United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Kentucky Buggy Company Building

other names/site number DAOB-47

2. Location

street & number 301 East 9th Street | NA not for publication

city or town Owensboro | NA vicinity

state Kentucky code KY county Daviess code 059 zip code 42303

3. State/Federal Agency Certification

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

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

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

___ **national** ___ **statewide** _X_ **local**

Applicable National Register Criteria:

_X__ **A** ___ **B** ___ **C** ___ **D**

Signature of certifying official/Title **Craig Potts/SHPO** Date

Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

Kentucky Buggy Co
Name of Property

Daviess Co, KY
County and State

5. Classification

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

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1	0	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
1	0	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Industry/Manufacturing facility
Industry/Industrial Storage

Current Functions
(Enter categories from instructions.)

Vacant/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions.)

Late Victorian: Italianate

Materials
(Enter categories from instructions.)

foundation: Brick masonry
walls: Brick masonry
roof: Thermoplastic polyolefin membrane (TPO)
other:

Narrative Description

Summary Paragraph

The Kentucky Buggy Company building (DAOB-47), hereafter abbreviated as KBC, is a three-story Italianate style brick industrial building, constructed in 1901, with a full above-grade basement. The building is situated just east of Owensboro's downtown core at the corner of JR Miller Blvd., formerly known as Lewis Street, and East 9th Street, formerly known as McFarland Street. The property currently measures less than one-acre; originally approximately one-acre of land was associated with it. A modern metal fence encloses the property boundaries on the south property line and a chain link fence is present on the north and west property boundaries. There is one contributing building and no non-contributing buildings, structures, or objects situated within the area proposed for listing.

Property Setting and Site Characteristics

The KBC building is located at 301 East 9th Street at the corner of JR Miller Blvd in downtown Owensboro, adjacent to river, railroad, and interstate access. This site was strategically selected in 1901 due to its location adjacent to the Louisville and Nashville Railroad line in downtown Owensboro, as well as surrounding complimentary industries[1]

The city of Owensboro is located within Daviess County, which is part of the Western Kentucky Coalfields Cultural Landscape Region, as defined by the Kentucky Heritage Council/State Historic Preservation Office (KHC/SHPO). Situated on the banks of the Ohio River, Owensboro is the county seat and was a population of 57,265 at the 2010 U.S. Census, with a metropolitan population of 114,752.[2] The town was officially founded in 1816 and was named Owensborough for Col. Abraham Owen.[3] As will be discussed in the Statement of Significance, the town developed into an important commercial and industrial center in the western Kentucky region in the late-nineteenth and twentieth century.

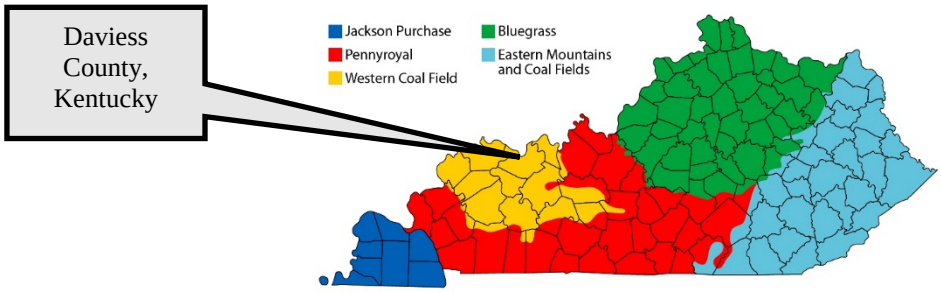

Figure 1. Kentucky Cultural Landscape regions map showing the location of Daviess County.

As can be seen below, the area surrounding the KY Buggy Co. building was industrial in nature throughout the late-nineteenth and early-to-mid twentieth centuries and featured several planing mills, lumber companies, and other related industry. By mid-century, the area was mostly in use by General Electric Co. Small-scale residential properties were also located in this area, but they had largely disappeared since the mid-twentieth

[1] No author, "New Factory: The Kentucky Buggy Company Will Begin Work Next Week," *The Owensboro Daily Inquirer*, August 30, 1901.
[2] City of Owensboro, *About Owensboro*, online at: http://www.owensboro.org/page/about-owensboro, 2014.
[3] Lee Dew, "Owensboro," *in The Kentucky Encyclopedia* (Lexington: The University Press of Kentucky), 700.

century. Currently, the area is in transition from industrial/commercial uses back to mixed-use, as it was historically. In addition to MPD, Inc. directly south of this property, there is a city building housing the police department at the southwest corner of East 9th Street and a metal prefabricated commercial building on the northwest corner. Germantown Park is located directly north and east of the property. Modern townhouses were constructed directly north of the KBC building and the owners of the KY Buggy Company building itself plan to convert it into housing, utilizing the historic preservation tax credits.

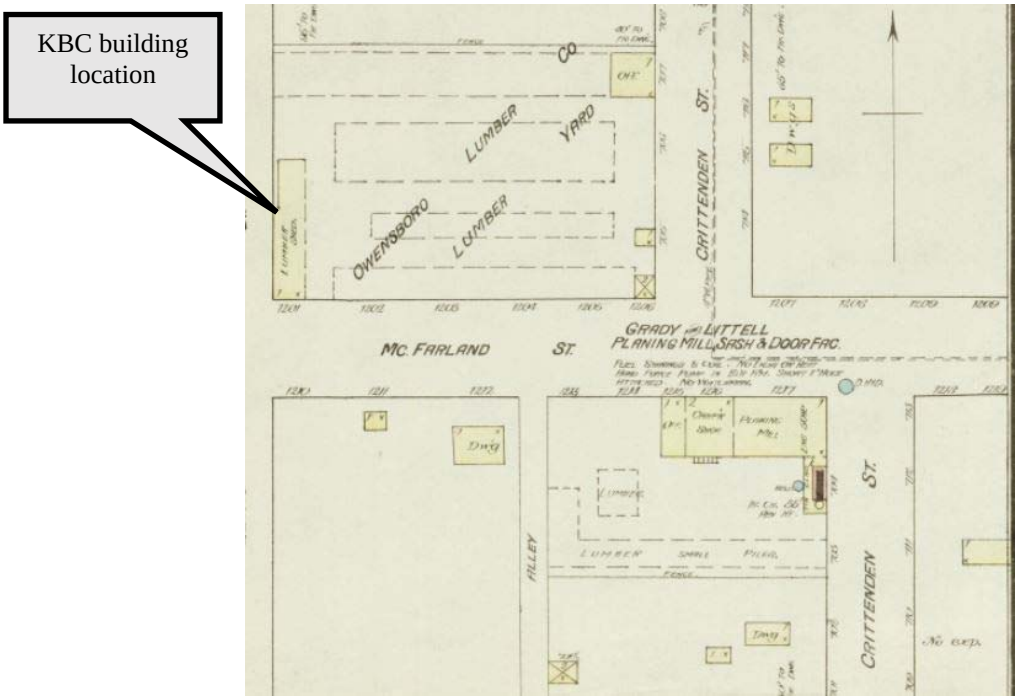

Figure 2. 1885 Sanborn Map showing the area before the construction of the KY Buggy Company.

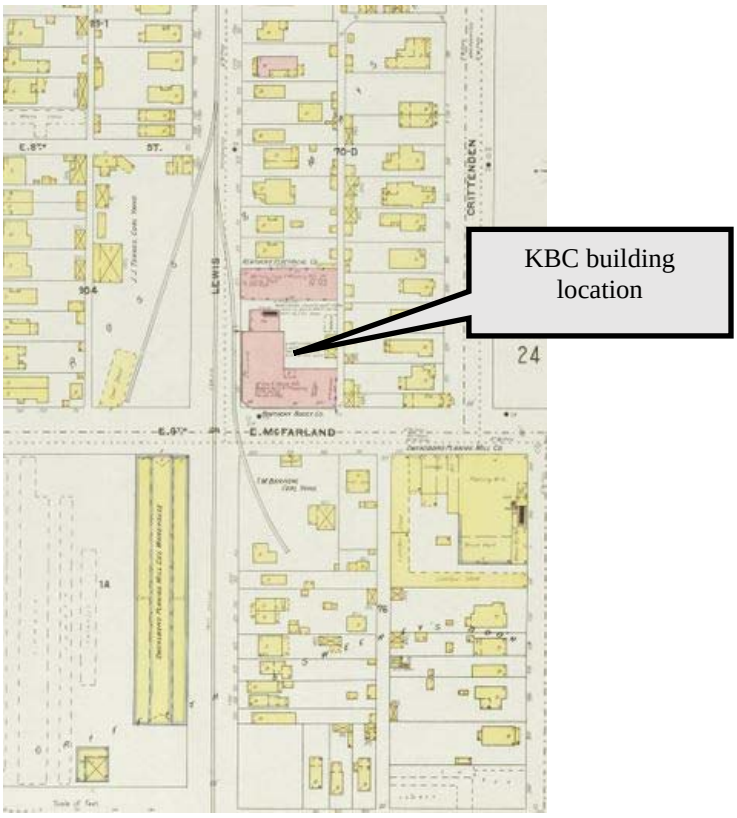

Figure 3. Sanborn Map showing area surrounding the KY Buggy Co. building in 1905.

Figure 4. Context surrounding DAOB-47 in 1947. The building was part of General Electric by this time.

Exterior Architectural Description

The KY Buggy Company building is a three story common-bond brick masonry building with a full above-grade basement. The KBC building wraps the corner of East 9th and JR Miller Blvd with a recessed canted entryway. This L-shaped building is situated with no setback from either street. The building has a brick foundation wall, metal coping, and a flat roof covered with TPO-membrane roofing. The original brick work has been repointed in a manner that seems to have responded to a crisis need rather than a measured rehabilitation plan. The building features elements of the Italianate commercial/industrial style, with brick corbeling that steps down from the wall coping, long slender window and door openings, decorative anchor irons, and distinctive brick pilasters that divide the building's exterior wall space.

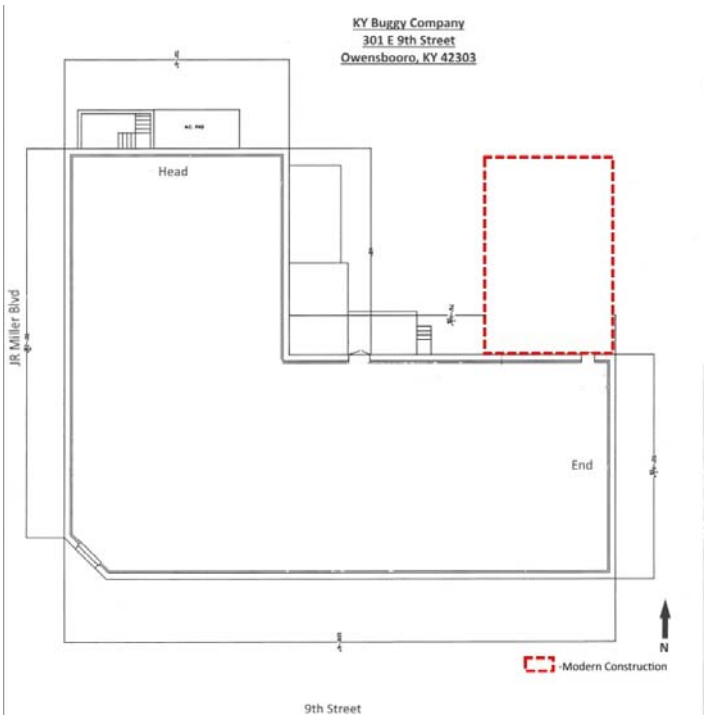

Figure 5. Plan of KBC building. "Head" refers to north end of ell. "End" refers to east end of the ell.

The building's windows were mostly replaced or enclosed with brick work around the middle of the twentieth century. The Italianate style window and door openings remain largely intact, with three or four rows of radius brick forming segmental arched lintels. The lintels typically remain in situ even if part of the opening has been filled-in with modern brick. Windows typically have concrete sills with a brick stretcher sill course that extends the length of the bay; occasionally, there are two rows of stretchers beneath the window sill. It is likely that the concrete sills were introduced when the windows were replaced in the mid-twentieth century and the original sills were brick masonry. A few of the first floor window openings were reduced in size and shape by placing square-shaped glass blocks into the original rectangular shaped opening. The remaining wall space was enclosed with modern brick work. There are a few 18-light rectangular-shaped metal pivot windows. This type of window is now covered on the interior of the building. Finally, many of the window openings have been filled-in with modern brick, especially on the rear of the building.

For the purposes of this nomination, the façade (south elevation) of the building faces East 9th Street. There were likely meant to be two principal elevations, as the west elevation appears to have been given architectural importance as well. The façade is characterized by a canted brick wall that ties into the adjacent south and west walls with brick stretcher quoins. This detail was likely done because the builders did not have the bricks shaped to make the non-orthogonal transition. The principal entryway is recessed into the canted wall and has a set of wood panel double doors and bead-board walls. The entry doors originally had lights but these have since been replaced with plywood. The entry doors can be accessed from a sheltered concrete entry pad that connects to street level through a set of six concrete steps. A simple metal railing is situated on either side of the concrete steps and a metal sign on the door states, "Employee Entrance Bldg. 9." The canted wall surrounding the entrance has received new brick work in the past that perhaps filled in an earlier arched opening. There is a small modern brass plaque sign that states: *C.L. Reynolds* centered above the entryway. Two 15-light metal windows are located above the entry doors on the canted brick wall. These windows have stone sills and but are missing lintels, due to enclosure of the original window openings.

