Introduction

The preliminary draft of this report was written and compiled in February of 2007, and the final draft completed in April of 2007, by the architect, Mike Kertok. Mike Kertok visited the site in September and October 2006 to inspect and record the existing condition of the Independent Oil and Gas Company / Phillips 66 Service Station building, and performed a follow-up visit in February 2007. The building was measured and photographed in order to generate the drawings contained in this report. The building was thoroughly inspected to determine its current condition and original construction, and to formulate a plan for rehabilitation.

Historic photographs, drawings and other documents were obtained from the following sources:

- Conoco-Phillips Petroleum Company archives in Bartlesville, Oklahoma.
- The Baxter Springs Historical Society, Baxter Springs, Kansas.
- The Kansas Historical Society, Topeka, Kansas.
- The University of Oklahoma Bizzell Library, Norman, Oklahoma.

Jeffery S. Smith PE prepared preliminary cadd drawings, to which details were added to create the drawings that appear in this report.

Independent Oil and Gas Company / Phillips 66 Service Station, Baxter Spring, Kansas, September 2006

History

Edward H. Moore organized the Independent Oil and Gas Company during the Oklahoma oil boom of the 1910's. In 1926, Waite Phillips, an established Oklahoma oilman, became Chairman of Independent's Board of Directors after underwriting $6 million in stock for the company and merging Independent with his own oil company, Philmack. Moore, Independent's President, was a heavy speculator in the stock market who became insolvent when the stock market crashed in October1929. To protect company interests, Phillips took over the management of Independent and ousted Moore, replacing him with R. C. Sharp. Earlier in the decade, Phillips had made millions from the sale of his previous oil company and he no longer had an interest in the day-to-day company operations. Unfortunately, the national economic conditions precluded the ability to sell Independent at that time.

The Independent Oil and Gas Company included production, refining, and marketing facilities. By 1930, Independent was operating refineries in Okmulgee, Oklahoma and Kansas City, and Independent stations could be found in Kansas, Oklahoma, Missouri, Arkansas, Iowa, Nebraska, and Minnesota. That included a presence in the Baxter Springs area, as evidenced by company advertising in the local papers as early as April of 1929.

Advertisement May 22, 1930
Baxter Springs Citizen and Herald

History

Waite's older brothers, Frank and L. E. Phillips, founded Phillips Petroleum Company in 1917. Originally, the company directed its efforts toward producing crude oil and natural gas liquids. By the mid 1920's, Phillips was producing so much oil and natural gasoline that the company was having problems finding outlets for its growing production. The Phillips brothers could also see the demand for gasoline increasing and knew that continued success for their company might require moving into the fiercely competitive fields of refining and retail gasoline distribution.

In November of 1927, Phillips opened its first refinery in Borger, Texas, and its first filling station in Wichita, Kansas, giving birth to the Phillips 66 brand. The years 1928 to 1930 brought a rapid expansion of Phillips 66 retail outlets throughout the Midwest.

Phillips 66 gasoline was being sold in Baxter Springs as early as June, 1929 at the Wilhoit Garage, located just north of the site upon which the Independent Oil and Gas Company would soon build a new station. A year later, Phillips had three retail outlets in Baxter Springs. These were likely not filling stations, but rather automobile service garages that sold gasoline "on the side".

Advertisement June 19, 1930
Baxter Springs Citizen and Herald

History

Prior to 1930, a one-story livery barn occupied the lot at the northeast corner of 10th Street and Military Avenue, just one block north of the center of downtown Baxter Springs. Deed records indicate that an ownership group led by A. Leroy Harvey sold the property in December 1929 to the Independent Oil and Gas Company. As the horse gave way to the automobile, so did the livery barn give way to the filling station. The new Independent Oil and Gas Company service station opened on July 7, 1930. The Tudor cottage style structure was touted as "one of the district's finest" and a "beautifying agent." In what would soon be revealed as an ironic turn, the manager of the Independent station was F. E. Phillips, presumably no relation to Waite and Frank Phillips.

The station would not be selling gasoline under the sign of the big blue "I" in the red seal for very long.

From the moment Waite Phillips became connected with the Independent Oil and Gas Company, there were rumors of a merger with Phillips Petroleum. In 1930, the rumors bore truth. In a joint statement released on August 29 by Frank Phillips and R. C. Sharp, the business world was told that the two firms "have agreed upon terms and conditions for consolidation" and would immediately combine their talent and resources. The merger was approved by the directors of both companies on September 2, 1930.

NEW STATION IS NOW OPEN HERE

Independent Oil and Gas Company Structure is One of District's Finest

The new service station of the Independent Oil and Gas Company at Tenth street and Military avenue opened today.

The station is one of the most beautiful in the entire district. It is of brick in old English type of architecture. It was erected on the site of an old livery barn and is a beautifying agent.

F. E. Philips, formerly in charge of the Independent Oil and Gas depot here, is manager of the new station.

Article
Baxter Springs Citizen and Herald
July 7, 1930

ANNOUNCING THE OPENING

Of Baxter Springs'

Most Beautiful Service Station

TENTH AND MILITARY

TODAY

In the belief that a service station should not only live up to the idea of service but should be beautiful as well, The Independent Oil and Gas Company takes pleasure in announcing the opening of its newest station.

Here you will find tried and trusted gasolines and motor oils and quick and courteous service. Come in and inspect Independent's station.

F. E. PHILLIPS
MANAGER

Advertisement July 7, 1930
Baxter Springs Citizen and Herald

History

An article in the September 3, 1930 edition of the National Petroleum News reads "In the past few years Phillips has purchased a number of jobbing companies in the middle west and built a large number of stations on its own account. It now has 950 bulk and service stations and serves approximately 10,000 retail outlets. Acquisition of Independent will add 583 bulk and service stations to the Phillips line in Iowa, Missouri, Nebraska, Oklahoma, and Arkansas. The Independent stations will fill in much of the territory in these states which Phillips has not covered in the past."

Advertisement, Baxter Springs Citizen and Herald October 9, 1930

History

By October 1930 the Baxter Springs station was selling Phillips 66 brand gasoline and by the following September, the property had officially transferred from the ownership of Independent to Phillips.

Because both companies had independently chosen similar Tudor cottage style buildings for the design of their service stations, the re-branding of the Independent Oil and Gas Company stations to Phillips 66 stations required little more than replacing the signs and applying a coat of paint.

Following the acquisition, Phillips adopted some of the design element of the Independent service stations, most notably the protruding showcase window on the front of the building. Almost identical showcase windows began appearing on Phillips 66 stations built in 1931.

An early photograph of the station, c. 1930's. This photograph was taken after Phillips Petroleum Company acquired the Independent Oil and Gas Company, as evidenced by the Phillips 66 shield logo on the three boxes next to the man identified as John I. Cooper. (Baxter Springs Historical Society)

History

We know from the Sanborn Fire Insurance maps that sometime prior to August 1942 an addition was built on to the east side of the original service station building. Phillips Petroleum Company built many of these service station additions in the period from 1938 to 1942, and the addition to the Baxter Springs station likely was constructed during that time frame.

The L-shaped addition contained a one bay service garage connected to the original building by a sales and display area for automotive merchandise such as batteries and tires.

Phillips Petroleum owned the property until 1958, when they sold it to J. R. Parsons, et. al. The Parsons family operated the station as Parsons Oil until selling it to Phil R. Coulter and wife in December 1966. Coulter sold the property to Cherokee Oil Company the following March, and Cherokee Oil sold it to Frances Reeves Oil Company in April 1969. After operating as an auto service station for forty years, the building was converted to an office in the 1970's. The building housed a dog grooming parlor in 2002. It most recently housed a chiropractor's office and is now vacant.

