

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



1. Name of Property

historic name Standard Oil Company Filling Station

other names/site number WA-B-456

2. Location

street & number 638 College Street

NA

not for publication

city or town Bowling Green

NA

vicinity

state Kentucky code KY county Warren code 227 zip code 42101

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

Signature of certifying official/Title Mark Dennen/SHPO

Date 6/10/10

Kentucky Heritage Council/State Historic Preservation Office

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

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 Edson H. Beall

Date of Action 8-5-10

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

- ☐ private
☒ public - Local
☐ public - State
☐ public - Federal

Category of Property

(Check only one box.)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		district
		site
		structure
		object
1	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation/Road-Related (Vehicular)

Commerce/Specialty Shop

Current Functions

(Enter categories from instructions.)

Government/Other

7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th and Early 20th Century American

Movements/Commercial Style

Materials

(Enter categories from instructions.)

foundation: Brick

walls: Brick

roof: Metal/Steel

other:

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Narrative Description

Summary Paragraph

The Standard Oil Company Filling Station (WA-B-456), located at 638 College Street in Bowling Green, Kentucky, which historically was US 31 (Dixie Highway), is a one-story brick 1920s domestic style filling station, also known as a "house and canopy" type of filling station. The property is in excellent condition and has had very minor changes over the years. It has been remodeled and rehabilitated to serve as public restrooms for the adjacent Circus Square Park.

Character of Site

The deed indicates that the property was bought on July 18, 1921. According to receipts found inside the building, the station was operational by 1922, placing the date of construction at 1921, as well. The original street number was 640, and the owner of the property was J.A. Jenkins.

The Standard Oil Company Filling Station stands on the corner of College Street where it has always stood. College Street runs in a northeast-southwest orientation. The building stands on the corner at a forty-five degree angle, with its front facing westerly.

Its surroundings have changed over the years with the evolution of transportation and commercial patterns. The rise of interstate travel made College Street and the rest of the Dixie Highway a less prominent travel way. Much of the 600 block of College Street has been demolished and is now the site of the Circus Square Park. The park takes up the entire city block, except for the corner where the station is located. The city spent a substantial amount of money creating the park as part of the downtown redevelopment plan. The park block is surrounded by blocks that are commercial in use, and is situated 2 blocks from the main town square. The historic Standard Oil Filling Station is adjacent to the Shake Rag Historic District (National Register 2000) and is located two blocks away from historic Fountain Square Park. The building stands less than a block from the Modern Automotive District (NR 2006, 06000809), a small collection of buildings on the 500 and 600 block of State Street, which also arose in response to the traffic along the Dixie Highway.

Exterior and Interior of the Building

The structure is a one-room building. Its position facilitated motorists entering and exiting the station. The foundation is made of brick. The building was once covered with wood siding, painted a butter cream color; siding has since been removed to restore the historic exterior material. The front facade has one door in the center with three small vertical windows above it. The door is painted white and has a glass insert with a 3-over-3-plane configuration. The trim around the glass insert in the door and transom is white. One window flanks each side of the front door, a double-hung sash with 8-over-8-light configuration. The trim on these windows is white. The north and south sides each have an 8-over-8 double-hung sash window beside a narrow door topped by a three-light transom. The windows in the structure give the station a residential aspect.

The southeast facade has one window with white trim, similar to the windows on either side of the front door. It also contains sixteen planes of glass and is placed closer to the front facade. The northeast (rear) facade has three windows in a horizontal row towards the top of the structure. These windows have six planes of glass and white trim. They are approximately two-thirds the size of the south facade window. Both corners on the northeast facade support downspouts. The northwest facade contains one window opposite the position of the window on the southeast facade; both windows have the same size, shape, and color. To the left of the window is a door identical to the

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front door. It also has three vertical windows above it. At some time, a concrete lateral addition was added to the structure on the northwest facade. This addition has now been removed, leaving the original portion of the station completely intact.

The roof of the structure is original. It is hipped and covered by galvanized standing-seam metal painted red. The roof extends past the front facade of the building, creating a canopy. This canopy is supported on the front end by a Y-shaped support with two crossbeams, connecting the arms of the Y to the top of the canopy. Two 1920s-era Crown gas pumps were originally located underneath the canopy. Two Crown gasoline pumps dating from the 1940s have currently been placed underneath the canopy. The original sign, found in the building, has been hung on the front of the canopy. The sign indicates that the station was a Standard Oil Company station, and Crown brand gasoline was sold there. A period air pump has also been placed near the door of the building under the canopy.

The interior of the structure contains two public restrooms segregated by gender. As one walks into the building, one can see the entrances to the restrooms facing one another perpendicular to the entrance. Hanging on the wall between the restrooms are several interesting documents that were found inside the building. Many of these documents are gasoline receipts and ledgers from the time that the building functioned as a Standard Oil Filling Station.

