

COVER

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic Resources Along U.S. 31W in Warren County, 1920-1965

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Transportation Along U.S. 31W in Warren County (1920-1965)
Commerce Along U.S. 31W in Warren County (1920-1965)

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

David L. Morgan, SHPO and Executive Director,
Kentucky Heritage Council

Signature and title of certifying official
Kentucky Heritage Council/State Historic Preservation Office

Date 10-1-97

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action 11/18/97

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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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 the 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 Project (1024-0018), Washington, DC 20503.

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Section E Page 1

Historic Resources Along U.S. 31W in Warren County
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Statement of Historic Context

Summary

United States 31W, or Dixie Highway, is historically significant for its contributions to the general and commercial development of Warren County between 1920 and 1965. U.S. 31W was a significant north-south route through Kentucky and contributed to the growth of businesses along its original route, alternate routes, and realignments. Commercial establishments, such as filling stations, restaurants, tourist homes, cabin/cottage courts, motor courts, and motels, were a direct result of the improved national highway system and played a major role in the commercial development of Bowling Green and Warren County. The construction and improvement of national highways and the emergence of roadside businesses altered both the urban and rural landscapes of Warren County. The period of significance 1920-1965 encompasses the changing pattern of automobile travel and growth of commercial establishments in Warren County. The beginning date 1920 indicates the designation of Dixie Highway as a federal automobile highway, and the ending date 1965 indicates the opening of Interstate 65 through Warren County and marks the beginning of the decline of travel and tourism along U.S. 31W.

Transportation Along U.S. 31W in Warren County (1920-1965)

U.S. 31W, or Dixie Highway, is historically significant as a major north-south thoroughfare through Warren County and Kentucky. Since the early 1800s, this road has been a major route for local residents and travelers and an important means for transporting goods and people. U.S. 31W began as a toll road and developed as a federal highway through the continual demand for more efficient and improved transportation. The development of U.S. 31W was a cause and result of social, political, and economic changes in Warren County, the Commonwealth of Kentucky, and the United States.

The origin of U.S. 31W in Warren County began on February 2, 1833 when the General Assembly of the Commonwealth of Kentucky passed "[a]n Act to incorporate a Company to establish a Turnpike Road from the City of Louisville, by the Mouth of Salt River, Elizabethtown, Munfordsville, [sic] and Bowlinggreen [sic], to the state line, in the direction to Nashville" (269). This

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act was amended several times to alter the course of the Louisville and Nashville Turnpike. Along the 114-mile stretch of the Louisville and Nashville Turnpike, tolls were established every fifth mile, and stagecoach lines and businesses, such as stagecoach stops, were established. By 1850, the Louisville and Nashville Turnpike was macadamized, covered with small crushed stone; however, travel was often impeded by inclement weather and poor road conditions.

With the advent of steamboats on the Barren River and the opening of the Louisville and Nashville Railroad on August 10, 1859, the popularity and use of the Louisville and Nashville Turnpike in Warren County and throughout Kentucky declined. However, local users, especially farmers, demanded the improvement of the toll road and sought county acquisition and maintenance of the road. On May 12, 1884, the General Assembly approved "[a]n act to transfer to Warren county court that portion of the Louisville and Nashville turnpike lying in Warren county, and to authorize said county to manage and repair the same" (1218). On March 7, 1888, the General Assembly authorized the Warren County Court to issue and sell a maximum of \$6,000 in bonds to repair the portion of the Louisville and Nashville Turnpike lying in Warren County.

With the advent of the automobile, a national "good roads" movement emerged, and individuals and organizations lobbied for the improvement of roads throughout the United States. At the forefront of this movement were two national organizations, the American Automobile Association and National Grange (Partridge 185). State and local groups also formed, and in Kentucky, numerous groups undertook efforts to encourage travel on and improvement of the roadways. For instance, "[i]n order to encourage motor travel, the Jackson Highway Association marked the Louisville and Nashville Pike with colorful bands which were placed around telephone poles and fence posts to guide motorists down an otherwise unmarked route" (Balcolm 10). In 1915, advocates created the Dixie Highway Association to lobby for the improvement and completion of the Dixie Highway from Sault St. Marie, Michigan, through Kentucky, and to Fort Meyers, Florida.

In 1916, Congress enacted the Federal Aid Road Act and provided states with matching funds for highway construction, required the connection of state roads at state lines, and required the formation of state highway commissions. Although the Commonwealth of Kentucky had created a state highway commission in 1912, state and local governments were slow to

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respond to the national initiative of highway construction. An article in *The Courier-Journal* on March 15, 1918 stated that "[t]he particular patch of road between Bowling Green and Cave City, six miles in length, is known as the 'tombstone road,' because of the many cobblestones thereon. With these cobblestones cleared up and a few other rough points repaired, the Dixie Highway would be complete."

However, by 1919, the stretch from Cave City to Bowling Green still had not been improved. A second article in *The Courier-Journal* on February 16, 1919 declared that "[m]any have avoided the City of Bowling Green, which they would have preferred to have visited, on account of its numerous attractions. There is every reason to expect that Bowling Green will see to it that the way is opened to her hospitable borders during the early part of this year." Realizing the economic potential of increased travel and tourism on Dixie Highway, the state and its localities utilized the federal matching funds for highway construction and undertook improvements of the Dixie Highway. Dixie Highway was dedicated in the Fall of 1920 as a federal highway.

In 1920, Kentucky centrally organized its state highway commission, and in 1921, Congress amended the Federal Aid Road Act to require states to designate seven percent of the state roads as United States highways. This amendment also provided financial support to states for the construction and maintenance of the roads but would penalize states for failure to properly maintain the roadways. In 1925, the federal government coordinated the state highway system by assigning a numbering system to the national network of paved, two-lane federal highways. North-south roads were designated by odd numbers, and east-west roads were designated by even numbers. In addition, federal highway markers were erected and provided easier travel and delineation of routes. By 1927, the Commonwealth of Kentucky had designated 3,700 miles of its roads as numbered federal highways, and the Dixie Highway was designated as U.S. 31W.

The north-south route of U.S. 31W through Kentucky began in Louisville, extended through Elizabethtown, Munfordville, Horse Cave, Cave City, Bowling Green, and Franklin, and ended at the state line. Within Warren County, U.S. 31W began at the Edmonson County-Warren County line and extended southwest to Simpson County. Within the city limits of Bowling Green, the route of U.S. 31W was the Louisville Pike, College Street, portions of East 13th Avenue, East 14th Avenue, State Street, and Chestnut

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Street, and the Nashville Pike.