Figure 6. Façade (south elevation) of the KBC building, along East 9th Street. (KY_DaviessCounty_KentuckyBuggyCompany_005)

The building's façade has twelve brick pilasters that project from the main body of the building and separate it into eleven symmetrical bays (**Figure 6**). Brick work on and near the pilasters feature the remnants of a painted-on building sign. The most readable of the painted signs states: *KY BUGGY*. A painted sign below that states: *SALE GROCER*. Window and door openings are centrally located between these brick bays and are stacked vertically from the basement through the third story. If looking at the building facade from left (west) to right (east), the first floor has six circa 1960 glass block replacement windows; two 18-light metal pivot windows; a segmental arched two-story entry door that is enclosed with modern brick; and two more 18-light metal pivot windows. The basement has ten 2-light wood windows with rows of metal bars horizontally securing the openings on the façade. The second floor features eleven 15-light metal windows and no door openings. Finally, the third floor has ten 15-light metal windows. The metal window between the first and second pilaster bay, if looking from left to right, was enclosed with modern brick masonry. There was a sky-bridge in this location that connected this building to the other MPD/GE facilities across East 9th Street from the

late 1940s until 2012, during the building's association with General Electric and MPD. A modern power line is attached to the building in this location as well.

The east elevation features the original building and the one-story circa 1980 concrete block addition (**Figure 7**), indicated by a dotted line in **Figure 5**. The original building has a stepped parapet wall on this elevation. This portion of the building has five brick pilasters and is divided into four symmetrical bays. There are window or door openings located within the brick bays that are stacked vertically from the first through the third floor to give a balanced appearance. On the first floor if looking from left (south) to right (north), there is a 12-light metal window, part of which has been removed for ventilation purposes; a segmental arched entryway that has been encased in modern brick; and two window openings that have been enclosed with metal. The basement windows have all been enclosed with modern brick; the segmental arched lintels are in situ in spite of this change. The second and third stories have four 15-light metal windows placed symmetrically within the bays. The stretcher sill-course is not present on the east elevation, as most of the brick work below the windows has been replaced with modern brick. The remains of an historic sign are located near the top of the building wall. It currently reads *PSCO*. One of the letters was obscured with the installation of a pipe ventilator system. The modern concrete block addition has no fenestration on this elevation and has a hipped roof with asphalt shingles. This addition was used for laboratory testing by General Electric.

Figure 7. East elevation of building, showing 1980 addition attached to the rear. (KY_DaviessCounty_KentuckyBuggyCompany_006 and 007)

The circa 1980 concrete block addition obscures a portion of the east elevation on this L-shaped building. Part of the east elevation can be viewed from the rear courtyard, to the west of the concrete block addition, and is considered the head of the L-shaped plan (**Figure 5**). This part of the building's east elevation has five brick pilasters that divide the wall into four bays. All window and door openings have been enclosed with modern brick. If looking from left (south) to right (north), the first story features two bricked-in windows, a door, and a window. The second and third stories have four bricked-in windows. The third story windows are smaller than the first and second floor openings. Modern conduits extend up the side of this elevation to the roof top. In addition, there is an exterior fenced-in utility space at ground level between the first and second bays. There are two visible bricked-in basement windows on this portion of the elevation.

The rear (north) elevation features the circa 1980 concrete block addition and the original building (**Figure 8).** A chain link fence marks the property boundaries on this elevation and encloses a courtyard parking and utility area. The concrete block addition is situated to the left (east) if looking left to right from the rear of the property. It has no fenestration but obscures openings on the original building. The long portion of the original building's L-plan on the north elevation (the end of the L) is characterized by eight pilasters that divide the elevation into seven bays. If looking from left (east) to right (west), the first floor has a former door opening with four-row segmental arch that has been encased in modern brick and is now used for HVAC access into the building; two windows enclosed with modern brick; and a window or door opening that was resized for a set smaller modern metal entry doors. The remainder of the opening was encased with brick. The second story has two 15-light metal windows; a large window opening with four-row segmental arch enclosed with brick; and three brick-enclosed window openings. The third floor has two paired 1/1 wood sash windows; one larger brick-enclosed window opening; and four smaller window openings enclosed with modern brick. Basement windows have largely been obscured by modern interventions. There is one 2-light wood basement window visible on this elevation. A large poured concrete loading dock area is situated between the fifth and seventh bay, if looking east to west. The dock provides access to the set of metal doors on this elevation and can be reached by traversing a set of four metal stairs. The remains of a basement window brick segmental arch can be viewed to the left (east) of the metal doors. A utility area, enclosed with a chain link fence, conceals the basement window between the seventh and eighth bay.

Figure 8. Rear (north elevation) of KBC Building.
(KY_DaviessCounty_KentuckyBuggyCompany_008)

Figure 9. Detail of North elevation ("head" of building).
(KY_DaviessCounty_KentuckyBuggyCompany_0010)

The head of the building's L-shaped plan is also visible on the rear (north) elevation (**Figure 9**). This part of the rear elevation has a stepped parapet wall and no brick pilasters. The remains of a painted sign can be seen at the top of the parapet. It states in cursive writing*: PS Co*, which is likely a sign for Parsons and Scoville Wholesale Grocers who were in the building in the late 1920s. If looking from left (east) to right (west), the first floor has three replacement glass block windows with no remaining lintels. The window openings were downsized to accommodate smaller sash. The second story has three windows that were enclosed with modern brick and one 15-light metal window. The third story has four windows enclosed with modern brick. The original lintels are intact on the second and third story windows. At ground level, there have been several alterations. A modern concrete entryway was appended to the building's northwest corner that accesses the basement below grade. A set of metal stairs, flanked by a simple metal railing for safety, leads to a pair of metal entry doors. To the left of that, a modern concrete pad provides space for an industrial size HVAC unit. In addition, several utility conduits enter the building on this portion of the rear elevation.

Finally, the west elevation, which faces JR Miller Blvd (Lewis Street), features ten brick pilasters that divide the wall space into nine bays (**Figure 10**). This elevation has rosette tie-irons and brick corbelling at the roof line. Several historic painted signs are visible on this elevation. Lettering is situated at the head of the pilasters that reads: *KY BUGGY CO*. Other lettering is visible in the bays on the third floor, but it is unclear what is referred to. On the second story pilasters, the remains of a sign that reads *Wholesale Grocers* is visible. If looking from left (north) to right (south), the first floor has seven glass block windows in which the original window opening was reduced and bricked-in; a bricked-in door opening; and single glass block window. The glass block window situated in the fifth bay may have been a door opening, as the arch features a brick cornice. All the glass block windows have concrete sills. The original segmental arched lintels from the earlier rectangular shaped windows remain in place. On the second story, the west elevation has five 15-light metal windows; a bricked-in window opening; and three 15-light metal windows. The third story features nine 15-

light metal windows. All metal windows retain the original opening size and have concrete sills. The segmental arch lintels remain in place on these windows as well. There are no open basement windows on this elevation. There are two bricked-in window openings and lintels on ground level.

Figure 10. West elevation, which faces JR Miller Blvd.
(KY_DaviessCounty_KentuckyBuggyCompany_003)

Interior Description

The KBC building features approximately 36,000 square feet of space, divided fairly equally among the four floors in an L-shaped plan. A series of heavy wooden support posts bear the weight of what was likely originally an open factory floor plan with few enclosures. The building's circulation network is located on the north wall, which is the rear elevation. A Murphy Freight elevator number 32169 with a 1,500 pound capacity, is situated near the juncture of the head with the end of the L-shaped plan (**Figure 5**). A wooden stair, which has been covered with modern rubber treads, is also located on the north wall, near the center of the rear elevation. This stair and elevator provide access to all three floors and the basement level. There is another stair located on the west wall that continues from the first through the second floors; this stair does not access the basement or third levels. The four floors will be described further below. See **Figure** 11 for select interior views.

Basement

The basement is characterized by a poured concrete floor; brick walls with concrete parging near the ground; an open ceiling with exposed wooden joists; and a series of regularly spaced wooden support posts. These posts have not been covered with paneling as they have on the first through third stories. There are several original wood windows visible in the basement that have been covered on the exterior. There is a set of paired nine-light casement windows on the north wall and a set of six-light casements on the south wall. A portion of the

sash on the six-light casements was removed and enclosed with modern brick at some point in the past. The floor plan is largely open with a few modern enclosures. In addition to the access described above, the basement can be entered from what appears to be a modern exterior stair located at the head of the L-shaped plan. Two modern metal doors provide this access. The basement level has been the least altered in the conversion for office and laboratory space. Both the floor plan and the majority of the original materials can be viewed on this ground level space.

Figure 11. Various Interior views. Far right: First floor (KY_DaviessCounty_KentuckyBuggyCompany_0012); Middle: Basement view (KY_DaviessCounty_KentuckyBuggyCompany_0013); Basement view (KY_DaviessCounty_KentuckyBuggyCompany_0014)

First Floor

The first floor features a variety of materials and enclosure types. In general, the historic materials are covered by modern materials added during conversion to office space in the mid-twentieth century. The flooring visible on the first floor is modern linoleum and asbestos tile. The ceilings are largely modern dropped acoustic tile ceilings with florescent lighting. The walls are either painted brick walls or modern plywood paneling enclosures. All of the wood support posts have been encased in plywood paneling on this floor. Windows are covered over on this floor, unless they are the glass block type in which case they provide light into the large open space on the west wall.

In addition to the stair and elevator access, the first floor can be reached from the canted entryway on the façade through a set of wooden doors. This floor can also be accessed from a set of metal doors on the rear (north) elevation loading dock. Though not accessible on the exterior, the one-story concrete block addition can be entered on the interior of the north wall. This non-historic laboratory space has two main rooms.

Second Floor

Similar to the first floor, the second floor has had most of its historic materials covered in the conversion to office space. This floor features asbestos tile or linoleum flooring, dropped acoustic tile ceiling with fluorescent lighting, and modern plywood paneling walls. For the most part, the exterior brick walls are covered with paneling on this floor. Windows are mostly metal pivot windows or are bricked-in to provide secure lab space.

The second floor has two corridors that extend from both the west and north stairs and form an oval-shape and provide access into a series of small offices. The west stair has a steel staircase.

Third Floor

The third floor mirrors the first and second stories, in that the historic material is mainly covered with modern materials. The third floor has asbestos tile flooring; dropped acoustic tile ceiling with fluorescent lighting; and modern plywood panel walls. The majority of the windows have been covered or enclosed in brick on this floor. The circulation pattern on this level extends from the north wall stair and elevator down an L-shaped corridor. The third floor largely consists of laboratory and testing spaces.

Alterations since the Period of Significance

There have been a few exterior changes to the KY Buggy Co. building since its construction in 1901. The main exterior alterations are removal of the historic wood windows at mid-century and replacement with metal pivot windows or glass blocks and the small two-room addition in 1980. In addition, several of the window openings, particularly on the rear elevation, have been bricked-in to provide secure laboratory space on the interior and several exterior door openings were also enclosed with modern brick in the past 50-60 years.

The interior has been altered by reuse into office and laboratory space from a factory and warehouse in the mid-twentieth century. Interior historic materials, such as the wood support posts, walls, ceilings, and floors, have been masked with modern materials. It appears that the majority of the materials are extant under these later changes. The open floor plan was likely changed as well when the building was converted to office and laboratory space from warehouse and factory space.

Current Rehabilitation Plans

Cohen-Esrey Affordable Partners, LLC of Overland Park, Kansas, intends to rehabilitate this historic warehouse building into an affordable multi-family property, utilizing the federal and state historic preservation tax incentives. The proposed work plan will follow the Secretary of the Interior’s Standards for Rehabilitation.

The City of Owensboro's Community Development Department created the Old Germantown District Neighborhood Redevelopment Project and as part of the Master Plan, identified the need for affordable rental housing, as well as the preservation of historic buildings in the community. The City supports this community development project that is expected to create twenty-eight (28) affordable rental units in the building, with a total investment of $5,365,000.00. This project fits the city’s Old Germantown Park revitalization plan.

Kentucky Buggy Co
Name of Property

Daviess Co, KY
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Industry

Period of Significance

Ca 1901-1910

Significant Dates

1901

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The selected period of significance, 1901-1910, corresponds to a period of important industrial development in the city of Owensboro. The Kentucky Buggy Company building was constructed in 1901 in the midst of the growth of the horse-drawn vehicle industry in the town.

Criteria Considerations: N/A

Statement of Significance

Summary Paragraph

The Kentucky Buggy Company building (DAOB-47) meets National Register Criterion A and is locally significant within the historic context, *The Second Industrial Revolution in Owensboro, Kentucky, 1870-1960*. The building was constructed circa 1901 for the Kentucky Buggy Company (KBC) and functioned in that capacity until the company went out of business in 1910. After that time, the KBC building served various commercial and industrial enterprises, including Parsons and Scoville Wholesale Grocers, Ken-Rad Tube and Lamp Corporation, and General Electric Corporation. When KBC occupied the building, it was one of several buggy and carriage manufacturers in Owensboro. KBC became an important company in the late-nineteenth- and early-twentieth-century horse-drawn vehicle industry. The KBC building provides an excellent example of a medium-sized buggy and carriage factory that illustrates the growth of the horse-drawn vehicle industry in Owensboro. Further, the KBC building is one of two buggy factories that meet this criterion that remain extant and is likely the only representative of this type that retains integrity in Owensboro.

Historic Context: The Second Industrial Revolution in Owensboro, Kentucky, 1870-1960.

Background: What is the Second Industrial Revolution?

