

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Pulver Brothers Filling Station

Other names/site number: Artie's Filling Station

Name of related multiple property listing:  
N/A

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

## 2. Location

Street & number: 127 West Grand River Avenue

City or town: Lansing State: MI County: Ingham

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B X C \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b> <span style="float: right;"><b>Date</b></span>  <u>MI SHPO</u>  <b>State or Federal agency/bureau or Tribal Government</b></p>	
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In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

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**Signature of commenting official:** \_\_\_\_\_ **Date** \_\_\_\_\_

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**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:) \_\_\_\_\_

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Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>          </u>	buildings
<u>          </u>	<u>          </u>	sites
<u>          </u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- COMMERCE/TRADE
- specialty store
- 
- 
- 
-

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**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Bungalow/Craftsman

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Brick, Stucco, Terra Cotta

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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#### Summary Paragraph

The Pulver Brothers Filling Station is located at the southeast corner of West Grand River and North Capitol Avenues in the city of Lansing, Michigan. The structure sits on the outskirts of a late nineteenth-century commercial district, in a primarily residential block. Built in the Craftsman style in 1923, it is a small, single-story, brown brick and stucco building topped with a distinctive red hipped terra cotta tile roof, and is representative of the house-with-canopy type of filling station most commonly built in the 1920s.

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#### Narrative Description

The Pulver Brothers Filling Station is located in a late nineteenth-century residential neighborhood, one block to the west of the North Lansing Historic Commercial District – a formerly bustling commercial and industrial district developed between the 1860s and the 1920s. Currently, this area functions as an arts district, home to antique shops, galleries, and restaurants. The residential neighborhood consists primarily of two-story homes constructed between 1880

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and the mid-1920s. Many of these still function as single-family homes, while others have been converted into two-family homes or multiple units. Located on the same block of West Grand River Avenue, to the northeast of the filling station, is the North Presbyterian Church (formerly Franklin Avenue Presbyterian Church) – a National Register listed Craftsman style church built in 1916 and designed by prominent local architect Edwyn A. Bowd.

The filling station sits on a rectangular lot at the southeast corner of West Grand River and North Capitol Avenues. The lot measures approximately 4200 square feet, with 99 feet of frontage along Capitol Avenue and 42.5 feet of frontage along Grand River Avenue. The station itself is located toward the front (north) of the lot, and is situated diagonally to allow easy automobile access from both Capitol and Grand River Avenues. The lot is generally level, with the northern half primarily paved in asphalt. The southern half of the lot functions as parking for an adjacent multi-family home, and is a combination of concrete, white crushed rock gravel, asphalt, bare earth, and grass. The parking lot is separated from the filling station by a short section of modern tubular steel fencing. A similar section of fencing has been attached at the western corner of the structure, and extends to the southwest approximately eight feet. The Grand River and Capitol Avenue sides of the lot are bordered by concrete sidewalks, with a wide, grassy right-of-way along the west (Capitol Avenue) side. Several young trees are planted in this right-of-way. There are a few pockets of landscaping surrounding the building, with small shrubs, young trees, grasses, and flowers. A triangle of grass sits at the northwest corner of the lot. Broad concrete driveways provide access to the station from the north and west.

The filling station itself was built in 1923, and is a small, single-story, Craftsman style concrete slab building that stands on a poured concrete foundation. The station is an excellent example of the house-with-canopy type of gasoline station, most commonly built in the 1920s.<sup>1</sup> The “house” portion is a 240 square foot rectangular structure measuring 12 x 20 feet. The exterior walls of the building are stuccoed, with a simple stained wood architrave at the top, and the lower third of the wall faced in brown brick. The same brick is used for simple piers at each of the building’s corners. A low-pitched, hipped roof sheathed in red Spanish terra cotta tiles extends an additional 23 feet beyond the front (northwest) facade of the structure, forming the “canopy” portion of the station. The canopy is supported toward the front by a pair of brown brick piers, which echo the piers of the main portion of the structure. The piers would originally have framed a set of gasoline pumps. Two exposed oak beams top the piers, supporting the canopy, their carved ends matching the paired corbels located above each of the brick piers. Below a wide, painted wood fascia, the underside of the canopy is faced with oak beadboard, with pendant lights at regular intervals illuminating the space.

Historically, the main entrance to the building would have been through the door centered on the front (northwest) facade. A second entrance, on the southwest facade, now serves as the primary access to the building. Neither of the original doors survives, and both have been replaced with wood paneled doors. The former front door is framed by two large four-over-one windows, the western of which has had the lower pane converted into a sliding window for drive-up food and

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<sup>1</sup> For elaboration on the history and development of gasoline station types, see John A. Jakle and Keith A. Sculle, *The Gas Station in America* (Baltimore: The Johns Hopkins University Press, 1994), 135-156.