The dedication and completion of U.S. 31W provided travelers and local residents with an easier means of transportation. However, the increased traffic volume and inadequate routes forced realignments and new construction. Within Warren County, U.S. 31W was realigned and new routes established to ease the flow of traffic through the county and especially through the city limits of Bowling Green. Because of the deterioration of the College Street bridge and the increased traffic volume, a new bridge at State Street and the Barren River was constructed by the Works Progress Administration in 1941. Northbound traffic along U.S. 31W followed State Street, and southbound traffic continued to follow College Street.

By 1949, the carrying capacity of U.S. 31W through Bowling Green's central business district lessened, and a two and one-half mile, two-lane alternate route of the federal highway was constructed. This route was opened on August 21, 1949, and by 1950, it was designated as an alternate route and became known as U.S. 31W Bypass. "Over a period of time, the highway at both ends was found to handle an average of 5,300 vehicles in a 24-hour period" (Park Row Paragraphs 1950). The U.S. 31W Bypass was later improved to four-lanes.

By the 1950s, travel along U.S. 31W increased; however, citizens and travelers still demanded improvements of the roadway. In an August 19, 1953 editorial written by Ray Gaines and printed in the *Park City Daily News*, travel along U.S. 31W and the condition of the highway were described as follows:

Traffic on U.S. 31-W between Bowling Green and Louisville is becoming an increasingly serious problem, a fact to which anybody who has driven over the route recently can testify.

Although 31-W is one of the state's better highways, it is still largely unfit for the amount of traffic which it now is required to carry. There are still too many stretches marked by winding road and "blind" hills. Almost everywhere, except for the four-lane stretch in Louisville, the road is too narrow for the number of

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vehicles utilizing it.

By the 1950s, local citizens created a regional organization, the Highway 31-W Association, to lobby for the improvement of U.S. 31W and to promote motor travel along its routes. As stated in the Association's bylaws, one of its goals was ". . . to work for the elimination of all curves along this highway and to eventually bring about the construction of a fifty foot boulevard from Louisville, Kentucky to Nashville, Tennessee" (Highway 2).

In 1954, the state highway department reconstructed seven miles of U.S. 31W one-half mile north of the Bowling Green city limits. On September 26, 1954, the reconstructed four-lane, seven mile route of U.S. 31W was dedicated. In 1956, Congress authorized funding for the completion of a national, interstate system, and in 1965, Interstate 65 through Warren County opened. U.S. 31W again declined in popularity and use to the more efficient and improved superhighway. By 1983, the Kentucky Highway Department removed State and College Streets as business routes for U.S. 31W and designated U.S. 31W Bypass as the primary route through the City of Bowling Green.

Highway development and automobiles provided greater mobility and independence to local residents and travelers. Rural inhabitants, in particular farmers, were no longer separated from the urban setting by distance and road conditions. With the availability of automobiles and improved roadways, the difficulty of obtaining goods and services and traveling into nearby communities was reduced.

Mass automobile production and the construction and improvement of highways provided motorists with an easier and more comfortable mode of transportation. In turn, the desire for recreation and leisure resulted in greater demands for economical automobiles and improved transportation routes. By the 1910s, individuals aspired to avoid the inconveniences of railroad transportation and to enjoy the freedom of travel and leisure. "The owner of a car could choose exactly when and where to go and what to see, confined only by location and condition of roads" (Liebs 3). The new routes and automobiles allowed individuals to escape modern difficulties, enjoy the landscape and tourist attractions, and travel at their leisure.

The demand for improved transportation routes was a political force in local communities, states, and the nation. The call for improved and coordinated roads was partially a result of highway associations' lobbying

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efforts. These organizations not only included local citizens but also included entrepreneurs and government officials who realized the economic and political effects of highway construction projects. With the arrival of motor tourism and improved rights-of-way, local communities gained economically from the developing tourism and commerce. For instance, during the New Deal, the Works Progress Administration not only provided employment but also provided improvements and new construction of federal highways, such as the State Street bridge in Bowling Green.

With the development of the automobile and improved transportation, the most profound change was economic. The highway system created employment opportunities not only in the construction industry but also in the automobile industry. With the improvement of roads, demands for automobiles increased, and, in turn, the automobile industry expanded. The demand for products, such as tires and petroleum, also increased and resulted in new industries, service establishments, and employment.

The location and type of commercial establishments also changed with the arrival of the highway system and automobiles and the growing interest in motor tourism. Before World War I, businesses primarily were located near the downtown commercial area -- Main Street. However, with the automobile and the federal highway system, the location of commercial centers shifted, and the urban and rural landscapes became scenes of tourist traps and travelers' lures.

Commerce along U.S. 31W in Warren County (1920-1965)

The dedication of U.S. 31W as a federal highway in 1920 and the improvements of the roadway generated travel along its routes, realignments, and alternate routes. As U.S. 31W became a central route for local and long-distance travelers, commercial establishments emerged along the roadside and influenced a growth and change in commerce and a shift in commercial land use patterns. Table 1 shows the changing pattern of commerce along the routes of U.S. 31W within the City of Bowling Green.

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Table 1
Number, Location, and Type of Service Establishments
Along U.S. 31W in City of Bowling Green
1927-1965

<u>Route</u>	<u>Years of Significance</u>	<u>1927</u>	<u>1937</u>	<u>1947</u>	<u>1956</u>	<u>1965</u>
<u>Filling Stations</u>						
College Street	1920-1983	2	15	14	7	4
State Street	1941-1983	0	2	4	9	3
U.S. 31W Bypass	1959-present	0	0	0	12	21
Louisville Road	1920-present	0	1	1	4	5
<u>Eating & Drinking Establishments</u>						
College Street	1920-1983	4	7	4	6	4
State Street	1941-1983	0	7	5	6	4
U.S. 31W Bypass	1959-present	0	0	0	9	16
Louisville Road	1920-present	0	1	1	3	3
<u>Tourist Homes & Camps, Cottage/Cabin Courts, Motor Courts, Motels</u>						
College Street	1920-1983	0	0	0	0	0
State Street	1941-1983	0	1	1	4	4
U.S. 31W Bypass	1959-present	0	0	0	5	6
Louisville Road	1920-present	0	0	1	6	8

Source: City Directories, 1927-1965.