Historians define the second industrial revolution as the period, from 1865-1970, in which great social and economic change occurred in the United States as a result of innovations in industry and the nationalization of the U.S. economy. According to Lind, "the second industrial revolution of the mid-to-late nineteenth century produced a dazzling variety of transformative technologies, of which the most important were the electric motor and the internal combustion engine."[4] The most revolutionary technologies of First Industrial Revolution—the telegraph and the steam engine—appeared at the end of that era; the new Second Industrial Revolution relied upon technologies related to production and distribution. The new technologies emerging in the Second Industrial Revolution had a greater transformative effect upon labor, production, distribution, and social life in America. The marks of this era were electricity, cheap petroleum, the mass production of automobiles, and the consolidation of many small businesses into large national corporations.[5]

Among the most important factors that led to the second industrial revolution was the harnessing of electric energy to power American industry, homes, and businesses. Lind notes that, "Along with the automobile, electricity was the most important technology of the second industrial revolution that rendered the steam-based technology of the first industrial revolution obsolete." Lind continues, "Electricity transformed industrial production by permitting the factory to be located far from the ultimate source of power. Equally important was the adoption by industry of the electric motor." Due to its smaller footprint and the ability to operate machinery separately, the electric motor permitted factories to "spread out horizontally on a single story" and freed overhead space for lighting, where this space had once been used for the system of belts and pulleys, powered by steam.[6] In 1882, as a result of Thomas Edison's experiments in "subdividing" electricity under the auspices of the newly consolidated General Electric Company, private homes and businesses, initially in urban areas, were slowly linked to power sources that allowed for electric lights and eventually electric motor-powered

[4] Michael Lind, *Land of Promise: An Economic History of the United States* (New York: Harper-Collins Publishers, 2012), 187.
[5] Ibid., 397.
[6] Ibid., 198.

conveniences, such as the refrigerator, washing machines, and gramophone.[7] In combination with the other factors discussed below, the use of electricity revolutionized American life.

The second essential element of the second industrial revolution was cheap petroleum and the mass-production of automobile and trucks. In particular, the development of the internal combustion engine in the late-nineteenth century, in both its Diesel and Otto manifestations, drove the usefulness of the automobile forward, while mass-production made the cost of automobiles lower—eventually putting it in reach of the average American. This led to the demand for better roads, which was met by the mid-twentieth century with the federal funding and coordination of the interstate highway system. Prior to these innovations, the internal combustion engine freed the car consumer from the constraints inherent in the crank starter as well as the steam-powered car. According to Lind, the basic technical design of the automobile was established by inventor Emile Lavassor in 1891.[8] New innovations in rubber production for pneumatic tires rounded out the new automobile's utility.

Without Henry Ford's standardization of the methods of production, the automobile may well have remained the purview of the very wealthy. Lind notes, "Although the electric motor, the internal combustion engine, and other transformative technologies of the second industrial revolution had been invented decades before, it was only in the 1920s that the second industrial era reached maturity. Its symbol was Henry Ford's mass-produced automobile, the Model T."[9] In sum, Ford Motor Company reduced the cost of the automobile by standardizing the industrial process in the early-twentieth century. Fordism became nearly synonymous with the development of "a manufacturing project [based on] the principles of power, accuracy, system, continuity, and speed."[10] In addition, standardization produced cost savings, that when combined with rising worker wages, made the Ford Company's Model T a ubiquitous site on American roads by the end of the 1920s. From one car for every two hundred Americans in 1915, by the end of the 1920s, there was one for every five Americans.[11] Automobile production "created an enormous demand for the products of other industries, such as petroleum, steel, rubber, glass, felt, and paint…" Regarding petroleum, maintaining an inexpensive source for oil became a national priority for the United States in this era, as all other industries were linked closely with its success.[12] Lind summarizes the new era: "By the 1920s, electricity and the automobile were reshaping the geography of American production, distribution, consumption, and residence. Thanks to electrical power, factories no longer needed to be located near coal mines or waterways that carried the coal that powered steam engines. Railroads were eclipsed by long-distance trucking…"[13]

This transition to an industrial society comes with a complex story. Technological innovation continued at different rates according to geographic location and the manufacturing industry in question. Unlike the textile industry, the horse-drawn vehicle industry, which was not eclipsed by the automobile until the late 1910s, remained partially mechanized. The assembly-line production that characterized automobile plants was never the norm in the horse-drawn vehicle industry, although new machinery was quickly adopted. Other industries continued small semi-industrial production methods as well. Kinney observes that, "For all its connotations of rapid, unprecedented change, the Industrial Revolution actually proceeded in fits and starts, the rate varying widely from trade to trade. In its most fundamental sense, industrialization consisted of the process by which

[7] Ibid., 195 and 198.
[8] Ibid., 200.
[9] Ibid., 246.
[10] Ibid., 248.
[11] Ibid., 247; The price of Ford's Model T was reduced from $950 in 1909 to $250 by 1925.
[12] Ibid., 333.
[13] Ibid., 211.

human society went from small-scale, low-output, simple manufacturing technologies, to large-scale high-output, sophisticated manufacturing techniques…Local conditions also contributed to its uneven pace and sometimes bewildering complexity. Some trades such as cloth and shoe making became industrialized early in the nineteenth century while others, like carpentry and blacksmithing, retained their traditional forms for decades. A region's degree of urbanization and wealth also affected its transition from craft to industry."[14]

The maturation of this era began in the 1920s and was fully realized by the mid-twentieth century across the United States. The transition from the low-output, semi-industrial society was complete. This era was eclipsed in the United States by the Information and Service-Sector Age in the 1970s.

The Second Industrial Revolution in Owensboro (Daviess County), Kentucky

Until shifts in the national economy during the late twentieth century, Owensboro was recognized as a leader in the Commonwealth of Kentucky in manufacturing and industry. Klotter notes that, "Manufacturing wealth of the state, such as it was, was clearly concentrated on the Ohio River. In 1929, some 86 percent of the total value added by manufactures in the state was along that waterway---and 55 percent of the total was in or near Louisville….All along the river, manufacturing had sprung up—at Covington and Newport, at Owensboro (which had the second largest wagon factory in the South in 1904), and at Paducah."[15] Martin chronicles this industrial success with regional comparisons in his *Pennyrile Cultural Landscape* study of 1988. Martin notes that, "The region [larger Pennyrile] continued to be dominated by Ohio River and Tennessee border counties."[16] Martin continues by providing census statistics comparing various counties in the study, always noting Daviess County as a leader in industrial enterprises.

Owensboro's early-to mid-nineteenth century industries were focused on processing agricultural products from the fertile surrounding countryside, such as distilling corn into bourbon and packaging dark-leaf and burley tobacco for sale. Prior to the Civil War, most industrial enterprises were accomplished for local or regional consumption and relied on water or steam power. Hugh Potter notes that distilling began in the county as early as 1803, and by 1883, Owensboro and Daviess County reportedly had 18 distilleries in operation with a national and international market, including the Glenmore Distillery which remains in operation today.[17] In addition to the workers who were directly employed by the distilling industry, there was a cadre of other skilled workers, such as coopers and carpenters, who supplied materials utilized in the process. The distilling industry, which was among the first successful local manufacturers, reportedly cultivated a culture of industry in Owensboro. Dew and Dew note that, "the distillery boom left a continuing impact on the community—an urban work force; a heterogeneous population…; a strong retail sector which had grown and thrived during the boom times…; a growing transportation network, the building of which had been partly motivated by the whiskey trade; and a body of skilled craftsmen, especially woodworkers from the cooperage trade, whose talents would soon be turned to the growing wagon and buggy industry which emerged in the 1890s."[18] Tobacco stemming and drying was also a successful industry in mid-nineteenth century Owensboro. According to Dew, by the late-1870s, "Owensboro was the stemmery capital of Kentucky, with its 18 factories consuming some 10,000,000

[14] Thomas A. Kinney, *The Carriage Trade: Making Horse-Drawn Vehicles in America* (Baltimore and London: The Johns Hopkins University Press, 2004), 75-76.
[15] James C. Klotter, *Kentucky: A Portrait in Paradox: 1900-1950* (Frankfort, KY: Kentucky Historical Society, 1996), 133.
[16] Charles Martin, *The Pennyrile Cultural Landscape*, Report prepared for the National Park Service and the Kentucky Heritage Council, 1988.
[17] Potter, *History of Owensboro and Daviess County, Kentucky,* 117.
[18] Dew and Dew, *Owensboro: The City on the Yellow Banks,* 93.

pounds of tobacco annually."[19] Stemmed tobacco leaves were largely sent to overseas markets, such as England, at that time.

Beginning in the 1850s, the town of Owensboro experienced exponential population growth. From a census population of 1,215 persons in 1850, the town grew to a thriving regional industrial center of 16,011 by 1910.[20] As can be seen in the table below, population growth became more stable after the turn of the twentieth century but remained steadily increasing except for the years between 1910 and 1920.

Owensboro's industrial base began to flourish in the 1870s. Dew and Dew state, "The years between 1870 and 1910 were years of great growth for Owensboro, growth based largely on the emergence of the city as a major manufacturing and industrial center."[21] For a town to industrialize, it had to attract a sufficient work force. Dew and Dew notes that, "Many immigrants came to Owensboro, attracted in part by the availability of jobs."[22] These migrants came from the east coast as well as foreign lands such as Germany, Ireland, and Switzerland.

Table 1. Population Statistics for Owensboro, Kentucky 1830-1970[23]

Census Date	Owensboro Population	Percent Increase
1830	229	N/A
1850	1,215	430%
1860	2,308	90%
1870	3,437	50%
1880	6,231	81%
1890	9,837	58%
1900	13,189	34%
1910	16,011	21%
1920	17,424	9%
1930	22,765	31%
1940	30,245	32%
1950	33,651	11%
1960	42,471	26%
1970	50,329	19%

The initial attraction of industries to nineteenth-century Owensboro was the town's strategic location on the banks of the Ohio River and its proximity to the Green River, which traverses the county's western border. Owensboro is favorably situated around, "a large ravine that cuts the high bank of the Ohio at this location, and allowed access from the river to the elevated plain above it. However, the ravine acted much like creeks on the Ohio in that it provided a safe harbor for boats traveling on the river."[24] This harbor provided access to the steam boat trade that began in the region by the early-nineteenth century, allowing farmers and other

[19] Ibid., 82.
[20] Hugh O.Potter, *History of Owensboro and Daviess County, Kentucky* (Owensboro: Daviess County Historical Society, 1974), 116.
[21] Lee A. and Aloma W. Dew, *Owensboro: The City on the Yellow Banks* (Bowling Green, KY: Rivendell Publications, 1988), 81.
[22] Ibid., 92.
[23] Ibid., the table was developed from statistics provided in the source. Please note that 1840 is not available.
[24] AMEC, "Historic Resources Survey of DA-473: U.S. Coast Guard Cutter Obion, Owensboro, Kentucky." Report on file at the Kentucky Heritage Council, March 2010, 4-2.

industrialists to ship their goods up or down river. The early town attracted such entrepreneurs as Robert Triplett, who developed a woolen and cotton mill, a coal mining operation, and a distillery at the town's edge.[25]

The population growth and resultant industrial development of mid-to late-nineteenth century Owensboro relied on changing transportation technologies. Realizing the importance of a diversified transportation system, local entrepreneurs, in partnership with city and county government, helped establish the Owensboro and Russellville Railroad in 1870 which was bought by the Louisville and Nashville (L&N) Railroad in 1880.[26] The line extended through downtown Owensboro and provided an alternate method of shipment to river transport. A flurry of other lines followed, and by 1900, Owensboro was connected to the nation by three main rail lines: the L & N railroad, the "Texas" railroad, and the Illinois Central. Packet boats, and later barge traffic, remained important to Owensboro's diversified transportation network throughout the time period.

Beginning in the late 1880s, Owensboro was directly impacted by the technological innovations of the second industrial revolution. Dew and Dew note that, "the new technological inventions of the industrial revolution were changing the way Owensboroans lived in ways that the old frontiersmen could never have dreamed."[27] Electricity, telegraphs, and telephones became more common conveniences for businesses, industry, and private homes alike by 1900. For instance, the Brush Electric Light and Power Company was organized in October 1882. The first commercial application of this new electric power system occurred in December 1882 with the illumination of George and Walter Parrish's book store.[28] According to Dew and Dew, Owensboro was the second town in the Commonwealth to be lit by electric lights; the first being Louisville.[29] By 1893, the mule-drawn streetcar lines were electrified and in 1900, the city constructed the first municipal power plant to accommodate the growing demand for electricity.[30] At least two telephone companies served the city by the mid-1890s.[31]

The Horse-Drawn Vehicle Industry in Late-Nineteenth- and Early-Twentieth-Century Owensboro

By the late-nineteenth century, Owensboro's industrial sector had diversified and changed focus once again. With distilling on the wane, the town became heavily invested in the production of buggies, carriages, and wagons, hereafter referred to as vehicles or horse-drawn vehicles.[32] Horse-drawn vehicle factories thrived in the town, likely due to its strategic location and history of skilled labor. Regarding the latter, Dew and Dew note that, "Many of the skilled wood-workers had begun as carpenters or coopers in the distilling industry, and it was a small step for a skilled blacksmith from making hoops for whiskey barrels to making steel tires for road

[25] Trent Spurlock, "National Register Evaluation of Two Cultural Historic Sites Associated With the Proposed Western Kentucky Minerals, Inc., Joes Run Mine, East of Philpot in Daviess County, Kentucky." Report on file at the Kentucky Heritage Council, May 2007, 7.
[26] Lee A. Dew, "Owensboro & Russellville Railroad," in the *Kentucky Encyclopedia,* John E. Kleber, ed. (Lexington: The University Press of Kentucky, 1992), 701.
[27] Dew and Dew, Owensboro: City on the Yellow Banks, 99.
[28] Ibid., 100.
[29] Ibid.
[30] Ibid., 102.
[31] Ibid., 99.
[32] The horse-drawn vehicle industry manufactured numerous differing types of vehicles that included wagons, carriages, coupes, sleighs, buggies, and coaches. While it is out of the scope of this study to define every one of these, the terms wagon, carriage, and buggy are utilized so often that they require definition. A carriage was considered a higher-end vehicle that could transport more several passengers at a time. A wagon was considered a more utilitarian vehicle for use on the farm or for cartage. In some instances the wagon was also used for passenger transport. Finally, a buggy was an American invention. It was a four-wheeled vehicle for one or two people that was mass-produced by the late nineteenth and early twentieth centuries.

wagons."[33] Kinney notes that after the Civil War, the northeastern states with a long history of horse-drawn vehicle manufacturing, such as New York, Connecticut and Pennsylvania, gave way to new locations closer to emerging western and southern markets. "The Midwest appealed to wagon and carriage manufacturers because of its cheap land, plentiful timber, and convenient rail access."[34] Although not necessarily considered the mid-west, Owensboro was well-situated on the Ohio River with easy access to southern and western markets.

