

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

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

1. Name of PropertyHistoric name: J.J. Reilly Manufacturing BuildingOther names/site number: JFL-500Name of related multiple property listing: NA

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

2. LocationStreet & number: 1234 Rowan StreetCity or town: Louisville State: KY County: JeffersonNot For Publication: ☐ Vicinity: ☐**3. State/Federal Agency Certification**

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

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.In my opinion, the property 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:_____
Date_____
State or Federal agency/bureau or Tribal GovernmentIn 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

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☒

District

☐

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

1

Noncontributing

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Industry/Processing/Extraction/Manufacturing facility

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19th AND EARLY 20th CENTURY

AMERICAN MOVEMENT/Commercial Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Poured concrete, Brick, Concrete block, asphalt shingle/Standing metal seam

Narrative Description

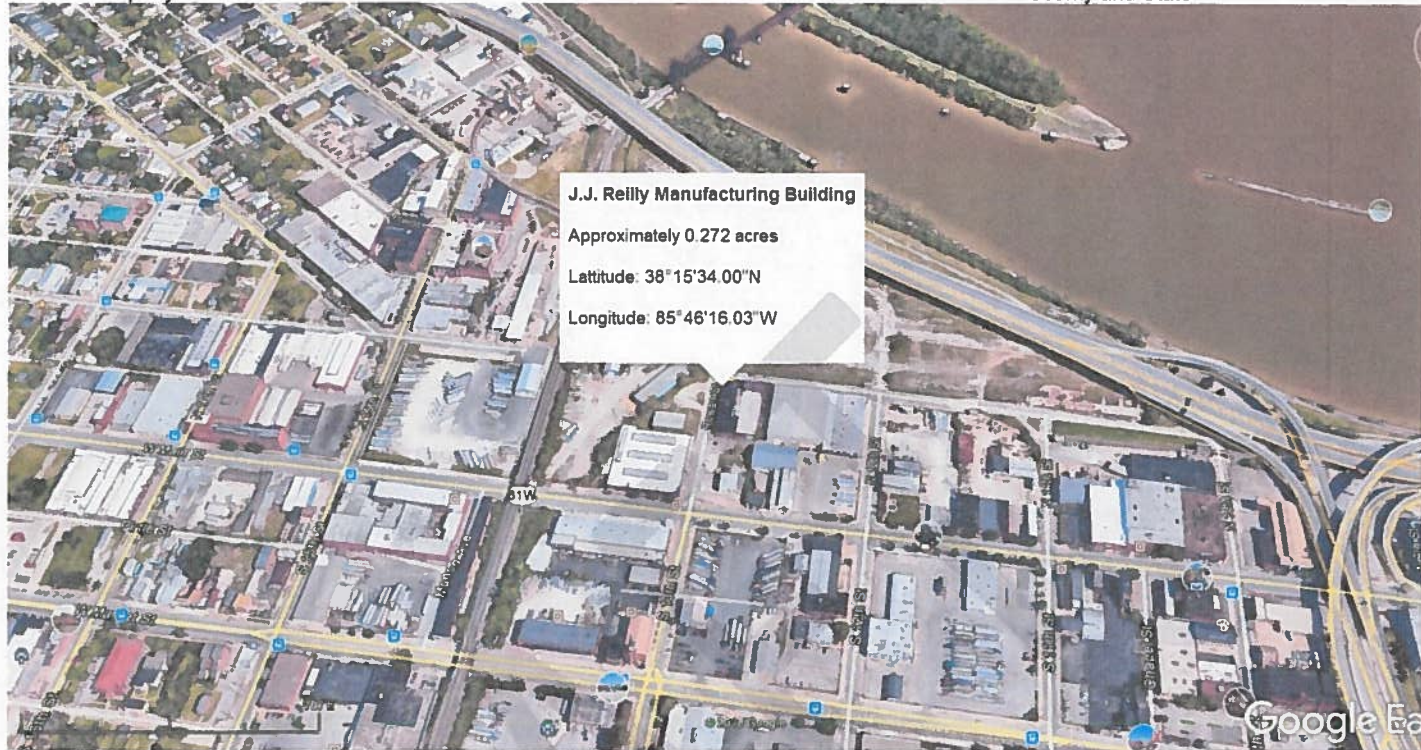
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of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

Summary Paragraph

J.J. Reilly Manufacturing Building (JFL-500) is the westernmost building in a small industrial complex. It dates back to 1870 and is a 2-story industrial building located at 1234 Rowan St. on the southeast corner of the intersection of North 13th and Rowan Streets. The property is being interpreted for its identity as a metal manufacturing facility. The property proposed for listing is located just west of Louisville's central downtown district and includes approximately 0.272 acres.