Highway development and the emergence of motor tourism altered the pattern of commercial land use. Although downtown Bowling Green still was the central business district, a shift in the trend of commercial land use emerged with the improvement and realignment of U.S. 31W and with the construction of the bypass. Table 2 shows the growth of commercial establishments along U.S. 31W.

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Table 2
Number and Type of Service Establishments
Along U.S. 31W in City of Bowling Green

<u>Type of Service Establishment</u>	<u>1927</u>	<u>1937</u>	<u>1947</u>	<u>1956</u>	<u>1965</u>
Filling Stations	2	18	19	32	33
Eating & Drinking Establishments	4	15	10	25	29
Tourist Homes & Camps, Cabin/Cottage Courts Motor Courts, Motels, & Hotels	6	6	7	15	19

Source: City Directories, 1927-1965.

Within the city limits of Bowling Green, existing commercial establishments either moved to new locations along U.S. 31W or adapted their goods and services to accommodate the needs of the motorist. Also, new establishments emerged to provide services and goods to travelers who traveled State and College Streets, the primary U.S. 31W routes through Bowling Green before the construction of the bypass in 1949. By 1947, eighteen filling stations and nine restaurants were located on State and College Streets. New establishments, such as the Hi Way Drive Inn (WA-B-481) on State Street and the Shell Service Station (WA-B-456) on College Street, emerged and provided fast, convenient, and quality service demanded by the local and long-distance travelers.

New forms of lodging facilities also emerged in Bowling Green to accommodate the weary traveler. Although facilities, such as the Park City Hotel and Helm Hotel, provided overnight lodging in downtown Bowling Green, new forms of economical and safe accommodations developed on the main routes of U.S. 31W in Bowling Green. Tourist homes and motor courts were developed to cater to the motorist. For instance, the Southern Queen Hotel (WA-B-496) on lower State Street was a tourist home that catered to the African-American traveler. Located on State Street and near downtown Bowling Green, the State Motel (WA-B-497) was a motor court providing economical and quality lodging for travelers.

As motor tourism and travel increased, many new establishments also developed near the urban fringe and in rural Warren County. The location

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of these establishments catered to motorists who preferred to avoid the traffic and confusion of downtown Bowling Green and to enjoy the rural landscape of Warren County. By 1956, several lodging facilities, including Lost River Motor Court (WA-B-500), McBroom Motel (WA-221), and Horse Shoe Camp (WA-220), were located in rural Warren County. These facilities provided overnight accommodations for both the traveler passing through Warren County and the tourist visiting the many southcentral Kentucky attractions.

By 1949, the construction of an alternate route of U.S. 31W through Bowling Green also diverted traffic away from the downtown commercial area. Many establishments emerged on the bypass, and several established businesses relocated to the new route. U.S. 31W Bypass became the new commercial district in Bowling Green in the 1950s. According to an October 21, 1951 article in the *Park City Daily News*, "the section of Highway 31-W that skirts the main section of Bowling Green and has come to be known as the by-pass [sic] has in two short years sprouted business construction of nearly \$1,000,000." As shown in Table 1, by 1956, twelve filling stations, three restaurants, and six motor courts existed on the alternate route.

The most profound change in commerce was the development of new establishments and forms of commercial architecture. With the advent of these new service establishments, innovative styles and forms of roadside advertising and architecture developed. Because of the increased competition in the motor tourism industry, entrepreneurs and companies developed new marketing strategies, such as billboards, neon signs, and novelty structures. These new forms of architecture and advertising altered both the urban and rural landscape and created new attractions for travelers.

Many lodging facilities emerged in Warren County during the 1930s and 1940s and varied in form and style. The Horse Shoe Camp (WA-220) was Warren County's first cottage court. This court had twenty-two units and a liquor store and featured Gothic Revival style of architecture. According to the current owner, Mrs. P.L. Forrester, they catered to individuals traveling north and south on U.S. 31W and to tourists visiting local attractions, such as Mammoth Cave and Beech Bend (Balcolm 10). The Lost River Motor Court also became a popular lodging facility. Located on the southern section of U.S. 31W in Warren County and near Lost River Cave, this cottage court catered to both travelers and tourists visiting the popular nightclub and attractions at Lost River.

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Associated Property Types

Filling Stations

- a. Curbside
- b. Shed
- c. House
- d. House with Canopy
- e. House with Bays
- f. Oblong Box
- g. Novelty

**Tourist Camps and Homes, Cabin/Cottage Courts, Motor Courts, and
Motor Inns**

- a. Tourist Camps
- b. Tourist Homes
- c. Cabin/Cottage Courts
- d. Motor Courts
- e. Motor Inns

Restaurants, Food Stands, and Diners

- a. Family Restaurants
- b. Food Stands
- c. Diners

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Name of Property Type: Filling Stations

Filling stations are historically associated with U.S. 31W because these functional structures were a direct result of the emergence of motor tourism. Automobiles became a predominant means for transporting goods and passengers, and as a result, commercial enterprises, such as filling stations, gasoline stations, and service stations, dotted the roadside landscape. Table 3 indicates the growth of the filling stations, gas stations, and service stations in Warren County.

Table 3
Number of Filling Stations in
Bowling Green and Warren County

<u>Year</u>	<u>Bowling Green</u>	<u>Warren County</u>
1929	13	25
1933	27	42
1939	35	59
1948	26	42
1954	41	49
1956	43	59
1963	44	59

Source: U.S. Census of Business.

Curbside pumps were the first means for distributing gasoline. These pumps often were located in front of existing commercial establishments. However, modest, functional sheds were often constructed to accommodate an attendant. With the increased demand for gasoline, ". . . embryonic examples of what would evolve into one of the most prolific twentieth-century commercial building species - the gas station - began to appear" (Liebs 97). Neighborhood filling stations were constructed, often on corner lots, to promote drive-through service. As a result of aesthetic movements, such as the City Beautiful movement, proprietors and companies adapted the style

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and form of the filling station. Filling stations were designed to resemble residential styles, such as Federal or Colonial Revival. Attached or detached canopies were often built to provide all-weather service.

As the number of automobiles increased and travel and tourism developed, the demand for full service stations increased. Thus, the service industry adapted to the needs of the motorist. Most filling stations and gas stations expanded to service stations by constructing service bays. These stations were often rectangular structures with distinct architectural elements and advertisements.

