

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

1. Name of Property

Historic name: East Smoketown District
 Other names/site number: JFL 96, JFLA 1-JFLA 6, JFCS 3/JFCS 1005
 Name of related multiple property listing: N/A

2. Location

Street & number: 733, 801-827, 829 Logan Street, 929, 930 Mason Avenue, 925, 935
 Lampton Street, South Fork of Beargrass Creek
 City or town: Louisville State: Kentucky County: Jefferson
 Not For Publication: NA Vicinity: NA

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):

national statewide local
 Applicable National Register Criteria:

A B C D

<p>_____ Signature of certifying official/Title: Craig Potts, SHPO Date _____ ___Kentucky Heritage Council/State Historic Preservation Office___ State or Federal agency/bureau or Tribal Government</p>
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> <p>Signature of commenting official: _____ Date _____</p> <p>_____ Title State or Federal agency/bureau or Tribal Government</p>

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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

5. Classification

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing	
10	2	buildings
2		sites
		structures
		objects
12	2	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions

(Enter categories from instructions.)

AGRICULTURE/SUBSISTENCE/processing
INDUSTRY/PROCESSING/EXTRACTION/waterworks
TRANSPORTATION/rail-related
INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility
INDUSTRY/PROCESSING/EXTRACTION/industrial storage
COMMERCE/TRADE/business
COMMERCE/TRADE/warehouse
COMMERCE/TRADE/professional

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE
INDUSTRY/PROCESSING/EXTRACTION/warehouse
COMMERCE/TRADE/business
COMMERCE/TRADE/warehouse
COMMERCE/TRADE/professional
OTHER/canal

7. Description

Architectural Classification

(Enter categories from instructions.)

Turn of the Century Industrial
Mid-Twentieth Century Industrial

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: Poured Concrete
Walls: Brick, masonry, concrete block, brick veneer, standing seam metal, corrugated metal
Roof: Standing seam metal, corrugated metal,

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Narrative Description: Summary Paragraph

The East Smoketown District is located less than two miles southeast of Downtown Louisville in Louisville's historic Smoketown neighborhood. The district is situated on the eastern edge of Smoketown, just half a block east of the Smoketown Historic District (National Register ID #97000661).¹ The proposed district covers roughly 14.5 acres and is bounded on the north by Finzer Street, on the west by Logan Street and an unnamed alley that runs behind the houses on Logan Street between Mason Avenue and Lampton Street, on the south by East Breckinridge Street, and on the east by Beargrass Creek. The East Smoketown District has resources that range from 1890 through 2003 with a Period of Significance that begins in 1890, the date of construction for the earliest buildings in the district, part of the Shaefer-Meyer Brewing Company, and ends in 1973, the year which marks 50 years in the past from the writing of this nomination to align with the NPS 50-year standard. The district as a whole has historically operated as an industrial and manufacturing hub and continues to operate as such today, thus the Period of Significance must include its continued use and importance. The district features 12 Contributing resources and two Non-contributing resources, of which there are 12 buildings and two structures; a historic canal and a chimney, the latter of which used to be a part of a building that has since been demolished. The historic resources within the district are nearly all practical, industrial buildings from the turn of the twentieth century through the mid-twentieth century, some of which exhibit notable architectural features such as decorative brickwork. The buildings are largely constructed of a combination of brick and masonry with newer materials used on additions and Non-Contributing resources. The district as a whole is in fair condition.

¹ Smoketown Historic District, Louisville, Jefferson County, Kentucky, National Register #97000661.
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Figure 1. Boundaries of the East Smoketown District, as shown on an aerial map (Google Earth). Location within the City of Louisville can be seen in the corner callout.

General Setting of the District

The Smoketown neighborhood is just southeast of Downtown Louisville and is bounded on the north by Broadway, on the west by Interstate 65, on the south by East Kentucky, and on the east by Beargrass Creek. Smoketown is a neighborhood on the fringe of downtown that today contains the juxtaposition of commercial and manufacturing/industrial buildings to the north, toward the city, and an increasing number of residences the further one moves from the city center. There are several busy thoroughfares in the neighborhood, such as Broadway on the northern boundary, Preston, Shelby, and Floyd Streets, to name a few. The most notable character-altering change to the neighborhood occurred when Interstate 65 was constructed in the late 1950s and early 1960s through Louisville and along the western boundary of Smoketown. This construction resulted in the demolition of every building in its path, the construction of ramps and overpasses, an increase in traffic, and a geographic buffer between Smoketown and the rest of Louisville to the west. While the neighborhood has undergone some changes over the past few decades, including a loss of some of the historic fabric via neglect and demolition, the introduction of a major interstate, and the reconfiguration of some residential and industrial developments, the neighborhood as a whole has maintained a similar sense of spacing, proportion, and usage over the years.

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The area surrounding the district has not changed much over the years in terms of functionality and usage. Both Logan and East Breckinridge Streets are historically and presently busy thoroughfares that connect Smoketown to its neighboring communities. The lots to the west of the district have always been made up of a combination of residential and small-scale commercial buildings while railroad tracks have been just east of the canal since the early twentieth century.

Smoketown traces its original settlement to the years surrounding the Civil War. A large influx of African American residents moved into the area following the ratification of the Thirteenth Amendment in late 1865. In the decades that followed, the area on the eastern outskirts of Smoketown became the scene of manufacturing endeavors. The proximity to Beargrass Creek made it problematic for residential development while bolstering its industrial appeal.

While Beargrass Creek attracted industrial development, the location along the neighborhood's major thoroughfares also discouraged residential development. During Smoketown's early years, it appealed to Louisville's newly freed African Americans because they could find affordable housing in alleys and minor streets, something Smoketown had in abundance, more so than any other neighborhood in the area.² Lots along the major roadways appealed less to residential developers and more to the manufacturing and industrial interests. To this day, the area within the district's boundary remains the largest cohesive collection of original industrial, manufacturing, and warehouse buildings in Smoketown, most of which are either still serving that purpose or did in their most recent occupation.

² Ibid.

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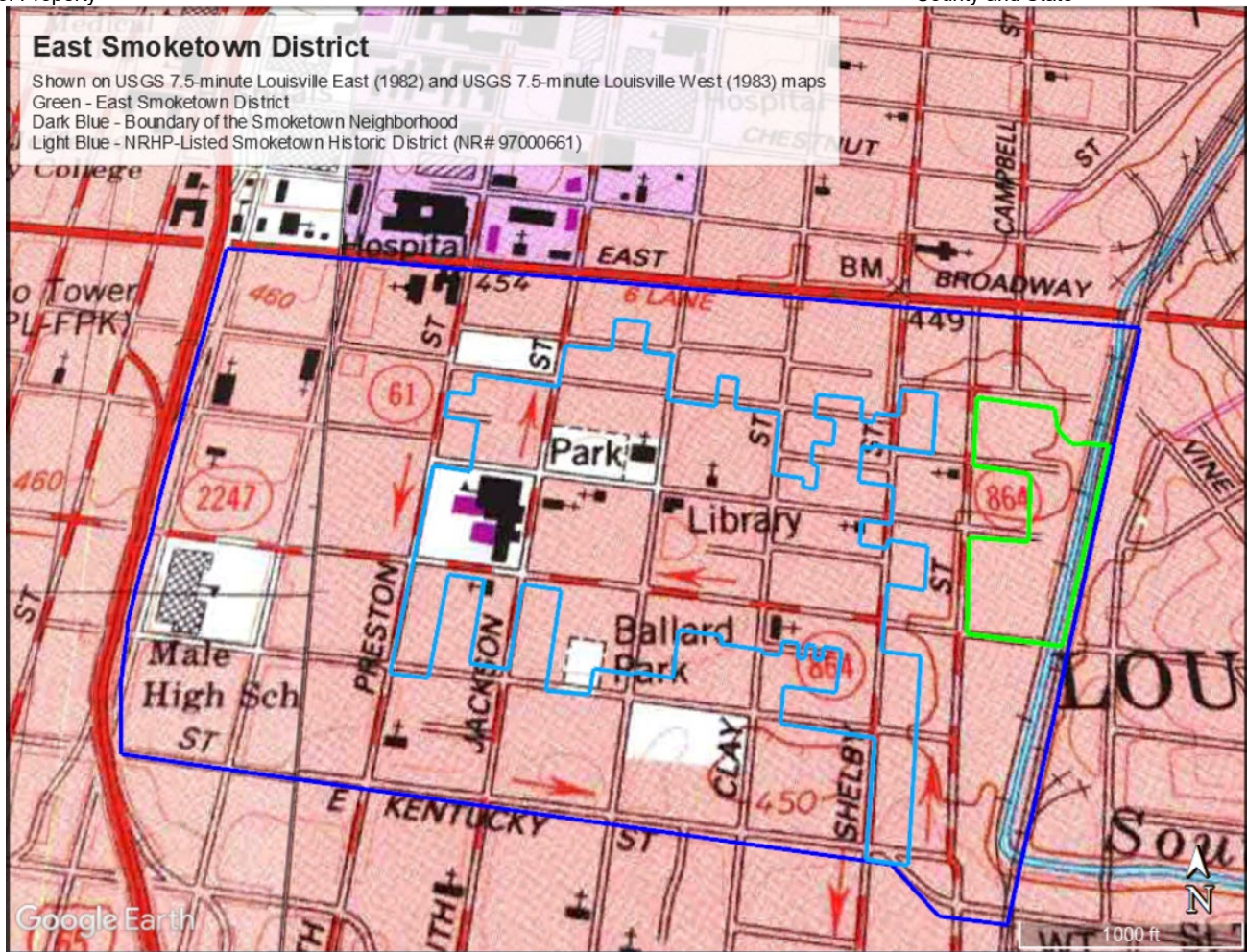


Figure 2. Boundaries of the East Smoketown District, as shown on the USGS 7.5-Minute Louisville East, KY and 7.5-Minute Louisville West, KY-IN maps (USGS 1982; USGS 1983).