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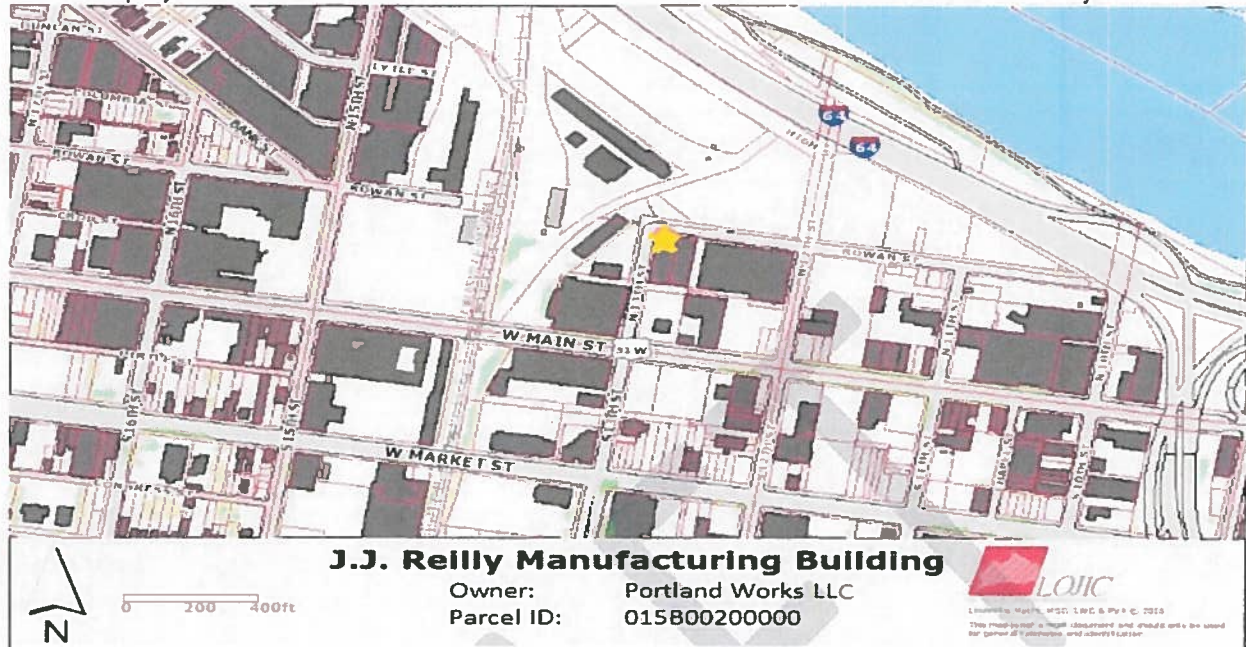
Narrative Description

The Character of the Lot and Surroundings

The J.J. Reilly Manufacturing Building is located at the southeast corner of North 13th and Rowan Streets. The surrounding area is comprised of industrial buildings, commercial buildings, and open unused gravel and grass parcels. It is bounded on the west by North 13th Street, on the south by a parking lot, on the east by another industrial building and a commercial trucking warehouse, and on the north by Rowan Street which runs alongside a flood wall. The Ohio River passes within 1000 feet of the J.J. Reilly Manufacturing Building to the northeast.

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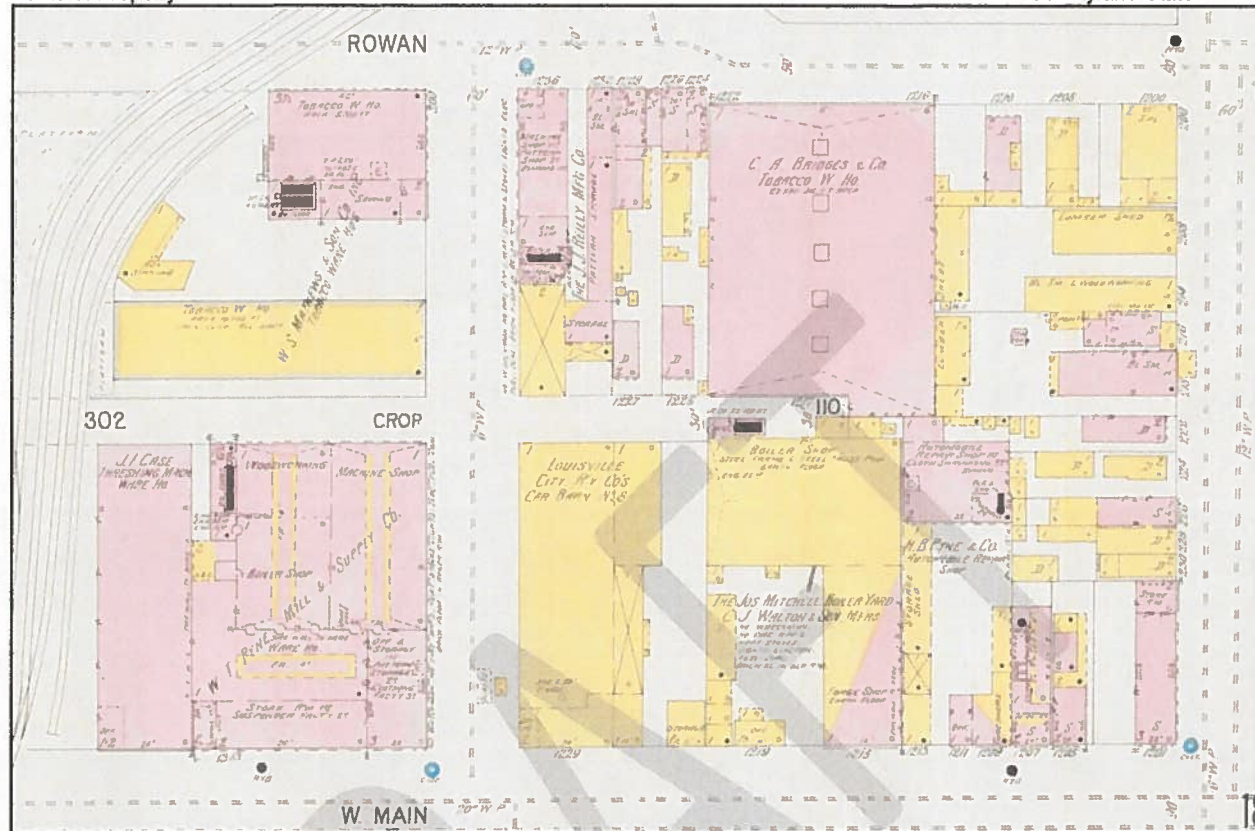