John Jakle established a typology for filling stations, gasoline stations, and services stations in his article, "The American Gasoline Station, 1920-1970." He defined the following ten categories: curbside, shed, house, house with canopy, house with bays, oblong box, small box, small box with canopy, canopy with booth, and novelty. Only nine categories will be included in this multiple property listing. Because its development occurred after 1965 (the ending date for period of significance), the canopy with booth category will not be included in this multiple property listing.

Sub-type: Curbside Stations

Description: The curbside filling station sub-type was the earliest form of filling station. Curbside pumps and stations were often incorporated into existing commercial establishments or were constructed as provisional sheds or shacks. The popularity of these pumps and stations occurred during the 1920s and became nonexistent after 1930. During the 1996 reconnaissance-level survey, curbside stations were not identified.

Significance: The curbside station sub-type is significant as the first structures associated with providing mechanically-pumped gasoline. By the turn of the century, demands for centralized and more efficient distribution of gasoline increased, and as a result, curbside stations evolved. The minimal occurrence of this sub-type suggests the temporary nature of the curbside pump stations. Also, their nonexistence suggests that many curbside stations and pumps often existed and were associated with other commercial establishments along U.S. 31W. Although these stations and pumps were not identified in the reconnaissance-level survey, more intensive research may prove their existence and location. Instances of this sub-type or the associated structures which meet the registration requirements will

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have met National Register Criterion A.

Registration Requirements: The curbside station sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example of an actual station or an associated structure will have integrity of location by not having been relocated and by association with U.S. 31W. It will have integrity of setting if the original site of the curbside pump or station has not been altered through the addition of any permanent structures, and if significant historic features remain intact. In particular, the structures must retain features which reflect the images of convenience, service, and accessibility.

A curbside station or an associated building will have integrity of design if it retains most of its massing and detailing. The addition of aluminum or vinyl siding or the replacement of historic windows on the curbside station or any associated building will constitute a loss of integrity of materials and some loss of integrity of design. However, if the particular sub-type is the only remaining evidence of the curbside station sub-type in Warren County, that loss of integrity of materials and design may be mitigated.

Integrity of feeling will exist when other integrity factors are present. Integrity of association will exist if the curbside station or associated building was located along the original U.S. Highway 31W, its realignments, or alternate route during the period of significance and if other integrity factors are present.

Sub-type: Shed Stations

Description: The shed stations were functional structures resembling roadside stands. These one-room stations were built to house an attendant and did not include other amenities. Often constructed of local materials, the shed stations were simple structures with little or no ornamentation and advertising and were located on sites with gravel or dirt driveways. Popular in the late 1920s and early 1930s, the shed station sub-type became nonexistent after 1940. During the 1996 reconnaissance-level survey, examples of the shed station sub-type were not identified.

Significance: The shed station sub-type is significant as the first type of off-street, drive-in filling station. Because of the growth of the automobile, the shed stations often were more convenient and accessible than the curbside

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pumps and stations. Staffed by attendants, the shed stations afforded motorists with efficient service. The minimal occurrence of this sub-type also suggests the temporary nature of the shed stations. Although these stations and pumps were not identified in the reconnaissance-level survey, more intensive research may prove their existence and location. Instances of this sub-type which meet the registration requirements will have met National Register Criteria A and C.

Registration Requirements: The shed station sub-type must possess integrity of location, setting, materials, design, feeling, and association. An example of a shed station will have integrity of location by not having been relocated. It will have integrity of setting if the original site has not been altered through the addition of any permanent structures, and if significant historic features remain intact. Although the pumps may be absent, the site and structures must retain features which reflect the images of convenience, service, and accessibility.

A shed station and site will have integrity of design if the structure retains the appearance of a filling station. The addition of aluminum or vinyl siding or the replacement of historic windows on the shed station will constitute a loss of integrity of materials and some loss of integrity of design. However, if the particular sub-type is the only remaining evidence of the shed station sub-type in Warren County, that loss of integrity of materials and design may be mitigated.

Integrity of feeling will exist when other integrity factors are present. Integrity of association will exist if the curbside station was located along the original U.S. Highway 31W or its realignments during the period of significance and if other integrity factors are present.

Sub-type: House

Description: The house station sub-type was an expansion of the shed stations and frequently included small offices, storage areas, and public restrooms. Often located on corner lots and in residential areas, these stations provided efficient and convenient drive-through service. The house stations were small structures designed to resemble small houses and often copied residential architectural styles, such as Federal, Gothic, Colonial Revival, and other styles. Many house stations were prefabricated and constructed of steel faced with brick, stucco, or galvanized steel. The house

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station was a popular design for filling stations between the 1920s and 1940s and became nonexistent after 1950. During the 1996 reconnaissance-level survey, only one house station was identified.

Significance: The house sub-type is significant for catering to images that appealed to local customers and travelers. The house stations provoked the images of home, safety, and hospitality and offered amenities, such as full service and restrooms. While the house station was a typical design, the 1996 reconnaissance-level survey did not identify any house stations in Warren County. However, this minimal occurrence suggests that the house stations were later expanded into the house with canopy or house with bays sub-types. Instances of this sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The house station sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the original site of the house station has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those that relate to its image of service and hospitality.

Integrity of design requires the retention of essential architectural decoration which relate to its residential stylistic appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design. However, that loss may be mitigated by the loss of better examples of the sub-type in Warren County. For instance, when only two house examples remain in the county and those two have either non-historic siding or windows, they may be eligible.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

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Sub-type: House with Canopy

Description: The house with canopy station sub-type is identical to the house station sub-type with the addition of a canopy. This canopy often extended from the station's facade and allowed all-weather service by providing coverage from the elements for station attendants and motorists. The house stations also were small structures designed to resemble small houses and often copied residential architectural styles, such as Colonial Revival and Mission Styles. The house station was a popular design for filling stations during the 1930s and was often converted into a house with bays station. During the 1996 reconnaissance-level survey, three house with canopy stations were identified.

Significance: The house with canopy sub-type is significant for catering to two images that appealed local customers and travelers. The house stations evoked the images of home, safety, and hospitality and offered amenities, such as full service and restrooms. During the 1996 reconnaissance-level survey, three house with canopy stations were identified. However, this minimal occurrence of this sub-type leads us to posit whether house stations were later expanded into the house with bays sub-type. Instances of this the house with canopy sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The house with canopy sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the original site of the house with canopy station has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those that relate to its image of service and hospitality.

Integrity of design requires the retention of essential architectural decoration which relate to its residential appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design. However, that loss may be mitigated by the loss of better examples of the sub-type in Warren County. For instance, when only two house with canopy examples remain in the county and those two have either non-historic siding or windows, they may be eligible.

