

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
NA

 not for publication  
city or town Bowling Green 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  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Signature of certifying official/Title Mark Dennen/SHPO Date \_\_\_\_\_  
**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 \_\_\_\_\_ Date of Action \_\_\_\_\_

Standard Oil Company Filling Station  
Name of Property

Warren County, Kentucky  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
1	0	buildings
		district
		site
		structure
		object
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

Transportation/Road-Related (Vehicular)

Government/Other

Commerce/Specialty Shop

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American  
Movements/Commercial Style

foundation: Brick

walls: Brick

roof: Metal/Steel

other: \_\_\_\_\_

**Narrative Description**

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### **Summary Paragraph**

The Standard Oil Company Filling Station (WA-B-456), located at 638 College Street in Bowling Green, Kentucky, 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. Its surroundings have somewhat changed though. The rest of the 600 block of College Street has been completely demolished and is now the site of the Circus Square Park. The park takes up the entire city block aside from 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.

### **Exterior and Interior of the Building**

The structure is a one-room building. It stands on the corner at a forty-five degree angle, facing southwest. Its position facilitated motorists entering and exiting the station. The foundation is made of brick. The building is covered with wood siding, which has been painted a butter cream color. The front facade has one door in the center with three small vertical windows above it. The door is painted green and has a glass insert with nine panes in it. The trim around the glass insert in the door and the above vertical windows is white. Two windows with sixteen panes of glass are placed symmetrically on either side of the door. The trim on these windows is white. The two side windows are approximately half the size of the door and the three upper windows. All the windows in the structure are designed to give the station a residential appearance.

The southeast facade has one window with white trim, similar to the windows on either side of the front door. It also contains sixteen panes 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 panes 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 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

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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. The extra space provided room for a service bay within the station. The Standard Oil Company Filling Station retained the addition through the end of its existence. 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.

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### 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 a service bay to attract local customers in need of automobile repairs, in addition to 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.

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## **9. Major Bibliographical References**

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### **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	<u>16</u>	<u>549,944.26</u>	<u>4,094,515.25</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
	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 7<sup>th</sup> 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.

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**11. Form Prepared By**

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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

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**Additional Documentation**

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Submit the following items with the completed form:

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

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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.)

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**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.

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**Property Owner:**

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name City of Bowling Green  
street & number P.O. Box 430 telephone \_\_\_\_\_  
city or town Bowling Green state KY zip code 42102-0430



BOWLING GREEN AREA CHAMBER  
HOUGHENS INDUSTRIES CENTER

STANDARD  
OIL  
COMPANY

CLEAN RESTROOMS  
COURTESY SQUARE PARK



STANDARD  
= OIL =  
COMPANY

DO NOT  
ENTER



# Welcome Guest User

[Logout](#)

Characteristics of Land and Improvements are for taxing purposes only and should be verified by user.

## Property Detail

[Property Search](#) | [Login](#)

**Tax Year 2010** Tax Year 2009

### Owner

**Name** CITY OF B G **Taxing District** 1 (City)  
**Address** P O BOX 430 **Taxing Subdistrict** (None)  
 BOWLING GREEN, KY 42102-430  
**Account #** C9586306

### Property # 19

**Location** 638 COLLEGE ST  
**Map Code** 039A-07 -075  
**Subdivision**



Residence Specs Commercial Specs Pictures

<b>Fair Cash Value</b>	\$210,000	<b>Taxing District</b>	5 (Commercial City)	<b>Acres</b>	
<b>Exemption Flag</b>	(none)	<b>Taxing Subdistrict</b>	(None)	<b>Fire Prot Acres</b>	
<b>Exemption Type</b>	(none)	<b>Building Land Code</b>	_ (Building & Land)	<b>Trailer Flag</b>	
<b>Exemption Amt</b>		<b>Year Code</b>	9N (2009 New Increased by 50%)	<b>Previous Year Code</b>	S (Sale)
<b>Ag Exemption</b>		<b>Deed Book/Page #</b>	928 / 182	<b>Previous Action Date</b>	5/06
<b>Taxable Amt</b>	\$210,000	<b>Reason Code</b>	T	<b>Previous Action Amt</b>	\$60,000
<b>Tax Exempt Flag</b>	X (Exempt)	<b>Deed Doc Type</b>	D	<b>Last Sale Date</b>	5/06
<b>Tax Exempt Code</b>	4 (City)	<b>Deed Exec Date</b>	12/08	<b>Last Sale Amt</b>	\$60,000

### Bill Payment

**Info**

**Last 5 Tax Bill Assessments for this Map Code**

**Year**  
**FCV**  
**Aged Disabled**  
**Ag Exempt**  
**Taxable**

**Deed History (Partial)**

Book/Page #	Deed Date	Buyer	Seller	Process Date	User Inits
928 / 182	5/25/2006	CITY OF B G	MCFARLAND PAUL D & DEVETA	6/28/2006	MW

**Other Districts**

Agency	Area	Type	Exempt
--------	------	------	--------

Data as of close of previous business day.