Ray Parsons, Parsons Oil, Tenth and Military, Baxter Springs, Kansas
Undated photograph, c.1950's (Baxter Springs Historical Society)
In this photo, the building appears to be sporting the tan and maroon color scheme used by Phillips from 1947 to 1959. The gas pumps are Bowser model 575 manufactured by S. F. Bowser & Co. of Ft. Wayne, Indiana, from 1941 to 1948.

Design and Construction – Original Building

The original Independent Oil and Gas Company Service Station in Baxter Springs, Kansas is a simple load-bearing masonry structure with a gable roof, measuring approximately 20 feet by 15 feet. The nominal 8 inch thick brick walls sit on a concrete foundation and support a wood roof structure of 2x4 rafters. Roofing is cement-asbestos shingle in the "American method" of alternating joints. Fenestration includes metal casement windows with divided lights three sides of the structure to allow light into the building. The original exterior doors were of wood stile and rail construction with raised wood panels and the front door was glazed with divided lights in the upper half.

The building is designed in a Tudor cottage style. Service stations of this period were usually small in size and designed to fit into residential areas and small towns. Prominent features include the cross gable over the entrance and the double chimney on one side of the building. The front of the building featured a projecting show window with copper roof.

The exterior of the building is well detailed. A protruding horizontal brick “beltline” surrounds the building. The running bond brick above the beltline is a typical face brick, slightly larger than standard brick, with slightly concave mortar joints. The rowlock brick of the beltline and the running bond brick below the beltline are molded brick with eased edges and a smooth face, and raked mortar joints. Gable ends feature Tudor-style wood timbers with stucco infill and a wood louver for attic ventilation. Gutters, downspouts, and eave trim all exhibit a level of detail appropriate for the design.

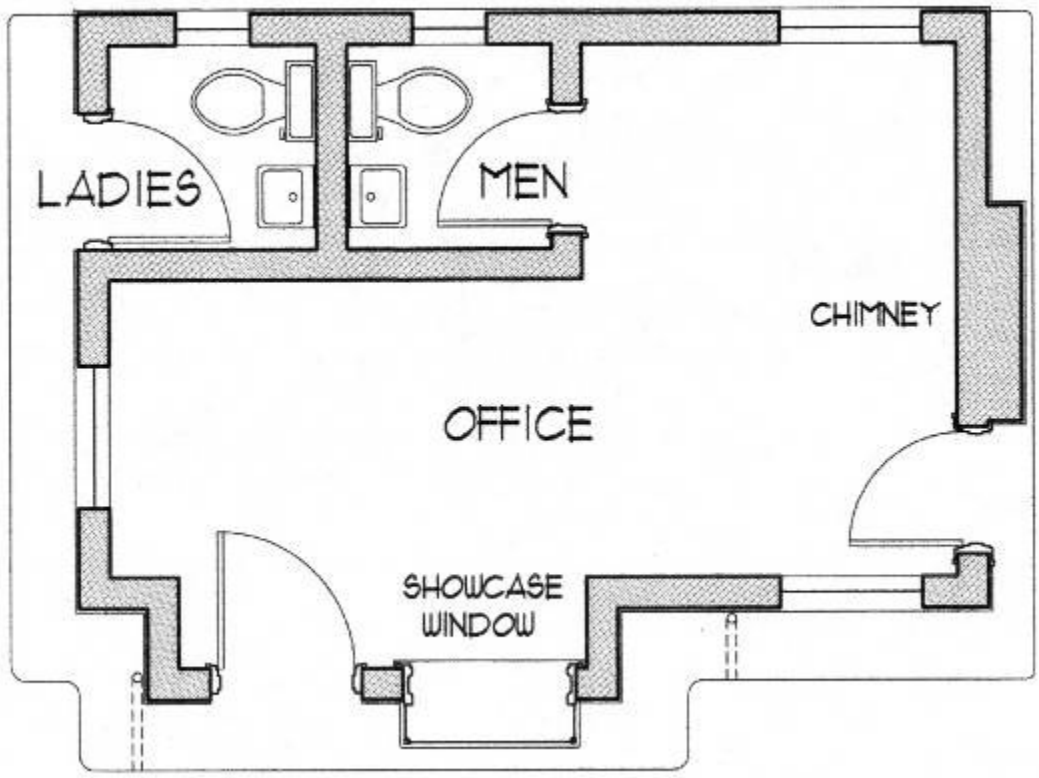
South elevation of the Independent Oil and Gas Company station, 1930

Design and Construction - Original Building

The original station building was divided into three rooms. Two small toilet rooms were located in the northwest corner, the ladies' room accessed from the exterior and the men's room accessed from the interior. The remainder of the space served as office and sales area. Interior partitions were of brick masonry, except the plumbing wall separating the two toilet rooms is constructed of structural clay tile.

In addition to the front door, there was likely a side door to provide easy access to an outdoor service area on the east side of the building, which may have contained either a service pit or hoist. Such outdoor service areas were very common in the 1920's and early 1930's.

The site included a narrow raised sidewalk running along the front and sides of the building and an island containing gas pumps and air, water and light stands.