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Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: House with Bays

Description: The house with bays station sub-type is also identical to the house station sub-type with the addition of bays. A bay was often constructed to accommodate automobile repair, washing, and lubricating services. The house with bays stations also were small structures, often designed to resemble residential architectural styles, such as Colonial Revival and Mission Styles. The character-defining feature of this sub-type were the bays which extended from the station's side facade. The house with bays station was a popular design for filling stations during the late 1930s and early 1940s. During the 1996 reconnaissance-level survey, only one house with bays station was identified.

Significance: The house with bays station sub-type is significant as a form of architecture that developed to accommodate the demands for gasoline distribution and automobile service. The demand for automobile repair, washing, and lubricating prompted filling station owners to add one or more covered bays to the existing structure or to build new stations with bays. Even though the house with bays station was a typical design, the 1996 reconnaissance-level survey only identified one house with bays station in Warren County. Instances of the house with bays sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The house with bays sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the original site of the house with bays station has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those which relate to its image of service and hospitality.

Integrity of design requires the retention of essential architectural decoration which relate to its residential stylistic appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

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However, that loss may be mitigated by the loss of better examples of the sub-type in Warren County. For instance, when only one house with bays examples remain in the county and that structure has either non-historic siding or windows, it may be eligible.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: The Oblong Box

Description: The oblong box station sub-type was a response to changing economic conditions in the 1930s. The increased demand for gasoline, automobile parts and accessories, and automobile repair resulted in stations with larger display and storage facilities. The oblong box station often featured a rectangular form, flat roof, service bays, offices, and restrooms. This subtype was less expensive and more functional. Instead of a residential design, the oblong box was a streamlined design influenced by the International style. The peak of popularity of this sub-type occurred between the 1930s and 1960s. The total number of oblong box stations identified in the 1996 reconnaissance-level survey was twenty-nine.

Significance: The oblong box sub-type is significant as the most profound and popular design of filling stations. Examples of the oblong box sub-type in Warren County are widespread. Instances of the oblong box sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The oblong box sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the original site of the oblong box station has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those which relate to its image of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

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Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Novelty Stations

Description: The novelty station sub-type developed in the late 1920s as a means to lure customers. These novelty stations often resembled wigwams, castles, windmills, and other designs. The peak of popularity for this sub-type occurred in the late 1920s. This form of filling station often developed in areas with other tourist attractions, such as Mammoth Cave. During the 1996 reconnaissance-level survey, examples of the novelty station sub-type were not identified within the boundaries of Warren County.

Significance: The novelty station sub-type is significant as a form of architecture that catered to the romantic images that appealed to the traveler. "Few novelty stations were replicated in great numbers. Most of the unusual stations were experimental: costly experiments which did not produce the substantially higher sales which their developers anticipated" (Jakle 537). Therefore, the novelty station was unique, and any example of a novelty station which meets registration requirements will have met National Register Criteria A and C.

Registration Requirements: The novelty station sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example of this sub-type will have an integrity of location by not having been moved. It will have an integrity of setting if the original site of the station has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those which relate to its romantic image and the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

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Name of Property Type: Tourist Camps and Homes, Cabin/Cottage Courts, Motor Courts, and Motor Inns

The development of the highway system also resulted in the re-emergence of overnight lodging for tourists and travelers. During the era of railroad transportation, the demand for overnight accommodations, such as wayside inns and large downtown hotels, decreased. However, the emergence of motor tourism and the federal highway system in the 1920s sparked a demand for tourist accommodations. As a result, greater numbers and new forms of overnight accommodations for travelers and tourists arose throughout the first and second quarters of the twentieth century.

With the development of the automobile and the construction and improvements of U.S. 31W, the number and type of facilities constructed to lodge the motorist increased and improved. Clearly, the rise of motor tourism and the development of Dixie Highway and subsequently U.S. 31W created not only the demand for safe and economical lodging facilities but also created a supply and selection of accommodations for the traveler. Table 4 shows the number and type of lodging facilities within the City of Bowling Green.

Table 4
Number and Type of Lodging Facilities
within the City of Bowling
1927-1965

Type	<u>1927</u>	<u>1937</u>	<u>1947</u>	<u>1956</u>	<u>1965</u>
Tourist Camps	1	0	0	0	0
Tourist Homes	0	0	7	5	6
Cabin/Cottage Courts	0	0	1	0	0
Motor Courts	0	0	0	10	13
Motor Inns	0	0	0	0	2
Hotels	6	5	6	6	5

Source: City Directories, 1927-1965.

Jakle also established a typology for motor lodging in his article, "Motels by the Roadside: America's Room for the Night" (Jones 32). Jakle defined and graphically depicted the following six categories: auto camp, tourist

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home, cabin camp and cottage court, motor court, motor inn, and highway hotel. All categories, except highway hotel, will be included in this multiple property listing. While numerous hotels existed along the Dixie Highway, these hotels were originally associated with railroad transportation and have been demolished.

Subtype: Auto/Tourist Camp

Description: The auto/tourist camp sub-type was often located in open fields on the edge of a municipality and along a major thoroughfare. These camps were rudimentary forms of lodging providing only tent sites and minimal amenities. This sub-type was popular in the 1920s and became nonexistent with the development of tourist homes, cabin camps, and cottage courts. During the 1996 reconnaissance-level survey, auto/tourist camps were not identified.

Significance: The auto/tourist camp sub-type is significant as one of the first forms of accommodations along U.S. 31W and other federal highways. Entrepreneurs allowed motorists to pitch tents for small fees. In most cases, these entrepreneurs also were owners of other roadside businesses. Because these camps were often associated with other roadside businesses and the camps were often temporary sites, any example of an auto/tourist camp which meets registration requirements will have met National Register Criterion A.

Registration Requirements: The auto/tourist camp sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by evidence proving its use as an auto/tourist camp and not having been moved. It will have an integrity of setting if the original site of the camp has not been altered through the addition of any permanent structures, and if significant historic features of any associated buildings remain intact, especially those which relate to the images of service and hospitality.

Integrity of design applies to any existing buildings associated with the auto/tourist camp and requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

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Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Tourist Homes

Description: The tourist home sub-type was also a popular form of lodging and commerce along main thoroughfares. The "taking in" of travelers often was incorporated into a personal residence. These private residences often had minimal alterations and retained their residential style, feeling, and design. In most cases, the only character-defining feature of a tourist home was an advertising sign. The 1996 reconnaissance-level survey identified five tourist homes along U.S. 31W in Warren County.