Description of the East Smoketown District

There are a total of 14 resources within the East Smoketown District, of which, 12 are historic and Contributing (Figure 3). Architectural descriptions of the buildings are provided below. It should be noted that the addresses associated with the properties in this district, while fluid over the years, are the current addresses assigned to them by the Jefferson County Property Valuation Administration (PVA). Moreover, the properties will be discussed with other resources with which they have been historically or presently associated. For example, District property 3 is a large complex that has been historically and currently associated, through function and ownership, that while it has since been subdivided, it will be discussed as one resource. However, each individual resource within will be categorized as either Contributing or Non-Contributing to the district as a whole and an individual description will be provided.

The East Smoketown District has a total of 12 Contributing resources and two Non-Contributing resources. The two Non-Contributing resources date from well outside the Period of Significance (Table 1).

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Table 1. List of resources within the East Smoketown District.

Inventory #	KHC Site Number	Address	Type of Resource	Year Built	NRHP Eligibility
1	JFLA 1	733 Logan Street	Industry/Manufacturing	ca. 1890-1904	Contributing
2	JFLA 1a	733 Logan Street	Industry/Manufacturing	ca. 1945	Contributing
3	JFCS 3/JFCS 1005	801-827 Logan Street	Industry/Manufacturing	1892-1905	Contributing
4	JFCS 3a/JFCS 1005a	801-827 Logan Street	Industry/Manufacturing	1892-1905	Contributing
5	JFCS 3b/JFCS 1005b	801-827 Logan Street	Industry/Manufacturing	1921	Contributing
6	JFCS 3c/JFCS 1005c	801-827 Logan Street	Industry/Manufacturing	1892-1905	Contributing Structure
7	JFCS 3d/JFCS 1005d	801-827 Logan Street	Industry/Manufacturing	1892-1905	Contributing
8	JFCS 3e/JFCS 1005e	801-827 Logan Street	Storage/Warehouse	1960	Contributing
9	JFLA 6	829 Logan Street	Industry/Manufacturing	1928	Contributing
10	JFLA 5	935 Lampton Street	Mid-century Industrial	1947	Contributing
11	JFLA 4	925 Lampton Street	Storage	1994	Non-Contributing
12	JFLA 3	930 Mason Avenue	Industry/Manufacturing	ca. 1900-1914	Contributing
13	JFLA 2	929 Mason Avenue	Modern Industrial	2003	Non-Contributing
14	JFL 96	South Fork of Beargrass Creek	Canal	ca. 1928-1948	Contributing Structure

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Figure 3. Boundaries of the East Smoketown District showing Contributing and Non-Contributing Resources.

Basis for Contributing evaluation

All properties said to be contributing must have their individual layouts, footprints, and massing largely intact as those qualities existed at some point during the Period of Significance. The overall proportion, scale, and spatial relationship among resources within the proposed district will also be considered, and if those qualities remain, those qualities also allow the building to contribute. The industrialized identity East Smoketown District is distinct from and related to the residential character of the Smoketown neighborhood that remains today to its west.

Property 1: 733 Logan Street, 1904 (Figure 4 through Figure 8) - Contributing

Property 1 is a large-scale building that has been enlarged through several additions. The original portion of the building is the northernmost, west-facing building, constructed ca. 1890 through 1904.³ Sanborn Fire Insurance Maps shows that a portion of the original building existed as early as 1892 and was expanded by

³ Jefferson County Property Valuation Administration. "Parcel Reports" (Louisville: Jefferson County Property Valuation Administration, Various).

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1905. The 1905 Sanborn Fire Insurance Map shows that the building was originally constructed of fireproof construction with a fire wall 6 inches above the roof, in this case the construction material was common bond brickwork.⁴

The original portion of the building is a one-and-a-half story, turn-of-the-century industrial style building with brick exterior walls and a corrugated metal front-gabled roof with a shed roof extension to the north and flat-roof extension to the south. This building, as well as Properties 2 and 5, all have an open frame system, which shows the steel skeletal structural system wrapped in concrete and infilled with tile block. This construction system used rebar-reinforced concrete to create a beam, column, and slab frame, with the open space between the steel skeleton filled with concrete block, brick, or other material. The building features detailing such as a central monitor roof, arched windows with concrete lintels, brick and concrete pilasters along the visible facades, and a decorative entryway, complete with brick pilasters and a brick and concrete entablature. Over the next forty years, several additions and alterations occurred to the building as first the demands of the occupants changed, then as the function and ownership changed. All of the parts of the building appear to have been built by ca. 1945.⁵

Originally a Powerhouse for the Louisville City Railway Company, the majority of the additions appear to have occurred between 1928 and 1945 when the property was acquired by Ballard & Ballard Company, Inc., a flour and feed mill. Ballard & Ballard had been situated to the north, where Broadway meets Beargrass Creek, since the turn of the century, before gradually expanding south. Today, the building as a whole consists of three portions, each situated east to west, creating an "E" shape, connected by two narrow hyphens along Logan Street. These additions range from a one-story hyphen to a seven-story storage and manufacturing tower associated with the building when it operated as a part of the flour mill. The exterior walls of these additions are made up of concrete block, brick, corrugated metal, standing seam metal, and poured concrete. The additions feature several metal multi-light windows, many of which have been covered by plywood over the years. There is an enclosed chute that stretches from one of the uppermost floors but ends abruptly on top of a metal support. This chute is a remnant from the years in which the facility served the flour mill.

⁴ Sanborn Map Company. "Sanborn Fire Insurance Maps of Louisville, Kentucky." (New York: Sanborn Map Company, 1892-1950).

⁵ Ibid; National Environmental Title Research, LLC. [Historicaerials.com](https://www.historicaerials.com), Electronic Document, <https://www.historicaerials.com/viewer>, Various.

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Figure 4. View of Property 1, south and east facades.



Figure 5. Detail of the oldest portion of Property 1, east facades.

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Figure 6. View of Property 1, north and east facades.



Figure 7. View of Property 1, west and north facades.

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Property 2: 733 Logan Street, 1950 (Figure 8) - Contributing

This two-and-a-half-story building is associated with Property 1, situated just east of the central extension of the building's "E" shape. This storage warehouse has a poured concrete foundation, exterior walls of brick, poured concrete, and infilled standing seam metal, and a flat roof. There are minimal ornamentations and fenestration. It was constructed in the mid-twentieth century, around the time that the large-scale expansion happened.



Figure 8. View of Property 2, north and west facades (Jefferson County PVA).

Properties 3--8: 801-827 Logan Street, 1892-1960 (Figure 9 through Figure 12) - - Contributing

Property 3 is a complex of buildings that originally functioned together as the Schaefer-Meyer Brewery. The site numbers JFCS 3/JFCS 1005, both assigned to the complex at different times, refer in this instance to both the complex as a whole as well as the single building here designated as Property 3. All subsequent buildings within the complex have been assigned a separate property number, Properties 4-8, to delineate their separate functional identities.

Property 3 is a complex of masonry buildings historically associated with the Schaefer-Meyer Brewery/Merchants Ice & Cold Storage Company. While some aspects of the historic brewery complex have been missing for decades, in the past 5-10 years, some buildings and detailing has been lost to disrepair and deterioration from prolonged neglect. This includes such buildings as the beer vaults, the brew house, and a portion of the mechanical plant. The extant resources mostly exemplify the same turn-of-the-century industrial style with decorative brickwork and common features across buildings. The site continued to adapt to new uses throughout the twentieth century. While some buildings are no longer standing and there are other deteriorating features, for the most part, the extant buildings are structurally sound and the buildings themselves are in relatively good condition.

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Figure 9. Overview of Properties 3-8 (the complex), facing southwest.



Figure 10. Overview of Properties 3-8 (the complex), facing northeast.

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Figure 11. Overview of Properties 3-8 (the complex), facing northwest..



Figure 12. Overview of Properties 3-8 (the complex), facing south.

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Property 3: (individual building) – 1892-1905 (Figure 13 and Figure 14) - Contributing

Property 3 is a one to one-and-a-half-story masonry building with steel roof trusses and a concrete roof deck built between 1892 and 1905. This building once housed the brewery's engine room. The exposed facades have been slightly altered over the years. The exterior walls are clad in brick laid in the common bond and the raised foundation is of stone construction. The building still exhibits significant detailing such as brick corbelling, inset panels, keystones, stone column bases and capitols, and the jack arch brick lintels with soldier coursing above the historic window openings, despite the fact that the windows themselves have been infilled. The south façade has only recently been exposed as the building that used to extend from there has been demolished in the past few years. The building features a highly profiled masonry façade fronting an original monitor with louvers and replacement windows.



Figure 13. View of Property 3, north and west facades.

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Figure 14. View of Property 3, south and west facades.

Property 4 – 1892-1905 (Figure 15 and Figure 16) - Contributing

Property 4 is a two-story masonry building with steel trusses and a flat concrete roof deck, exterior walls of brick laid in common bond, and a raised stone foundation. The building originally served as the brewery's ice tank. The building is in good condition and features many of the original significant details reminiscent of a turn-of-the-century industrial building, such as brick corbelling, an inset panel, arched window openings with concrete lintels, a stepped parapet, keystones, stone column bases and capitals. There is a continuous brick course that spans between this building and the neighboring building (Property 3).

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Figure 15. View of Property 4, east facade.



Figure 16. View of Property 4, north facade.

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Property 5 – 1921 (Figure 17 and Figure 18) - Contributing

Property 5 is a thirteen-story building with a basement and a double concrete frame structure. Until recent years, the building had ornamentation that was reminiscent of both the Art Deco and Beaux Arts styles. When first constructed, this building served as the cold storage facility for the Fehr Company. The walls are now all of brick and concrete, because many of the decorative brick veneers have fallen off in the last fifteen years. This safety hazard led to the city of Louisville requiring the removal of all the brick panels. While some of the architectural detailing, particularly the limestone on the parapets, has been lost, the shape of the decorative features remains. Moreover, there used to be decorative cartouches on the corners of the parapets with a decorative “F” in the center, a remnant of the years the site was operated by Fehr. They are no longer mounted. The first level of the building still features the individual truck loading bays and the decorative concrete elements associated with them. The building has a flat roof with an elevator penthouse and a water tower platform.



Figure 17. View of Property 5, south and west facades.

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Figure 18. View of Property 5, south and east facades.