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beverage service. A single large fixed one-over-one window on the northeast facade features the phrase "SINCLAIR OILS" stenciled on the upper pane – the font recreated from ghost lettering on the window revealed during the rehabilitation in 2011. A one-over-one sash window is located on the southwest facade, and a pair of two-over-one sash windows are located on the southeast facade. All of the windows are wood, as are the door and window casings.

The interior of the filling station was completely renovated in 2011, and no original features remain. The 240 square foot space has been converted into a small commercial kitchen with food preparation and storage areas around the perimeter and a small bathroom along the southeast wall.

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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.

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**Criteria Considerations**

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

- 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.)

Architecture  
Commerce  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1923-53  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1923  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

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**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

N/A  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Pulver Brothers Filling Station served as a neighborhood filling station in Lansing, Michigan from its construction in 1923 through the mid-1950s. It reflects the evolution of the gasoline station as the automobile gained dominance as the primary mode of transportation in the United States – revolutionizing travel in much the same way railways had in the nineteenth century. The building meets National Register criterion A as one of the oldest remaining and best preserved filling stations in Lansing. The building also meets National Register criterion C as one of the few remaining early twentieth-century filling stations in Lansing and the only known example of the “house-with-canopy” type in the area.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Lansing**

Lansing, Michigan’s capitol city, was established as a result of a provision of the 1837 Michigan constitution, which required the relocation of the state’s governmental seat from its temporary location in Detroit by 1849. A number of other towns vied for designation as the new capital. All were rejected, however, due in large part to the lobbying of New Yorker James Seymour, who had purchased significant quantities of land in the Lansing area in the 1830s. At the instigation of Seymour, Lansing Township was proposed as a location. The township was located midway across the state, and to the north of that part of the state that was already becoming settled, so its selection was seen as a means of promoting the growth of the more northern parts of the state. Seymour’s lobbying was eventually successful, and Lansing Township was adopted as the site of the new and permanent capital city.

Commissioners appointed by the 1847 legislature to select the specific location for the new

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capital chose Section 16, an area now bounded by Saginaw Street to the north, Martin Luther King to the west, St. Joseph Street to the south, and the railroad line east of Larch Street to the east. By 1847 there were three villages in existence along the Grand River in this region: the north village, or Lower Town, which had grown up around a dam and sawmill at the point where the area's pioneer highway, now Grand River Avenue, crossed the Grand River; the south village, or Upper Town, located along Main Street and South Washington Avenue; and the middle village, or Middle Town, centered at Washington and Michigan Avenues near the future capitol and central business district location. In 1859 the City of Lansing was incorporated with a population of about 3,000. By 1880 the population of Lansing had grown to 8,326. With the rise of the automobile industry in the early twentieth century Lansing's population swelled, reaching 31,229 in 1910 and 57,000 by the mid-1920s.

Lansing's rapid turn-of-the-century growth was largely due to the development of the automobile industry. The first gasoline automobile was produced in Lansing in 1896 by Ransom Eli Olds, who founded the Olds Motor Vehicle Company with Frank G. Clark in Lansing in 1897. Though the company soon moved to Detroit, it moved back to Lansing in 1901, eventually becoming the Oldsmobile Division of the General Motors Corporation. Olds subsequently established the REO Motor Car Company in Lansing in 1904. Numerous suppliers followed, with plants that produced automobile components – such as the Motor Wheel Corporation, Michigan Screw Products, and Atlas Drop Forge, all established between 1900 and 1910. As a result of this largely automobile industry-related development, Lansing's population soared, nearing 80,000 by 1930. At its peak, the city's nine largest employers were automobile-related, and the prosperity associated with the industry caused a major influx of autoworkers.<sup>2</sup> The city's growth slowed somewhat through the 1930s and 1940s, though the many factories remained active through World War II, producing vehicles, ammunition, guns, and aircraft parts for the war effort. Lansing's population continued to increase with the post-war boom, topping 90,000 in 1950 and 100,000 in 1960. The city's population peaked around 1970 at 131,000.

### **Commerce and Transportation – Filling Stations**

As Lansing's population grew in the early twentieth century, the city also experienced parallel growth in commercial development. With the growing popularity of the automobile, new commercial corridors were developed and new businesses were established to sell the various parts or accessories needed by motorists – including batteries, tires, tools, and replacement parts. In the early years of the twentieth century, the sale of these products differed little from the sale of other consumer goods.