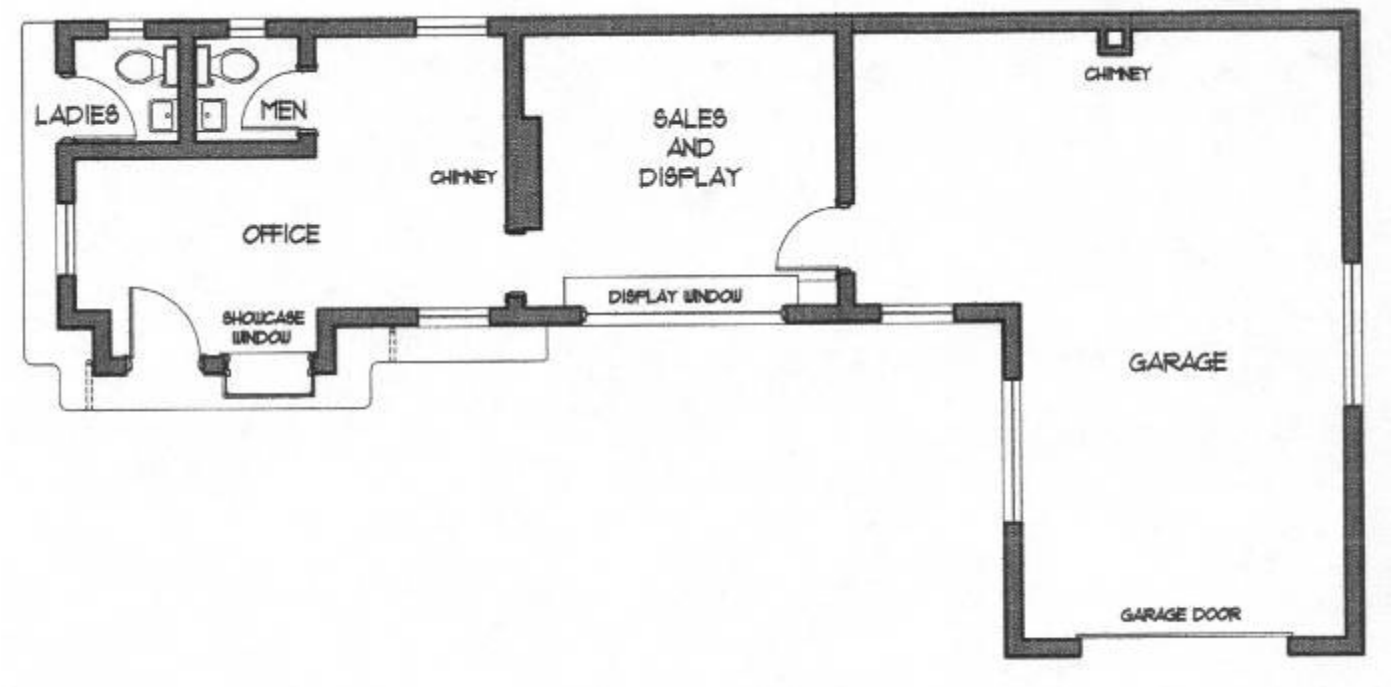


Plan of the Independent Oil and Gas Company station, 1930

Design and Construction - Addition

The east addition built in the late 1930's or early 1940's is an L-shaped load-bearing masonry structure measuring 36'-0" along the long east-west side of the L by 27'-4" along the short north-south side of the L. The addition abuts and shares the east wall of the original building, and the long side of the L is the same width as the original building. The short side of the L which contained a one bay garage is 15'-4" wide and it protrudes to the south. The area connecting the garage to the original building contained a sales and display area. The construction of the addition is identical to the original building, consisting of 8 inch thick brick walls on a concrete foundation, supporting a wood roof structure. The pitch of the gable roof over the east-west side of the L matches the pitch of the roof of the original building, and intersects the gable running north-south over the short side of the L, which is of the same height but slightly shallower pitch. A simple brick chimney extends through the roof along the north wall of the garage.

The addition is detailed to match the Tudor style of the original building, with the same brick work, roofing, and timber-and-stucco detailing in the gable end. With one exception, the windows of the addition were probably metal casement windows to match the windows of the original building. One of these casement windows remains on the south side of the addition. The original windows on the east and west sides of the garage have been replaced with aluminum double-hung windows. A large plate glass window opens into the display area on the south side of the addition, and is likely original to the building, being a typical feature of the service station additions that Phillips Petroleum Company was building during this time period. A sectional overhead garage door opened into the garage on the south side. The garage door was of wood construction with divided lights in the upper half.



Plan of the Baxter Springs Phillips 66 station, 1942

Historic Paint Schemes

Independent Oil and Gas Company
1930 color scheme unknown

As of this writing, no information has been uncovered to indicate the colors and configuration of the original paint scheme for the Independent Oil and Gas Company stations. The Independent logo included red and blue elements on a white background, and it is likely that these colors may have been incorporated into the building's color scheme in some manner.

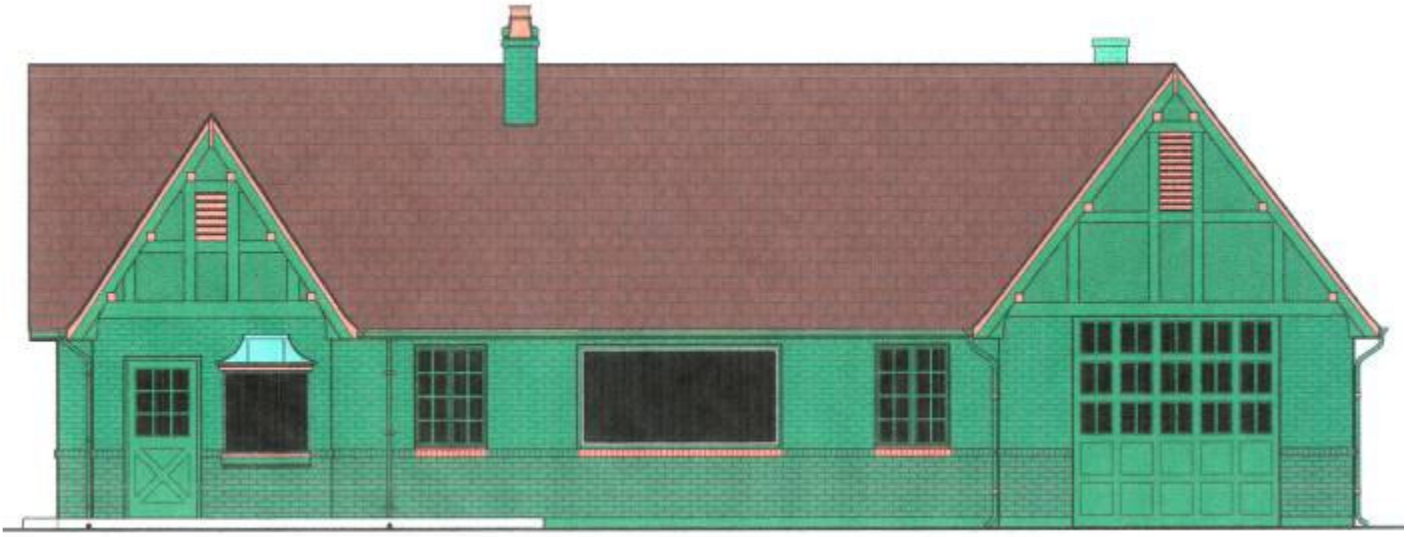
Phillips 1930 color scheme

When Independent was acquired by Phillips Petroleum Company, the station was painted in the standard 1930 Phillips color scheme, a mix of green, orange and blue. The body of the building was painted green, as were the doors. Window frames were painted blue with orange sills and the roof trim, gutters, and downspouts were accented in blue and orange. The roof shingles of the typical Phillips station were painted a random mix of all three colors, but photographic evidence suggests that the roof of the Baxter Springs station was not painted in this manner.

Phillips original 1930 color scheme was extended to the addition built prior to 1942

Historic Paint Schemes

Around 1943, Phillips eliminated the blue from their color scheme. Window frames and casements were repainted orange. Blue roof trim, gutters and downspouts were repainted green. The standard Phillips roof colors, a random mix of orange, green and blue, were changed to orange, green and crème. No evidence of the multi-colored roof paint was found on the Baxter Springs station, so it is assumed that the roof remained unpainted at that time.



A drastic change in the Phillips color scheme was made around 1947. The body of the building was painted tan. Accents including the doors, window frames and sills, gutters, roof trim, and the base of the building were painted maroon. The roof shingles were painted a uniform orange, and evidence of orange paint was found on the roof of the Baxter Springs station. This scheme was used until 1959, when Phillips changed from their orange and black shield logo to the red and white shield logo familiar today.

Inspection Report: Hazardous Materials

Gas Tanks

The Sanborn Fire Insurance Maps show two underground gas tanks located to the west of the building. It is not known if the original tanks remain or if they were replaced at any point in the intervening years, or if any tanks were added. It is certain that some underground tanks remain. The building's owner has acquired certificates from the State of Kansas stating that the tanks do not pose an environmental hazard.

Asbestos

The gable roof on building is covered with the original asbestos-cement shingles, many of which are now over 75 years old. Asbestos-cement was a very durable roofing material and it is not unusual to find such roofs of this age still in serviceable condition. Asbestos-cement shingles are "non-friable", and they pose no hazard as long as they are not disturbed (i.e. broken, drilled, cut, etc.). Another possible source of asbestos is the stucco plaster.

Lead

Although no testing has been done, it is likely that much of the paint on the building, exterior and interior, contains lead. The paint in many areas is cracked and peeling. Appropriate procedures will have to be used to remove and dispose of the old paint. If the paint can be removed by scraping, the procedures are relatively simple and easy to accomplish. If sanding is required, then areas will have to be isolated, the dust collected and filtered, and workers will have to be provided with adequate masks, among other procedures. Refer to State and National EPA requirements for details.

