; Farm Vacation pamphlet), a more realistic maximum size was probably the 1657 acres owned by Uriah Whitney in 1863 (Horton: 34, 35, 76, 137). While among the most prominent landholders in the county, John Whitney did not live in opulent circumstances. Around 1830 the family built a quite modest single-cell log building, their second on the property, which is extant about a quarter of a mile west of the nominated resources.

A.M. Whitney's daughter Clarine married Browder Tatum; they have lived at and worked the farm since 1948. Initially they ran it as a dairy farm, but converted it for raising beef cattle, tobacco, and wheat after their children left home for school. In 1963 the Tatums began inviting vacationers to stay at the farm. Existing structures on the farm were altered for that purpose, and a three bedroom guesthouse was also constructed for visitors. The arrangement proved quite popular and a steady source of income for the owners (Enderle: 5).

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Two features visually dominate the nominated area and provide the strongest associations with Whitney: the main house and barn. Although both features predate his period of significance, they reflect his tastes because he had them substantially altered in the 1930s. At the same time, other contributing structures were erected or adapted to serve the farm's use as a retirement home.

MAIN HOUSE: Contributing Building

The original portion of this house was constructed in the 1850s of log in a two-story dogtrot configuration. It has been covered in horizontal weatherboard and has large hipped brick chimneys at gable ends. The house sits on a stone foundation and faces southward. Two-story doric order columns support a balustraded portico that dominates the main facade.

Landscaping and siting conceal exterior alterations made in the late 1930s for Whitney. They consist of a two-story frame el and one-story frame additions. The interior of the house was substantially changed in the 1930s and decorated in a contemporary manner with abundant use of knotty pine panelling. Today, the interior retains much of the look and feel of a casually decorated home from the 1930s.

COLUMNED BARN: Contributing Building

This barn is seated across the highway from the main house and opens to the east. The barn was constructed in the late 1920s. Whitney obtained six two-story corinthian order columns from the Masonic Lodge in Bowling Green in 1930 and attached them to the barn under a large pedimented portico. The barn has a gable roof that covers the main bay and a two-story set-back addition on south side. A variety of window sizes and types puncture the walls. The main block of the barn is covered in horizontal wood siding; horizontal wide board siding, probably composition board, covers the set-back addition.

GARAGE: Contributing Building

This two-story building stands behind the main house, and was constructed around 1938. Its main facade is faces east and the gable roof runs roughly north-south. The ground story is faced in rough cut stone in irregular courses; the upper story in horizontal wood siding. A massive rough-cut stone exterior chimney rises on the north side of the building. A smaller flue escapes from the center of the ridge.

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SHED: Contributing Building

Based on its materials, the shed is believed to be contemporaneous with the other buildings erected in the later 1930s. This smaller, rectangular building, sits behind the garage apartment. Its gable ridge runs parallel to that of the garage apartment. The door opens to the south.

METAL WATER TANK: Contributing Structure

A large above-ground cylinder of metal standing north from the main house. This structure was erected for Whitney in the 1930s to store water for the farm. This is counted because of its visual impact and as a signpost of Whitney's control over the landscape.

THREE BEDROOM COTTAGE: Non-contributing building

Constructed after 1963 (Enderle: 5) to serve guests of the vacation farm, this dwelling was made to look primitive through simple ranch house design and siding of horizontal wood planks. Its exterior wood has been left unfinished, and through weathering, is visually compatible with its wooded surroundings. The building stands somewhat apart from the main house complex, near the water tank.

MACHINE STORAGE BUILDING: Non-contributing structure

This functional structure appears to have been constructed after the period of significance. It stands on the west side of Highway 1855, south of the drive that leads to the columned barn.

TWO UNIDENTIFIED SHEDS: Non-contributing structures

These are located in the vicinity of the columned barn, one behind to the west, and the other southeast of the barn. Because their age and use has not been determined, their contribution is unknown.

FARM SITE: Contributing site

The area immediately surrounding the two main resources is itself appealing and conveys the feeling of repose that Whitney intended the house to provide. Elements on the landscape enhance that feeling. Historic features such as the gateway for the drive to both the house and barn consist of four stone posts, two flanking each side of the drives. Other features of less historic vintage but compatible with the significant association include pergolated garden seats and a concrete in-ground pool.