Property 6: 1892-1905 (Figure 19 and Figure 20) – Contributing Structure

Property 6 is a brick chimney that was once situated on the southwest corner of the mechanical plant building that used to be situated off the south side of the engine room (Property 3). The structure is square at the bottom and tapers to a wide, cylindrical shape made of brick laid in the common bond. There are two metal hoops around the chimney shaft to add stability. The structure, while originally making up the southwest corner of a larger building, appears to be structurally sound.

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Figure 19. View of Property 6, looking north.



Figure 20. View of Property 6, looking southeast.

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Property 7 – 1892-1905 (Figure 21 through Figure 23) - Contributing

Property 7 is a large, three-story masonry building with steel trusses and wood rafters. The building originally functioned as the ice (storage) house, and it features exterior walls of brick laid in common bond. The building extends off the southeast corner of Property 2 and it features a monitor roof clad in metal with a slight parapet. Due to the nature of the building, there is relatively little fenestration, with the exception of a few window openings near the roof's ridgeline, a circular opening in the raised portion of the monitor roof, and the necessary entryways along the first level. There are few architectural details tying this building to the rest of the complex and to the turn of the century industrial style in general, including the brick columns, the inset panels, brickwork around some of the openings, and the capped parapet. The building is still in relatively good condition.



Figure 21. View of Property 7, east facade.

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Figure 22. View of Property 7, south and west facades.



Figure 23. View of Property 7, south and east facades.

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Property 8 - 1960 (Figure 24 and Figure 25) - Contributing

Property 8 is a nondescript storage warehouse, indicative of the mid-century industrial design. At the time of its construction, Property 8 was constructed as an addition off the southeastern corner of the cold storage operations and was used as a cold storage facility. The building evidences that the district remained viable for industrial and manufacturing purposes into the mid-twentieth century. Property 8 is a one-story building with exterior walls of concrete block and a flat roof. It is relatively unadorned with the exception of three overhead garage doors on the west end of the south façade, a raised shed-roof covered section and a flat-roof covered section off the west façade, both of which shelter entryways, and four double-hung windows and window openings in the raised foundation on the east façade. Much of the interior of the building remains untouched, including the tile from its use in cold storage. The building retains the same layout, footprint, and massing and much of the same interior material as it did when it was constructed. This building was built during the Period of Significance and served as a vital part of the Merchants Ice and Cold Storage operations.



Figure 24. Property 8, south facade.

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Figure 25. View of Property 8, south and east facades.

Property 9 - 829 Logan Street, 1928 (Figure 26 and Figure 27) - Contributing

Property 9 is a west-facing, two-story early twentieth century industrial building with a combination stone and parged continuous foundation with a basement, exterior walls of common bond brick construction, and a flat roof. There is a two-story, shed-roof addition off the north façade that spans the façade's entirety and a raised, third-story, low-pitched, front-gabled monitor stretching most of the center of the building's roof. The building can be separated into two portions, the westernmost one-third being the office space and the eastern two-thirds being the manufacturing/industrial warehouse. The office space features more architectural detailing including decorative brickwork separating the first and second level, decorative masonry along the parapet, and an arched entryway. This portion of the building consists of replacement fenestration. Along almost the entirety of the rear two-thirds of the building, there are continuous bays of historical, multi-light windows, some of which have been infilled and/or replaced while the central portions appear to be awning windows. The only notable exception is the recessed entryway centrally located on the northern façade. The raised monitor has multi-light awning clerestory windows.

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Figure 26. View of Property 9, north and west facades.



Figure 27. View of Property 9, south and east facades.

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Property 10 - 935 Lampton Street, 1947 (Figure 28 and Figure 29) - Contributing

Property 10 is a south-facing, utilitarian, mid-twentieth century industrial building with a poured concrete foundation, concrete block exterior walls, and a flat roof. The south façade has a raised, concrete block loading dock which has been enclosed on the eastern portion at some point over the years. There is a corrugated metal, shed-roof awning off the south façade and a lean-to addition on the west façade that has been enclosed with standing seam metal siding. The south façade is dominated by the enclosed loading dock, most of which is clad in painted plywood, with a recessed pedestrian entryway on the west end. The lean-to has an overhead garage door serving as the loading dock with another pedestrian entryway where the addition meets the main portion of the building. There are two more pedestrian entryways on the west façade of the enclosed loading dock. There used to be windows lining the west façade, but many have either been covered by the lean-to or boarded up. At least one replacement, double-hung window remains on the south end of the west façade. The building has been used as a dry ice storage and supplier warehouse since its construction and continues to serve that purpose today.



Figure 28. View of Property 10, south and east facades.

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Figure 29. View of Property 10, south and west facades.

Property 11 – 925 Lampton Street 1994 (Figure 30 and Figure 31) – Non-Contributing.

Property 11 is a modern storage shed with a poured concrete foundation, standing seam metal siding, and a standing seam front-gabled roof. The south-facing building has a single, central overhead garage door and a single pedestrian entryway on the west end of the northern façade, and a slightly off-centered garage door on the southern façade.



Figure 30. View of Property 11, south facade.

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Figure 31. View of Property 11, north façade (Jefferson County PVA).

Property 12 - 930 Mason Avenue, ca. 1914 (Figure 32 and Figure 33) - Contributing

The building at 930 Mason Avenue, Property 12, is a historic manufacturing building constructed around the turn of the century.⁶ According to Sanborn Fire Insurance Maps, it appears that the easternmost portion of the building could date to ca. 1900 with later additions occurring to the west and south, however, there was a fire that destroyed much of the plant in 1914, except for the offices.⁷ While it is unclear exactly if any existing portions of the building predate the 1914 fire, the original cooperage that occupied the site was torn down before the ca. 1900 version and the site continued to serve as a cooperage for decades following.

The building can be separated into two distinct sections. The eastern portion of the building is the front-gabled section while the western half features the side-gabled roof and sawtooth skylights, which were constructed in the decades that followed. The westernmost encompasses roughly half of the building's footprint and consists of a low pitched, side-gabled roof with a parapet along the street-facing façade to the north, and a low-pitched, front-gabled roof to the south with the two portions separated by a parapet. The rear, front-gabled portion has a large, exterior brick chimney near the south end of the building. The eastern portion of the building, which is the oldest, is one-and-a-half-stories tall and features a front-gabled roof with a brick parapet. There is a small, one-story, flat-roof addition to the east with a stepped parapet. There have been several additions to the rear of the building, some of which were not visible from the public right of way, to accommodate the building's changing uses. The building as a whole features a poured concrete foundation, brick exterior walls and standing seam metal roofs. Some of the notable detailing includes decorative brickwork and masonry along the upper portions of the north façade, the late-addition sawtooth skylights on the western half of the building, and the brick detailing above the arched windows and the exterior chimney. Fenestration includes two-over-two, double hung windows in the historic arched openings along the west façade, some of which have been infilled with brick, replacement pedestrian and overhead garage doors along the north façade, and windows infilled with

⁶ Sanborn Map Company, 1892-1950; Jefferson County Property Valuation Administration, Various.

⁷ "Cooperage Plant to be Rebuilt on Site of Fire." In *The Courier Journal*. February 16, 1914. Pg. 10.

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glass block along the north façade. The building's current footprint has not changed much since the early decades of the twentieth century, with the exception of some additional storage space and interior access in the southeast corner of the building. There used to be additional buildings to the east of the current building during the time that the site was used by the Philip Sengel Cooper Shop, and later the Philip Sengel and Son shop, which manufactured wooden barrels prior to 1941, but they were no longer standing by 1950 when Kroger used the site storage.⁸



Figure 32. View of Property 12, north and west facades.



Figure 33. View of Property 12, north and east facades.

⁸ Sanborn Map Company, 1892-1950.

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Property 13 - 929 Mason Avenue, 2003 (Figure 34 and Figure 35). – Non-Contributing

Property 13 is a modern, multi-purpose, industrial building constructed ca. 2003. The south-facing building has a poured concrete foundation, brick veneer and poured concrete exterior walls and a flat roof. The south façade is separated into four bays, each of which are separated by vertical poured concrete pilasters with the intermediate space filled by brick veneer in a stretcher bond pattern. The south façade consists of aluminum windows, a loading dock with an overhead garage door, and a single pedestrian entryway accessible via a set of poured concrete steps. The fenestration on the south façade is all sheltered by standing seam, shed-roof awnings and there is a single protruding rowlock brick course at the building’s roofline. The other three facades are unadorned poured concrete walls with minimal ornamentation.



Figure 34. View of Property 13, south and east facades.

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Figure 35. View of Property 13, south and west facades.

Property 14 - Portion of the South Fork of Beargrass Creek, 1928-1948 (Figure 36 and Figure 37) - Contributing Structure

Property 14 is the Beargrass Creek canal, of which, a portion runs through the potential district and is considered a Contributing resource. The portion of the canal within the district was originally constructed in 1928.⁹ It was designed by the Department of Engineering within the Board of Public Works for the City of Louisville. The designs depict a larger portion of the canal than that exclusively within the district and show a concrete channel in portions where the vertical walls vary from nine to 14 feet in height. The materials used for the construction included concrete for the main walls and bed when built. The walls were often reinforced by steel bars, and expansion joints filled with pitch or tar paper. This method of construction was, for its time, very advanced and represented forward thinking engineering.

Prior to the construction of the current concrete canal, this portion of the waterway was a natural creek. The canal ranges from unadorned to slightly decorative. The majority of the structure has unadorned concrete walls, some with metal rails. Some areas have a slight decorative element, which could be called more of a finished look than decorative. These areas are particular to portions of the canal where the cross-sectional width either tops or does not conform to the topography, resulting in a slight variation in the structure. The portion of the canal within the East Smoketown District consists entirely of unadorned concrete.

Over the years, the Beargrass Creek structure has undergone several alterations and improvements to improve water flow and city infrastructure. Some of the earliest alterations occurred in the first two decades of the twentieth century and consisted largely of the construction of road bridges, brick lined barrel vaults and regulator chambers, reinforcing the vertical channel walls, and the introduction of reinforced concrete in

⁹ Metropolitan Sewer District (MSD). "Construction and Maintenance Plans for Beargrass Creek." (Louisville: Metropolitan Sewer District, Louisville, Kentucky, 1912-2003).