Changes to the Building and to the Site Over Time and Future Planned Use

The Standard Oil Company Filling Station itself is mostly intact. The building has proven to be durable: the foundation, brick, and siding are all original. During the 1930s, the station had an addition constructed that altered both its size and appearance. The addition was placed on the northwest facade, and it was made of concrete blocks. With the addition, the station was transformed into an "oblong box" type of filling station. This station type was adopted during the 1930s as a response to the Depression and a need for income not only from gas purchases by travelers but also repair work for locals. In some stations, this extra space provided room for a service bay. This particular Standard Oil Company Filling Station retained the addition through the end of its existence, though it did not have a drive-in opening typical of many service bays. After the Period of Significance, the station building functioned as used car lot complete with the addition, and later on as a store selling items related to gospel music.

Until recently, the station had been slated for demolition. A group of community leaders met and forwarded a proposal to save the Standard Oil Company Filling Station. The idea was proposed that the station could be transformed to serve as public restroom facilities for the newly constructed Circus Square Park, which is a part of the downtown redevelopment plan. The city commissioners approved the plan, and the inside of the Standard Oil Company Filling Station is now being renovated. The city decided to remove the addition to make the project smaller and therefore more affordable. What is now standing is a fairly accurate external representation of what the Standard Oil Company Filling Station would have looked like in the 1920s.

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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.)

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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation

Period of Significance

1921-1956

Significant Dates

1921

1949

1956

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The period of significance, 1921-1956, is the period of time in which the building functioned as a Standard Oil Company Filling Station, and the time in which the important association, with the Dixie Highway, an important transportation corridor, traveled by the property. A bypass to the highway was constructed in 1956, severing the tie between the station and the important corridor with which it prospered.

Criteria Considerations (explanation, if necessary) NA

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Statement of Significance

Summary Paragraph

The Standard Oil Company Filling Station (WA-B-456), located at 638 College Street (formerly 640 College Street) meets National Register Criterion A and is significant within the historic context of **Automobile Tourism on U.S. 31W in Bowling Green, KY, 1921-1956**. The period of significance, 1921-1956, is the time the building served as a filling station. The beginning date constitutes the construction of the filling station on its current lot. The ending date signifies the year the filling station was sold to Bailey Butler and transformed into a used car lot. U.S. 31W was part of the Dixie Highway, which brought tourists through Bowling Green on journeys that could stretch from Detroit to Miami. The highway helped fuel economic growth in the city and brought tourists to many of the natural wonders near Bowling Green, such as Mammoth Cave. The Standard Oil Filling Station served the growth of the Dixie Highway from its inception in 1921 until that road was re-routed in 1956.

Automobile Tourism on U.S. 31W in Bowling Green, KY, 1921-1956

Early Development of Filling Station as a Separate Type of Commercial Building

The first drive-in gas stations were small shacks, built solely for the purpose of keeping the attendant out of bad weather. Such a site would include one to three pumps, a driveway, a parking area, and a street sign. These filling stations were built within the regulations of a city ordinance. The stations were low roofed to blend in with their domestic surrounds (Walker 2008).

In the 1920s, a new concept for the filling station appeared on the landscape: the domestic style filling station. Located in residential neighborhoods, as was the Standard Oil Filling Station, these structures were designed to fit into the scale and style of a residential neighborhood and were detailed with residential fenestration and materials (Jakle 1994:138). These domestic style filling stations were often situated on corners, and often turned at a 45° angle to catch the attention of the passing motorist. The corner location and angled orientation made it easier for drivers to maneuver in and out of the filling station (Jakle 1994: 210). The Standard Oil Filling Station is Bowling Green's strongest example of this type of filling station.

This service station stands as one of the first local attempts to standardize an architectural product and experience by creating a repetitive architectural statement that could easily be recognized by the motorist as a source of reliable, quality service. This style of station was a bridge in the market place from gasoline that was sold by individuals curbside to gasoline sold in a structure designed and dedicated for that purpose. During the Great Depression, service bays were added to filling stations, creating what is known as the "Service Station." Filling station owners and operators were commercial pioneers, establishing the model for linking the new motorist consumer with products and services he and she both wanted and needed. The Standard Oil Company Filling Station is a compelling example of the buildings these entrepreneurs built to accommodate these new consumer demands.

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Road Construction and Automobile Tourism in Kentucky

In the early-twentieth century, the popularity and availability of the automobile changed the landscape of the country. Through the combination of standardized parts and assembly line construction, Henry Ford began producing his Model-T, an affordable car. Kentucky's early Ford plant arose in 1913, in Louisville (Kennedy and Macintire 2004:4). Automobile ownership in Kentucky increased from 20,000 in 1915 to 127,000 in 1921. This figure reached 1 million in 1958 (Harrison and Klotter 1997:314). This continual increase in automobile ownership increased the demand for gasoline.