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STATEMENT OF SIGNIFICANCE

The A.M. Whitney House and Barn (AL-22 and AL-23), located in eastern Allen County, Kentucky, meets National Register eligibility criterion B and is significant within the historic context **Motorized Transportation in Kentucky, 1900-1945**. The house is an important local resource for showing the success of Whitney, an early trucking magnate. While the site was a farm early in the nineteenth century, and the main residence predates the Civil War, the property is proposed for nomination for its more recent association with Whitney. Whitney, through his family, has been associated with the farm from his birth. The Period of Significance has been selected to highlight both his success in the trucking business and the physical changes he made to the farm in response to that success. Whitney started his trucking business in 1923; the Period of Significance begins in 1930, when Whitney made the first noticeable changes on the farm and ends in 1941 when he sold the trucking company which he founded. Whitney pioneered an over-the-road trucking business from the early 1920s, when Kentucky's highway infrastructure was poorly developed. Whitney's company, headquartered in Bowling Green, grew during an era when trucking companies throughout the nation began to displace railroads as the main cargo carriers. His company's rise despite the economic slowdown of the Great Depression makes it a paradigm of this transition. With retirement in mind, he made several changes to update the property in the later 1930s. The property is currently owned by Whitney family descendant and remains highly similar to its 1930s appearance.

This property is one of several extant properties associated with Whitney. His main operations office and residence stand in Bowling Green. Those properties also foster awareness of Whitney and his accomplishments, and could be seen as having statewide significance. The historic context developed for this nomination would find those properties as significant to our understanding of his value, and so, be eligible for National Register listing. The property nominated in this submission is of local significance because it illustrates Whitney's personal side more so than it speaks of his multi-state trucking business.

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HISTORIC CONTEXT: Motorized Transportation in Kentucky, 1900-1945

Previous Investigations

A number of studies relating to the theme of transportation in Kentucky have been completed, but few devote much attention to the development of the trucking industry. Railroads, another industry, have enjoyed more comprehensive treatment by historians (eg., Klein, 1972; Sulzer, 1967).

Two works on Kentucky's twentieth century transportation were consulted but yielded little to build the historic context. Farmer's draft manuscript "Automobile Age in Kentucky, 1900-1956" (1989) focuses more on the landscape that resulted from transportation changes than on the transportation history itself. Its extensive bibliography names no sources on the subject of trucking industry history. Martin's Pennyrile Cultural Landscape (1988) recognizes the importance of overland transportation during the historic period, but offers little to account for the rise of the trucking industry in the cultural landscape region.

Additional sources at the Kentucky Heritage Council consulted for information on Kentucky's transportation include the theme files, bibliographic database, and historic resource inventory database. The latter source yielded 161 sites in Kentucky associated with Transportation as the primary theme. Most of these are bridges and railroad depots. None relate to the history of the truck industry primarily. The other sources did not provide information on the history of the truck industry.

General works on the topic were consulted. These held less information on the Kentucky situation, though did indicate landmarks of the American trucking industry. The progress of Whitney's trucking company is evaluated within those sketches.

Early Developments in the American Trucking Industry

The earliest motorized vehicles in America designed to haul freight appeared in the late nineteenth century (Ramsey: 458). Apart from employing the novel form of motive power, these were little different from horse-drawn wagons. They had solid rubber tires, stiff suspension systems, and very limited range (Harper, 1991: 169).

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From the advent of railroads, Americans became accustomed to shipping goods to intercity destinations via rail and from the depot to the businessplace via horse-drawn wagon. Trucks initially offered little to compete with either long- or short-distance haulers. Thus, in 1904 there were only 700 trucks in America (Rawson: 106). A number of advances allowed truck shipping to become a distinct and more viable mode to move goods.

A 1903 truck race in the streets of New York City gave national attention to the potential of motor truck hauling. The course for light trucks was 40 miles; those carrying 10,000 pounds raced for 30 miles. Most entries finished, the winner completing the course in less than four hours. In 1911 a Swiss-built vehicle completed a coast-to-coast run--though it took 66 days (Rawson: 106).

By 1910 about 10,000 trucks were registered nationally; in 1915 the number had increased to more than 150,000, and 250,000 in 1916 (Revelt: n.p.; Harper, 1982: 242). Most sources cite the invention of pneumatic tires in 1916 as a major breakthrough for trucking companies (Rawson: 108; Revelt, n.p.; Harper, 1991: 169). These tires provided a smoother ride, less important for the trucker's comfort than to goods jostled upon America's poor roads.