Inspection Report: Exterior

Site Paving

Concrete paving extends from the south side of the building to 10th Street and from the east edge of the building to Military Avenue. The concrete site paving is in fair to poor condition. There are numerous cracks in the paving and vegetation has invaded and is growing through many of the gaps.

The original concrete pump island is gone, but its outline can still be seen in the paving.

Inspection Report: Exterior

Site Paving

There is a raised concrete pad on the east side of the building. A large diameter metal ring is visible in the pad. This area may have originally contained an outdoor hoist. The concrete pad is in good condition.

Inspection Report: Exterior

Planter

A raised planter on the west side of the building, bounded by round wood members, is a more recent addition to the site. The earliest photo of the building shows a narrow raised curb with grass growing in this area. The area now contains two square concrete structures, each approximately 30 inches square with a 13" x 13" square hole in the center. When these structures were installed, and their original purpose, are unknown.

Vegetation

During the initial inspections, there was significant growth of thick invasive vegetation along the east side of the building, and, to a lesser extent, on the north side. The vegetation was removed during the winter of 2007 (see photo on previous page for comparison). The plants do not appear to have caused any structural damage.

Inspection Report: Exterior

Sidewalk and Foundation

The building's concrete foundation appears to be in good condition with no cracks or uneven settling observed.

The narrow, raised concrete sidewalk wrapping around the south and west sides of the original building is in fairly good condition, with some cracking and spalling at the southwest corner. There is also some invasive vegetation growing through gaps and cracks.

At two points on the south side of the building, round drainage pipes open on to the top of the sidewalk next to the building for connection to downspouts. The drainage pipes elbow 90 degrees under the sidewalk and empty onto the site paving from round outlets in the face of the sidewalk. The drainage pipes appear to be in serviceable condition.

Inspection Report: Exterior

Masonry

Masonry bearing walls of the original building and the addition are approximately 8 inches thick, laid in a common bond pattern. Both the face brick in the upper portion of the walls and the molded brick in the lower portion appear to be in good condition. Mortar joints appear to be sound with no visible joint separations.

Several layers of paint have been applied to the masonry over the years. The condition of the paint varies, with good adhesion remaining in some places and with significant peeling and flaking in other places.

Inspection Report: Exterior

Gables: Stucco and Timbers

The stucco and timbers in the three visible gables of the building are in fairly good condition. (The fourth gable on the north side of the garage is constructed of brick.) The stucco appears to be sound and well adhered. No significant cracking or loss of adhesion was observed. There is some minor surface deterioration, mostly on the west gable.

The timbers appear to be generally sound with minor weathering present, primarily at the end joints.

Paint on both the stucco and timbers is deteriorating. There is significant flaking of paint from the stucco over the garage door.

The wood attic ventilation louvers in each gable show more significant weathering, especially those above the garage, where several slats are very badly deteriorated.

A sign board, not original to the building, obscures much of the gable over the main entrance of the original building, preventing inspection of that area.

Inspection Report: Exterior

Doors

The front door on the south side of the building is not original to the building. The original door was a stile and rail wood door with a single cross-braced wood panel below and nine divided lights above in three equal rows of three. The existing wood door frame is probably original. It is in generally good condition, but with obvious repairs to the bottom of the jambs, where one would expect deterioration due to moisture exposure.

It is not known for certain if the ladies' room door on the west side of the building is the original door. It is a wood stile and rail door divided horizontally into two panels. The door is in poor condition, with significant weather damage to the panels, bottom rail, and bottom of the stiles. The wood door frame is in fairly good condition, with some moisture damage at the bottom of the jambs.

Inspection Report: Exterior

Garage Door

The original garage door opening has been infilled with framing and surfaced on the exterior with painted wood paneling. The infilled area contains a man door in a hollow metal frame and an aluminum double-hung window, both of which are in good condition.

The original garage door is apparently intact and stowed in its open position within the building above a lay-in ceiling. Close inspection of the garage door was not possible, but it appears to be in good and serviceable condition, with most of its original glass intact. The garage door was a manually operated overhead sectional door of wood frame construction.

The horizontal portions of the door tracks are intact, but the vertical portions of the track on either side of the door opening have been cut and removed.

Inspection Report: Exterior

Showcase Window

A prominent feature of the original building was the protruding showcase window located next to the front door. The windows are plate glass in a copper frame. The cantilevered base of the window is framed and trimmed with wood. Above the window is a wood crown molding topped by a concave copper roof.

The showcase window is in generally good condition. There is some visible weathering of the wood crown and some separation at the joints in the wood. The copper window frame is in good condition and the glass is intact. Other than two missing nails, the copper roof and flashing are also intact and no evidence of water infiltration was observed. All of the copper has developed a dark patina. The sign painted on the window is a recent addition.

Inspection Report: Exterior

Windows – Original Building

Steel casement windows on the east and south sides of the original building consist of two hinged leaves, each leaf two panes wide by four panes high. The steel frames appear to be in good condition and the glass is intact. Glazing putty and paint are deteriorated. Paint build-up on the hinges and latches render the windows inoperable. A decorative plastic shutter adjacent to the south window is not original.

East casement window

South casement window, original building

Inspection Report: Exterior

Windows – Original Building

Two single-leaf steel casement windows open into the men's and ladies' rooms on the north side of the original building. Each window is two panes wide by four panes high. The steel frame of the ladies' room window appears to be in good condition and the patterned glass is intact, but largely covered with paint. Glazing putty and paint are deteriorated. Paint build-up on the hinges and latches render the window inoperable.

Ladies' room window

The men's room window is likewise intact, but is boarded over on the exterior and inaccessible for a complete inspection. From inspection of the interior of the window, the steel frame appears to be in good condition and the latch is intact. The patterned glass is painted over but intact.

Men's room window on left, ladies' room on right

Men's room window (interior)

Inspection Report: Exterior

Windows – Original Building

There is another double-leaf steel casement window on the north side of the building, opening into the original office area. The glass has been painted but is intact. The latches are missing and the casements have been welded to the window frame.

North office window, original building

Windows – Addition

A double-leaf steel casement windows on the south sides of the addition matches the double-leaf casement windows on the original building. The steel frames appear to be in good condition and the glass is intact. Glazing putty and paint are deteriorated. Paint build-up on the hinges and latches render the windows inoperable. A portion of a decorative plastic shutter that remains adjacent to the window is not original.

South window, addition

Inspection Report: Exterior

Windows – Addition

The large plate glass window on the south side of the addition is set in an aluminum frame and trimmed with wood. The glass is intact and the aluminum frame is in very good condition. The wood trim is generally in good condition, except for a rotted area at the lower east corner. Signage painted on the window is a recent addition. The decorative plastic shutter adjacent to the window is also not original.

Inspection Report: Exterior

Windows – Addition

On the west side of the garage are two aluminum double hung windows in a single opening. On the east side, there is a single aluminum double hung window which fills half of a larger opening, with the remainder of the opening walled in and surfaced on the exterior with painted wood paneling. These aluminum double hung windows are in good condition, but are not original to the building. The decorative plastic shutters on either side of the west window are also not original.

The original windows were likely multi-paned steel windows. They may have been casement windows or they may have been fixed (non-operating).

West garage window


East garage window

Inspection Report: Exterior

Roof Structure

The roof of the original building consists of a main gable running from east to west and a cross gable projecting to the south near the west side. The addition extends the main gable to the east where it intersects a north-south gable over the garage. The roof of the original building is constructed of 2x4 wood rafters at approximately 16 inches on center, and is covered by 1x8 wood decking. The rafters and decking appear to be sound and in generally good condition. The roof structure of the addition is not accessible for inspection.