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places.¹⁰ In the late 1920s and early 1930s, a series of more serious alterations occurred. These primarily consisted of introducing new materials to repair the structure that was showing signs of wear after over a decade. Some of these improvements included the use of elastite, reinforced concrete, and steel bars in places. In 1948, several portions of the canal were either completely removed and replaced using concrete and steel bars or were altered to bring up to current structural standards. It is believed that the portion of the canal located within the district was realized between 1928 and 1948 and has remained relatively untouched since.¹¹



Figure 36. View of a portion of Property 14, looking north from East Breckinridge Street.

¹⁰ Ibid.

¹¹ Ibid.

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Figure 37. View of a portion of Property 14, looking south from East Broadway.

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8. Statement of Significance

Applicable National Register Criteria

- 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

- 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

INDUSTRY

Period of Significance

1890-1973

Significant Dates

NA

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Significant Person

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Statement of Significance

Summary Paragraph

The East Smoketown District meets National Register Criterion A and is significant within the historic context “Industry in Louisville, Kentucky, 1890-1973.” Industrial and manufacturing growth throughout the City of Louisville in the late nineteenth century centered around industrial hubs throughout the city. These locations were often characterized by their proximity to a large workforce, available infrastructure, and geographic features such as water. The East Smoketown District is one of these industrial hubs. It developed in the eastern portion of the Smoketown neighborhood in the years following the Civil War and through the turn of the century. It became an important focal point of industrial development and manufacturing from the turn of the twentieth century through the mid-twentieth century. This eastern edge of the Smoketown neighborhood is a place of industrial activity and provided many residents of the neighborhood of a place to work. The area proposed for listing in this document was omitted from the Smoketown Historic District (97000661) because that listing emphasized residential resources, though its author points out in Section 7 Page 10 the historic value of the industrial area at the eastern edge of the district. Early developments such as the Louisville Railroad Company’s Campbell Street Power Station and the Shaefer Meyer Brewing Company had city-wide impacts, and the proposed district’s Gambrinus Cooperage Works and the Stimpson Computing Scale Company produced goods important to the entire country, clearly showing that the East Smoketown District was vital to the success of the Smoketown neighborhood. It is one of the few intact collections of industrial buildings in the area. Lastly, the existence of the Beargrass Creek canal, which has previously been determined eligible for listing in the NRHP for its role in the founding of Louisville and is itself a feat of ingenuity, engineering, and design, was instrumental in the development of this district, and thus, helped the district develop into a thriving industrial entity. The district features resources associated with the City of Louisville’s early railcar, the production and manufacturing of goods that were sold across the company, some of which were revolutionary, and some of the most intact examples of nineteenth century brewery buildings associated with Louisville’s large commercial brewing companies.

Historic Context: Industry in Louisville, Kentucky, 1890-1973: the Rise of Industrial Hubs throughout the City

Louisville became a manufacturing and industrial center in the years following the Civil War because the city was largely unaffected by combat and was one terminus of the regionally important Louisville and Nashville Railroad. The city had already seen great success in manufacturing development through its location along the Ohio River, giving it favorable

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transportation opportunity. Factories in the city during this time grew from 436 in 1860 to over 2,300 by the turn of the century, while residents employed in manufacturing and industrial jobs grew from just shy of 7,400 in 1860 to over 31,000 in 1900.¹²

During the decades between the close of the Civil War and 1900, American cities grew rapidly through the expansion of industry and the massive influx of immigrants. From 1870 to 1900, almost 12 million immigrants arrived in the United States. Some of them claimed free land in the Midwest that was opened by Homestead Act, but many settled in urban areas from 1880 to 1900, when cities in the US grew by roughly 15 million people.¹³ Industry was expanding dramatically, as well, thanks to the large-scale mechanization occurring in America's factories. These factors drastically altered the way that cities in America developed in the late nineteenth century.

Throughout the City of Louisville, and other cities throughout late nineteenth century America, many entrepreneurs started production efforts; other factories that were already in existence grew at astounding rates. The result was the growth of industrial nodes or "industrial hubs" throughout major cities, which themselves had grown through in-migration in the last decades of the nineteenth century. These industrial centers tended to appear in areas around the cities that best offered the key ingredients needed for industrialization: natural resources, key infrastructure, and an abundant low-wage workforce. In an era before the popularization of the automobile, these industrial and manufacturing facilities needed access to railroad lines, water (both for function and for transportation), and neighborhoods that, because of the rapid influx of immigration and settlement of newly freed African Americans, were filled with people who were eager to work and lived in dense communities.

Louisville witnessed this throughout the suburban clusters that surrounded the city's downtown. The emergence of industrial centers around Downtown Louisville allowed for the city to continue to grow, thrive, and expand. The various industries needed to separate geographically from one another to prevent overuse of the very resources and infrastructure that allowed them to thrive. Moreover, if every large-scale facility was centrally located, it would create a geographic barrier preventing access and growth.

One such industrial node was Portland, a neighborhood that was once its own town, which Louisville annexed in the 1850s. Portland is situated just west of Downtown and features an industrial and manufacturing hub in its easternmost reaches. This area historically had access to several rail lines and a railroad depot, the Ohio River, and the Louisville and Portland Canal.

¹² Yater, George, *Two Hundred Years at the Falls of The Ohio: A History of Louisville and Jefferson County* (Louisville: Filson Club, 1987), chaps. 9-10; Kleber, *Encyclopedia of Louisville*, xx-xxii; Bureau of the Census, *Twelfth Census of the United States Taken in the Year 1900: Manufacturers*, Part II, *States and Territories* (Washington, DC: Government Printing Office, 1902), 281; Bureau of the Census, *Occupations at the Twelfth Census* (Washington, DC: Government Printing Office, 1904), 452.

¹³ Library of Congress, "City Life in Late 19th Century." Electronic Document, <https://www.loc.gov/classroom-materials/united-states-history-primary-source-timeline/rise-of-industrial-america-1876-1900/city-life-in-late-19th-century/>; Library of Congress, "Immigration to the United States, 1851-1900." Electronic Document, <https://www.loc.gov/classroom-materials/united-states-history-primary-source-timeline/rise-of-industrial-america-1876-1900/immigration-to-united-states-1851-1900/>

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Moreover, the Portland population consisted of many Irish and German immigrants living in the densely packed neighborhood.

Similarly, Butchertown, situated just east of Downtown Louisville, featured a localization of Butchers, hence the name, who strategically chose this area to operate due to available workforce, the presence of the Louisville & Nashville Railroad, and its location along Beargrass Creek. Irish Hill is another example in Louisville, albeit a little smaller than the previous two, as an industrial hub that grew in an area with a close proximity to a willing workforce and the features necessary for production. In this case, Irish Hill had a huge distilling operation that was situated along Beargrass Creek and right next to the densely packed, working-class, Irish Hill neighborhood (Figure 38).



Figure 38. Map of Louisville Identifying all of the Neighborhoods. Smoketown is located just north of center. Butchertown and Irish Hill are north and northeast of Smoketown, respectively, and Portland is in the northwest corner of the map.

One can find several more instances both in Louisville, as well as in similarly-sized cities, where these industrial hubs emerged in pockets around the city center, driven by a number of factors such as a growing downtown, a rise in immigrant and working-class residents, and an upsurge in industrial manufacturing as technology became increasingly mechanized and specialized.

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The location of the East Smoketown Historic District met all of these criteria. This location provided access to existing rail lines that could be, and were, utilized by the various industries that showed up through the years. Its proximity to Broadway, a major thoroughfare in the City of Louisville, allowed for easy access to the area. The South Fork of Beargrass Creek provided water to the facilities, something that was integral to the choice in location. And lastly, the East Smoketown Historic District is strategically located in between several densely populated, working-class neighborhoods, such as Smoketown, Germantown, and Shelby Park, which were made up of immigrants and African Americans, two populations that frequently found employment in production facilities.

The success and use of these industrial pockets is not something that ceased to be relevant once the cities suburbanized and growth and technology brought the world into the twenty-first century. On the contrary, these industrial hubs continued to thrive and adapt as needs, technologies, and industries changed. Throughout the city of Louisville, continued function and/or evidence of these industrial developments are still readily apparent, as seen in the East Smoketown Historic District.

Social Composition of the Smoketown Neighborhood of Louisville, Kentucky, 1870-1940

The development of Smoketown took place largely during the last half of the nineteenth century and was heavily populated by the city's African Americans, many of whom had been displaced or settled here after emancipation. However, the eastern extent of the neighborhood developed in a much different way. Due in part to its proximity to the South Fork of Beargrass Creek, the railroad line, and busy thoroughfares, the eastern boundary of Smoketown was ideal for industrial development.

Residential development in the area now known as Smoketown began in the years leading up to the Civil War, however, very sparsely. In the years after the Civil War, a large-scale building boom occurred in Louisville and brought the first African American settlers to Smoketown to join the white settlers of mostly German ancestry.¹⁴ The African Americans who comprised the neighborhood took up residence in the densely packed lots along minor streets and alleys in central Smoketown. The nicer lots on the outskirts had been claimed by the white settlers.¹⁵

In the later decades of the nineteenth century, the demographics of Smoketown did not change much, consisting largely of African Americans, many of whom were poor and did not own their homes. However, thanks to the installation of a streetcar line on Preston Street, which is situated in the western edge of Smoketown, in 1866, industries in the area began to appear. Many of the early industries in Smoketown occurred in this western manufacturing hub, including several tobacco factories. The tobacco industry flourished in Louisville at this time. Smoketown thrived because of the streetcar line and the large number of low-wage laborers, most of whom were African Americans in Smoketown, between 1870 and 1900.¹⁶

¹⁴ National Register of Historic Places, Smoketown Historic District, Jefferson County, Kentucky, National Register #97000661.

¹⁵ Ibid.

¹⁶ Ibid.