The American South had an interest in the construction of roads to facilitate the movement of goods from the farm to market. Though roads existed for this purpose, they tended to be in poor condition (Kennedy and Macintire 2004:6). As individually-owned transportation shifted from horse modes to the automobile, automobile clubs began to campaign for the construction of better, safer roads, more suited to this new form of transportation (Atkerson 2008:1). The first concrete section of road in Kentucky was constructed on the Eastern Dixie Highway in 1914 (*Kentucky Transportation* 1927(9):25).

One of the early uses of the automobile was for tourism. As an American middle class emerged, leisure time and the means to travel the country came within the grasp of more people. Kennedy and Macintire state that automobile touring was popular across the continent as early as the 1910s for the middle and upper classes (2004:6). The American South soon realized the benefits of smoother roads for not only local travel but also for tourism. Additionally, local leaders dealt with pressure from the advocates of the Good Roads Movement, which included members of the American Automobile Association, local progressives and women's rights activists, and bicyclists. Kentucky established the Department of Highways in 1912 (Harrison and Klotter 1997:315). By 1914, it had developed a plan to connect the county seats across the state (Kennedy and Macintire 2004:7). To help realize its goal, the Department of Highways began collecting tax on automobiles and gasoline. *Kentucky Transportation*, the magazine of the Department of Highways, stated that in 1926 the Department of Highways reported \$2,823,660.72 collected in automobile tax (1927(11):11). The age of the automobile had arrived in Kentucky.

The Emergence of the Dixie Highway

The Dixie Highway was created by one of many automobile clubs to arise in the early 20th century. According to Kennedy and Macintire, the highway was originally the idea of Carl Fisher, a member of the Lincoln Highway Association. He was also the prime developer of Miami Beach as a tourist destination (2004:7). The primary objective of the Dixie Highway was to create an efficient transportation route to Florida. As the country's first interstate road system, there was much debate over the route these roads would take. Even at this early stage in commercial tourism development, local merchants and politicians understood the economic value of being a stopping point along this travel way (Atkerson 2008:1). The first meeting of the Dixie Highway Association was filled with so much contention over the route the highway should take that it has been referred to as the "Second Battle of Chattanooga." As a result of this meeting, both branches of the highway take circuitous routes (Kennedy and Macintire 2004:8).

South Central Kentucky was attractive as a route for the emerging Dixie Highway corridor for three reasons: historical and natural sites like Mammoth Cave, the natural beauty of the landscape, and its directness on a route destined for Florida (Walker 2008). When state and federal government

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became involved in road projects, automobile club roads received numbers, in this case U.S. 31W, instead of names and went through a phase of improvements. US 31W was noted as completely paved in 1931 (Kennedy and Macintire 2004:10).

The increase of automobiles on the Dixie Highway caused a higher demand for fuel on the highway. Visiting the local kerosene refinery for fuel needs was no longer convenient. Travelers needed convenient and easily accessible filling stations that they could rely on to refuel their vehicles on their long trips. The Standard Oil Filling Station would be the first in Bowling Green to address this growing need.

The Automobile and Automobile Tourism in Bowling Green

The history of the automobile in Bowling Green paralleled that of the rest of the country. Automobiles quickly grew in popularity, and existing horse and wagon roads were converted for auto routes. One of these local roads would become a portion of U.S. 31W by 1920. Also known as the Dixie Highway, it brought northerners, looking to escape the harsh winter, directly through Bowling Green. During this period, commercial establishments along U.S. 31W flourished. Although cars had been in Bowling Green since the turn of the century, prior to 1920, no filling station existed in Bowling Green. The Standard Oil Company of Kentucky was founded in 1886, and a retail outlet existed in Bowling Green as early as 1914. However, this location only serviced the L and N Railroad (Sanborn Maps of Bowling Green, 1914). Before 1920, gasoline was most likely sold in front of existing retail outlets and at curbside pumps (Liebs 1985:97). With the improvement of the Dixie Highway and the increase in travel and automobile tourism on the Dixie Highway in Warren County, numerous filling stations arose, the first being the Standard Oil Company Filling Station in 1921.

A number of others were built on College Street, the southbound route on the Dixie Highway, in the 1920s and 1930s, within a block of the Standard Oil Co. filling station. These include the Roy Gentry Service Station at 200 College Street, the Kirtley Service Station at 538 College Street, the LW Cook Service Station at 701 College Street, and the Powell Service Station built at 731 College Street. These buildings were also domestic style fillings stations and would also have served automobile tourists as well as residents in Bowling Green. Most of these filling stations are scheduled for demolition, but the Standard Oil filling station has been saved and renovated my Bowling Green's Historic Preservation Office.

The Dixie Highway made Bowling Green, if not a travel destination, at least a very convenient stopping place on a vacation trip. More than sites of natural beauty or historic appeal, Bowling Green offered motor courts, automobile repairs shops, and gas filling stations (Zeigler 2006:6). Half way between Nashville and Louisville, the services offered in Bowling Green made the city important to automobile tourism on the Dixie Highway, rather than any designated tourist site itself.