Inspection Report: Exterior

Roofing

The gable roof on building is covered with brown colored asbestos-cement shingles in the "American method" of alternating joints. The roofing is original to the structure and parts of it are now over 75 years old. Asbestos-cement was a very durable roofing material and it is not unusual to find such roofs of this age still in serviceable condition. Asbestos-cement shingles are “non-friable”, and they pose no hazard as long as they are not disturbed.

The shingles are in generally good condition. Several shingles are loose or missing near the northwest corner and at the bottom of the valley over the inside corner of the addition. A couple of shingles have been replaced near the eave on the south side with a non-matching color. There are some gaps in the shingles on the east side of the garage which expose the decking beneath.

The shingles have been painted over at least twice, but the most of the paint has either worn away or been removed.

The roof valley flashing appears to be in good condition and no evidence of leaks was observed.

Inspection Report: Exterior

Chimneys

The chimney of the original building was originally on the exterior of the east wall, but was largely engulfed by the addition. The top of the dual chimney protrudes through the roof at the ridge and is topped by two terra-cotta chimney pots. The masonry appears to be in good condition with some remnants of paint present. The owner reports some leaking in the area of this chimney, so some repair of the flashing is likely required.

The garage chimney rises along the north wall of the building and penetrates the east side of the garage roof. It is a simple brick chimney and it appears to be in good condition, although it was inaccessible for close inspection.

Inspection Report: Exterior

Soffits and Trim

The painted wood soffits consist primarily of beadboard on the horizontal surfaces and on the curved portion at the bottom of the gables. The majority of the gable soffits are covered with 4" planking. The horizontal soffits of the garage are covered with a low grade plywood, likely a later replacement for the original beadboard. Gable and eave trim consists of painted dimensioned wood with a flat profile.

The beadboard soffits are generally good but weathered in places and the plywood garage soffit is in fair condition. There is a sizeable hole in the soffit below the inside corner of the addition. Gable and eave trim condition varies from good to poor, with the most significant weathering occurring at the northwest corner of the building and along both sides of the garage eave.


Soffit and trim at northwest corner of building


Soffit at inside corner of addition


Soffit and gable trim over showcase window


Soffit and trim at southeast corner of garage

Inspection Report: Exterior

Gutters and Downspouts – Original Building

The sheet metal gutters on the original building are in good condition. The paint on the east and south gutters is also in good condition, but the paint on the north gutter has not been maintained and is in poor condition. The original downspouts are 2" diameter round pipe. The downspout at the northwest corner is intact, but in need of re-finishing. The upper part of the downspout at the southwest corner is in good condition but the bottom 3 feet is missing. The downspout on the south side of the original building has been replaced with a 4" x 3" sheet metal downspout and shifted over to allow for a decorative shutter.

Gutter and downspout at northwest corner

Downspout on south side of original building

Gutter and downspout at southwest corner

Some of the original downspout straps remain

Inspection Report: Exterior

Gutters and Downspouts - Addition

The profile of the gutter on the addition matches that of the original building, although the end of the gutter is closed with a flat pan verses the mitered ends on the original building. The downspout at the southwest corner of the garage is 4" x 3" sheet metal. Gutter and downspout on the addition are in good condition and paint is intact.

There is not currently a gutter or any downspouts on the east side of the garage, and there does not appear to have ever been any gutters or downspouts on that side of the building.

End of gutter on garage addition

Downspout strap on garage addition

Gutter and downspout, southwest corner of garage

Inspection Report: Exterior

Miscellaneous Exterior Features

Protruding floodlights have been installed at the apex of the west and south gables of the original building. The earliest photograph of the building from the 1930's (page 6) does not show the top of the gables. The c. 1950 photo (page 7) shows a different style floodlight nestled back in the apex of the south gable.

A signboard, not original to the building, covers most of the south gable. The earliest photo of the building shows a large, vertical, rectangular element centered in each of the east and south gables. The construction and purpose of this possibly original applied element is unknown. It is not present in the c. 1950 photo.

An address number, "940", above the front door is a more recent addition and not original to the building. However, it does not detract from the building.

An unobtrusive surface-mounted conduit and exterior outlet box has been installed at the inside southwest corner of the original building. It is not known when this outlet was installed, but it is not original to the building.

A sign shown in the c. 1950 photo is erroneously described in the National Register nomination form as a "rooftop sign." A close examination of the photo reveals the presence of ropes emanating from the corners of the sign, indicating that the sign was strung between the light poles on the pump island rather than mounted on the building's roof.

A "Ladies" room sign shown in the 1930's photo is no longer present.

South gable of the original building


Floodlight at apex of the west gable


Surface-mounted outlet (left) at southwest corner

Inspection Report: Exterior

Electric Service and HVAC

The electric service enters the building at the northeast corner of the garage, where the electric meter is mounted on the east wall.

A pad-mounted HVAC unit is located just east of the northeast corner of the garage, with lines feeding into the building. The unit old and rust is present on the fan screen.

Pole-mounted Sign

A pole mounted Phillips 66 sign is located on the southwest corner of the site, at the intersection of 10th and Military. The sign faces drivers traveling north and south on Military Avenue, which is old Route 66. The sign is the red and white shield used by Phillips from 1959 to the present. The pole is also of a more modern, rectangular design. Both sign and pole are in good condition, but they are not original.

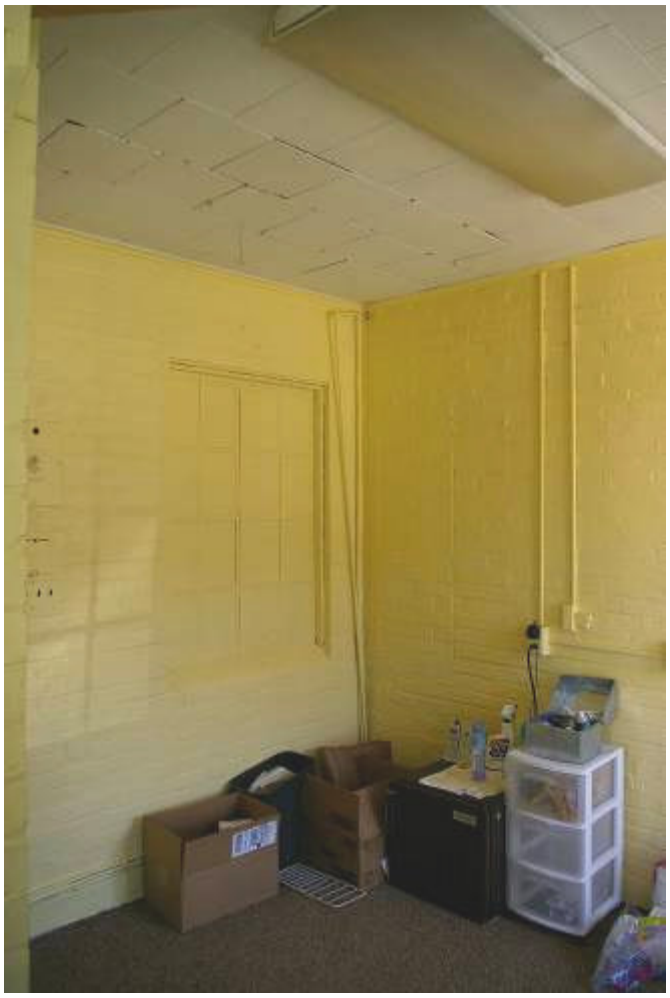
Inspection Report: Interior

Office

The office area of the original building has undergone some renovations. A wingwall partition has been added on the east side of the office space. It extends from the south wall and is crudely braced with a 2x4 to a wood shelf. The existing carpet flooring is in good condition. The original brick walls are virtually unaltered.