Road conditions were a serious barrier to intercity trucking. Passage of the Federal Road Act of 1916 joined state and federal governments as partners in roadbuilding. The Federal Highway Act of 1925 followed, attempting to unite each state's roads into a national road system. The federal government also aided the truck industry by ordering nearly a quarter of a million trucks for the (First World) War effort. Sold as surplus after the war, these trucks provided an opportunity to entrepreneurs to enter the freight hauling business (Revelt: n.p.; Rawson: 108).

The 1920s began a decade of expansion of the trucking business through innovations in technology, continued roadbuilding, and improved service. The public had recognized the benefits of shipping freight by truck rather than by rail. Rail shipments often called for complex transfers, resulting in delays and additional freight handling. Further, less-than-a-boxcar sized loads became more costly to ship by rail. Moving shipments from the railroad to the business-place also required coordination with another freight hauler. By contrast, trucks offered to move goods easier, faster, and cheaper, and with door-to-door pick-up and delivery all in a single vehicle. Essentially, those shipping by rail had to accept the railroad's schedule; shipping by truck could allow the consumer to set the travel schedule (Rawson: 110; Harper, 1982: 242; interview with Runner).

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The trucking industry's success accelerated in the late 1920s and early 1930s. The economic slowdown associated with the Great Depression led to the production and shipping of fewer consumer goods. That reduced the need for shipments of the bulk loads upon which railroad shipping rates were based. Consequently, the Great Depression affected commercial shipping in ways that trucks were better able to respond to than rails.

As trucking companies became more competitive than rails, soon individual companies found new competitors. The old rivalry between the neophyte truck industry and the railroads shifted to gaming between emerging truck lines. The cut-throat environment that resulted encouraged participants to consider means of incorporating some cooperation so that all did not lose. Establishment of the American Trucking Association in 1933 sought regulation to reduce the fallout from open competition and to strengthen the truckers' position against the railroads. Passage of the Motor Carrier Act of 1935 established a framework for effective competition. The Motor Carrier Act also prevented railroads from purchasing their own trucking companies on the grounds that to do so constituted vertical integration, a monopolistic activity (Revelt: n.p.).

Railroad lines fought back in various ways. Some lobbied aggressively to restrict the maximum load size for trucks. By diverting the unprofitable less-than-carload shipments to trucks, rail companies hoped to gain exclusive right to deliver lucrative large shipments (Interview with Runner). In Kentucky, home of the powerful Louisville and Nashville Railroad, they were very successful in handcuffing trucks. As late as 1940, trucks in Kentucky were limited to 18,000 pound loads; Tennessee truckers could carry only 24,000 pounds. This contrasts with limits in surrounding states: 66,000 pounds in Ohio, 48,000 pounds in Missouri, 40,000 pounds in Indiana and Illinois. In Rhode Island trucks could carry as much as 120,000 pounds. The cap on truck loads not only denied Kentuckians an inexpensive freight choice, but effectively cut the state off from benefits interstate trucking traffic. Trucks carrying larger-but-legal loads cross-country routed shipments around Kentucky (17th Anniversary Newsletter: 13).

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Events of the Second World War helped move the trucking industry into its modern phase. After hostilities began, the load limits imposed during the Great Depression were suspended (Interview with Runner). American industries transitioned to large-scale operations, which included producing trucks for the war effort. As with the First World War, many of those trucks were released to peace-time use as surplus machinery. With more trucks carrying larger loads on American highways, taxpayers supported road improvements. Little more than a decade after the end of the war, Americans undertook long-term construction of the interstate high-way system that defines travel and shipping at present.

Andrew M. Whitney and His Company

Whitney established his business on March, 13, 1923, during the period between the First World War and the Great Depression, when a tremendous competition existed among truckers. Firms fought each other for larger shares of the freight hauling market being wooed from rail carriers. Whitney began modestly, with a Model T Ford, as did many other haulers who went on to success. Initially he served local needs, delivering from the rail depot to the business place. Within one year the company began making runs between Bowling Green and Nashville (Citizens Historical Association, 1940: n.p.).

Trucking does not seem the path Whitney pursued from the start. Born in Warren County in 1889, he graduated with a teaching degree in 1910 from Bowling Green Western Teachers College (Western Kentucky University, today). He taught school in Allen County for ten years. During that period he attended Bowling Green Business University, enrolled in the general business curriculum. After leaving the school, he accepted the position of bookkeeper at two firms, first at the Kentucky Gap Coal and Coke Company, in Dennis, West Virginia, and two years later, at the Yellow Cab Company in Dallas, Texas (Citizens Historical Association, 1940: n.p.). Whitney and his wife opened a boarding house next door to the Bowling Green Business University around 1923; the proceeds from it paid for the second-hand Model T truck which became his livelihood (Interview with Runner).