Significance: The tourist home sub-type is significant as an alternative lodging facility. In the 1920s, tourist camps often provided inferior lodging for the middle- and upper-class motorists, and the augmented number of motorists resulted in a greater demand for overnight accommodations. Not only did tourist homes provide an alternative to tourist camps, but they also provided income for families during the Depression. Owners rented rooms to travelers and often served meals for small fees. Instances of the tourist home sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The tourist home sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the tourist home has not been altered through the addition of any permanent structures, and if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

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Subtype: Cabin Camps and Cottage Courts

Description: The cabin camps often were small, one-story, detached rooms designed to resemble small cabins. The cottage courts developed in the late 1930s and early 1940s and were small, attached or detached, one-story cottages with or without carports or garages. Both cabin camps and cottage courts often were constructed of regionally produced materials and designed to resemble small houses.

These cabin camps and cottage courts often were arranged around a courtyard in crescent-shaped, wide U-shaped, narrow-U shaped, row-on-row, or L-shaped configurations and were arranged in clustered or row configurations. (see Appendices #1 and #2). The styles of the cabin camps and cottage courts ranged from functional to imitations of popular residential styles, such as Bungalow, Colonial Revival, and Mission Revival. Sometimes, novelty designs, such as wigwams or windmills, were employed. During the 1996 reconnaissance-level survey, only three examples of the cabin camp/cottage court were identified.

Significance: The cabin camp/cottage court sub-type is significant because "[t]his was a real breakthrough, marking the end of autocamping and the beginning of the motel industry" (Jones 131). Motorists demanded improved accommodations along the federal highways in the late 1920s, and as a result, cabin camps and cottage courts developed along the roadways. These camps and courts were often located near the edge of the city limits or in rural areas, and the out-of-town locations allowed the motorist to avoid the city and enjoy the rural setting. Instances of the cabin camp/cottage court sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The cabin camp/cottage court sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the cabin camp/cottage court retains a majority of the original buildings and if its design has not been altered through the addition of any permanent structures. The cabin camp or cottage court will also have an integrity of setting if surrounding development has not been radically altered by modern development. Also,

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integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Motor Court

Description The motor court was an adaptation of the cabin camps and cottage courts. These motor courts however featured rooms integrated into single buildings arranged in row, L-shaped, narrow U-shaped, or wide U-shaped configurations. (see Appendices #1 and #2). Attached garages often were arranged in twos or alternated between rooms. Motor courts were constructed of regional materials and often copied popular residential styles. Ten examples of the motor court sub-type were identified in the reconnaissance-level survey.

Significance: The motor court sub-type is significant as the modern form of the motel. This form of architecture and lodging evolved in the late 1930s and early 1940s and became a predominant form of lodging nationwide. Instances of the motor court sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The motor court sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the motor court retains a majority of the original buildings and if its design has not been altered through the addition of any permanent structures. Also, integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of

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integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Motor Inn

Description: Motor inns were often single, multi-story buildings and constructed parallel to the roadway for maximum visibility. These center-core structures were designed in row, row-on-row, or L-shaped configurations. (see Appendices #1 and #2). Since the evolution of the motor inn developed after the construction of Interstate 65, only one motor inn was identified in the Warren County survey. The peak of popularity of motor inns was in the 1950s and 1960s.

Significance: The motor inn sub-type is significant as the earliest form of modern lodging facilities. The motor inn developed after World War II. Before the 1950s, these motor inns were individually operated but became members of chain hotels, such as Holiday Inn, after 1950. Instances of the motor court sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The motor inn sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if the motor inn retains a majority of the original buildings and if its design has not been altered through the addition of any permanent structures. Also, integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

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Property Type: Restaurants, Food Stands, and Diners

Another popular form of roadside architecture and business along U.S. 31W and other highways was restaurants, food stands, and diners. These restaurants not only altered the highway landscape but changed society's image and practice of dining. After World War I, the United States experienced an "eating-out" boom, and the number of restaurants proliferated. "This rapid expansion was made possible by the highway system itself, while new technologies made the availability of a wide array of foods a common denominator of American life" (Mariani 107). Table 5 depicts the growth of eating and drinking establishments in Bowling Green and Warren County during the period of significance.

Table 5
Number of Eating and Drinking Establishments
in Bowling Green and Warren County
1929-1963

<u>Year</u>	<u>Bowling Green</u>	<u>Warren County</u>
1929	25	36
1933	30	47
1939	46	69
1948	53	75
1954	54	68
1956	49	66
1963	64	76

Source: U.S. Census of Business.

The development of the automobile and society's changing practices affected the form and style of the restaurant industry. Also, as the number of restaurants proliferated, competition among restaurant owners increased. Travelers demanded quality food and service, and owners attempted to better their competitors by developing unique architectural styles and marketing strategies. Restaurant owners also sought approval from Bowling Green resident and nationally known restaurant critic Duncan Hines. In 1935, Duncan Hines began his publication, *Adventures in Good Eating*, which rated the quality of restaurants throughout the United States. ". . .

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Earning the 'Recommended by Duncan Hines "seal of approval could mean a fortune in business for a restaurateur" (Mariani 128).

Because the proliferation of restaurants created competition, new forms of establishments and restaurant architecture developed to provoke the interest of passersby. Charles H. Liebs provides a typology for restaurants in his book, *Main Street to Miracle Mile: American Roadside Architecture.* Liebs defined three categories of restaurants: family restaurants, food stands, and diners. These categories are included in this multiple property listing.

Subtype: Family Restaurants

Description: The family restaurant sub-type flourished and evoked a new form of commercial architecture along the roadside. These restaurants often began as simple wooden structures and developed into establishments with varying designs and styles. For example restaurants, such as Howard Johnson's, often resembled small houses with modern ornamentation to lure travelers and to promote an image of quality food and service and a homey atmosphere. During the 1996 reconnaissance-level survey, six examples of a family restaurant were identified.

Significance: The family restaurant sub-type is significant as the first type of restaurant along major thoroughfares catering to the traveling family. Before the 1920s, restaurants along U.S. 31W and other highways were insignificant, and the motoring family had few selections for economical, quality, and convenient food service. However, family restaurants, including franchise chains, developed to cater to the motoring families. Instances of the family restaurant sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The family restaurant sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if its design has not been altered through the addition of any permanent structures. Also, integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural

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elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Food Stands

Description: The food stand sub-type developed as curb-service architecture, and these restaurants were often embellished with car shelters and advertisements to lure the hungry motorist. The designs of both food stands and drive-in restaurants became more streamlined and modern throughout the period of significance and eventually evolved into the modern fast-food restaurant, such as McDonald's. The food stands were popular throughout the period of significance, and eight examples of the food stand sub-type were identified during the 1996 reconnaissance-level survey.