The original painted sheetrock ceiling is currently covered with 12x12 acoustical tile, which is in good condition. The fluorescent light fixtures and round air registers, which are in good condition, are also not original. Surface-mounted electrical conduit and outlet boxes are present on the east wall of the office. The opening to the chimney is covered by a round metal plate. An office heater would have originally been located within the room and vented into the chimney.


Office looking southwest toward front door


Office looking northeast

Inspection Report: Interior

Men's Rest Room

The plumbing fixtures in the former men's rest room of the original building are probably not original, but they are in good and functioning condition. The carpet floor covering is also in good condition. The green wall tile (actually baked enamel on metal) is typical of Phillips 66 stations and was probably installed when the station was remodeled in 1943. It is in good condition. Masonry walls above the tile are painted and in good condition.

The original ceiling, which included an attic access hatch, was painted sheetrock. The ceiling is currently covered with 12x12 acoustical tile, which is in good condition. The exhaust fan (cover missing) and round air register are also not original. The wall-mounted light fixture is either original or of early vintage and in very good condition. Accessories installed when the tile was installed include a mirror with beveled edges, integral ceramic tile toilet paper holder, and coat hook. The original panel door and frame are in good condition.

Inspection Report: Interior

Ladies' Rest Room

The former ladies' rest room has been boarded up for many years and is in generally poor condition, but apart from the lack of plumbing fixtures, it retains many of its original (or early) finishes and accessories. The floor is painted concrete. The 1943 Phillips 66 green wall tile is present, although some pieces are missing or loose. Paint on the masonry walls is peeling and in poor condition. The ceiling, presumed to be the original sheetrock, is in fair condition and the ceiling paint is peeling.

The exhaust grill and access panel are later additions. Only the collar of the original ceiling light fixture remains. The wall-mounted light fixture is either original or of early vintage and in very good condition. Accessories installed when the tile was installed include two mirrors with beveled edges, integral ceramic tile toilet paper holder and purse shelf. Two original air circulation grills penetrate the wall to the office area. Rust is visible on both and a small section of the upper grill has been cut and bent back.

Inspection Report: Interior

Sales and Display Area

The sales and display area connects the original office to the garage and was part of the addition built prior to 1942. The space is dominated by the large plate glass display window.

The existing carpet is in good condition and is installed over the original concrete slab. The painted masonry walls are in very good condition. The original sheetrock ceiling exists above the lay-in ceiling. It is in poor condition with much of the paint and paper facing peeling away. The original light fixture has been removed.

The cabinetry under the display window is in good condition, but it is not known whether it is original or a later addition. The doorway between the sales area and the office is cased in wood trim, which is in good condition. There may have been an exterior side door in this opening prior to the construction of the addition. The door has been removed from the doorway between the sales area and the garage. The wood door frame is in good condition. Surface-mounted electrical conduit and outlet boxes are present.


Original sheetrock ceiling


Sales area looking northeast


Sales area looking southwest


Sales area looking northwest

Inspection Report: Interior

Garage

The original garage space has been divided by partitions into three areas. In the northwest area, a raised plywood floor has been built over the original concrete floor slab to bring the floor level with the adjacent sales and display area. The floor is covered with carpet, which is in good condition. The painted masonry walls on the north and west are in good condition. The south masonry wall and the east partition are covered with wallpaper. Above the lay-in ceiling, the original sheetrock ceiling is in poor condition, although one original light fixture remains intact.

A concrete topping slab has been poured over the original floor slab in the southeast area of the garage, bringing the floor level with the northwest area, to which it connects via a doorway. The floor is covered with carpet, which is in good condition. The masonry walls on the east, west and south, the north partition, and the infill on the south side are covered with wallpaper. Above the lay-in ceiling, the original sheetrock ceiling is in fair condition, and the collars of three original light fixtures remain. There is a small closet in the southwest corner of this area.


Garage NW area, looking northwest


Garage SE area, looking north


Garage NW area, looking northeast


Garage SE area, looking southwest

Inspection Report: Interior

Garage – Mechanical Room

The northeast area of the original garage currently encloses the mechanical room. The air handling unit and water heater are set on a raised concrete slab in the northeast corner of the area. A portion of the original garage floor is visible in the remainder of the room, including a large floor drain. The masonry walls on the north and east are painted and in good condition. The original sheetrock ceiling is intact, but largely obscured by ductwork.

Garage - Lighting

One original light fixture remains intact over the northwest area of the garage. It hangs from the horizontal portion of the ceiling and appears to be in excellent condition. In the southeast area of the garage, the collars of three light fixtures remain, two on the east side and one on the west side. They are attached to the sloped portions of the ceiling.

Inspection Report: Interior

Mechanical Systems

The furnace located in the northeast corner of the garage is vented through the original garage chimney. Ductwork above the lay-in ceiling extends westward through the garage and sales area to the original office. Round ceiling registers supply air to the spaces, and the space above the lay-in ceiling is used as a return air plenum. An exhaust fan vents air from the two toilet rooms into the attic of the original building.

Electrical Systems

The original building contains a small fuse box on the north wall, which has been abandoned and re-wired to the newer service. The main electrical service and breaker boxes are located on the east wall of the sales and display area and were likely installed when the addition was built prior to 1942. The building has received upgrades to its electrical systems in more recent years, including fluorescent lighting and surface-mounted outlets.