The success Whitney earned seems related to his intelligence, work ethic, and good fortune. Two interviewees, both family members and former employees, as well as his instructor at the Business University, remembered him as extremely dedicated and bright (Harmon: 16-17; Interviews with Runner and White). Surely, his ability to apply his intellect was aided by the potential for development in the trucking industry.

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Little has been written detailing Whitney's climb to success, but it appears to have occurred rapidly. After a year of local deliveries, Whitney established a route between Bowling Green and Nashville. A year later, his range was extended to Louisville (Citizens Historical Association: n.p.). The company moved to larger quarters as business increased. Whitney Transfer Company had moved from the boarding house by 1927 to 19 E. Main and again relocated to 1103 Adams in 1939, (Baldwin Brother's Directory: 182; Caron's Directory: 340; Whitney Transfer newsletter, 7/10/1939). The importance of maintaining an efficient office is underscored by T.L. Runner, a former bookkeeper and office manager for Whitney, who said that each item shipped had to be accounted for with a piece of paper (Interview with Runner).

The load restrictions imposed upon Kentucky and Tennessee provided benefits and difficulties for Whitney. Whitney built his business by serving a regional market that large interstate haulers found less desirable. Smaller local truck companies were one main challenger. Whitney faced that competition by offering more extensive and flexible freight delivery region. By opening more terminals he could offer to ship goods to more places. But very small companies offered competitive prices for specific routes. For instance, the Bowling Green Express, ran between Bowling Green and Louisville. Shippers in either location could get the best rates from these specialized carriers. Whitney purchased a number of those companies, including the Bowling Green Express, to strengthen his network and improve his service (Interview with Runner).

Upon opening the Memphis terminal in 1936, Whitney had erected a 5,000-mile delivery network that covered most sites in western Kentucky and Tennessee. The delivery area stretched to terminals as far north as Cincinnati, east to Lexington, south to Nashville and Memphis, and included a branch that extended through southern Illinois to St. Louis. By 1940 operations consisted of 250 trucks and 400 employees, and stood as the largest motor transport company in Kentucky (Harmon: 16; Interview with Runner).

With this success, Whitney found himself the target of various tactics by the railroads to keep him from expanding. Rail companies frequently tried to photograph Whitney's newest trucks and trailers next to their engines. These images were used to convince the public that the large trucks were a threat to public road safety. Such campaigns accused Whitney of "trying to put trains on the highway" (Interview with Runner).

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Railroads also used the regulatory system to fight Whitney. As noted earlier, Kentucky and Tennessee load limits were kept low even after those limits had been raised in other states. Numerous times the company was sued and fined for overloading. State police employed portable scales which could be used to chase down overloaded trucks on the highway in spot inspections. Runner suggests that railroads were behind these enforcement and regulatory measures.

Disregarding the advice of his close associates, Whitney sold his common carrier business to Hays Freight company in 1941. He had tired of ongoing court battles and fines. Ironically, three months after selling, load restrictions were suspended in response to the national war effort. Whitney retained the company's furniture moving business which continued into the 1980s under various titles but all employing "Whitney" in their name. Upon selling the company he retired from involvement in the household moving business to live at the nominated property (Interview with Runner). He also maintained a residence in Bowling Green, at 611 Greenlawn Drive, where he died on September 8, 1954.

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VERBAL BOUNDARY DESCRIPTION

The nominated area consists in approximately 11 acres which is part of the 365 acre property in single ownership. That larger property is designated Parcel 16 on Allen County Property Valuation Assessor Map 74. The nominated area contains the main house and barn and nearby landscape. The attached map defines precisely the limits of the nominated area.

VERBAL BOUNDARY JUSTIFICATION

The area proposed for nomination contains the highest concentration of resources representing the activities of the significant individual, A.M. Whitney. Whitney used the farm as his home, as a retreat from his competitive trucking business, and later, for retirement. The nominated area has been restricted to include those resources which exhibit the greatest impact of Whitney's use during the period of significance. Within that perspective, those features in the nominated area built or altered in the 1930s can be seen as significant. Other related resources, especially additional acreage and the John Whitney homeplace and cemetery (AL-24), may be seen as significant within other relevant historic contexts, such as the Settlement and Development of Allen County, or Agricultural Development in Allen County.

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SAME FOR ALL PHOTOGRAPHS

PROPERTY: Andrew M. Whitney House and Barn

ADDRESS: Rural Allen County, Kentucky; State Highway 1855 one mile
south of Barren River Lake

PHOTOGRAPHER: Joe Nance et. al.