The earliest retail outlets for gasoline were blacksmith shops, and hardware and grocery stores, the same places where kerosene was bought to burn in lamps. Shops kept large oil drums with spigots at the bottom, and gas was transferred to a spouted can and then poured into a car's tank. With the development of the gasoline pump at the turn of the century, general stores began to dispense gasoline from curbside pumps. Purpose-built filling stations followed shortly thereafter.

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<sup>2</sup> *Thematic Survey of Early Automotive History in Lansing, Michigan from 1890 to 1930* (Maumee, OH: The Mannick & Smith Group, Inc., 2003), 39.

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The earliest drive-in filling stations were small shacks, with the buildings intended solely to keep the attendants protected from the weather. The sites typically included 1-3 gasoline pumps, a driveway, and a small parking area. Many of the earliest filling stations were considered eyesores and a blight to their communities. Oil companies soon realized these shortcomings and by the mid-1910s they were building more attractive stations, not only for public spirited reasons but also for purposes of product identification and advertising.<sup>3</sup>

By 1920, the automotive boom was in full swing. In 1921 there were approximately 12,000 dedicated filling stations in the United States, and by 1929 that number had increased to 143,000.<sup>4</sup> During the 1920s a new concept for the filling station proliferated: the domestic style, or “house” type, filling station. While the early “shed” type filling stations were generally constructed in or at the edges of central business districts, after 1920 the big oil companies invested heavily in neighborhood filling stations. These stations were located in or adjacent to residential neighborhoods, and the structures were increasingly designed to fit into the scale and style of those neighborhoods, borrowing design influences from the residential construction of the time. These stations were often situated on corner lots at a forty-five degree angle to catch the attention of passing motorists, with the corner location and angled orientation making it easier for drivers to maneuver in and out of the station. Most stations contained a small office, one or two storage rooms, and a public restroom. Many of the stations were pre-fabricated, with structural steel construction faced in brick or stucco, and topped with a tile roof. A variation on the “house” type of station – the “house with canopy” type, in which an integrated canopy extended over a driveway and a set of gasoline pumps – was developed in the late 1910s, and experienced a brief surge in popularity between 1920 and 1930, accounting for an estimated approximately thirty percent of filling stations constructed during that time.<sup>5</sup>

By the late 1920s, most new stations were of the “house with bays” type, in which grease pits and car washing floors were added to the filling station, creating a service station. During the economic depression of the 1930s, gas station designs changed significantly. To counter decreasing sales of gasoline, many companies expanded auxiliary product lines, such as tires and batteries, requiring larger display areas and more storage space. At the same time, companies began to emphasize repair services, requiring more and larger bays. The resulting “oblong box” type of station, with its larger spaces and increased number of bays, dominated gas station design through the 1950s.<sup>6</sup>

### **Pulver Brothers**

The Pulver Brothers Filling Station was built in 1923 as a Sinclair Oils affiliated station, under the ownership of brothers Elmer E. and Benjamin A. Pulver.<sup>7</sup> Elmer Pulver had previously

<sup>3</sup> John Margolies, *Pump and Circumstance: Glory Days of the Gas Station* (Boston: Bullfinch Press, 1993), 30.

<sup>4</sup> *Ibid.*, 44.

<sup>5</sup> Jakle and Sculle, 137-141.

<sup>6</sup> *Ibid.*, 142-156.

<sup>7</sup> Office of the City Assessor, Lansing, Ingham County, MI, <https://accessmygov.com/?uid=384>, accessed 07 March 2016.

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owned and operated Pulver Hardware Company, located at 1122 South Washington Avenue in Lansing.<sup>8</sup> The pair established Pulver Brothers Sinclair Oil in the early 1920s, and by 1924 had built four filling stations in Lansing.<sup>9</sup> In addition to the station at the corner of Capitol and Grand River (then Franklin) Avenue, locations included the intersections of West Main Street and the Belt Line railroad tracks, North East and Ferris Streets, and South Washington Avenue and Hazel Street.<sup>10</sup> Of those four original stations, the one at 127 West Grand River Avenue is the best preserved. The stations located on East and Main Streets have been demolished, and the one at 1003 South Washington Avenue (at Hazel Street) was remodeled in the 1950s, its front facade reconfigured with large plate glass windows, and now functions as an automobile detailing facility.<sup>11</sup> A fifth station, built in 1925, still stands at 2224 East Michigan Avenue.<sup>12</sup> Unlike the small house-with-canopy type filling station on Grand River Avenue, the location on Michigan Avenue is a much larger, single story brick storefront that faces directly onto the street, with access to a basement level garage at the rear of the building. Currently vacant and in some disrepair, the structure has been modified for use as a dance studio, though it retains the original “Pulver Bros” signage at the top of the front facade.