Significance: The food stand sub-type is significant as a reminder of the development of the modern fast-food restaurant along major thoroughfares. These food stands developed as modest locales for motorists to enjoy a fast, enjoyable meal and began as shacks and sheds redesigned for selling foodstuffs to the hungry traveler. Often these hamburger stands and fast-food places evolved into novelty designs and became standardized fast-food restaurants. The drive-in restaurants also conforms to the food stand concept. Instances of the food stand sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The food stand sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if its design has not been altered through the addition of any permanent structures. Also, integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of

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integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

Subtype: Diners

Description: Diners often were prefabricated structures with streamlined designs and styles influenced by the Art Deco style. These restaurants were often one-room, rectangular structures that featured a counter with a line of stools. As the popularity of fast-food chains grew, many diners later were converted into modern designs. During the 1996 reconnaissance-level survey, only two diners were identified along U.S. 31W in Warren County.

Significance: The diner sub-type is significant as one of the most popular forms of eateries. These restaurants provided patrons with "sit-down" facilities and offered a greater menu variety than the food stands. After World War II, diners were quickly replaced by the increasingly popular fast-food chains. Instances of the diner sub-type which meet registration requirements will have met National Register Criteria A and C.

Registration Requirements: The diner sub-type must possess integrity of location, setting, design, materials, feeling, and association. An example will have an integrity of location by not having been moved. It will have an integrity of setting if its design has not been altered through the addition of any permanent structures. Also, integrity of design will exist if significant historic features remain intact, especially those which relate to the images of service and hospitality.

Integrity of design requires the retention of essential architectural elements which relate to its original appearance. The addition of aluminum or vinyl siding or the replacement of historic windows will constitute a loss of integrity of materials and some loss of integrity of design.

Integrity of feeling will exist when the other integrity factors are present. Integrity of association exists if the property is located along the original U.S. 31W or its realignments and if other integrity factors are present.

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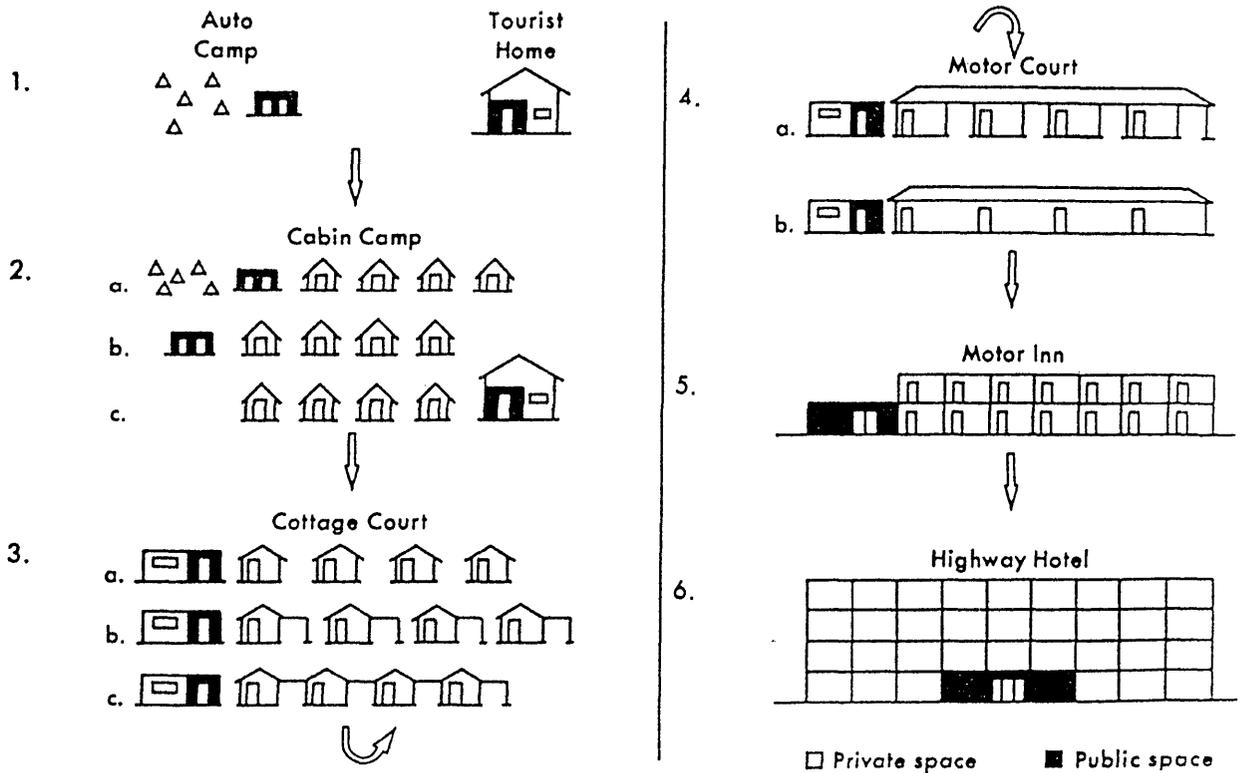
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Appendix #1

(Reprinted from Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers.
The Motel in America. Baltimore, MD: The Johns Hopkins University Press,
1996.)