Potter observes that, "During the horse-and-buggy era Owensboro became a center of the horse-drawn vehicle industry. There were large wagon factories, buggy works, a carriage woodstock firm, and a wheel plant, some of which covered more than a city block."[35] Potter continues by noting that between 1900 and 1910, Owensboro had six buggy manufacturers, five wagon manufacturers, and one wheel factory.[36] In fact, examination of Owensboro City Directories of available years from 1880 to 1932 indicate that there were a total of 39 horse-drawn vehicle manufacturers in operation over this 52 year time frame, and at least ten more entries that were devoted to commercial dealers of such vehicles. The manufacturing establishments documented include a range of very-small shops to large factories employing anywhere from seven persons as Hill Wagon and Machine Works did in 1902/1903, to large operations such as the F.A. Ames Co., who employed 219 persons in the same years.[37] In addition, several accessory industries were founded in the early 1900s, such as the Vollman Buggy Body Factory, the Royal Body Co, and the Carriage Woodstock Co—all of which were located in the Seven Hills area of Owensboro and all of whom produced vehicle bodies. A few of the buildings associated with accessory industries are extant, including the main building for the Carriage Woodstock Co. (DAOB-12). Another important accessory industry was the Owensboro Wheel Company, located on Daviess Street near East 8th St, which produced wagon wheels for factories throughout the town and across the United States.[38] This industrial complex is not extant.

As a result of all this activity in the vehicle trade, in 1905, Owensboro was recognized by the Department of Commerce and Labor as one of six smaller cities nationwide that manufactured horse-drawn vehicles valued at over $1 million annually, the others being Flint and Pontiac in Michigan; Moline, Illinois; Connersville, Indiana; and Stoughton, Wisconsin.[39] As was the case with distilling, the vehicle industry greatly impacted the development of other related industries such as the railroads, wagon and carriage accessory industries, sawmill operators, and shipping companies.

Primary source research confirms the observation that Owensboro's horse-drawn vehicle industry thrived and consisted of small, medium, and larger-scale enterprises. In the early 1880s, the majority of the horse-drawn vehicle manufacturers were small-scale affairs. In the 1882 City Directory, there were five of these small shops, which included J.P. Troutman and Peter Rarick Co, who would go on to found the Owensboro Wagon Company in 1883 (**Figure 12**).[40] Examples of the small-scale vehicle shop can be found into the early-twentieth century and include the Basham Lindsey Co., F.G. Rarick, and Frey Brothers (**Figure 13).** These smaller shops

[33] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 106.
[34] Thomas A. Kinney, *The Carriage Trade: Making Horse-Drawn Vehicles in America* (Baltimore and London: The Johns Hopkins University Press, 2004), 22.
[35] Potter, *History of Owensboro and Daviess County, Kentucky*, 122.
[36] Ibid., 114-115.
[37] *First Biennial Report of the Labor Inspector of the State of Kentucky: Inspections of Factories, Machine and Work Shops from July 1902 to December 1903* (Louisville: George G. Fetter Printing Co., 1903), 95 and 97.
[38] Dew and Dew, Owensboro: The City on the Yellow Banks,"106.
[39] Ibid.,113.
[40] "Emerson and Williams' Owensboro Directory, 1882-83," Louisville: The Courier-Journal, 1882; Fred N. Sievers, "The Demise Of An Industry Deals Blow To A Way Of Life," *The Owensboro, KY Messenger*, March 18, 1951.

were rarely documented in the early-twentieth-century reports of the Kentucky Labor Inspector; however, the Hill Wagon Works was recorded with seven employees in 1903.[41]

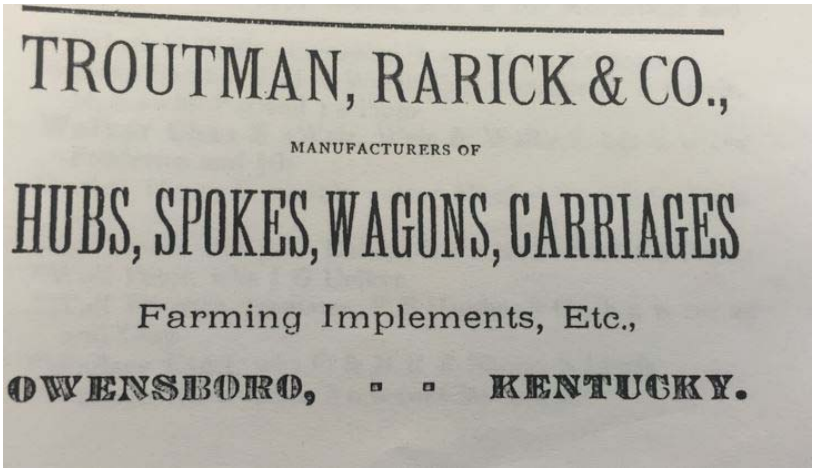

Figure 12. 1882 Advertisement for Troutman, Rarick, & Co

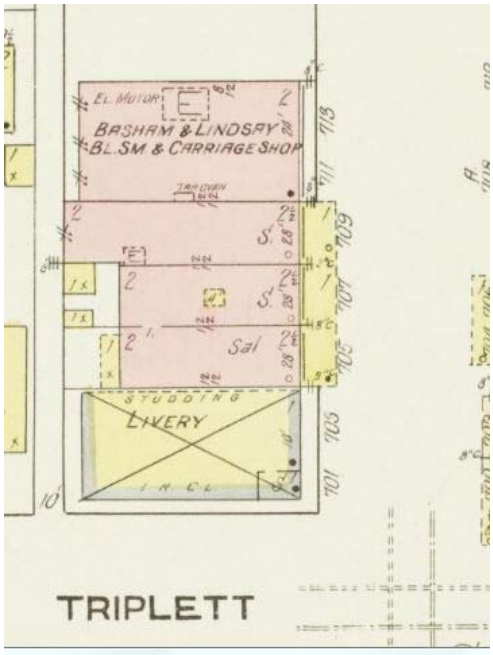

Figure 13. The Basham & Lindsey Carriage Shop circa 1910. A portion of this complex may be extant along East 4th Street.

Many of the smaller operations were staffed by skilled carpenters and blacksmiths. These workers hand-crafted vehicles, and later on assembled portions of the vehicle from manufactured parts, as suggested by the 1906 Yager Small Company advertisement in **Figure 14**.

Kinney confirms this observation when he states "Older ways of working existed alongside radically new production methods even as some crafts disappeared with astonishing speed."[42] He continues by noting that

[41] *First Biennial Report of the Labor Inspector of the State of Kentucky: Inspections of Factories, Machine and Work Shops from July 1902 to December 1903, 97.*

late-nineteenth- and early-twentieth-century small-shop vehicle makers thrived due to factory-made parts that helped make their methods of assembly more economical.[43] As he puts it, "Industrialization and the attendant components of the factory system and mechanization were less destinations than they were stations along the way, processes that continued to change even as they dominated American manufacturing and business. One of the many ironies of this transformation was the preservation of older ways of working."[44]

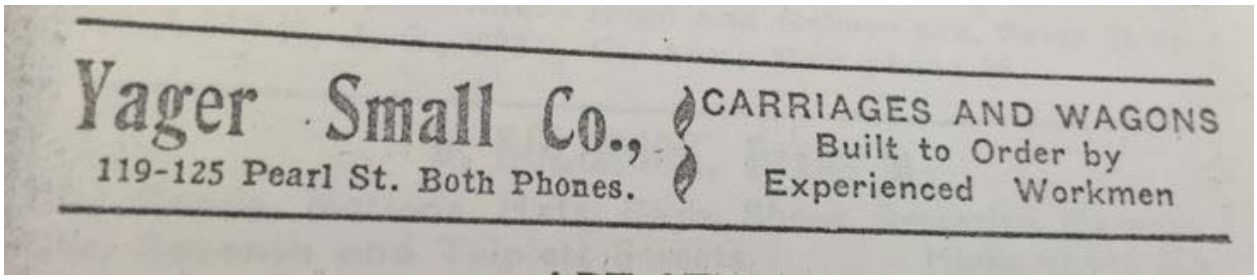

Figure 14. 1906 Advertisement for Yager Small Co.[45]

The larger-scale vehicle factories were the most successful and long-lived. The most important of these in output and workforce rationalization are the ones of which we know the most: The F.A. Ames Co. and the Owensboro Wagon Co. F.A. Ames Co. was a producer of carriages and buggies, and the Owensboro Wagon Company produced all three types of vehicles. Neither building complex is extant. The Owensboro Wagon Company, which was located on the Leitchfield Road near Main Street, was the oldest and most successful enterprise of this type (**Figure 15**). The company was founded in 1884 and "became one of the largest wagon manufacturers in the nation, with nearly eighty styles or sizes of wagons available by 1900. It had a peak capacity of 10,000 wagons per year," and an average of 100 wagons produced per day.[46] The large factory employed up to 250 workers and had the first electronic time-clock in the city of Owensboro.[47] The company closed in 1951, after several years of supplying wagons called "coolie carts" to the Chinese government.[48] The remains of the building complex were demolished in 1999.[49] The Ames Buggy Company produced carriages and buggies in Owensboro beginning in 1887. By 1905, the company "employed 250 workers with a peak output of 125 buggies daily, some of them destined for Germany, South Africa, the West Indies, and parts of Latin America. Ames Buggy manufactured forty specific types and styles of passenger vehicles…"[50] The 1903-1904 Kentucky Labor Inspector report documents skilled labor rationalization at the Ames Co. factory with five separate divisions documented which included buggy manufacturing, wood department, smith shop, paint shop, and trimming shop for a total of 189 employees.[51] Of these 189 employees were the women who worked in the trimming department of which, "only good looking young ladies are employed."[52] Ames

[42] Kinney, *The Carriage Trade*, 76.
[43] Ibid., 111.
[44] Ibid.
[45] "Owensboro, KY City Directory, 1905-06." Marion, IN: Inter-State Directory Co., 1906.
[46] Terry Blake and David Edds, Jr., *Owensboro. Postcard History Series*. (Charleston, SC: Arcadia Publishing, 2007), 26.
[47] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 106.
[48] Sievers, "The Demise Of An Industry Deals Blow To A Way Of Life," *The Owensboro, KY Messenger*, March 18, 1951.
[49] Keith Lawrence, "Owensboro Wagon Co. being razed," *The* [Owensboro] *Messenger-Inquirer*, April 20, 1999.
[50] Lee A. Dew, "Ames Buggy Company," in the *Kentucky Encyclopedia,* John E. Kleber, ed. (Lexington: The University Press of Kentucky, 1992), 20.
[51] *First Biennial Report of the Labor Inspector of the State of Kentucky: Inspections of Factories, Machine and Work Shops from July 1902 to December 1903*, 95.
[52] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 107.

Company started producing an Ames automobile in 1910, in partnership with the Carriage Woodstock Co., though ceased its production in 1920.[53] The company also made automobile bodies for Ford Motor Company at the Carriage Woodstock plant from 1915-1925. In 1922, Ames Company diversified and made furniture. Eventually, the company was sold to Whitehall Furniture. The Ames Company made their last wagon in 1926, at which time "over 30,000 buggies, carriages, and spring wagons were estimated to have been manufactured by the company."[54] The founder, Frederic Ames had committed suicide in December 1925 due to perceived business troubles.[55] The Ames Co. building complex burned in 1988 and was removed from the National Register of Historic Places in that year.[56]

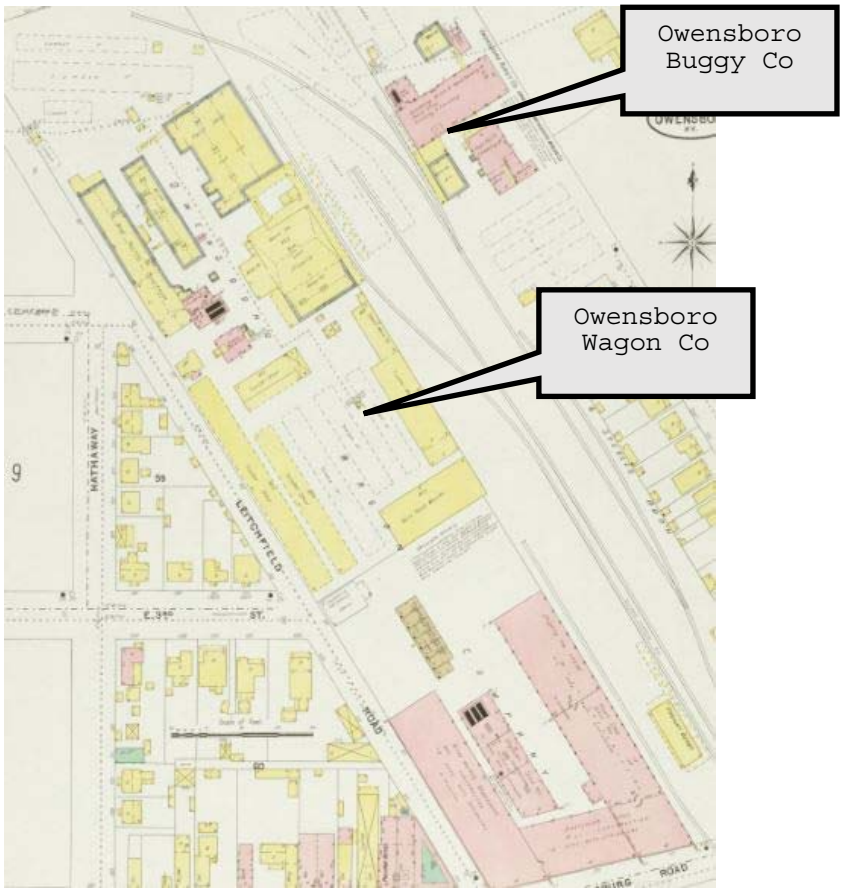

Figure 15. 1905 Sanborn Map showing the sprawling Owensboro Wagon and Buggy Factory Complex.