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In the late nineteenth and early twentieth century, as the number of the residential developments in the neighborhood grew, so did the industrial presence. As was commonplace throughout American cities, large industrial warehouses and operations tended to exist in the urban neighborhoods among the poorer residents. This phenomenon—an increasing industrial presence in humbler neighborhoods—was in part due to the availability of a workforce who could easily walk to and from work at a time when alternative forms of transportation were scarce and inconvenient, especially among the poor, but this was also because the wealthy citizens did not want the noise, mess, and inconveniences that accompanied such enterprises near their own residential areas. Smoketown is a prime example of this constellation of factors. Toward the end of the nineteenth century, industrial enterprises began to expand throughout Smoketown, with large manufacturing facilities and warehouses arising among the already densely packed streets as well as on the eastern edge along the banks of the Beargrass Creek. During this time, Smoketown was still inhabited by mostly poor African American families.¹⁷

Around the turn of the century, little had changed in Smoketown regarding the residential situation and the demographics. The central portion of Smoketown remained predominantly African American, while the area east of Clay remained mostly white. While studies in the early twentieth century showed that Smoketown residents took pride in their neighborhood, it also recorded their living conditions as unhealthy and unacceptable by the living standards of the time. Though conditions were not as bad as they were in some of the other African American neighborhoods in the city, specifically those relying on tenement buildings and large-scale apartment complex, they were still undesirable.¹⁸

Segregationist housing policies reinforced social norms in Smoketown and the rest of Louisville in the early twentieth century. However, even when such racist housing ordinances were repealed or deemed unconstitutional, as was the case in 1917 with the Supreme Court's finding in *Warley vs. Buchanan*, little changed.¹⁹ Such racist policies not only kept the neighborhood segregated, but they served to keep black businesses out, and black workers in menial positions.²⁰

Smoketown began to see its most monumental changes in the years between World War I and World War II. During these years, increased access to personal vehicles for middle class Louisvillians caused a white flight from Smoketown and other urban areas. This was accentuated by the 1937 flood that decimated parts of Louisville and led whites to move to the suburban neighborhoods on higher ground. Only after the white exodus were Smoketown's black residents able to freely move within the previously off-limits part of their neighborhood.²¹

¹⁷ Ibid.

¹⁸ Kemp, Janet E. *Report of the Tenement House Commission of Louisville*. Louisville, Kentucky 1909.

¹⁹ National Register of Historic Places, Smoketown Historic District, Jefferson County, Kentucky, National Register #97000661.

²⁰ Ibid

²¹ Ibid.

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As demographics changed in the Smoketown area, the industrial nature of its eastern boundary did not. The area between Logan Street and Beargrass Creek became an early hub of industry in the area in the late nineteenth century and continued to operate as such through the twentieth century and into the twenty-first. While some of the businesses and industries in this area changed over time, the overall feeling and utilization has remained the same.

Industrial Character of the East Smoketown Historic District

In the 1870s Louisville was the twentieth largest city in America and attracted companies from around the world. Land and opportunities existed in the emerging Smoketown neighborhood. These industrial possibilities attracted companies who had already begun operation elsewhere in Louisville, because they could thrive in the new neighborhood. Two such entities were Henry Pilcher's Sons Pipe Organ Company and Stimpson Computing Scale Company. The area on the east side of the developing Smoketown neighborhood began to see the emergence of some important businesses.

The eastern Smoketown industrial developments grew steadily through the turn of the twentieth century. This development in the eastern end of Smoketown was served by electric railcars and interurban railway, but in a different aspect than those industries on the west side. As early as 1890, at the southeast corner of Logan Street and East Jacob Avenue (now Finzer Street), the Louisville Railway Company constructed the Campbell Street Power Station to aid in the growing demand of their transportation capabilities. At this point, the industrial developments along the east side of Logan Street in between Broadway and Breckinridge were already prevalent with such entities as the Pioneer Worsted Company, a wool and clothing manufacturing plant and warehouse, the F. Raidt Milling Company, the Ballard Mills, the American Bobbin and Shuttle Company, the Fink and Schmidt Lumber Yard, Philip Sengle's Cooper Shop, the Schaefer-Meyer Brewing Company plant, and Joseph Schwab's Fern Cliff distillery.²² This period of industrial growth marks the first wave of significant industries being drawn to the East Smoketown District, a trend that would continue for the next several decades (Figure 39 and Figure 40).

²² Sanborn Map Company, 1892-1905.

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Figure 39. 1892 Sanborn Fire Insurance Map showing the Northern Portion of the East Smoketown District.

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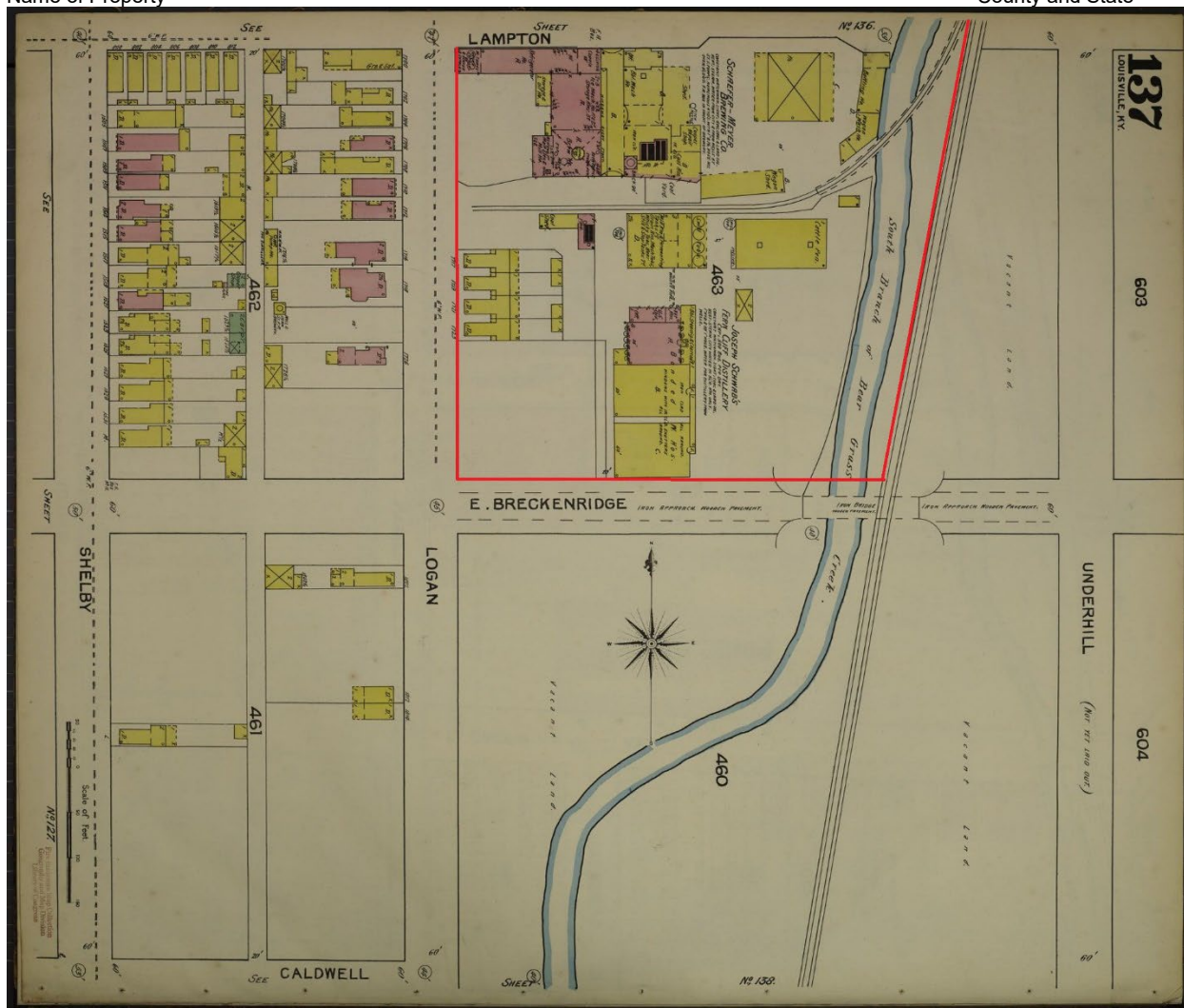


Figure 40. 1892 Sanborn Fire Insurance Map showing the Southern Portion of the East Smoketown District.

In the early years of the twentieth century, several of the industrial entities in eastern Smoketown grew immensely while some of the smaller businesses failed and other industries were took their place. During those years, the Raidt Milling Company and the Ballard and Ballard Company grew, as did the Louisville City Railway Campbell Station, which not only encompassed a larger footprint but also included a storage warehouse, and the Stengel's Cooper Shop, the Schaefer-Meyer Brewing Company, and the Fern Cliff Distillery. In those years, Henry Pilcher's Sons Pipe Organ factory, who, as their name suggests, built internationally known organs, opened a factory on Mason Avenue.²³ The everchanging nature of these sites and their success and adaptability informed the significance and relevance of the industrial landscape of eastern Smoketown and was emblematic of the character of the district as a whole (Figure 41 and Figure 42).

²³ Ibid.

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Figure 41. 1905 Sanborn Fire Insurance Map showing the Northern Portion of the East Smoketown District.

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Figure 42. 1905 Sanborn Fire Insurance Map showing the Southern Portion of the East Smoketown District.

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In 1911, the Schaefer-Meyer Brewing Company plant became a part of the Frank Fehr Brewing Company, which was the largest brewery in the Louisville at the time. In fact, the complex (Property 3, see inventory above) remains Louisville's current largest intact collection of extant brewery buildings from the late nineteenth century. The Stimpson Computing Scale Company revolutionized the industry it occupied, and its founder personally held dozens of patents for his inventions. The Pilcher Pipe Organ operation was known across the country and in Europe, while the Ballard and Ballard Company eventually sold to grain giant, Pillsbury. After the area's industrial peak, the land continued to be utilized for similar purposes and new companies arose to try and continue the industrial legacy of the area.

Around the onset of World War I, there were a total of twenty-one industrial and/or manufacturing facilities in all of Smoketown, some occupying one or two lots while others encompassed half of a city block. Of these facilities, eight, nearly half, were in the small enclave between Broadway and Breckinridge, east of Logan.²⁴ The next two decades, beginning in 1920, were challenging for some of the Smoketown industries, primarily those pertaining to the production and selling of alcohol, which were hurt after the passing of the Eighteenth Amendment and the subsequent Prohibition. However, some of the companies used these turbulent times to modify their business plans. As such, the Fern Cliff distillery became the Ferncliff Feed and Grain Company, and the Fehr Brewing Company (formerly known as the Schaefer-Meyer Brewing Company) switched to cold storage and constructed new buildings to find markets where liquor was a prohibited product. Although the latter didn't survive long, the site maintained the new use for decades to come.