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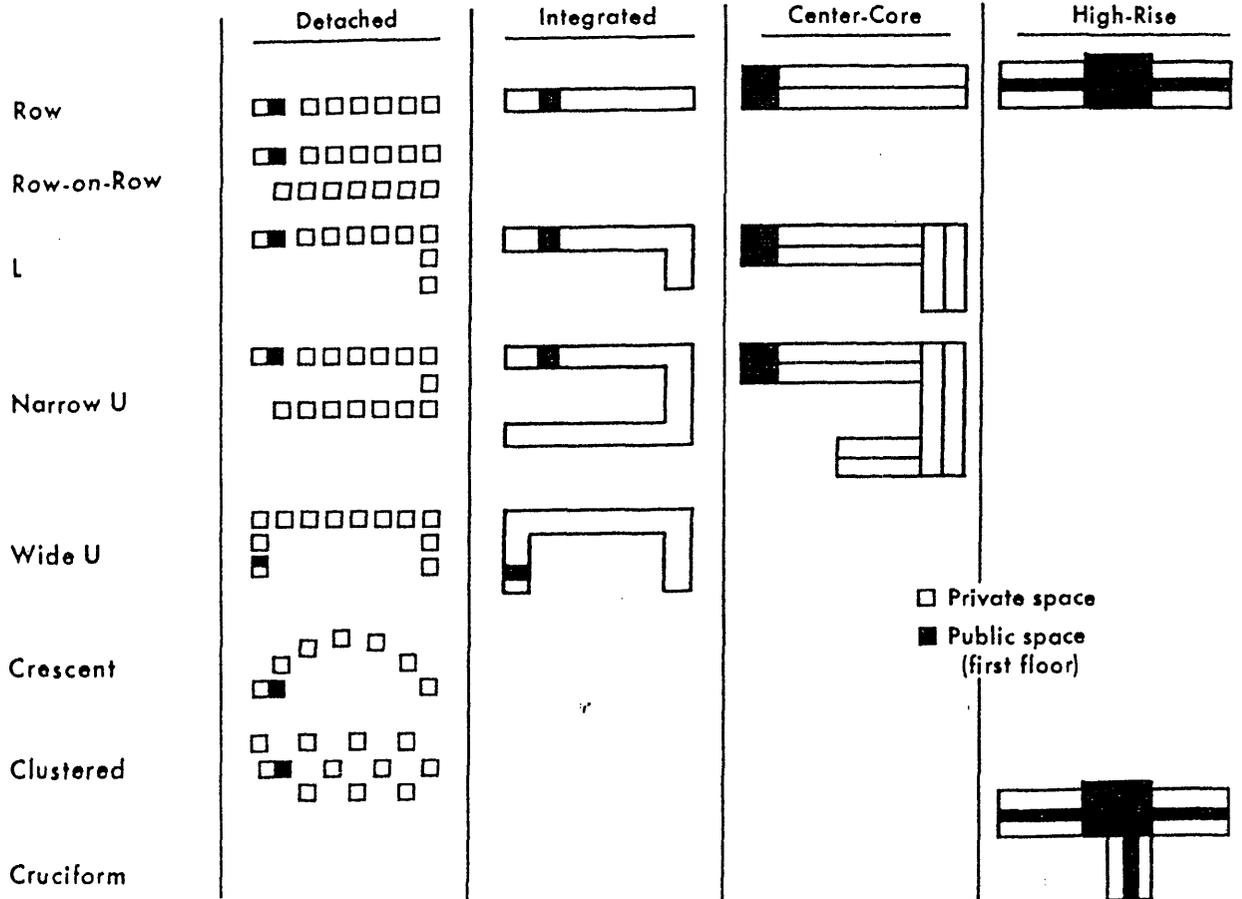
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Appendix #2

(Reprinted from Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers.
The Motel in America. Baltimore, MD: The Johns Hopkins University Press,
1996.)



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Geographical Data

The geographical area for historic resources along U.S. 31W in Warren County includes properties along the original U.S. 31W and its realignments and alternate routes. These properties are located within the corporate limits of Bowling Green and within the boundaries of Warren County.

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Summary of Identification and Evaluation Methods

The multiple property listing for historic resources along U.S. 31W in Warren County is based on a 1996 historic context and survey project. This project was conducted by Janet L. Johnston under the direction of Michael Ann Williams, professor, MLIS Department, Western Kentucky University. During this project, property types associated with motor tourism along U.S. 31W were identified. These property types included filling stations, lodging facilities, and restaurants.

Survey Methodology

The methodology for the survey of historic resources along U.S. 31W in Warren County involved four phases: conduct archival research and windshield survey, conduct reconnaissance-level survey, analyze findings and prepare survey report, prepare multiple listing for the National Register of Historic Places, and prepare individual nominations for the National Register of Historic Places.

Phase I involved a comprehensive search of archival resources and a windshield survey. The purpose of Phase I was to estimate the number of resources associated and located along U.S. 31W and to determine historic contexts. Since a comprehensive review of historic resources along U.S. 31W had not been performed, Phase I was imperative to understand the development of the highway and the associated resources. Phase I included reviews of city directories, local newspaper articles, Warren County Property Valuation Administrator's records, aerial photographs, and relative published articles on highway and commercial development in the United States, Kentucky, and Warren County. This phase also included a windshield survey. The entire stretch of U.S. 31W lying within Warren County was driven to estimate the number of resources and to review the landscape and routes.

Phase II involved a reconnaissance-level survey. Individual survey forms and photographs were completed for each resource, and each property was categorized according to type, function, age, and condition. Phase III involved analyzing the findings from the reconnaissance-level survey and preparing the survey report. This phase provided means for establishing and expanding the historic contexts for the historic resources along U.S. 31W.

Phases IV and V involves the preparation and submission of nominations to the National Register of Historic Places. Phase IV included the

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preparation of this multiple property listing for the historic resources along U.S. 31W in Warren County. Phase V involves the completion of National Register of Historic Places nominations for individual properties of historic and/or architectural significance. This final phase has been initiated and remains to be completed.

Historic Context Determination

The historic contexts for this multiple property submission were derived during Phase I and expanded during Phase III of this project. Two historical themes -- transportation and commerce -- were identified. Both transportation and commerce were significant to the growth and development of Warren County. The geographical area for this multiple property listing included all properties abutting the original U.S. 31W, its realignments, and alternate routes and located within the boundaries of Warren County.

The period of significance was 1920 through 1965. The beginning year 1920 indicates the dedication of Dixie Highway (later U.S. 31W) as a federal highway, and the ending year 1965 indicates the opening of Interstate 65 through Warren County and the decline of use and popularity of U.S. 31W as a major north-south transportation route. Because U.S. 31W was a main federal highway through Warren County until 1965, the period of significance was extended to 1965 to include all properties that have made significant contributions to the development of commerce along U.S. 31W in Warren County.

Integrity Considerations

The property types, including filling stations, lodging facilities, and restaurants, for this multiple property listing were selected based on function and style. The property types were divided according to established typologies, and the requirements for integrity were based on the existing condition of the properties and the general integrity requirements -- location, design, setting, materials, workmanship, feeling, and association -- set forth by the National Register of Historic Places.

Individual nominations for properties identified in the survey should be prepared for the endangered and most significant member properties concurrently with the submission of the multiple property listing.

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