The medium-sized factory produced a number of horse-drawn vehicles that rank in between that of the smaller shop and the larger successful enterprises. It is likely that this type of factory aspired to increased production, but that hypothesis cannot be supported with the current research. What is known is that there were several of these types of producers in Owensboro by the early-twentieth century. Whereas the larger enterprises employed over 100 workers in their sprawling multiple-building factory complexes, the medium-sized factory engaged

[53] Louis Schafer, "Early Motor Cars of Kentucky," Unpublished essay in F.A. Ames Co.Vertical File, available at the Daviess County Public Library Main Branch.
[54] Blake and Edds, Jr., 24.
[55] No author, "Tragic Death Due to Trivial Worries," *The Owensboro-Inquirer*, December 24, 1925.
[56] "Ames Building," *Owensboro MRA*, Removed from the NRHP October 3, 1988. Letter from the Keeper on file at the Kentucky Heritage Council.

between 20 and 50 skilled workers, typically in a single-building factory that may have had associated smaller ancillary buildings. Examples of this sub-type include the Hoagland Buggy Co., the Hickman-Ebbert Wagon Co., and the Kentucky Buggy Co. On the lower end of the scale, the Hoagland Buggy Co. employed approximately 20 workers in 1904-1905 and had capacity to produce a total of 3,000 vehicles annually.[57] In the same year, the Kentucky Buggy Co. employed over 42 workers and had an annual capacity of 10,000 vehicles.[58] Finally, the Hickman-Ebbert Co. started in business in 1904 and also had a capacity of 10,000 vehicles in its factory plant on Wing Avenue. The Hickman-Ebbert factory complex was demolished circa 2010 (**Figure 17-Figure 18**).[59] The Hoagland Buggy Complex may be extant under modern additions, but it is not clear what remains without selective demolition or intensive survey (**Figure 16**).[60] Integrity of this site is questionable.

Figure 16. The Hoagland Buggy Co. building complex from the 1910 Sanborn Map is overlaid onto the current sprawling "Tapscott" complex, from a google maps aerial.[61]

[57] *The Second Biennial Report of the Labor Inspector of Kentucky Inspections of Factories, Machine and Work Shops from April, 1904 To December, 1905*, Louisville: George G. Fetter Company, 1905; No author, "Wholesale Carriage Building in the South," *The Carriage Monthly*, April 1904, 175.
[58] Ibid.
[59] Gary A. Adams, AICP, email correspondence, March 2015.
[60] Local history expert Gary A. Adams, AICP was consulted to determine whether any of this building remains intact. It is clear that portions of it are extant from comparison of the 1910 Sanborn Maps with the current PVA records and aerial photography. More intensive survey would need to be done to determine the integrity of this site.
[61] Special thanks to Gary A. Adams, AICP, Vive-Chair of the Owensboro Historic Preservation Board for this image.

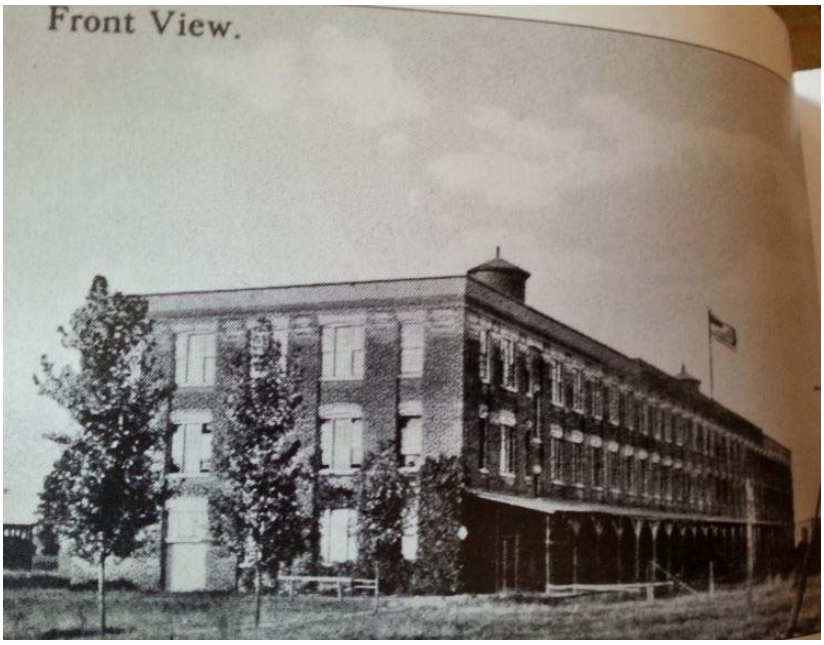

Figure 17. The Hickman-Ebbert Wagon Company building, demolished in 2010.[62]

Figure 18. The Hickman-Ebbert Factory in 1910.

[62] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 107.

Whether large or medium sized, the late-nineteenth- and early-twentieth-century vehicle factory's organizational arrangement was similar. Kinney demonstrates that, "some historians have erroneously equated carriage factories with Fordist mass-production, an understandable conclusion given the often impressive production figures of some late-nineteenth-century carriage factories…Yet assembly took place without an assembly line, whether static or moving, and finished vehicles seldom left the work rooms on precisely metered schedules. The nature of work even in a heavily mechanized and rationalized carriage factory retained some of the departmental interplay and irregular work-flow characteristics of the old craft shop."[63] According to Kinney, the most prevalent type of rationalization in the vehicle factory that greatly boosted production included purchase of ready-made parts, standardized product designs, improved materials handling, and increased efficiency in the division of skilled and semi-skilled labor.[64]

Vehicle production was historically divided into four divisions of labor: carpentry, metal work, painting, and trimming. While small shop work required generalists who could perform work throughout their division, the factory set-up required workers to specialize in a portion or several related portions of their division.[65] The interior spaces within vehicle factories followed this organizational scheme. Kinney observes "Interior space arrangement varied but a general pattern emerged…Blacksmithing frequently took place in the basement, often sharing space with the engine [steam, electricity, or some combination of both] and boiler, while woodworking occupied the ground floor or the floor above…Trimming and painting continued to occupy upper stories…"[66] Machinery varied according to division but almost always was characterized by "rows of free-standing machinery," which could include a planer, band saw, industrial-scale sewing machines, punch presses, and/or post drills. The least mechanized of all these divisions was the painting section. The factories themselves began to have a specific architectural form as well. According to Kinney, the buildings were typically constructed of masonry for fire protection with multiple stories for various vehicle divisions' work. Minimally-interrupted floor plans were prized for their adaptability to new machinery and revised production processes.[67] The central power source was typically situated in a basement or ancillary building.

Owensboro could well have become the "Detroit of the South," if its horse-drawn vehicle industry had made the transition to automobile manufacturing. The fact that it did not is instructive, or at least gives rise to hypotheses about industrial survival in the face of pressure from emerging technologies. The demise of Owensboro's vehicle industry could illustrate that adapting to new technologies, as the Ames Company tried, is a more difficult effort than it appears. Kinney concurs and gives a detailed account of how horse-drawn vehicle firms did not have the mechanical expertise to make it in the emerging automobile industry. He observes that, "Most wagon and carriage makers failed as auto manufacturers because they lacked the necessary metalworking expertise." He continues, "A good deal of metal went into a typical horse-drawn vehicle, but the object itself remained fundamentally wooden. Blacksmiths, woodworkers, painters, and trimmers produced horse-drawn vehicles; engineers and machinists built automobiles."[68] Horse-drawn vehicle makers did have expertise in fabricating wooden bodies and did this for some time, as the Ames Co. situation illustrates. This market too fell away as metal automobile bodies became preferred over "buggy-like" wooden bodies.[69] Local observers noted that horse-drawn vehicle manufacturers declined more quickly due to the Panic of 1908, which was precipitated

[63] Kinney, *The Carriage Trade*, 97.
[64] Ibid., 98.
[65] Ibid., 79.
[66] Ibid., 90.
[67] Ibid., 89.
[68] Ibid., 285-286.
[69] Ibid., 288.

by the national depression of 1907. Two banks failed in Owensboro, including the Owensboro Savings Bank and Trust Company, of which James H. Parrish was president.[70] As a result, several of Parrish's investments failed as well including the Owensboro Chautauqua and the Hoagland Buggy Co.

Whatever the case, according to city directory research, only two vehicle manufacturers remained active in Owensboro after 1912: The Ames Co. and the Owensboro Wagon Company. Both marketed extensively in rural areas. Robert S. Triplett, former president of the Ames Co, quipped in 1976 that, "It [the carriage industry] went out gradually because Kentucky, Tennessee, Southern Ohio and Indiana were famous for their fine farms and they wouldn't give them up."[71] Nationally, the story of decline was the same. U.S. Census Bureau statistics indicate that from a 1904 high of 4,982 horse-drawn vehicle firms, the industry declined to a mere 152 firms by 1925---a 96 percent decrease.[72] Conversely, the number of auto manufacturing firms increased from 121 in 1904 to 297 by 1925. The value of products and the number of employees were even more substantial. In 1904, the value of products was $26,645,064 and the number of workers were around 10,000. By 1925, these numbers reflected the ascendancy of the automobile and the maturity of the second industrial revolution. In that year, nearly 200,000 workers produced goods valued at over $3 billion dollars.[73]

The ascendancy of the automobile brought changes to Owensboro. As noted below, the local economy shifted to accommodate other industries, such as the electronic industry and the gas and oil industries. Whatever the case, it is clear that Owensboro's horse-drawn vehicle industry proliferated throughout the late-nineteenth and early-twentieth centuries, employed many people, brought significant revenues to the city, and largely came to an end by the beginning of the second decade of the twentieth century.

Manufacturing in Owensboro after 1910

Rather than transitioning to automobile manufacturing, Owensboro became identified nationally with another industry important in the second industrial revolution---the electronics industry, first with Ken-Rad then with General Electric (G.E.). In particular, Owensboro became known for production of radio tubes and light bulbs.

In 1899, the precursor to Ken-Rad Tube and Lamp Corporation, hereafter Ken-Rad, was established as the Kentucky Electrical Company (KEC). The KEC manufactured dynamos, motors, and incandescent lamps. KEC built a factory in 1902 on Lewis Street directly behind the KBC building.[74] The KEC was a "major producer of incandescent light bulbs, including the bulbs for the illumination of the Pan-American Exposition in Buffalo, New York in 1901.[75] In 1918, Pennsylvania native Roy Burlew purchased KEC for $55,000 and began building the operation into a successful enterprise that primarily manufactured radio tubes and light bulbs.[76] Burlew increased staffing from 18 to approximately 100 by 1920 and in 1927, the Ken-Rad plant employed around 1,000 workers.[77] According to Dew, "The vacuum tube business boomed with the popularity of radio, and Ken-Rad began expanding, not pausing even for the Great Depression of the 1930s…"[78] By the early 1940s, Ken-Rad had built branch factories in Bowling Green, Kentucky and Indiana, and had received lucrative

[70] Dew and Dew, *Owensboro: The City on the Yellow Banks,* 111-112.
[71] No author, "Last buggies best, Triplett remembers," *The [Owensboro] Messenger-Inquirer*, May 26, 1976.
[72] Kinney, 297.
[73] Ibid.
[74] Potter, 125-126.
[75] Lee A. Dew, "Ken-Rad Company," in the *Kentucky Encyclopedia,* John E. Kleber, ed. (Lexington: The University Press of Kentucky, 1992), 487.
[76] Potter., 126.
[77] Ibid.
[78] Lee A. Dew, "Ken-Rad Company," 487.

defense contracts during World War II for vacuum tubes. In 1945, Burlew sold Ken-Rad to General Electric (G.E.) Corporation of New York for $5.5 million.[79] The associated lamp plant was sold to Westinghouse Corporation for stock valued at $1.6 million.[80] At the time of the sale, 2,500 people were on its Owensboro payroll, receiving annual salaries of approximately $4 million. Twenty years later, General Electric announced that it had 4,500 employees in Owensboro (February 1965) who earned $23.5 million a year.[81] The expansion under G.E. included construction of new buildings and the rental and eventual purchase of existing industrial buildings, such as the Kentucky Buggy Company building (DAOB-47) across 9th Street from their main headquarters.[82] General Electric successfully operated the plant until its sale to MPD, Inc. in 1987.