In the latter half of the twentieth century, industrial and manufacturing development idled and declined in some areas of Smoketown. The post-World War II migration of residents, caused by the GI Bill and white flight, caused the industrial base to flee and housing developments to come in.²⁵ However, during this time, the industrial district on the east end of Smoketown, along the bank of the Beargrass Creek, remained largely unchanged. Even as companies failed, businesses moved out, and needs changed, the built environment in the area remained mostly unaffected by new businesses moving into the district for decades.

Brief History of each Contributing resource

Property 1: 733 Logan Street

Property 1 was originally constructed around 1890 as the Louisville Railroad Eastern Power House, also known as the Campbell Street Power Station.²⁶ The Louisville Railway Company was a privately owned company that ran a mule-drawn streetcar company as early as 1866 and that converted to electric railway cars by 1890.²⁷ Some accounts posit that the

²⁴ Ibid.

²⁵ Kleber 2000:830-831.

²⁶ Abandoned. "Campbell Street Power Station." Electronic document.

<https://abandonedonline.net/location/campbell-street-power-station/>, accessed October 2022. ND.

²⁷ Filson Historical Society. "Louisville Railway Company Collection Item List (998PC47)." ND. Electronic document. <https://filsonhistorical.org/wp-content/uploads/Louisville-Railway-Company-Item-List.pdf>, accessed October 2022.

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Campbell Street Power Station was not constructed until the late 1890s, however, Sanborn maps indicate that it was present as early as 1892.²⁸ By 1904, the heavy demand for the interurban lines and electric railway cars led to the Campbell Street Power Station expanding around 1904. This location was able to accommodate the needs thanks to the use of steam turbines for power production, which necessitated the use of large amounts of water, provided by Beargrass Creek nearby.²⁹

Louisville Railway Company thrived throughout the early years of the twentieth century, but the introduction of city buses and the popularity of personal automobiles caused the need for interurban and streetcar services to decline. This led to the closure of the Campbell Street Power Station in 1921, which in turn led to the reduction in service due to a loss of power capabilities. For the next decade, it was put on standby for use in case of emergency and was utilized as a substation for Louisville Gas & Electric until it was purchased by Ballard and Ballard Company in 1947.³⁰

Ballard and Ballard Company was established in Louisville in 1880 and operated a mill in Smoketown around that time on the southwest corner where Broadway meets the Beargrass Creek, immediately north of the Campbell Street Power Station, also utilizing the Beargrass Creek in its production.³¹ By 1905, the Ballard Company had expanded south, nearly encompassing half a city block so as it continued to expand, the large, former power station, was a perfect location for the new mill and grain elevator.

Ballard expanded the site immensely, leading to the current footprint of Property 1. Ballard and Ballard was sold to the Pillsbury Company in 1951, who continued to operate out of the Smoketown facility until 1968.³² For almost the next twenty years, the site remained empty, in spite of frequent plans and speculations for development. In 1986, Herrick Electric purchased the site at the corner of Logan and Finzer out of a bankruptcy sale and currently operates in a portion of the former Ballard warehouse and power station.

Properties 3-8: 801-827 Logan Street

The buildings within the complex (Properties 3-8) are associated with the early Shaefer-Meyer Brewing Company and later the Merchants Ice and Cold Storage Company. The story of the brewery dates back to 1861 when John Zeller established a brewery at the corner of Shelby and Roselane Streets in Smoketown.³³ In 1881, when Zeller died, the brewery was renamed the Kirchgessner & Company Brewery, owned by John Kirchgessner, Charles A. Schaefer, and Henry Krupp and a year later it was renamed again to Shelby Street Brewery when Kirchgessner left.³⁴ Charles Schaefer and Adolph Meyer were the proprietors of the Shelby Street Brewery

²⁸ Sanborn Map Company, 1892.

²⁹ Abandoned, ND.

³⁰ Ibid.

³¹ Ibid; Sanborn Map Company 1892-1950.

³² Abandoned, ND.

³³ Guetig, Peter R. and Conrad D. Selle. *Louisville Breweries: A History of the Brewing Industry in Louisville, Kentucky, New Albany and Jeffersonville, Indiana*. (Louisville; Mark Skaggs Press, 1997); Kleber 2000:119.

³⁴ Ibid.

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and they renamed it the Shaefer-Meyer Brewery in 1889, just a year before moving its operations to Logan Street.³⁵

During the first two decades, the Schaefer-Meyer Brewery thrived. It encompassed the northern half of an entire city block and included beer cellars, a packing room, a brew house, tank rooms, an ice house, wagon sheds, and a bottling building, to name a few of the buildings on site.³⁶ In 1911, the brewery merged with the Frank Fehr Brewery, which was the largest brewery in Louisville at the time, and fellow member of the Central Consumers Company, the Louisville brewery combine. At this point, the Smoketown plant became known as the Frank Fehr Brewing Company Plant No. 2. This plant continued to operate until 1919 when the 18th Amendment was passed, effectively banning the production and sale of alcohol in the United States. At this point, the Frank Fehr Brewery converted its facility in Smoketown into an ice and cold storage plant known as the Frank Fehr Cold Storage Company.³⁷ It was during this transition, in 1921, that the 13-story building on the site was constructed.

The Frank Fehr Cold Storage Company saw some success, but in 1931, the Frank Fehr Cold Storage Company ceased to be and the company and associated facilities were sold at public auction to George Norton, who in turn sold it to the Merchant's Ice and Cold Storage Company.³⁸ Merchants Ice and Cold Storage operated at the Smoketown plant until 1998.³⁹ The site has since sat vacant with redevelopment plans for the site introduced every few years.

The cold storage operations changed this site to meet its new needs, including remodeling the brewery buildings and constructing new structures like the state-of-the-art 13-story, reinforced concrete tower, and the more modest single-story cold storage facility constructed in 1960. When construction on the tower was completed, the facility was considered the "largest and most modern ice and cold storage plant" in the south.⁴⁰ The tower not only offered "2,500,000 cubic feet of space for cold storage," but it also had a large-scale ice manufacturing capacity that could produce 142 tons a day.⁴¹ The cold storage facility was integral to the East Smoketown District as it utilized buildings that would have otherwise likely been abandoned or demolished but it also provided a valuable service. Cold storage allowed for produce and other perishable items to have a longer shelf life and to, in turn, increase availability and feed more people. The technology was just beginning to gain large-scale use around the turn of the twentieth century and grew in popularity, especially in larger Midwestern cities, where growers and shippers could pick fruits at peak freshness and store them in large quantities off the market, thus allowing them to control the market and increase longevity of the product.⁴²

³⁵ Ibid.

³⁶ Sanborn Map Company, 1905.

³⁷ Kleber, 2000:119.

³⁸ Guetig and Selle 1995; Kleber, 2000:119.

³⁹ Abandoned. "Merchants Ice and Cold Storage." Electronic document.

<https://abandonedonline.net/location/merchants-ice-and-cold-storage/>, accessed October 2022. ND.

⁴⁰ "Huge Storage Plant Soon to be Completed." In *The Courier-Journal* January 30, 1921:42.

⁴¹ Ibid.

⁴² Kresin, Janice. "The Rise of Refrigeration." Electronic Document, <https://www.thepacker.com/news/industry/look-back-rise-refrigeration>.

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Property 9: 829 Logan Street

Property 9 was constructed in 1928 for the Stimpson Computing Scale Company, founded by Walter F. Stimpson, a man who, in the mid-1890s revolutionized commerce by inventing a scale that would measure both the weight and monetary value of merchandise.⁴³ The Stimpson Computing Scale Company was originally organized in Michigan but moved to Louisville in 1919, initially operating out of a plant at Ninth and Market Streets.⁴⁴ However, success and continuous growth led to the company outgrowing their original Kentucky location and constructing the state of the art building at the corner of Logan and Breckinridge. The plant manufactured “automatic computing scales, electric coffee mills, electric meat choppers and meat beam scales together with other accessories necessary to the retail provision trade.”⁴⁵

The Stimpson Computing Scale Company thrived at the Smoketown location for decades before finally closing their doors in 1986.⁴⁶ It is unclear if there was any time between Stimpson’s occupation of the building and the acquisition by Roppel Industries, but it appears that the transfer happened rather quickly. Roppel Industries, which was founded after World War II as a small radiator repair business, has grown into a much larger radiator manufacturing and distribution company, along with other offerings, across several states in the region. Just as Stimpson before, the building itself houses office space on the western portion, facing Logan Street, with the manufacturing operations and warehouse on the eastern portion.

Property 10: 935 Lampton Street

Property 10 is a modest, unobtrusive, mid-century industrial warehouse that has served the same purpose since it was constructed in 1947. The 1950 Sanborn Fire Insurance Map update identifies the building as a dry ice warehouse of simple construction. Similarly, the building’s most recent tenant was Airgas, a company manufacturing and storing specialty gases. This location on Lampton Street is still listed as a dry ice distributor, however, the building appears to be vacant and not currently in use. Moreover, the current owner is an entity known as Lampton QOZB 1 LLC, where QOZB is an acronym for a qualified opportunity zone business. Thus, it appears that the building is no longer in use but is slated for redevelopment.

Property 11: 925 Lampton Street is non-contributing.

Property 12: 930 Mason Avenue

Property 12 was historically associated with the Gambrinus Cooperage Works, also known as the Philip Sengel Cooper Shop and eventually as Philip Sengel & Son, as early as 1880 when the business was founded.⁴⁷ Sanborn Fire Insurance Maps show a huge growth in Sengel’s endeavors in the years following his initial establishment. In the 1890s, the business was a

⁴³ “Stimpson Computing Scale Company’s Growth.” In *The Courier Journal* June 17, 1928:28; “Scale Co. Goes in New Plant.” In *The Courier Journal* October 7, 1928:60.

⁴⁴ “Scale Co. Goes in New Plant.” 1928

⁴⁵ Ibid.