DATE OF PHOTOGRAPH: December 1982 (Property looks today as in photographs)

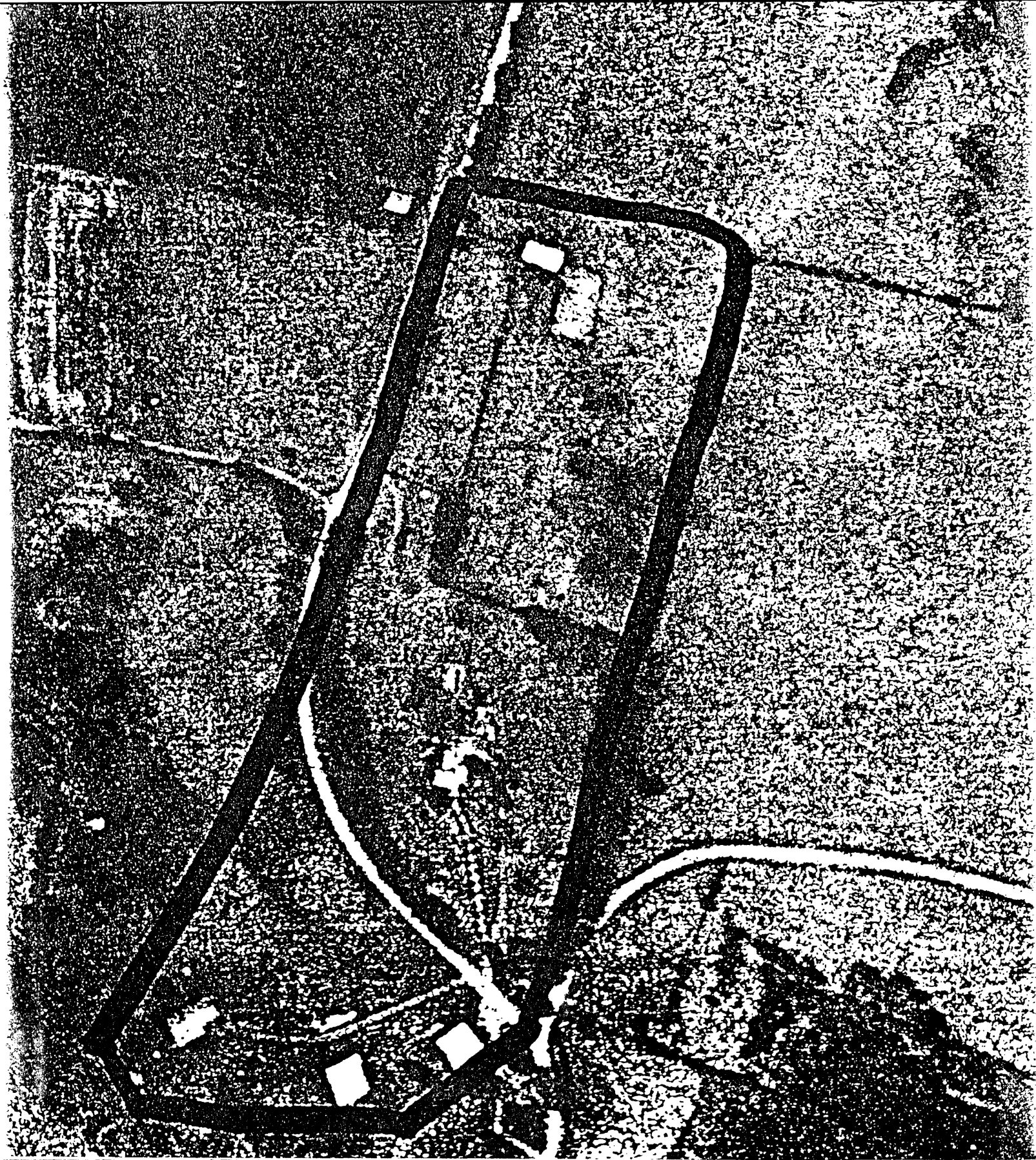
LOCATION OF NEGATIVE: Kentucky Heritage Council, Frankfort, KY

PHOTO 1: view to north of main facade, Whitney's primary residence

PHOTO 2: view to southwest of barn

PHOTO 3: view to north, entry gates at driveway

PHOTO 4: view to west, garage/apartment and storage building behind
primary residence.