The symbiotic relationship between the Dixie Highway and the automobile tourism it brought from other parts of the country, and the existence of the Standard Oil Co. filling station, can be seen through the rise and fall of the filling station. Flourishing for years after the construction of US 31W, in 1949 the construction of an alternate route of U.S. 31W through Bowling Green (US 31W Bypass) shifted the pattern of commercial land use (Johnston 1997:9). Numerous commercial establishments were constructed along U.S. 31W Bypass and became the central location for business catering to

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motorists and tourists. The Standard Oil Co. filling station, without the automobile tourism to rely on, soon would become a car sales lot.

Evaluation of The Standard Oil Company Filling Station within its Historic Context

The Standard Oil Company Filling Station was built in 1921, only a year after the completion of the Dixie Highway, and soon after the break up of the Standard Oil Company monopoly on oil in the South. Its date of construction in 1921 corresponds to the date that the Dixie Highway was deemed passable in Kentucky (Kennedy and Macintire 2004:8). Tourists traveling between Nashville and Louisville needed a midpoint refueling location, and the Standard Oil Filling Station was the first to fill this need. During the Great Depression, as with filling stations across the country, economic pressures forced the Standard Oil filling station to think of new ways to bring in revenue in addition to dealing in gasoline. The station added an additional bay to provide local customers in need of automobile repairs, to supplement their gasoline sales.

In 1948, Standard Oil sold the station to Carroll Hildrith and Jule Bettersworth (Walker 2008). These owners continued to operate the station as a Standard Oil Station and continued selling Crown brand gasoline. The station was in business until 1956, when it was sold to Bailey Butler and turned into a used car lot (Walker 2008).

The Standard Oil Co. filling station is significant because it is strongly associated with automobile tourism on the Dixie Highway in Bowling Green from 1921-1956. Its operation as a car-related commercial operation prospered and declined in relation to its alignment with the Dixie Highway. The station was built the same year the Dixie Highway was deemed passable and ceased to exist soon after the construction of U.S. 31W Bypass diverted non-local traffic away from it.

Evaluation of The Standard Oil Company Filling Station's Historic Integrity

The Standard Oil Filling Station meets Criterion A, and has been interpreted within the historic context "Automobile Tourism on U.S. 31W in Bowling Green, KY, 1921-1956." The emphasis within this context is upon the relationship between the emergence of a national highway and the places that facilitated that emerging transportation and tourism corridor. The integrity factors that inform us of this relationship are integrity of location, design, setting, materials, feeling, and association.

The Standard Oil Filling Station possesses integrity of **location** in that it remains on its original site. Location is an integral dimension of what makes the Dixie Highway important because the road consists in a number of discrete sites, each with a particular function, meaning, and value, all of which are connected to a fixed location. This collection of sites, united by the asphalt road system, allowed people to navigate space from a starting point to a specific destination and back again. Locations along the way contoured that experience. Properties such as the Standard Oil Filling Station, standing in their historic location alongside the current version of the U.S. 31W roadway, help to establish the most basic identity between the physical resource and the concepts of importance we ascribe to the Dixie Highway.

The surroundings of the building lend it identity and give the Standard Oil Filling Station integrity of **setting**. Located on its original street corner, the Standard Oil Company Filling Station is now surrounded by a park. The opposite street corner houses the newly constructed Chamber of Commerce. The town square is located one block down from the filling station. The setting of the

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building is juxtaposed between open space on one side and community buildings on the other. This juxtaposition helps the building retain its own character as a filling station located within the commercial heart of Bowling Green and along the transportation corridor of the historic route of the Dixie Highway.

The Standard Oil company filling station possesses integrity of **design**. On the exterior, it conforms to the original configuration of the building when it was built in 1921. The building retains its original proportions, scale, and fenestration pattern. Additionally, the building retains the brick structure and metal canopy that were used in its construction, which provide it a sufficient integrity of **materials**. Thanks to the recent rehabilitation and renovation of the Standard Oil Filling Station, the building continues to possess integrity of design.

Integrity of **feeling** is defined as a property's expression of the aesthetic or historic sense of a particular period of time. The recent rehabilitation of the Standard Oil building has increased its historic sense within the period of significance. The building has been painted white, while the metal canopy has been painted red. These colors match the 1940s-era gasoline pumps and air pump that have been placed underneath the canopy. These features, combined with the original sign hanging from the front of the canopy convey a sense of historic automobile travel. This sense is further heightened by the building's integrity of location, design, setting, and materials.