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# Welcome Guest User

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Characteristics of Land and Improvements are for taxing purposes only and should be verified by user.

## Commercial Detail Specs

[Property Search](#) | [Login](#)

### Property Data Card # 0

**Map Code** 039A-07 -075

**Name** CITY OF B G

**Location** 638 COLLEGE ST **Account #** C9586306

**Tax District** 5

**Property #** 19

**Sub-Tax District**

**Comments**

**Appraiser Comments**

**Occupancy:**

Marshall/Swift 432 (RESTROOM BUILDING )

Other 0 (NA)

Construction Class 1 (Wood Frame)

Section Code	Width	Length	Area
A	15	17	255

**Gross Floor Area**

**NOTE: Total LESS any 0-9 Codes** 255

**Number of Stories** 1.0

**Construction Quality** 2.00 (1.00=Economy 2.00=Average 3.00=Superior)

**Year Built** 1925

**Age** 2000

**Building Condition** 2 (Good)

**Depreciation Percent**

### Exterior Wall Material Percentages

**Wood/studs** 0      **Metal/girts** 0      **Adobe** 0      **Solid stone** 0

**Wood/masonry** 0      **Insulated Panel** 0      **Brick/studs** 100      **Curtain** 0

**Stucco/studs** 0      **Concrete Block** 0      **Brick/masonry** 0      **None** 0

**Stucco/masonry** 0      **Precast Concrete** 0      **Solid brick** 0

Metal/masonry 0 Tiltup Concrete 0 Stone/block 0  
 Metal/studs 0 Poured Concrete 0 Stone/brick 0

Exterior Wall Openings 0  
 Total Perimeter 64  
 Average Story Height 9

### Roof Material Percentages

Aluminum 0 Built/TarRock 0 Metal Panel 100 Steel/Porceline 0  
 Asbestos 0 Copper 0 Single Membrane 0 Tile 0  
 Asphalt Shingle 0 Fiber/Panel 0 Slate 0 Tin (terne) 0  
 Built/Smooth 0 Fiber/Shingle 0 Steel 0 Wood Shingles 0  
 None 0

### Roof Pitch Percentages

Flat 0 Low/2:12-6:12 100 Medium/8:12-12:12 0 High/15:12-24:12 0

### Heating System Percentages

Steam/radiator 0 Electric wall 0 Rooftop 0 None 0  
 Steam/heaters 0 Forced air 100 Ventilation 0  
 Gas/oil/electric 0 Boiler/piping 0 Heat pump 0

### Cooling System Percentages

Water/air 0 Wall/window 0 Rooftop 0 None 0  
 Air/water cooled 0 Forced air 100 Evaporative 0  
 Water/fan 0 Unit/air cooled 0 Heat pump 0

### Number of: Plumbing Fixtures 10

Full Baths 0  
 Half Baths 2

### Electrical Quality Percentages

High 0 Average 100 Low 0 None 0

Number of Elevators: Passenger 0  
 Freight 0

### Percent of Gross Floor Area ---- Sprinklered 0

Served by Manual Fire Alarm System 0  
 Covered by Auto Fire Detection System 0

### Floor Finish Percentages

Asphalt tile 0 Concrete 0 Quarry tile 0 Vinyl 0

**Brick** 0 **Hardwood** 0 **Gym floor** 0 **None** 0  
**Carpeting** 0 **Marble** 0 **Seamless** 0  
**Ceramic tile** 100 **Pedestal** 0 **Terrazzo** 0

### Ceiling Finish Percentages

**Acoustical** 0 **Metal tile** 0 **Plaster/spray** 0 **None** 0  
**Cold storage** 0 **Paint** 0 **Plastic tile** 0  
**Drywall** 100 **Plaster** 0 **Plywood** 0

### Total Partition Walls 0

### Partition Wall Structural Material Percentages

**Block** 0 **Demountable** 0 **Studs/girts** 100 **Woven wire** 0  
**Brick** 0 **Poured concrete** 0 **Tile** 0 **None** 0

### Partition Wall Finish Percentages

**Acoustical** 0 **Epoxy** 0 **Plaster/spray** 0 **Wallpaper** 0  
**Ceramic tile** 0 **Paint** 0 **Plywood** 0 **Paneling** 0  
**Drywall** 100 **Plaster** 0 **Sheetmetal** 0 **None** 0

**Architect's Fee Percent** 0

**Profit and Overhead Percent** 0

### Miscellaneous Additional Features

Item Description	Cost
1	0
2	0
3	0
4	0

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Standard Oil Company  
Filling Station  
Warren County, KY  
Bowling Green South quad

NAD 1983  
Zone: 16  
Easting: 549 944.26  
Northing: 4094 515.25

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