Another commercial enterprise, strongly associated with the second industrial revolution that assisted Owensboro through the Great Depression and beyond is the oil and gas industry. Due to the growing importance of the automobile, there was a demand for inexpensive domestically-produced gasoline and oil. Oil was discovered in Daviess County in the early 1920s. According to Dew and Dew, "Oil men began converging on the county from as far away as Pennsylvania, resulting in the opening of a supply house in Whitesville in 1923 and another in 1925."[83] The resulting industry grew quickly so that there was a "boom in oil exploration in the 1920s leading to 35 oil companies in 1930 from only two in 1911; and from no oil refinery businesses in 1911 to four in 1930. New industries such as auto repair shops and garages, auto part dealers, and tire and tube dealers emerged during those two decades."[84] As a result, "Blacksmiths were reduced from 14 in 1911 to 8 in 1930; wagon manufacturers and repair establishments decreased from four to one."[85] Dew and Dew observe that, "The availability of oil beneath Daviess County's soil helped lessen the local impact of the economic crash of 1929. One business man remarked, 'No doubt the reason that Owensboro was listed fifth best trading area in the U.S. during the depression years of 1932 and 1933 was largely the oil industry.'" As noted previously, Owensboro entrepreneurs did not have success manufacturing automobiles, but the town did participate in the new auto-oriented economy through the oil and gas industries.

In addition to the specific industry mentioned above, other successful twentieth century Owensboro enterprises included the Field Packing Company, Inc., which was established in 1915; Owensboro Bread and Ice Cream Company (circa 1920); V.E. Anderson Manufacturing Company, makers of doors and windows beginning in 1930; and Owensboro Brick and Tile Company, founded in 1954.[86] Potter notes that, "In 1937 Owensboro had forty-one industries with 4,300 workers and annual payrolls of $3,500,000. In 1950, there were forty-eight manufacturing plants."[87]

Large national corporations entered Owensboro's thriving industrial scene by the mid-twentieth century, changing the complexion of local industry. These ranged from the nascent natural gas and oil industries, such as Texas Gas Transmission Company formally established in 1948 and Dewey and Almy Chemical Division in 1959. These industries joined General Electric and Westinghouse, who became prominent local manufacturers in the 1940s, in benefitting from the industrial climate fostered in twentieth century Owensboro. By 1964, "the

[79] Potter, 126.
[80] Ibid.
[81] Ibid.
[82] Blake and Edds, Jr., 34.
[83] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 142.
[84] Ibid., 117.
[85] Ibid.
[86] Potter, 128.
[87] Ibid.

Chamber of Commerce listed eighty-eight 'manufacturers and processors' in Owensboro and Daviess County."[88]

The end of the second revolution for industry in Owensboro was in 1960. Although there were a few new manufacturers lured to Owensboro between 1960 and 1970, "The great growth in employment in the city during this period came from non-manufacturing areas---government, education, medical services and health care, retail and wholesale trade, finance, and real estate---the service industries."[89] Manufacturing jobs experienced no growth but were stable during this time frame. The decline of the downtown area as a leading location for industry also occurred between 1960 and 1970, near the end of the culmination of the second industrial revolution. Dew and Dew note that in 1962, Texas Gas was the first major industry to move from its downtown headquarters to a new $3.5 million building on South Frederica Street, "beginning a precedent for major business to move away from the downtown business district."[90]

This story of industry in Owensboro reveals that local industries underwent constant change during the second industrial revolution. A flurry of new technologies, one based on the other's successes, altered the way Owensboroans and all Americans lived, worked, and played. Potter observes that, "Owensboro's industrial background has been cyclical with its low points normally coming as changes in the national wants and needs occurred, resulting in specific manufactured products becoming obsolete or temporarily outlawed [Prohibition]."[91] He continues by noting that, "Owensboro has learned from its experiences with horse-drawn vehicles manufacturing, pre-prohibition distilling, and changes in the methods of handling tobacco that available manufacturing buildings and people with experience and skills in industrial work can, and often do, attract new industries."[92]

The elements that helped Owensboro thrive and become a leading urban area during the second industrial revolution were as follows:

- A local work force skilled in manufacturing industry
- Local/regional entrepreneurs willing to invest in manufacturing in the town
- Location on the Ohio River with access to national markets
- Access to modern transportation networks, which early this period included the railroad and packet boats, and in the later period encompassed a combination of barge traffic, railroads, and the new interstate highway system
- Solidly-built manufacturing buildings available for reuse and available land for new construction
- Supplies of oil, coal, and other natural resources
- Abundant agricultural products from the surrounding farming community

Kentucky Buggy Company Property History

[88] Ibid.
[89] Dew and Dew, *Owensboro: The City on the Yellow Banks*, 189.
[90] Ibid., 186.
[91] Potter, 122.
[92] Ibid., 123.

In the context of impressive growth in the local horse-drawn vehicle industries, the Kentucky Buggy Company built their factory and warehouse in 1901. The property had formerly been owned by L.W. Marble of Owensboro Lumber Company's operations and housed the Owensboro Wheel Company in 1900 (**Figure 19**).[93] The Buggy Company was organized by local entrepreneurs James N. Grady, Z.T. Robinson, and W.S Hazel, to take advantage of the many opportunities to profit from this market for horse-drawn vehicles (**Figure 20**).[94] The company intended to produce buggies, carriages, and "all sorts of pleasure vehicles."[95]

According to a newspaper article in August 1901, all three men were well-known local business men. Z.T. Robinson, who purchased the land on which the building was constructed in August 1901, was a tobacco farmer and "capitalist" who speculated in Owensboro property. Hazel was a businessman from Knottsville in Daviess County. The most celebrated of all its founders was Mr. James N. Grady. Grady operated a successful planing mill at East 9th and Crittenden, directly adjacent to the KBC property. According to a November 1901 newspaper article, Grady was "a pioneer and an innovator, having introduced many new styles and virtually established the prices" at his planing mill.[96] The newspaper noted that Grady was "interested in a number of other enterprises all of which he makes go."[97]

The newspaper reported that the company was unique in that, "no debts will be contracted by the corporation. If at any time, more money is needed in the business it will be provided for by the investment of additional cash. Each of the three gentlemen has contributed an equal share to the business. The capital stock is $40,000."[98] The factory was to commence production of "buggies, carriages, and all sorts of pleasure vehicles" by November 1, 1901 and employ up to 50 skilled laborers.[99]

The KBC building was described in the August newspaper article as follows, "The factory will be located on the L. and N. Railroad, at the corner of McFarland [East 9th] and Lewis [JR Miller] streets. The lot was bought several days ago, and 400,000 brick were bought today from the Hefner brick yard. The delivery will begin tomorrow and the brick layers will commence next week, as soon as the excavation can be made. The building will be L-shaped, fronting 128 feet on Lewis street, and 100 feet on McFarland streets, both parts 55 feet wide. It will be four stories throughout, and will contain 35,000 square feet of floor space."[100] The L&N Railroad extended a spur off the main line to the shipping rooms of the building to the rear, as part of this plan. According to the same report, the machinery purchased was "all the latest inventions and will be much more extensive than the size of the building would warrant, but it is bought with the intention of doubling the size of the factory next year."[101] The newspaper noted in a moment of boosterism that, "In their determination to give Owensboro another large manufactory, they have done well for the city and have started on the sure road to additional wealth."[102]

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[93] Daviess County Clerk, Deed Book 45, 200.
[94] No author, "New Factory: The Kentucky Buggy Company Will Begin Work Next Week," *The Owensboro Daily Inquirer*, August 30, 1901.
[95] Ibid.
[96] No author, "A Busy Place: The Extensive Establishment of J.N. Grady," *The Owensboro Messenger*, November 3, 1901.
[97] No author, "New Factory…," *The Owensboro Daily Inquirer*, August 30, 1901.
[98] No author, "New Factory…," *The Owensboro Daily Inquirer*, August 30, 1901.
[99] Ibid.
[100] Ibid.
[101] Ibid.
[102] Ibid.

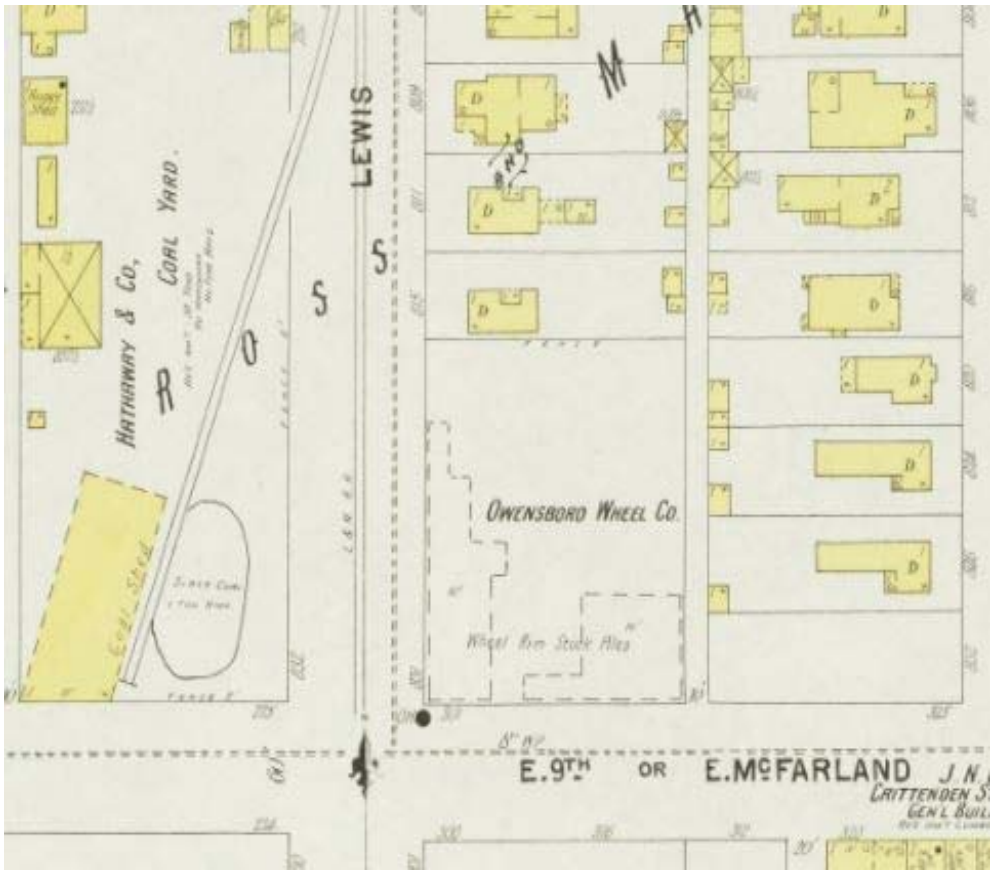

Figure 19. 1900 Sanborn Map of Owensboro, showing the Owensboro Lumber Co. property. At that point, the proprietors were using the site to manufacture wheels. Note the open frame buildings on the property.[103]

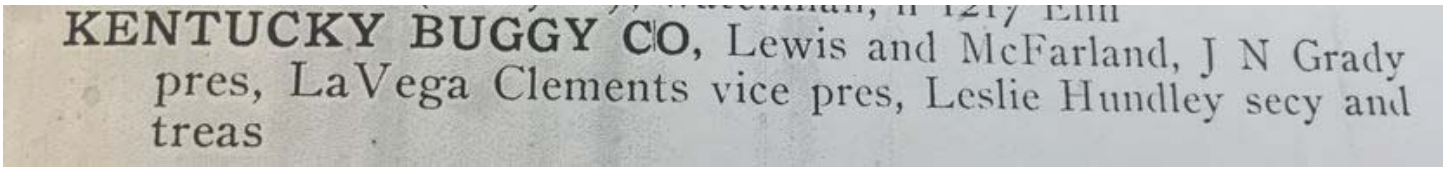
KENTUCKY BUGGY CO, Lewis and McFarland, J N Grady pres, LaVega Clements vice pres, Leslie Hundley secy and treas

Figure 20. 1904 Kentucky Buggy Company city directory listing.[104]

[103] *Sanborn-Perris Insurance Maps for Owensboro, Kentucky* (New York: Sanborn-Perris Map Co, Ltd, 1900), 19.
[104] "Owensboro, KY., City Directory, 1903-1904," Cleveland, OH: Teetzel Directory Co., Publishers, 1904.

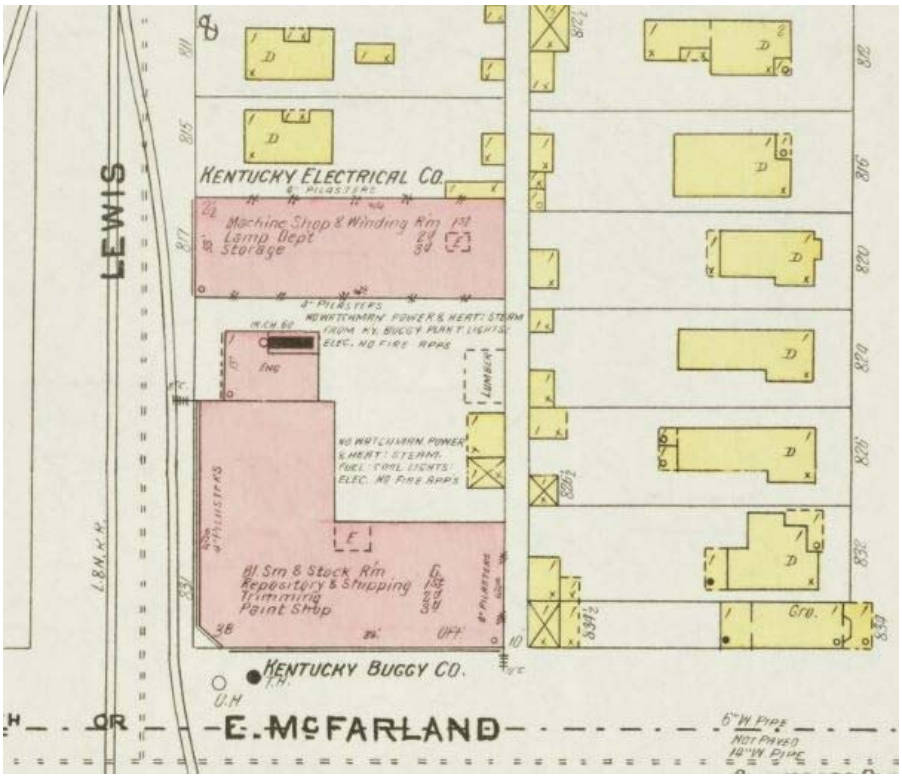

Figure 21. 1905 Sanborn map of Owensboro, showing the Kentucky Buggy Co. building.[105]

The KBC building had architectural features similar to other horse-drawn vehicle factories, such as brick masonry construction and location near the railroad line for ease in shipping. In addition, the factory was located directly across 9th Street from the Owensboro Planing Mill, owned by James Grady. It is likely that this situation made movement of planed boards to the KBC factory much easier. The interior arrangement of the factory appears to have followed industry standards, as referenced in the historic context section above (**Figure 22**).[106] As the 1910 Sanborn makes clear, blacksmithing took place in the basement, while the small business office was on the first floor. The painting division worked on the second and third floors, while the trimmers labored on the third floor. A varnish room was situated on the third floor. Presumably, the carpentry division worked on the first floor, and perhaps also in Mr. Grady's associated planing mill.