If a property related to its context possesses integrity of location, integrity of design, integrity of setting, integrity of materials, and integrity of feeling, it will be said to have integrity of **association**. The view that a property possesses integrity of association is equivalent to conceiving the property as eligible for listing on the National Register. The Standard Oil Filling Station conveys a relationship between the building and automobile tourism on the Dixie Highway to the observer. Many people driving by the building have recognized this relationship. As a result, there have been several travelers that have stopped with their classic cars and motorcycles to take photographs of themselves and their vehicles at the Standard Oil Filling Station. The Standard Oil Filling Station serves Bowling Green as a link between the present and the history of automobile travel in Kentucky.

9. Major Bibliographical References

Books and Pamphlets

Belasco, Warren. 1979. *Americans on the Road*. Cambridge: The MIT Press.

Harrison, Lowell and James Klotter. 1997. *A New History of Kentucky*. Lexington: University Press of Kentucky.

Jakle, John A. 1982. *The American Small Town*. Hamden: Shoe String Press.

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

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Kennedy, Rachel and William J. Macintire. 2004. *Roadside Architecture of Kentucky's Dixie Highways: A Tour Down Routes 31E and 31W*. <<http://heritage.ky.gov/NR/rdonlyres/3F5F47A7-0536-44C3-B364-6E336CA710A2/0/dixiehwytour.pdf>>. Accessed February 27, 2010.

Liebs, Chester H. 1985. *Main Street to Miracle Mile: American Roadside Architecture*. Baltimore and London: The John Hopkins University Press.

Martin, Charles. 1988. *The Pennyryle Cultural Landscape*. Frankfort: Kentucky Heritage Council.

City Directories

Caron's Bowling Green (Warren County KY.) City Directories.

Interviews

Walker, Dorian. 10/3/2008. Bowling Green, KY.

Maps

Sanborn Fire Insurance Maps [1914 and 1926]. New York: Sanborn-Perris Map Co. The Kentucky Library and Museum. Bowling Green, Kentucky.

National Register of Historic Places Nominations

Johnston, Janet, Beck Proctor, Brian Gregory, and Karen Heege. 1999. *Shake Rag Historic District*.

Websites

Droz, R.V. 2004. A History of the Standard Oil Company and Its Successors. <<http://www.us-highways.com/sohist.htm>>. Accessed February 27, 2010.

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): _____ WA-B-456 _____

10. Geographical Data

Acreage of Property .083

(Do not include previously listed resource acreage.)

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UTM References

1983 NAD values below

Bowling Green South quad

1	16	549,944.26	4,094,515.25	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

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

The western portion is bounded by College Street, whereas the southern portion is bounded by East 7th Avenue. The eastern and northern portions are bounded by the Circus Square Park.

Boundary Justification (Explain why the boundaries were selected.)

We chose these boundaries because they are part of the city plan that cannot be easily changed and correspond to the plot of land owned by the city.

11. Form Prepared By

name/title David Puglia and Brenna Heffner

organization WKU Department of Folk Studies and Anthropology date 2/27/2010

street & number 1906 College Heights Boulevard telephone (270) 745-6549

city or town Bowling Green state KY 42101

e-mail dpuglia@yahoo.com or brenna.heffner693@wku.edu

Additional Documentation

Submit the following items with the completed form:

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- **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. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Standard Oil Filling Station

City or Vicinity: Bowling Green

County: Warren

State: KY

Photographer: Brenna Heffner

Date Photographed: 3/1/2010

Description of Photograph(s) and number:

KY_Warren_StandardOil_0001

View of the northwestern façade of the building, taken facing the southeast

1 of 2.

KY_Warren_StandardOil_0002

View of the southeastern façade of the building, taken facing the northwest

2 of 2.

Property Owner:

name City of Bowling Green

street & number P.O. Box 430

telephone

city or town Bowling Green

state KY

zip code 42102-0430

WK 10 3 38 7 3
Recorded August 16, 1991

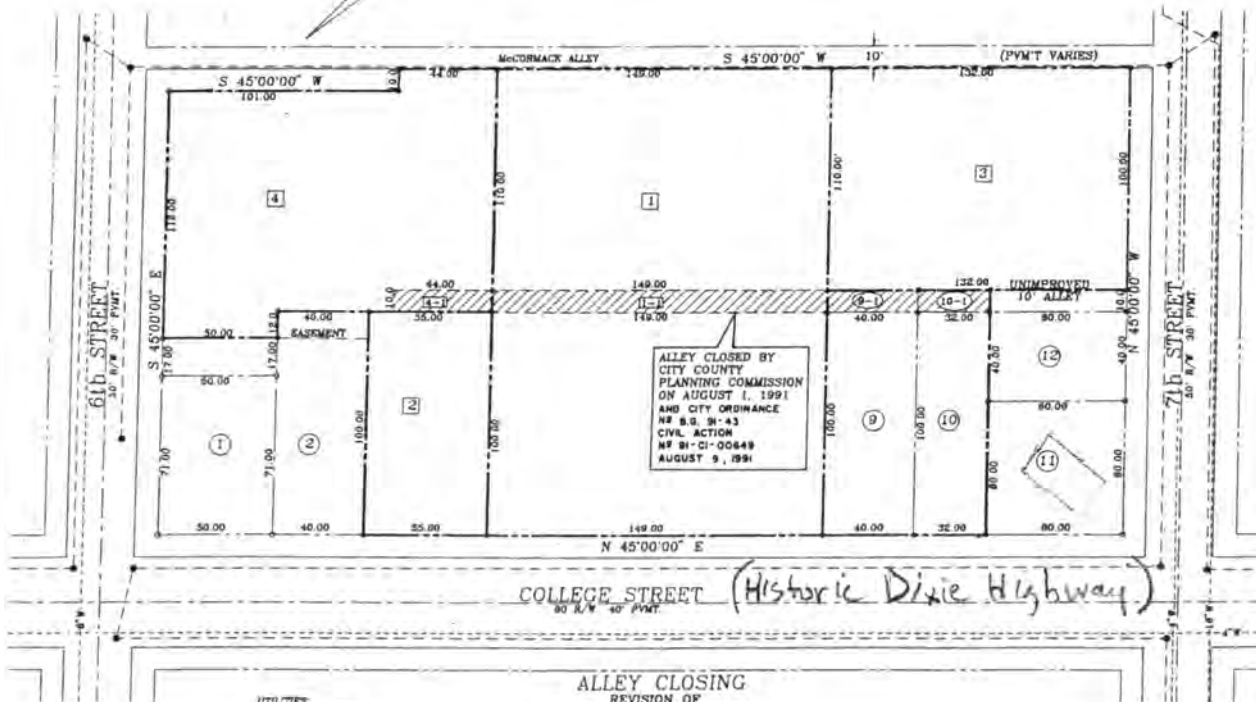
CLERM
D.C.

NOTES:

THE PURPOSE OF THIS PLAT IS TO CLOSE AN UNIMPROVED ALLEY BEHIND LOTS 8, AND 33 AND ACROSS LOT 13. SOURCE OF SURVEY, EXISTING RECORD PLAT, RECORDED IN PLAT BOOK 19 PAGE 17.
LOT 8-1 IS NOT A BUILDING LOT OF RECORD AND IS TO BE ADDED TO LOT 8.
LOT 10-1 IS NOT A BUILDING LOT OF RECORD AND IS TO BE ADDED TO LOT 10.
LOT 11-1 IS NOT A BUILDING LOT OF RECORD AND IS TO BE ADDED TO LOT 11.
LOT 12-1 IS NOT A BUILDING LOT OF RECORD BUT IS TO BE ADDED TO LOT 12.
ALL CORNERS ARE TO BE MARKED WITH IRON PINS.



LOT NUMBERS	PROPERTY OWNERS	AREA	SOURCE OF TITLE
1	JAMES W. BRITE & NOVIS SIMPSON	31290.0 SQ. FT.	DEED BOOK 573 PAGE 99 & DB 324 PG 16
2	JAMES W. BRITE	5500.0 SQ. FT.	DEED BOOK 524 PAGE 13
3	SIMPSON FURNITURE CO.	13900.0 SQ. FT.	DEED BOOK 524 PAGE 11
4	SIMPSON FURNITURE CO.	14400.0 SQ. FT.	DEED BOOK 524 PAGE 10
5	JAMES W. BRITE	4400.0 SQ. FT.	DEED BOOK 261 PAGE 28
6	SIMPSON FURNITURE CO.	3520.0 SQ. FT.	DEED BOOK 537 PAGE 24
TOTAL AREA - 73,240.0 SQ. FT. / 1.68 ACRES			



OWNER/DEVELOPER
JAMES W. BRITE
628 COLLEGE STREET
BOWLING GREEN, KY 42101

ALLEY CLOSING
REVISION OF
MAJOR SUBDIVISION
OF A TRACT OF THE LANDS OF
JAMES W. BRITE & NOVIS SIMPSON
LOCATED ON COLLEGE STREET BETWEEN 7th & 8th ST.
IN BOWLING GREEN, KENTUCKY
PREVIOUSLY RECORDED IN PLAT BOOK 19 PAGE 17

DATE: 8-1-91 JOB NO.: 91185
1"=40'
GRAPHIC SCALE IN FEET

LAND SURVEYORS
JAMES R. ADAMS & ASSOCIATES
700 CHESTNUT STREET
BOWLING GREEN, KY 42101
PHONE: (502) 782-3318

SIGN IN BLACK INK PL. EASE

1. LAND SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT DEPICTS A SURVEY, MADE BY ME, OR UNDER MY DIRECTION, BY THE METHOD OF RANDOM TRAVERSE. THE BEARINGS AND DISTANCES SHOWN HEREON HAVE BEEN ADJUSTED FOR CLOSURE. THIS SURVEY AND PLAT MEETS OR EXCEEDS THE MINIMUM STANDARDS OF QUALITY OF THE SURVEYING PROFESSION.