REVISIONS
1
2
3
4
5
6

SCALE 1" = 200'

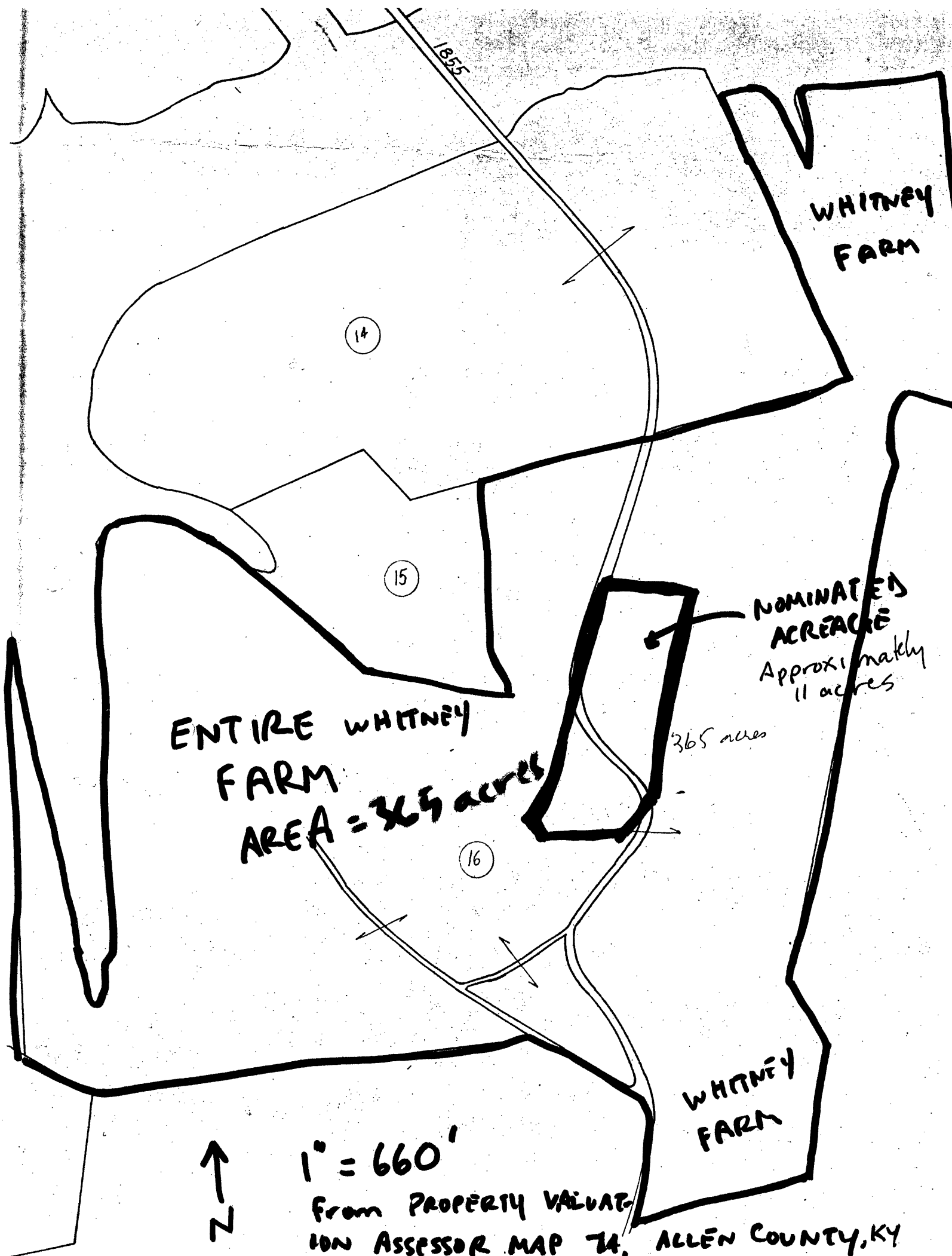


ANDREW M. WHITNEY HOUSE AND BARN
PROPERTY IDENTIFICATION MAP

COUNTY: ALLEN

MAP: 74

FOR
 USE AS
 VERBAL BOUNDARY
 DESCRIPTION



1855

WHITNEY FARM

14

15

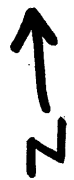
NOMINATED ACREAGE
Approximately 11 acres

ENTIRE WHITNEY FARM
AREA = 365 acres

365 acres

16

WHITNEY FARM



1" = 660'

From PROPERTY VALUATION ASSESSOR MAP 74, ALLEN COUNTY, KY