By 1930, Pulver Brothers had eight “up to date service station” locations in the Lansing area and dozens of competitors.<sup>13</sup> Few of these structures from the early twentieth century survive, and most have been heavily modified. The best preserved is the former Standard Oil Company Filling Station at 1501 South Washington Avenue, a small (234 square foot) Spanish Colonial Revival style house type station built in 1923 and remodeled in the 1970s.<sup>14</sup> It currently serves as a barber shop. Other remaining stations include the former Capitol Heights Filling Station at 1223 East Grand River Avenue, also built in 1923 and remodeled in the 1970s; the former Schaible Service Station at 1521 Turner, built in 1929; and the former Roxanna Gas Station, located at 401 North Larch, and built in 1931. All three were built as house-with-canopy types of filling stations, with service bays later added and canopies removed to modernize the stations, leaving the Pulver Brothers Filling Station the single remaining intact house-with-canopy type station in the Lansing area.<sup>15</sup>

City directories indicate that the structure was the Pulver Brothers Filling Station until 1938, after which it continued to serve as a neighborhood filling station under various ownership through 1953.<sup>16</sup> It briefly functioned as Rikers Dry Cleaners in 1956, and then remained vacant

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<sup>8</sup> *Lansing City Directory* (Lansing: Chilson, McKinley & Co., 1916), 529.

<sup>9</sup> *Lansing City Directory* (Lansing: McKinley-Reynolds Co., 1924), 801.

<sup>10</sup> *Ibid.*

<sup>11</sup> Office of the City Assessor, Lansing, Ingham County, MI, <https://accessmygov.com/?uid=384>, accessed 07 March 2016.

<sup>12</sup> *Ibid.*, and *Lansing City Directory* (Lansing: McKinley-Reynolds Co., 1925), 111.

<sup>13</sup> *Lansing and East Lansing City Directory* (Lansing: McKinley-Reynolds Co., 1930), 27.

<sup>14</sup> Office of the City Assessor, Lansing, Ingham County, MI, <https://accessmygov.com/?uid=384>, accessed 07 March 2016.

<sup>15</sup> *Thematic Survey of Early Automotive History in Lansing*, 58.

<sup>16</sup> *Lansing City Directory* (Lansing: McKinley-Reynolds Co., 1925-1941), and *Lansing City Directory* (Livonia: R.L. Polk & Co., 1945-1953).

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for several decades until its purchase in 2009 by Dale Schrader.<sup>17</sup> After the rehabilitation of the building in 2011, it briefly operated as a drive through coffee shop and cafe, Artie's Filling Station, which closed in 2014. It is currently home to Scoop's Ice Cream Parlor, opening in the spring of 2016.

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<sup>17</sup> *Lansing City Directory* (Livonia: R.L. Polk & Co., 1956-1995).

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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*Thematic Survey of Early Automotive History in Lansing, Michigan from 1890 to 1930*. Maumee, OH: The Mannik & Smith Group, Inc., 2003.

Witzel, Michael Karl. *The American Gas Station: History and Folklore of the Gas Station in American Car Culture*. Osceola, WI: Motorbooks International, 1992.

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**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):** \_\_\_\_\_

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**10. Geographical Data**

**Acres of Property** Less than one

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

2. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

3. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

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4. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

**Or**  
**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

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

W 42.5 FT of N 6 R LOTS 11 & 12 BLOCK 34 ORIG PLAT. The property forms a rectangle bounded north on W. Grand River Ave. right of way and west by N. Capitol Ave. right of way, with 42.5 feet of frontage along Grand River and 99 feet of frontage along Capitol.

**Boundary Justification** (Explain why the boundaries were selected.)

Entire lot historically and currently associated with the filling station.

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**11. Form Prepared By**

name/title: Cassandra Nelson  
organization: Preservation Lansing  
street & number: 500 Fulton Place  
city or town: Lansing state: MI zip code: 48915  
e-mail cassandranelson38@gmal.com  
telephone: 517-242-4435

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date: March 2016

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Pulver Brothers Filling Station

City or Vicinity: Lansing

County: Ingham

State: MI

Photographer: Cassandra Nelson

Date Photographed: February 19, 2016, except for #0004, taken November 19, 2015.

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 5: NW (front) and SW façades and surrounding block  
MI\_Ingham\_Pulver Brothers Filling Station\_0001

2 of 5: NE and NW (front) facades  
MI\_Ingham\_Pulver Brothers Filling Station\_0002

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- 3 of 5: NW (front) and SW facades  
MI\_Ingham\_Pulver Brothers Filling Station\_0003
- 4 of 5: NW and SW facades  
MI\_Ingham\_Pulver Brothers Filling Station\_0004
- 5 of 5: SW and SE (rear) facades  
MI\_Ingham\_Pulver Brothers Filling Station\_0005

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.





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