For a time, the new venture appeared to thrive. A November 1902 newspaper article noted that Grady had recently installed new machinery associated with the KBC factory at his planing mill directly across 9th Street.[107] The report said that the company faced a strong demand for carriage bodies. Approximately 500 carriage bodies had been manufactured in the facility over the past year and "they are taken as fast as they can be made."[108] Customers for the carriage bodies in 1902 included the Owensboro Buggy Co., the Hoagland Buggy Co., and the Kentucky Buggy Co., the latter being Grady's own enterprise. The 1905-06 Owensboro City Directory notes that the company produced "high grade vehicles" at the factory on Lewis and McFarland Streets.[109] This same directory documents LeVega Clements as vice-president and a share-holder of the KBC.

[105] Sanborn Map Co, *Insurance Maps of Owensboro, Kentucky* (New York: Sanborn Map Co, 1905), 23.
[106] Kinney, *The Carriage Trade*, 90.
[107] No author, "J.N. Grady Begins Manufacture of Buggy Bodies," *The Owensboro Daily Inquirer*, November 15, 1902.
[108] Ibid.
[109] Owensboro City Directory for 1905-06 (Marion, Indiana: Inter-State Directory Co), 305.

Clements was a prominent local attorney and his residence (DAOB-10) was listed in the National Register in 1986 (NRIS 86000663).[110] The KBC was also featured in the trade journal, *The Carriage Monthly*, in 1904, as one of 23 representatives of the wholesale carriage industry in the south.[111] This entry noted that the factory had capacity to produce 10,000 vehicles annually and that the current output was limited to carriages.[112]

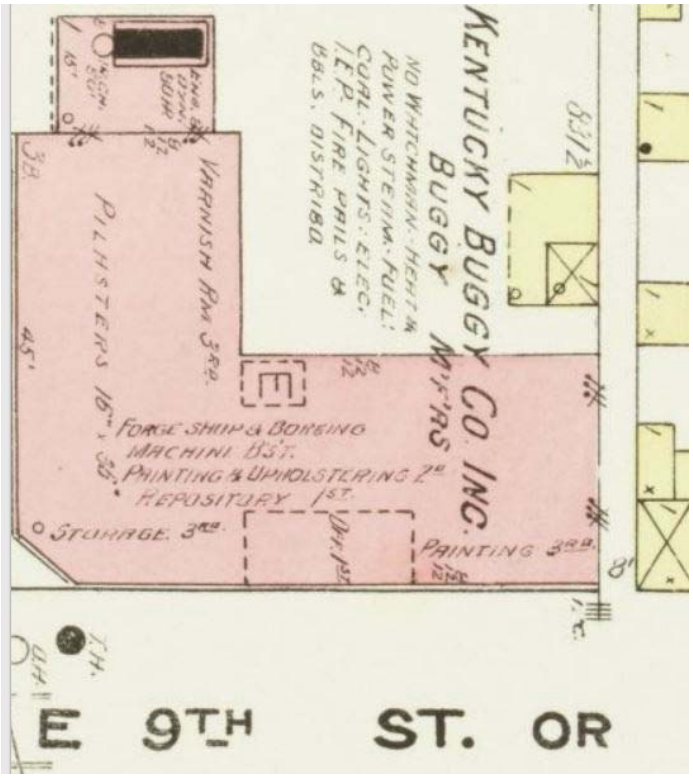

Figure 22. KBC Building in 1910 Sanborn Map notes the interior arrangement.

The KBC remained in business until 1910. In August 1910, J.N. Grady purchased the building and associated property from the corporation and assumed the $17,000 debt incurred.[113] Whether as the result a combination of indebtedness from the Panic of 1908, the growing popularity of the automobile, or competition from the large number of horse-drawn vehicle companies operating in Owensboro, the Kentucky Buggy Company operated for only nine years. The Grady family owned the property until 1943, after which a series of private owners rented the property to various businesses until purchase by General Electric Corp of New York in 1953. [114]

After the KBC's tenure, the building was used for a number of local commercial enterprises. Other than General Electric, the most sustained period of occupancy was by various grocer wholesalers, as can be seen in the table below. Although city directories describe the property as vacant throughout the 1940s, deed research indicates that Glenmore Distillery rented the building as warehouse space.[115] General Electric purchased the property,

[110] Glenda Thacker, "Historic Resources of Owensboro (MRA)," The Le Vega Clements House (DA-OB-10), *Nomination to the National Register of Historic Places*, Approved 1986.
[111] No author, "Wholesale Carriage Building in the South," *The Carriage Monthly*, April 1904, 175-176.
[112] Ibid., 175.
[113] Daviess County Clerk, Deed Book 88, 435; Daviess County Clerk, Mortgage Book 53, 53.
[114] Ibid., Deed Book 154, 480.
[115] Ibid., Deed Book 170, 375; Deed Book 174, 485.

after having rented it for at least three years prior. The building has remained part of the GE/MPD complex since that time, serving as office and laboratory space.

Table 2. Commercial Occupants of 301 E 9th Street from 1901 to Present[116]

Business	Tenure
Kentucky Buggy Co	1901-1910
Rogers-Siler Wholesale Grocers	1918-1925
Parsons and Scoville Wholesale Grocers	1926-1933
Ken-Rad Corp warehouse	1937
Whitney Transfer Co	1939-1943
Vacant	1943-1949
General Electric Co/MPD	1950-present

Evaluating the History of the Kentucky Buggy Company under the Historic Context: The Second Industrial Revolution in Owensboro, Kentucky, 1870-1960.

The Kentucky Buggy Company was constructed to serve a sector of Owensboro's important late-nineteenth- and early-twentieth-century industrial activity--- the horse-drawn vehicle industry. The KBC lasted during a nine-year span, after which the automobile industry begins to ascend while the buggy and carriage industries decline. As demonstrated in the historic context section, only two local manufacturers remained in the industry after 1912, and both were the largest, most financially successful in the local horse-drawn trade. The Ames Co. relied on diversification and accommodating the automobile industry which ultimately did not provide the financial success the company needed. The Owensboro Wagon Co. continued by marketing to countries whom had yet to adopt the automobile and to rural regions in the United States who maintained their reliance on wagons. Both of these factory complexes are no longer extant, as described in the historic context section above.

The KBC building is an excellent example of a medium-sized buggy and carriage manufacturer that thrived during early-twentieth-century Owensboro's peak as an important national horse-drawn vehicle manufacturing town, as discussed in the historic context section. The KBC building fits into the local property type, "Horse-Drawn Vehicle Factories in Owensboro, Daviess County, Kentucky." The building is constructed of brick masonry and is situated on the L&N railroad line for ease of shipping. The interior arrangement of the building follows national standards for horse-drawn vehicle manufacturing with floor space for each of the four vehicle manufacturing divisions: blacksmithing, carpentry, trimming, and painting. In addition, this building is one of very few remaining buildings associated directly with horse-drawn vehicle manufacturing in Owensboro. Other buildings are extant that tell the story of accessory industries in Owensboro, but as far as can be determined, only three such building complexes associated with small and medium horse-drawn vehicle industries are partially or fully extant. These are: the Hoagland Buggy Co., the Kentucky Buggy Co., and the Basham-Lindsey Carriage Shop. A portion of the Basham-Lindsey Carriage shop, which would be classified as a small shop, not a factory, is located at 709-711 East 4th Street. The Hoagland Buggy Co. property was utilized by several local manufacturers after it closed circa 1908 and was greatly transformed through addition of new buildings and potentially re-cladding of older buildings (**Figure 16**). As a result, the Kentucky Buggy Company building remains as the best representative of the local horse-drawn vehicle industry. Founded in the day of optimism on

[116] There are several years missing from the historic city directories on file at the Daviess County Public Library. The only ones available for the KBC building are noted in this table.

the eve of the automobile, the factory represents faith in the growth of the buggy and carriage industry in Owensboro, Kentucky.

This well-built edifice went on to provide shelter for several of Owensboro's industrial and commercial concerns, though outside of its Period of Significance. Those users included wholesale grocers, a transfer company, storage for a local distiller, and finally office and laboratory space for General Electric and MPD, Inc. The reuse of this building by myriad local, regional, and national industries over the course of the twentieth century demonstrates both the durable and adaptable nature of the original building, as well as the culture of industry prevalent in Owensboro until the 1970s. The building was always occupied, even if only for storage for other local industries, such as the Ken-Rad Company and Glenmore Distillery.

Integrity Evaluation

The Kentucky Buggy Company (KBC) building has retained sufficient integrity of location, setting, design, materials, workmanship, feeling, and association for listing in the National Register of Historic Places. The integrity is between the physical cues the building exhibits and the significance of the KBC building as an important example of the local Buggy and Wagon Industry in Owensboro.

The Kentucky Buggy Company retains **integrity of location**. The building remains in its original location at East 9th Street (McFarland Street) and JR Miller Boulevard (Lewis Street), just east of Owensboro's downtown core. The building is situated within a historically mixed-use industrial area, with residences situated nearby.

The property retains a high level of **integrity of setting.** Although many of the early-twentieth century residences directly adjacent to the property have been demolished, the industrial character of the area remains intact with MPD Inc. in situ across East 9th Street and several industrial properties south and east of the site.

The building has a medium-to-high level of **integrity of design** and **materials**. The exterior L-shaped design and highly-detailed Italianate-style brick masonry work is intact and successfully conveys the building's integrity of workmanship and materials. From perusal of the KHC survey files and old photographs of manufacturing facilities, the use of this architectural style appears to be prevalent in local factory buildings constructed in the first decade of the twentieth century in Owensboro. The historic windows are no longer intact, except for a few wood sash examples in the basement and on the third floor, most having been replaced probably in the late-1940s or early-1950s, when General Electric (G.E.) occupied the building. Several of the older window openings were bricked-in; some of the original wood sashes appear to be located underneath wallboard on the building's interior. In addition, there has been a small circa-1980 one-story addition on the rear. This addition is extremely small and only noticeable from the east and rear elevations. According to the developers, this two-room addition will be removed as part of their rehabilitation plans.

The interior **design** and **materials** have been the most altered by the conversion of the building into office functions by G.E., with new wallboard, ceilings, lighting, and flooring, as well as the change in circulation patterns through the erection of partition walls. In spite of these interior changes, several aspects of integrity of design, materials, and workmanship remain on the KBC building's interior. The main interior circulation network—stairs and elevators on the building's north wall—is intact from the early-twentieth century. Evidence of earlier materials and the associated workmanship can easily be seen under modern materials. The interior historic materials can be uncovered and preserved during the rehabilitation process. In sum, integrity of

design, materials, and workmanship remain in sufficient quantities to demonstrate a moderate-to-high level of integrity on the exterior and interior.

Finally, **integrity of feeling** and **association** remain with the property as a result of the combined high-to-moderate levels of integrity of location, setting, design, and workmanship. The painted signs on the KBC building's elevations, which document the Kentucky Buggy Company's presence on site, are part of this feeling and association that link the property to its industrial past. Due to high-to-medium levels of integrity of location, setting, design, materials, and workmanship, the KBC building retains its historic association with early-twentieth century industry in Owensboro, as described above.

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Sanborn Insurance Maps for Owensboro, Daviess County, Kentucky, 1885-1947. Courtesy of the Owensboro Historic Preservation Board Vice-Chair, Gary A. Adams, AICP.

The Second Biennial Report of the Labor Inspector of Kentucky Inspections of Factories, Machine and Work Shops from April, 1904 To December, 1905. Louisville: George G. Fetter Company, 1905

Sievers, Fred N. "The Demise Of An Industry Deals Blow To A Way Of Life." *The Owensboro, KY Messenger*, March 18, 1951.

U.S. Geological Survey. *Topographic Maps of the Owensboro East 7.5-Minute Quadrangle*. Washington, D.C.: United States Geological Survey, 1901, 1952, 1956, 1967, and 1982.

Previous documentation on file (NPS):

_x_ 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:

_x_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: **Kentucky Heritage Council**

Historic Resources Survey Number (if assigned): DAOB-47

10. Geographical Data

Acreage of Property .397 acres
(Do not include previously listed resource acreage.)