⁴⁶ Cutler, Gayle. “Germantown card game has been pinochle of fun for 40 years.” In *The Courier Journal*. November 30, 1888. Pg. 28.

⁴⁷ “Free From Personal Property Taxes Under Present Kentucky Laws, 100,000 Shares Gambrinus Cooperage Works (Incorporated in Kentucky) Class “A” Common Stock.” In *The Courier Journal*. June 26, 1933. Pg. 9.

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relatively small-scale operation that only occupied a few lots on the east end of Mason Avenue, near Beargrass Creek. However, around the turn of the twentieth century, the operation expanded to encompass the entire northeastern block and even extended to the south, stretching all the way to Lampton Street. In 1914, there was a plant fire that destroyed almost the entire site, but Gambrinus bounced back and continued its successful practice.⁴⁸ By 1941, Philip Sengel & Son was confined to the northeastern corner of the block again, with the southern portion being developed into residential housing. The Gambrinus Cooperage Works officially closed its doors in 1946.⁴⁹ Shortly thereafter, the building was converted into a storage warehouse for Kroger Grocery Stores.⁵⁰

The Gambrinus Cooperage Works, in all of its versions, was a successful and renowned cooperage shop where wooden barrels were manufactured. The company was so successful because they provided barrels for breweries and distilleries, of which, there were many in the immediate vicinity, not to mention the greater region. The name itself was befitting of its operation, as Gambrinus is a mythological character who is commonly considered a patron saint of beer and brewing, despite the lack of divinity or sainthood. Gambrinus Cooperage Works was able to weather Prohibition by continuing to produce barrels and tubs for other food production and various industrial uses. When the 18th amendment was repealed, there was once again a huge demand for their product. Appealing to all forms of alcohol production, the Gambrinus Cooperage name was renowned and received the highest award at the Columbian Exposition in Chicago in 1893 for the tanks it produced for brewers, vintners, and distillers.⁵¹ The company's location along Beargrass Creek and in Louisville was intentional to influence the myriad local distilleries and breweries that were popular from the late-nineteenth to the mid-twentieth centuries.

After the Gambrinus Cooperage Works company failed in 1946, the building was briefly utilized as a storage warehouse for Kroger Grocery Stores. Almost immediately following the occupation by Kroger, the building was acquired by Cardinal Carryor Company, Inc., a distributor of industrial machinery.⁵² Cardinal Carryor existed until the late 1970s before the building became a site for miscellaneous storage and other uses. Presently, there is a specialty motorcycle repair shop operating out of a portion of the building while the fate of the rest of the site is unknown.

Property 13: 929 Mason Avenue is non-contributing.

Property 14: Portion of the South Fork of Beargrass Creek Canal

Property 14 is the Beargrass Creek canal. Beargrass Creek was originally recorded on a map by Lewis Evans that dated to 1766. It was located just above the falls of the Ohio River and was labeled Rotten C. or Bear Grass C.⁵³. There are multiple stories on the origin of the creek's name, beginning with the folk tale about a hunter who saw or shot a bear in the grass alongside

⁴⁸ "Cooperage Plant to be Rebuilt on Site of Fire" 1914.

⁴⁹ "Notice of Dissolution Gambrinus Cooperage Works, Inc." In *The Courier Journal*. July 9, 1946. Pg. 17.

⁵⁰ Sanborn Map Company, 1950.

⁵¹ "Free from Personal Property..." 1933.

⁵² "Joseph W. Petzold." In *The Courier Journal*. October 31, 1959. Pg. 11.

⁵³ Kleber, John E. (editor), *Encyclopedia of Louisville*. (Lexington: University of Kentucky Press, 2000).

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the creek. A second story about the creek name came from the actual grass growing on its bank, which bears ate. A final piece of folk lore was that the creek was actually names Barre Gros by French traders. This phrase loosely translates as “large obstruction,” which the Falls of the Ohio definitely were.⁵⁴ There are three primary branches of Beargrass Creek: the South Fork, the Middle (or Sinking) Fork, and Muddy Fork.

Regardless of the origins of its name, Beargrass Creek has long been a natural landmark for the region. It was described in the first land grant for property west of the Appalachian Mountains, which a tract of 2,000 acres deeded to John Connolly in 1773. That property would return to the Commonwealth of Virginia six years later and would be used to establish the town of Louisville. Louisville had been chartered in part because of the settlements that were established along the creek, making the area well populated. By the early 1800s, downtown Louisville had grown extensively, and Beargrass Creek emptied into the Ohio between what had become Third and Fourth Streets. Louisville was a very swampy town when it was originally settled. Residents tried to deal with these stagnant ponds through legislation, but a lack of funding resulted in little movement towards draining the land. An outbreak of malaria in 1822 forced the issue when approximately a quarter of the local population died.⁵⁵ A brick lined ditch (sewer) was built at Second Street to drain directly into Beargrass Creek. The resulting improvement to the landscape, and the decline in outbreaks, meant Louisville was no longer known as “the graveyard of the west”.⁵⁶

This one sewer at Second Street could not keep up with the growing population in the city. As a result, the city of Louisville undertook a massive project to channelize portions of the Beargrass Creek and reroute others. Some of the creek was enclosed with stone, and city added up to four miles of sewer line a year.⁵⁷ Beargrass Creek became a sewer as most of these lines emptied directly into the creek.

Beargrass Creek historically served the communities which sprang up along its banks as a source of water but also as a source of waste removal. Various industries, manufacturers, and other commercial endeavors intentionally sought out Beargrass Creek and established their trades along its route. Some of the earliest settlements in the area were built along the creek’s course and in the subsequent years, it became a center for manufacturing and industry. Butchers set up slaughterhouses and brewers and distillers established operations along its banks, setting the stage for a trend that continued through the late nineteenth century.

Another major change to Beargrass Creek occurred in 1906. The previous efforts to add lines had helped extensively, but the Beargrass Creek was now polluted with human waste and animal remains from the slaughterhouses in Butchertown. Improvements to the existing sewer system

⁵⁴ Ibid

⁵⁵ Metropolitan Sewer District (MSD), “MSD History”. 2012. Electronic Document, <http://www.msdlouky.org/aboutmsd/history8.htm>.

⁵⁶ Ibid. Louisville Waterways, “History”. ND. Electronic Document, <http://beargrasscreek.wordpress.com/natural-history/>.

⁵⁷ Ibid.

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resulted in channels and sewer lines being rerouted away from Beargrass Creek, a project that totaled approximately \$4 million.⁵⁸ The new lines emptied directly into the Ohio River.

Beargrass Creek as it is known today grew from the 1906 construction project. By the 1920s, miles of relief lines and interceptors were built to deal with excess water and raw sewage respectively. Major channel construction occurred, replacing the original creek route.⁵⁹ Improvements to the system continued through the Depression, when public works programs provided the funding and labor for repairs. The flow of Beargrass Creek was interrupted again in 1948 when the floodwall was constructed. The construction of this wall caused some issue as any kind of gap would ultimately render the wall useless as a protective measure. As a result, a pumping station was constructed to drain the water from Beargrass Creek when the Ohio River was flooded.

Throughout the early decades of the twentieth century, several infrastructure projects led to the improvement of Beargrass Creek, resulting in the Beargrass Creek canal as it looks today. These improvements included constructing a concrete channel and concrete walls to conduct the creek and control its flow. The ongoing projects to develop the canal led to the construction and rehabilitation of several other infrastructure aspects of the city, namely the construction of bridges, floodwalls, regulator chambers etc. Although the breadth of the projects was extensive and the canal was irreversibly altered, the path of the newly constructed canal followed the established path of Beargrass Creek. The Beargrass Creek canal has been previously recommended eligible under Criterion A, for its role in the development of Louisville, and Criterion C, for its design and engineering elements. The changes in the canal are important to us today for documenting how important water resources were to the initiation of industrial areas. Further, its changes are important indications of how urban growth balanced industrial use and common use by citizens. That is, as industrial areas grew, and greater use of the support waterway nearby became strained, successful use of such waterways required adaptations to enable more users to benefit from that natural resource. These changes to Beargrass Creek Canal within the East Smoketown District tell a specific story of how Louisville balanced one waterway's industrial and common uses. Any evaluation of the industrial growth of a particular place requires attention to the way that industrial success is balanced against the costs, often environmental, to the common good. Beargrass Creek Canal helps us recognize that aspect of East Smoketown's place within both industry and the public's interest at-large.

Evaluation of the Significance of East Smoketown District within the context of the Growth of Industry in Louisville, Kentucky

The East Smoketown District is a significant feature of Smoketown, and of Louisville as a whole. During the large-scale growth of industrialization of Louisville, industrial and manufacturing hubs appeared in various locations throughout the ever-expanding city. Since Downtown Louisville was already established in the years following the Civil War, the rise of immigration and increase in the mechanization of industry caused a massive developmental

⁵⁸ Louisville Waterways, ND.

⁵⁹ Ibid.

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sprawl. This is visible both in residential and industrial developments throughout Louisville, just as they can be seen in general in larger American cities during the historic era. The residential developments tended to appear in dense clusters of modest, working-class neighborhoods, often separated based on race and ethnicity. Similarly, industrial and manufacturing facilities tended to follow the residential trends.

During this time of industrial growth, these manufacturing hubs appeared in areas that offered the key factors to commercial success: accessibility to a large workforce, proximity to existing waterways, and access to existing infrastructure. Throughout Louisville, these industrial centers were established, including on the eastern boundary of the Smoketown neighborhood. Smoketown, which was a largely African American community around the turn of the century, offered everything needed for industrial success. It had a large working-class population nearby, not only in Smoketown itself, but in the neighboring communities of Shelby Park and Germantown, which were populated by immigrants and African Americans. It was also situated near an important source of water, the Beargrass Creek, which itself is fundamentally tied to the growth of Louisville. And lastly, the East Smoketown District was established along a major thoroughfare and in a location with access to the railroad.

The East Smoketown District's strategic location along Beargrass Creek and the nearby railroad made this area ideal for industrial development. While the extant resources tell the story of several of these industries, research shows that there were several other significant industrial and manufacturing operations happening in the immediate vicinity, specifically the area east of Logan between Broadway and Breckinridge. The industries in the area expanded over the years, sometimes within their current parcels, and other times extending to engulf neighboring plots and businesses, to grow and adjust in the ever-changing industrial world.