DATE: 8-1-91
BY: [Signature]
JAMES R. ADAMS, L.S.

2. EASEMENT DEDICATION

The spaces outlined by dashed lines and designated as easements are hereby reserved for the purposes shown, including the right of ingress and egress over all lots to and from the easements and the right to cut down or trim any trees within or without the easements that may interfere with the installation or operation of the lines. The easements shall be kept free of all permanent obstructions.

DATE: 8-1-91
BY: [Signature]
JAMES R. ADAMS, L.S.

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3. NOTE

(1) Where necessary entrance and/or driveway to lots shall be constructed with a minimum of 24 linear feet of 15 inch diameter entrance pipe.
The end of the entrance radius shall terminate 3' back from the property line.
(2) Grading within the developed area shall be performed in such a manner that no excess water will be directed to the on / street road right of way without approval of City / County Engineer.

THIS PROPERTY HAS PUBLIC ACCESS TO A

CITY ROAD.

DATE: 8-1-91
BY: [Signature]
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BY: [Signature]
JAMES R. ADAMS, L.S.

2. CERTIFICATE OF OWNERSHIP AND DEDICATION

I hereby certify that I am owner of the property shown and described herein and that I hereby submit the plan of subdivision with my true consent, including the minimum building restriction lines and dedications of streets, alleys, easements, and other open spaces to public or private use as noted.

DATE: 8-1-91
BY: [Signature]
JAMES R. ADAMS, L.S.

3. CITY ENGINEER OR COUNTY ENGINEER

All drainage easements are dedicated to the City of Bowling Green, Kentucky. All drainage easements shall be maintained by the respective owner(s) of the lots over which said easements cross and no drainage easement shall be altered in any way by filling, changing the contour thereof, or by building any structure thereon, except upon prior written approval of the City Engineering Division.

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Standard Oil Company Filling Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: KENTUCKY, Warren

DATE RECEIVED: 6/22/10 DATE OF PENDING LIST: 7/21/10
DATE OF 16TH DAY: 8/05/10 DATE OF 45TH DAY: 8/06/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000526

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 8.5.10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

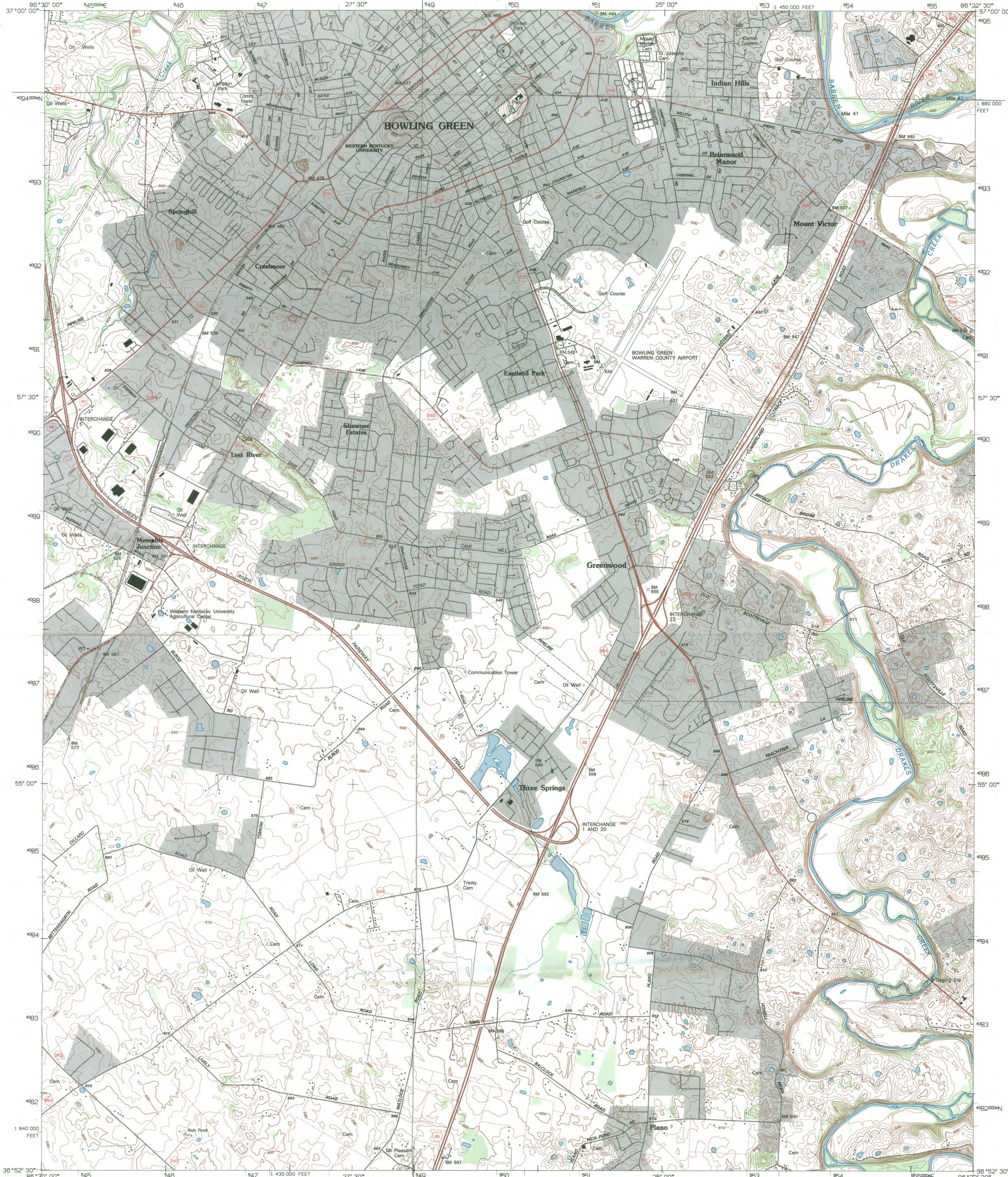
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