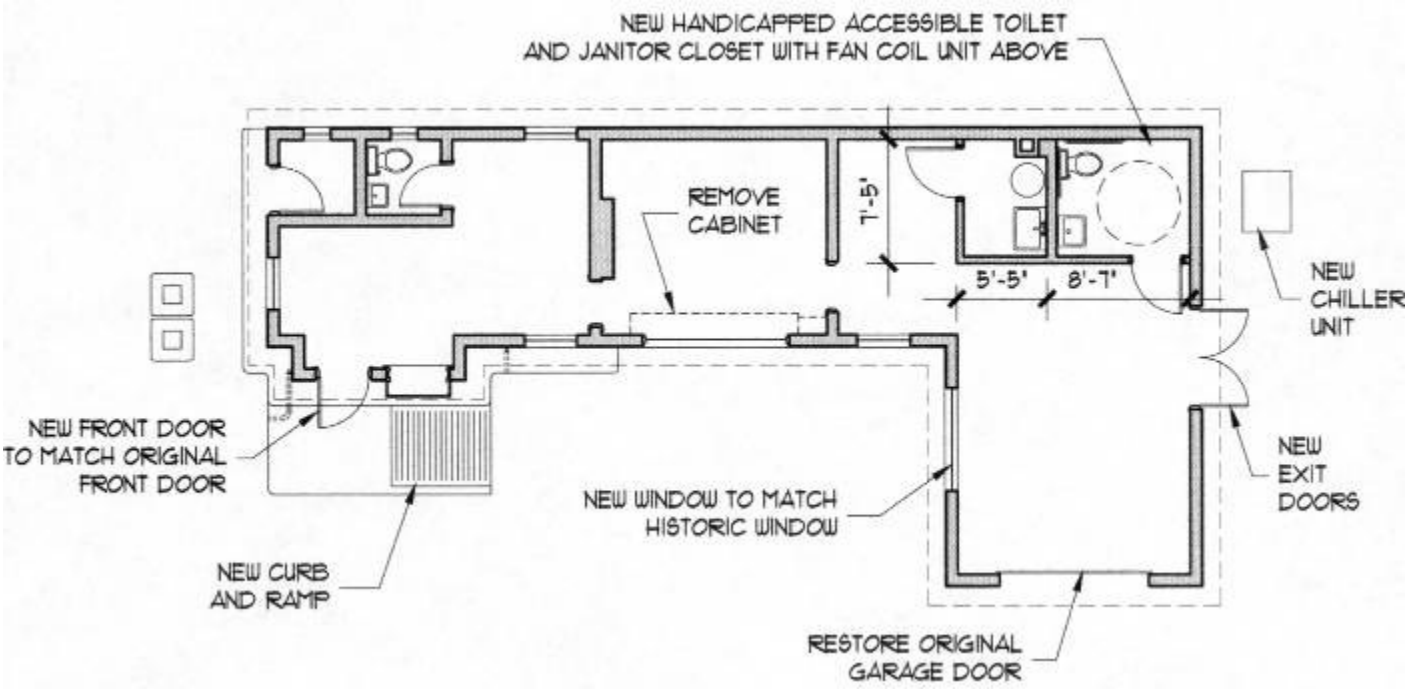
Building Code Review

The building is classified as Type 3 Construction, Unprotected and its proposed use as a visitor's center is classified as either Use Group A-3 (Assembly) or Use Group B (Business), depending on one's interpretation of the Building Code. Either way, at one story and 970 gross square feet, the structure is well within the required height and area limitations, and the structural elements meet the required fire resistance ratings.

The separation from the adjacent building to the north is less than 3 feet. For new construction, openings (such as windows) in the north wall would not be permitted. For a historic building such as this, paragraph 3407.1 of the International Building Code states that the code provisions "shall not be mandatory for historic buildings where such buildings are judged by the building official to not constitute a distinct life safety hazard." The code official with jurisdiction over this building will have to be consulted about this condition, which has existed ever since the station was built in 1930.

Two exits will be required from the building. The building currently has two exits, but one will be removed when the garage door is restored. Another exit will have to be added, remote from the front door.

The building does not currently meet requirements for handicapped accessibility. There is currently no accessible route to the entrance. This can be corrected by construction a ramp. The toilet room is not accessible, and cannot be made accessible. A new handicapped accessible will have to be built within the building. Some interior doorways will have to be widened to 32" clear width and obstructions removed.



Proposed renovation floor plan

Rehabilitation Recommendations

General

The Baxter Springs Independent Oil and Gas Company / Phillips 66 Station was listed on the National Register of Historic Places on August 29, 2003 and is currently owned by the Baxter Springs Historical Society. It is the intent of the Baxter Springs Historical Society to restore the building in as authentic a manner as possible and to use it as a Welcome Center for travelers on Route 66.

It is generally accepted that a building should be restored to the appearance of its last historically significant addition. In the case of the Baxter Springs station, that would be the addition built prior to 1942, which would dictate that the building be restored to its green, orange and blue Phillips 66 color scheme. That choice is reflected in these recommendations. However, the 1943 and 1947 color schemes also date from the period of significance of Route 66 and either would be an acceptable alternative, if preferred by the owner.

The building is structurally very sound and it retains much of its historic fabric. The general priority and sequence of the rehabilitation work is recommended as follows:

1. Repair and restoration of the building's exterior envelope including roofing, flashing, windows, and doors to create a weather-tight and secure enclosure. Restoration of exterior finishes.
2. Environmental improvements including interior demolition, replacement of original ceilings, installation of roof and attic insulation, rough-in of new plumbing and electrical systems, installation of new topping slab, and installation of new HVAC system and exhaust fans.
3. Interior construction including new handicapped accessible toilet, janitor closet, widening of cased doorway openings, new and restored lighting, new exit signs, new floor finishes, new wall and ceiling paint.
4. Site improvements including installation of handicapped ramp, repair of site paving, restoration of pump island, historic sign and sign pole, site lighting, historic gas pumps, removal of planter, and landscaping.

Rehabilitation Recommendations

1. Exterior Restoration

Roof and Flashing

Replace missing and damaged shingles. If matching shingles are not available, use shingles from the north side of the roof to replace shingles in more visible areas and install mismatched shingles on the north side. Observe proper handling and disposal procedures when working with asbestos-cement shingles. Seal gaps in shingles on east side of garage. Repair flashing around the chimney of the original building and cap the tops of the chimneys if needed. Clean paint remnants and moss from shingles on the north and east using gentlest means possible such as chemical cleaner, stiff bristle brush, and/or low pressure wash. Do not sand blast.

Soffits, Trim, and Louvers

Replace plywood soffits on the east and west side of the garage with beadboard to match existing beadboard soffits. Replace other damaged areas of existing soffits with material to match. Replace damaged and weathered wood trim at eaves and gable ends with wood of size and profile to match existing. Replace damaged and weathered wood louvers with wood louvers to match. Wholesale replacement of wood trim is not recommended. Existing trim pieces in good condition should be retained and prepared for new paint. Replace only members that are unsound, significantly damaged or severely weathered.

Gutters and Downspouts

Remove loose paint from existing gutters and downspouts. Replace missing section of downspout on west side of building and restore round downspout on south side of building. Install new gutter and downspouts on east side of garage of size, material, and profile to match gutter and downspout on west side of garage.

South elevation (restored to 1942 color scheme)

Rehabilitation Recommendations

Windows

Consult with the code official having jurisdiction to determine whether the north-facing windows can be retained. Worst case scenario is they would have to be removed and the openings bricked in. Best case scenario is they can be restored as described below. A compromise may be to retain the existing windows but replace the glazing with wire glass and/or install fire shutters over the interior of the windows.

Carefully remove glass panes from steel casement windows and clean for reinstallation. Remove old paint, glazing bead and rust from casement window frames and apply rust-inhibitive primer. Restore hinges and latches to operation and reinstall glass. If north-facing windows are retained, restore patterned glass to the restroom windows. Apply new sealant as needed around perimeter of frames.

Replace damage wood trim at display window and showcase window with new trim to match. Remove loose paint from wood trim and prepare for new paint. Remove painted signs from glass. Replace missing fasteners in copper roof of showcase window. Due to the recent epidemic of copper theft, restoration of the finish on the roof and frame of the showcase window is not recommended. Apply new sealant as needed around frames and glazing.

Remove double-hung windows from west side of garage and install new fixed (non-operable) steel window of profile to match existing steel windows with insulated glass panes.

If the depth of the existing window frames will allow, the owner may elect to replace the single pane glazing with insulated glass in the existing casement windows, display window, and showcase window.

West elevation (restored to 1942 color scheme)

Rehabilitation Recommendations

Exterior Doors

Remove existing front door. Repair and alter existing wood frame as needed for new out-swinging door and prepare for new paint. Fabricate and install new half-glazed wood stile and rail front door to match original door. Remove ladies' room door. Repair or replace wood door frame members as needed. Fabricate and install new wood stile and rail door to match original door. Install new accessible hardware and weatherstripping on all doors.

Remove double hung window and infill on east side of garage. Saw cut and remove brick to extend existing opening to floor. Salvage brick for needed repairs. Fabricate and install new door frame and pair of half-glazed doors as shown below.

Garage Door

Remove infill construction from garage door opening. Restore original garage door. Repair or replace wood door members and hinges as needed. Replace missing, broken or cracked glass as needed. Repair and lubricate door tracks as needed to restore door to full manual operation. Install new weatherstripping.

Masonry and Stucco

Remove paint from brick using gentlest means possible such as scraping, chemical cleaner, stiff bristle brush, and/or low pressure wash. Do not sand blast.. Remove loose paint from stucco. Repair stucco cracks and surface damage as needed. Prepare brick and stucco for new paint.