UTM References
Coordinates calculated via ArcGIS Explorer
Coordinates according to NAD 27: Zone 16; 490483.95 East; 4179852.62 North

Kentucky Buggy Co — Name of Property
Daviess Co, KY — County and State

Coordinates according to NAD 83:

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	490484.18 E	4180057.74 N	3			
2				4			

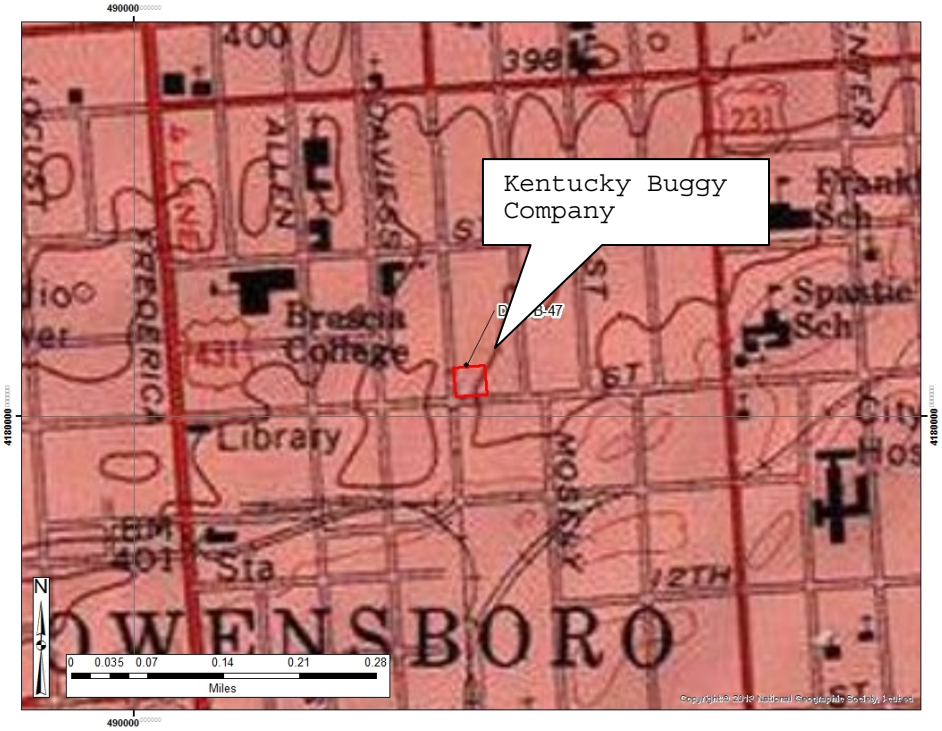

Figure 23. USGS Topographic Map, Owensboro East (1982), showing the Kentucky Buddy C0, 2014. Drawn using ARCGIS.

Verbal Boundary Description

The .397 acres tract proposed for listing is officially recorded as PVA ID / 301 E 9TH ST: 001-04-12-013-00-000 in the Daviess County Property Valuation Administrator's Office. The PVA map is included below as **Figure 24.** The entire tract and circa 1901 building encompasses most of the land historically associated with the property during its period of significance. The nominated property's location on a USGS topographic map is graphically displayed in **Figure 23.**

Boundary Justification

The boundaries encompass the current property line and most of the land historically associated with the site during its period of significance. The area proposed for listing has the highest integrity of setting, making it a good site for displaying the values that the site presents.

Figure 24. Portion of a current Daviess Co. PVA Map showing the KY Buggy Co. building site. The site is keyed as the number 3.

11. Form Prepared By

name/title Rachel M. Kennedy with Emily Skinner

organization Corn Island Archaeology date December 9, 2014

street & number 10320 Watterson Trail telephone 502-614-8828

city or town Jeffersontown state KY zip code 40299

e-mail rkennedy@ciarch.com

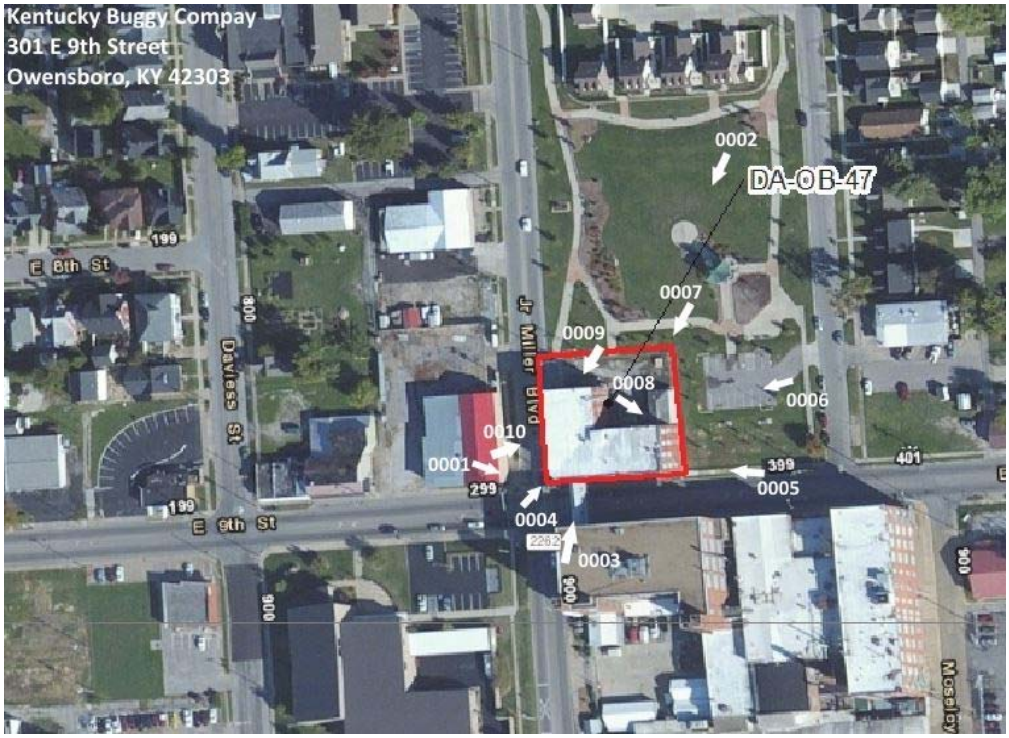

Figure 25. Kentucky Buggy Co. Site Map, keyed to photo log below.

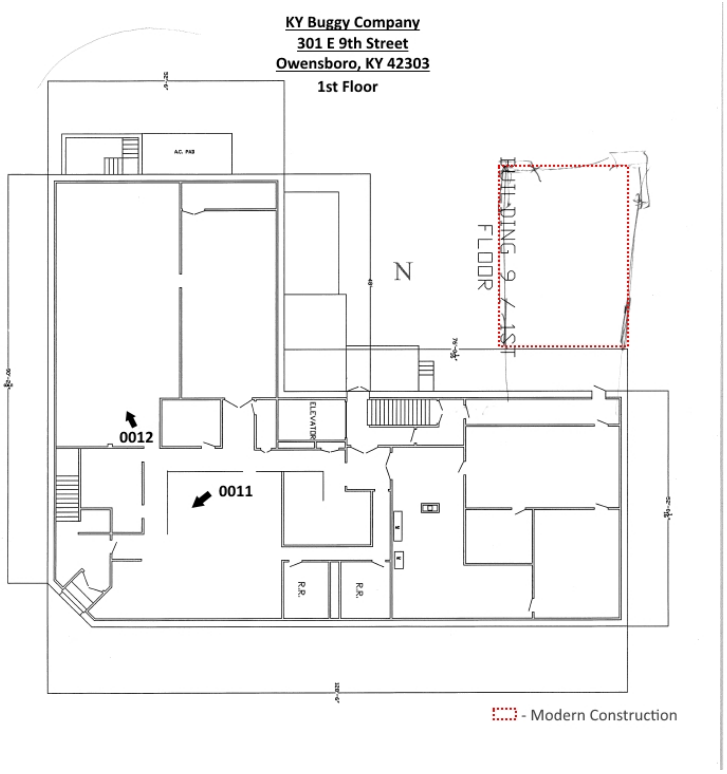

Figure 26. KY Buggy Co, First floor plan, keyed to photo log below.

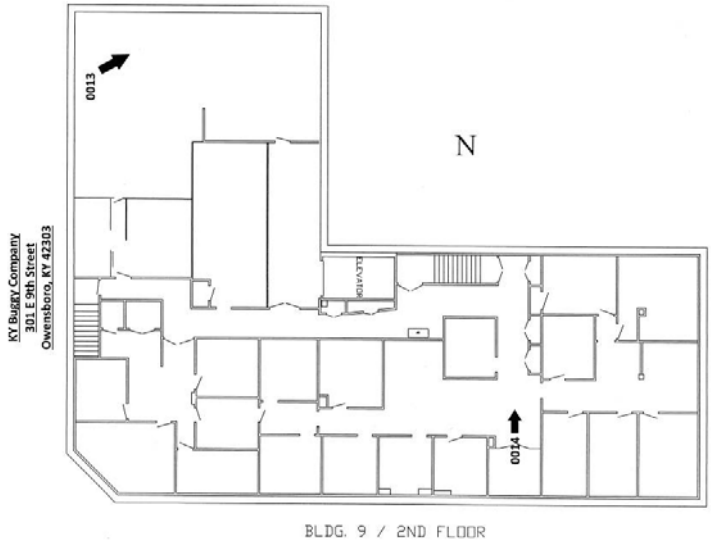

Figure 27. KY Buggy Co, Second floor plan, keyed to photo log below.

Figure 28. KY Buggy Co, Third floor plan, keyed to photo log below.

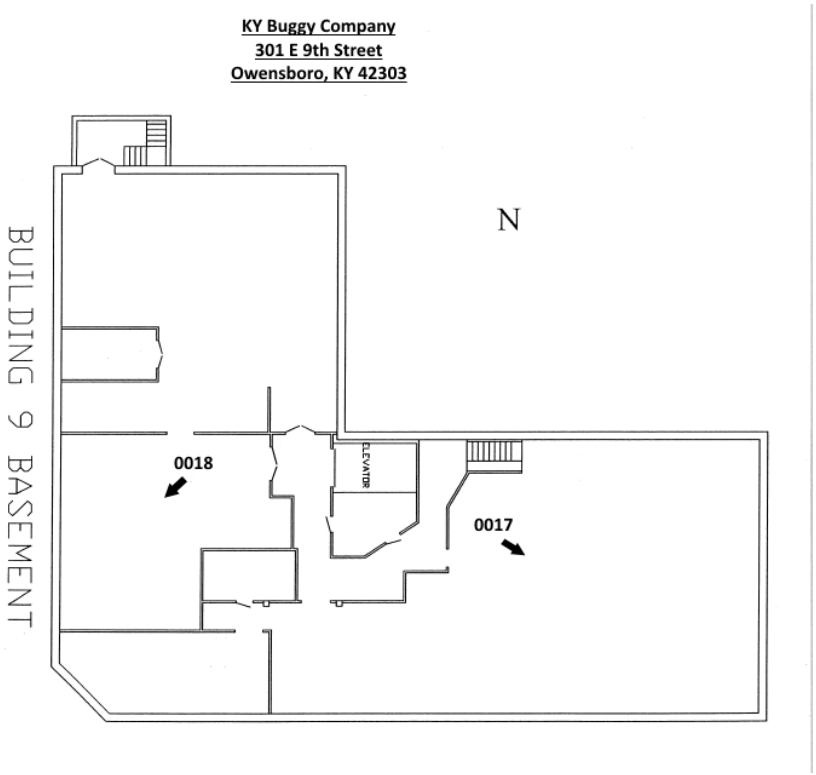

Figure 29. KY Buggy Co, Basement floor plan, keyed to photo log below.

Photographs:

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0001
Camera facing east

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0002
Camera facing south

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0003
Camera facing northeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0004
Camera facing northeast

Name of Property:	KY Buggy Company
City or Vicinity:	Owensboro
County:	Daviess
State:	Kentucky
Photographer:	Emily Skinner
Date of Photographs:	November 2014
Location of Original Digital Files:	KHC/SHPO
Number of Photographs:	18

KY_DaviessCounty_KentuckyBuggyCompany_0005
Camera facing northwest

Name of Property:	KY Buggy Company
City or Vicinity:	Owensboro
County:	Daviess
State:	Kentucky
Photographer:	Emily Skinner
Date of Photographs:	November 2014
Location of Original Digital Files:	KHC/SHPO
Number of Photographs:	18

KY_DaviessCounty_KentuckyBuggyCompany_0006
Camera facing west

Name of Property:	KY Buggy Company
City or Vicinity:	Owensboro
County:	Daviess
State:	Kentucky
Photographer:	Emily Skinner
Date of Photographs:	November 2014
Location of Original Digital Files:	KHC/SHPO
Number of Photographs:	18

KY_DaviessCounty_KentuckyBuggyCompany_0007
Camera facing southwest

Name of Property:	KY Buggy Company
City or Vicinity:	Owensboro
County:	Daviess
State:	Kentucky

Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0008
Camera facing southeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0009
Camera facing southwest

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0010
Camera facing northeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0011
Camera facing southwest

Name of Property: KY Buggy Company

City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0012
Camera facing northwest

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0013
Camera facing northeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0014
Camera facing north

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KentuckyBuggyCompany_0015

Camera facing northeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KYBuggyCompany_0016
Camera facing north

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KYBuggyCompany_0017
Camera facing southeast

Name of Property: KY Buggy Company
City or Vicinity: Owensboro
County: Daviess
State: Kentucky
Photographer: Emily Skinner
Date of Photographs: November 2014
Location of Original Digital Files: KHC/SHPO
Number of Photographs: 18

KY_DaviessCounty_KYBuggyCompany_0018
Camera facing southwest

Property Owner:

name MPD, Inc/Gary J. Braswell, Chairman, President and CEO

street & number 316 E. 9th Street telephone 270-685-6427

city or town Owensboro state KY zip code