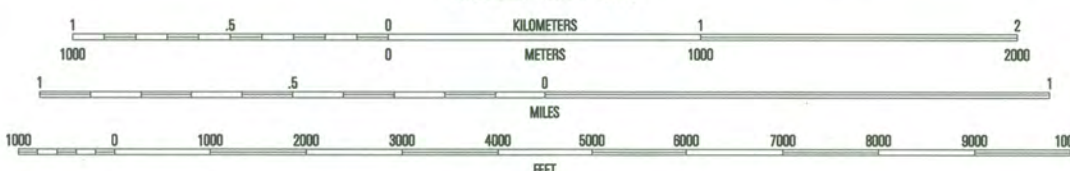
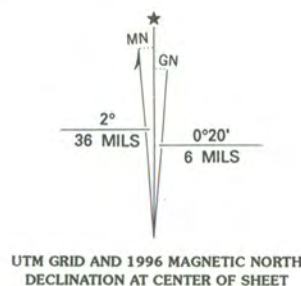




STANDARD
— OIL —
COMPANY



Produced by the United States Geological Survey
Compiled by photogrammetric methods from imagery dated 1953
Field checked 1954. Revised from imagery dated 1967
Field checked 1968. Revised in cooperation with State of
Kentucky agencies from imagery dated 1993. Survey control
current as of 1968. Map edited 1996. Contours not revised
North American Datum of 1983 (NAD 83). Projection and
blue 1000-meter ticks: Universal Transverse Mercator, zone 16
10 000-foot ticks: Kentucky Coordinate System of 1983 (south zone)
North American Datum of 1927 (NAD 27) is shown by dashed
corner ticks. The values of the shift between NAD 83 and NAD 27
for 7.5-minute intersections are obtainable from National Geodetic
Survey NADCON software



ROAD CLASSIFICATION
Primary highway
hard surface
Secondary highway
hard surface
Light-duty road, hard or
improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

1	2	3	1 Hadley
2	3	4	2 Bowling Green North
3	4	5	3 Bristol
4	5	6	4 Rockfield
5	6	7	5 Polkville
6	7	8	6 Woodburn
7	8	9	7 Drake
8	9	10	8 Allen Springs

BOWLING GREEN SOUTH, KY
36086-H4-TF-024
1993
DMA 3757 IV NW-SERIES V853

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

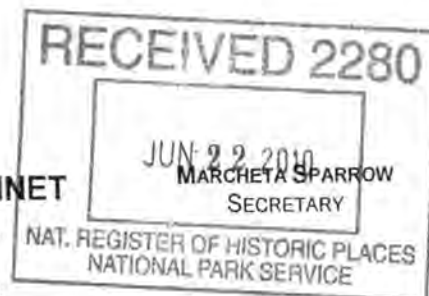


STEVEN L. BESHEAR
GOVERNOR



**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov



MARK DENNEN
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

June 10, 2010

Ms. Carol Shull, Keeper
National Register of Historic Places
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW 8th Floor
Washington DC 20005

Dear Ms. Shull:

Enclosed are nominations approved at the May 11, 2010 Review Board meeting. We are submitting them for listing in the National Register:

J. J. Nesbitt House, Bath County, KY
St. Bartholomew Parish School, Jefferson County, Kentucky
William Dodd House, Jefferson County, Kentucky
Christian Church of West Liberty, Morgan County, Kentucky
Coombs-Duncan-Brown Farmhouse, Nelson County, Kentucky
✓ **Standard Oil Company Filling Station**, Warren County, Kentucky
Maple Grove, Washington County, Kentucky
Kalarama Farm, Washington County, Kentucky

We appreciate your consideration of these nominations.

Sincerely,

Mark Dennen, SHPO and
Executive Director
Kentucky Heritage Council