The East Smoketown District contains the densest collection of industrial buildings in Smoketown. Even though other industries operated in Smoketown, most notably along Preston Street, and others sporadically scattered through the neighborhood, nowhere was there such a density of industrial and manufacturing activity through the early twentieth century. Similarly, nowhere in Smoketown is there such an intact collection of such buildings.

The transformation of the district throughout the years mirrors the national and local trends. In the early years of the district's significance, industrial practices were constantly changing, as were widespread technologies, such as electric railcars, and certain industries were booming, like alcohol production, as seen in the Shaefer-Meyer Brewing Company, Sengel's Cooper Shop, and the Fern Cliff Distillery. Also during this time, Smoketown was thriving as a burgeoning urban neighborhood with heavy German and African American populations. Moreover, as these industries grew, the district's location appealed to industries from all over the city thanks to its access to the nearby Beargrass Creek for water supply and the proximity of not only a local railway, but also one of the major national lines, the Louisville & Nashville.

Over the years, as trends and needs changed, so did the industries and built environment of the district. Two of the most notable were the switch from a brewery to a cold storage facility at a time when alcohol was outlawed, and the acquisition of a defunct railway power house at a time

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when local railways were obsolete by a grain company seeking to expand. Such alterations to industrial buildings are commonplace and expected as such buildings need to be able to adapt to changing needs, technologies, and businesses.

While much of the district is vacant and/or underutilized today, the remnants of its industrial prowess is still very much visible in the historic resources that remain. In fact, the district does not just feature typical early-to-mid-century industrial buildings, but it contains unique, late nineteenth and turn of the century examples. Most notably is the old Campbell Street Power Station and the Shaefer-Meyer Brewery, the latter of which has the most extant resources from a late-nineteenth century brewery in Louisville. The Contributing resources in the East Smoketown District tell a story of an industrial presence in east Smoketown, specifically one that transformed over time to evolve, adapt, and flourish. The continued existence of this district tells the story of the industrial hubs that were integral to Louisville's growth and in securing its place as a center of industry in the city.

Evaluation of the Integrity between the Significance of the East Smoketown District and its Current Physical Condition

Each building's contribution to the district has been evaluated insofar as it helps reinforce and interpret the significant identity of the East Smoketown Historic District. The East Smoketown District meets the definition of a district stated as the 4th term of Criterion C, it is "a significant and distinguishable entity whose components lack individual distinction." Because that significance is in Louisville's industrial history, the primary Criterion of eligibility is Criterion A.

The task of evaluating the overall significance of the East Smoketown District means first evaluating its industrial significance (explained in the previous section), and then evaluating whether there is an integrity between that resource's physical condition and the sense of significance. That will call for ". . . sometimes a subjective judgment, . . . it must always be grounded in an understanding of a property's physical features and how they relate to its significance."⁶⁰ The evaluative lens for this district is that it was an area within Louisville that added significantly to the city's industrial output during a large span of time, 1890-1973. Those years were chosen to indicate the earliest significant extant resource in the district and the time in which significant production activity continued in the proposed district area. Because the essence of industrial achievement often requires adapting new technologies, any industrial district with an 80+ year Period of Significance will by definition have undergone great physical change to meet the demands of a competitive market. During that time, some businesses within the district will naturally complete their life cycle, and on any one site, multiple businesses will have operated, with ongoing updates and changes as were necessary for business success.

A district as diverse and as long-lived as this one will have undergone many physical changes. That reality calls for a different evaluation of integrity than on a site whose original construction design is the property's most valuable quality. On those sites, typically which are said to meet the first term of Criterion C, the *absence* of physical change to the original design becomes the ideal

⁶⁰ United States Department of the Interior. *National Register Bulletin #15: Guidelines for Local Surveys: A Basis for Preservation Planning*. (Washington D.C.: United States Department of the Interior, 2002.)

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for evaluating integrity. By contrast, on an industrial site whose significance comes from continued use and through adaptation, the judgment of integrity between the property's significance and its physical state today must find a basis for evaluating the key realities which make such a site special. Physical change is vital to industrial accomplishment. Evaluating the integrity of an industrial property must entertain that historic truth if the property's contribution to our past is to be understood.

The following aspects of integrity will be given greater emphasis in evaluating the East Smoketown District's overall integrity: integrity of location, setting, materials. Design integrity will also be recognized and interpreted, but not evaluated with the expectation that design remains in a static state. The conclusion that the district contains sufficient integrity of location, setting, materials and design, will cumulatively allow for the conclusion that the East Smoketown District has Integrity of **Association**, which becomes the primary basis for National Register eligibility according to the terms of Criterion A: it is important as a "Property [that] is **associated** with events that have made a significant contribution to the broad patterns of our history."

On such sites, physical change is a necessary component of the industrial story over time. The properties in this district all began as products of their time—the 1890s, the 1920s, even the 1940s, when they were built. Those properties underwent changes, some toward the end of the Period of Significance. Those properties are able to tell multiple stories of industrial use, and become important voices narrating the district's changing identity over time. As long as the individual property helps us recognize realities in the district's historic identity, it is contributing to our sense of the district's character—the sense that *overall* the district was an important place for its production activity.

The East Smoketown District is in fair condition overall. Although some of the resources that once contributed to the district, namely some of the buildings associated with the brewery complex, are no longer extant and others have sustained damage and are in a state of disrepair, many of the original materials remain intact and are slated for preservation. Most of the resources that make up the rest of the district also have been altered over the years, largely to meet growing demands, to change use as the properties changed ownership, to meet industry health and environmental codes, and to improve accessibility, efficiency, and productivity.

The East Smoketown District retains integrity of **location**. The historic resources present within the district have always been situated at their current locations. Moreover, the industrial buildings are situated on the eastern edge of Smoketown amidst the residential buildings, which have always been located here, and along the South Fork of Beargrass Creek, a waterway that has remained locationally untouched for centuries. This area of Smoketown has been historically a hub of industrial and manufacturing facilities. The contributing resources' locations were intentional and these sites were integral to the success and continuous industrialized nature of the area, namely the proximity to the residential portion of Smoketown, Beargrass Creek, and the railroad, all of which remain.

The district retains integrity of **setting**. The area included in the district has been primarily industrial for over one hundred years and the character of the properties included therein have been

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relatively unchanged. The juxtaposition of the industrial district amidst residential developments to the west and the Beargrass Creek to the east remains the same as it did when the buildings were constructed.

The district retains integrity of **materials**. While some of the built environment has been lost over the years, many of the original materials used on the historic portions of the district remain. Further, the intact materials are fundamental to the turn-of-the-century to mid-century industrial character of the district. Such examples can be seen in the subtle brickwork detailing. Moreover, the expansion of the resources over the years as well as their alterations to meet ongoing and modernizing needs, informs the material alterations and additions. As such, some of the buildings' historic additions contribute to the ability of the district to demonstrate its constantly transforming character.

The district also retains integrity of **design**. Some buildings present in the district during the Period of Significance have changed substantially in the last century. If the property's design during some point in the Period of Significance is still recognizable, and the purpose of that design which served that business's industrial purpose can be understood, then the property contributes to our appreciation of the district. All of the contributing resources' individual layouts, footprints, and massing remain largely intact since the period of significance, with the exception of a few buildings lost to demolition over the years. Moreover, the overall proportion, scale, and spatial relationship between the industrialized East Smoketown District and the surrounding residential neighborhood to the west, the contributing Beargrass Creek, and the nearby railroad line has remained unchanged for decades.

Because the district as a whole, and the individual properties assigned a contributing status, exhibit integrity of location, setting, materials, and design, the proposed East Smoketown District will also be said to retain integrity of **association**. The historic resources in the district still convey a historic sense of the turn-of-the-century, early-twentieth-, and mid-twentieth-century industrial activities that occurred there. Moreover, the district is still bounded on the west by dense residential dwellings, just as it has been for over 100 years, which accentuates the relationship between the industrial character of the district and its relation to the place where its workers once resided. The district still retains an abundance of physical features that convey its identity and its historical significance. The district still provides us today with an insight into how one American city sustained industrial success in this place amidst many other similar kinds of places. Because it retains integrity of association, the foundation for the claim that it meets Criterion A, it is thus eligible for National Register listing.

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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): JFL 96, JFLA 1-JFLA 6, JFCS 3/JFCS 1005

10. Geographical Data

Acree of Property The district as a whole stretches roughly 14.5 acres

Latitude/Longitude Coordinates

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- | | | |
|----|---------------------|-----------------------|
| 1. | Latitude: 38.243227 | Longitude: -85.738343 |
| 2. | Latitude: 38.239812 | Longitude: -85.738986 |
| 3. | Latitude: 38.239708 | Longitude: -85.737413 |
| 4. | Latitude: 38.242381 | Longitude: -85.736245 |

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

Beginning at the southeast corner of the intersection of Logan and Finzer Streets, one block south to the intersection of Mason Avenue and Logan Street, continuing east to the edge of the parcel associated with Property 12 (930 Mason Avenue) and south to Lampton Street. Going west along Lampton Street to its intersection with Logan Street and then south to the northeast intersection of Logan and Breckinridge Streets. East on the north side of Breckinridge Street to the point on the eastern side of the Beargrass Creek. The boundary continues north/northeast to the point where the parcel boundary of the property associated with 733 Logan Street meets the canal. The boundary then follows the northern parcel boundary of the property associated with 733 Logan Street to the beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries for the East Smoketown District were chosen as they encompass the extant industrial and manufacturing buildings in eastern Smoketown. Moreover, the district includes the portion of the South Fork of Beargrass Creek that aligns with the buildings' parcel boundaries since the Beargrass Creek was an integral part of the location of the industrial sector of east Smoketown, but it was also integral to the success of the industries that operated therein.

11. Form Prepared By

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e-mail wscunningham1@gmail.com
telephone: 502-807-0575
date: October 2022

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.

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- **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: East Smoketown District
City: Louisville
County: Jefferson County
State: Kentucky
Photographer: Wes Cunningham
Date Photographed: October 1, 2022

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