Paint

Paint building exterior to conform to the color scheme approved by the owner.

East elevation (restored to 1942 color scheme)

Rehabilitation Recommendations

2. Environmental Improvements

Demolition

Remove 2 x 4 lay-in ceilings and fluorescent light fixtures. Remove 12 x 12 acoustical tile ceilings. Remove original sheetrock ceilings for installation of insulation, ductwork and electrical systems (salvage original light fixtures for reinstallation). Remove HVAC units, ductwork and registers. Remove all wood-framed interior partitions. Remove cabinets below display window. Remove carpeting and wallpaper throughout. Remove raised wood floor in northwest area of garage.

Plumbing and Electrical

Rough-in new plumbing lines for handicapped accessible toilet and janitor closet. Re-route water lines to existing toilet room through attic space and insulate the water lines. Rough-in electrical conduit and junction boxes for lighting and new power outlets.

Floor Slab and HVAC Pad

Extend existing floor drain and pour new topping slab in north area of garage to bring level with existing topping slab.

Partition Framing

Frame new partitions for handicapped accessible toilet and janitor closet on the north side of the garage. Construct platform above toilet and janitor closet for HVAC furnace and fan unit.

HVAC System

Install HVAC split system. Install cooling unit on existing exterior pad. Install furnace and fan unit on interior platform. Install supply air ductwork through attic spaces. For fresh air intake, cut opening in brick gable on north side of garage and install new metal louver. Install new exhaust fan for handicapped accessible toilet. Repair or replace existing exhaust fan over existing toilets as needed.

Ceilings and Insulation

Install new batt 6” insulation in rafter spaces between ceiling and roof deck over garage. Install new gypsum board ceilings. Install 6” batt insulation or loose fill above horizontal ceilings. Install supply air registers.

Rehabilitation Recommendations

3. Interior Construction

Handicapped Accessible Toilet and Janitor Closet

Relocate existing water heater. Install new plumbing fixtures including toilet, lavatory and janitor's mop sink. Complete framing of new partitions and install gypsum board on walls and ceiling. Install new interior door frames and doors. Install grab bars and toilet accessories.

Cased Openings

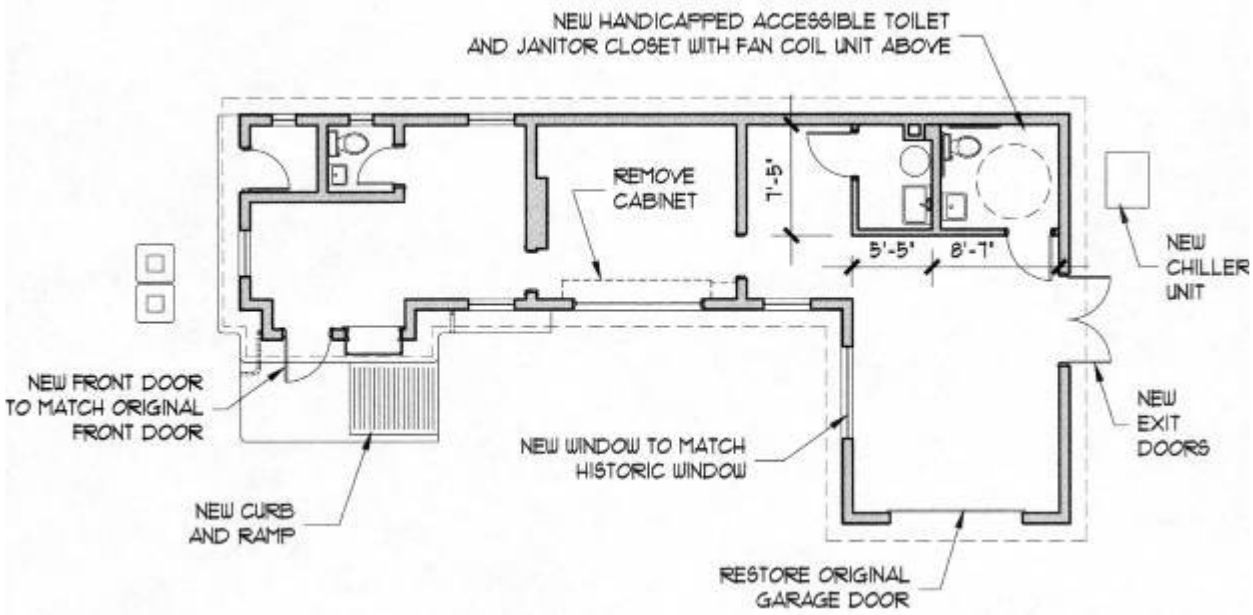
Remove trim from cased openings between office and sales area and between sales area and garage. Install new cased openings with minimum 32" clear width, using salvaged trim and/or new trim to match original.

Lighting and Power

Reinstall salvaged original light fixtures in locations to be determined. Install new light fixtures per plan to be developed. Install exit lights at front door and new east door. Install new power outlets per plan to be developed. The existing electrical system should be inspected by a licensed electrician or electrical engineer to determine if it is adequate for the building's power requirements and to determine if any repairs are needed. Install telephone and/or data outlets as needed.

Interior Finishes

Remove loose paint from existing walls and trim. Paint walls, ceilings and trim. Install new flooring (type and style to be determined) throughout.



Proposed renovation floor plan

Rehabilitation Recommendations

4. Site Improvements

Handicapped Accessible Ramp

Cut and demolish existing concrete in location of new ramp. Extend downspout drain under new sidewalk. Install new concrete curb, ramp and sidewalk to front door of building. Rise is approximately 6 inches, so railings should not be necessary. Repair surface damage and cracks in original sidewalk. An alternate method of providing handicapped accessibility would be to install new site paving that is "warped" to bring the surface level with the sidewalk at the front door, with slopes not to exceed 1:12.

Sign

Remove existing red and white Phillips 66 shield sign and pole. Install new orange and black Phillips 66 shield sign on historically accurate pole.

Site Paving

Repair the existing site paving as needed by limited replacement of badly damaged areas. Apply sealant to cracks and joints. Install electrical conduit from building to pump island. Install new concrete pump island.

Site Lighting

Install new historically accurate light poles and light fixtures on each end of new pump island. Remove existing floodlights from gables of building.

Gas Pumps

Install vintage gas pumps on the pump island. The pumps will not be operational.

Landscaping

Remove raised planter from west side of building and restore curb as shown in 1930's photo. Install appropriate landscaping.

Paint Recommendations

The following paint colors are recommended to match the original Phillips Petroleum Company paints:

Exterior Paints:

Green: (Exterior brick (except at window sills), stucco, gable half-timbers, exterior doors)
Sherwin Williams DTM Acrylic Ultra Deep Base B66T104
Formula (1 gallon): B1-36, G2-6Y12, Y3-2Y21, W1-30

Orange: (Brick at window sills, top band of gutter, top band of gable trim, downspout brackets, louvers, rafter tails, chimney pots, trim at showcase window)
Sherwin Williams SW4082 International Orange
B66R38 / B66E39 gallon to gallon mixture

Blue: (Gutters (except top band), gable trim (except top band), soffits, downspouts, door frames, window frames, trim below showcase window)
Sherwin Williams B66T104
Formula (1 gallon): B1-54, L1-8Y22, R3-50, Y3-16

Interior Paints:

Tan: (Interior walls, interior doors and frames)
Sherwin Williams DTM Acrylic B66W111
Formula (1 gallon): B1-2, R2-10+1-, Y3-3Y10