After the creation of the Louisville and Portland Canal in 1830 and the growth of downtown Louisville, the area to the west of the city center, especially the northern area nearest the river, began to shift from residential to an industrial and commercial area and has remained that way ever since. The railroad lines that lie just to the west of J.J. Reilly Manufacturing Building further added to the industrialized nature of this area and especially drew in metal manufacturing enterprises due to the substance of the exported product. West Main St., which makes up the southern boundary of the city block on which J.J. Reilly Manufacturing Building is located, is a major thoroughfare.

J.J. Reilly Manufacturing Building borders the sidewalks on both the north and west ends. The makeshift parking lot in the rear also joins an alleyway that never completely bisected the block. There is another industrial building adjoining the J.J. Reilly Manufacturing Building to the east that has operated as a mixed-use, industrial/residential/commercial building throughout the years. The lots to the west and north are made up of makeshift storage areas and vacant lots that are seldom used for parking. Interstate 64, a major interstate in the eastern US, runs along the river just north of J.J. Reilly Manufacturing Building.

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Exterior Description

1234 Rowan Street, the J.J. Reilly Manufacturing Building, is located at the southeast corner of the intersection of Rowan and North 13th Streets. The façade is oriented to the north. According to the Jefferson County Property Valuation Administrator (PVA), the building was built in 1870. It is a two-story four-bay (d/w/w/w) building with a brick exterior. The brick is laid in seven-course common bond. The four bays of the first floor are divided by five cast iron storefront columns. The left bay has a recessed entry with wood reveals, pilasters, and pediment. The single-leaf entry has a paneled door and transom. The remaining three bays of the first-floor façade have metal casement windows.

The centers of the metal casements are hopper windows. The four bays of the façade's upper floor have replacement fixed picture windows. A brick dentil molding cornice is found on the façade and west elevations of the building. The west elevation of the building has a single-leaf pedestrian entry near the front of the building and a loading dock near the rear of the building. A window with a three-light fixed steel sash is located to the left of the pedestrian entry. Between the pedestrian entry and loading dock are windows with steel casements. The centers of the steel casements are hopper windows. The loading dock has been enclosed with plywood. The upper floor windows of the west elevation have replacement fixed picture windows similar to that of the facade. Several of the window openings have been altered in the past to accommodate replacement sashes. The building has a shallow hip-roof with a tar coating. In the approximate center of the

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roof is a gable-roof vent.¹ On the east side of the second floor several windows, which look out over the roof of 1232 Rowan Street. These windows are not the original windows, but rather new openings with aluminum windows, likely from the 1950s. The original window openings are still visible, where the segmented arches are still present, with poorly repaired openings beneath.

To the east, at 1232 Rowan Street, is a single-story façade divided into three bays (d/w/w) with the door being an elevated non-historic overhead garage door. A parapet extends midway up the second story, but on the interior there is only a single story. The windows match the other steel windows on the first floor and are four panes wide and four high, with the middle two rows operating as a hopper.

Thirteenth Street and Rear Facades

Large additions are located to the rear of the complex, constructed between 1892 and 1945. These additions include a large shed-roof section with a brick exterior (this appears to be indicated on the 1928, updated to 1950, Sanborn map); a two-story gable-roof section clad in metal; and a flat-roof section with a brick exterior. Along 13th Street there is a single story façade extending to the alley. A small portion with a brick foundation is followed by a long poured concrete foundation with a brick façade. The façade appears to be divided into four bays by downspouts and each bay contains two steel windows. There is not a regular rhythm to the façade along 13th Street. The first bay has slightly lower windows than the other bays. The third bay has an elevated overhead door between two windows. A square gutter runs along the entire length of the lower façade.

At the back of the building the exposed poured concrete foundation continues and runs the width of the parcel. A central elevated garage door is located in the center of the façade and double sets of steel windows are located on either side of the door. The roof line is visible and slopes toward the street, dropping approximately two feet over the width of the building.

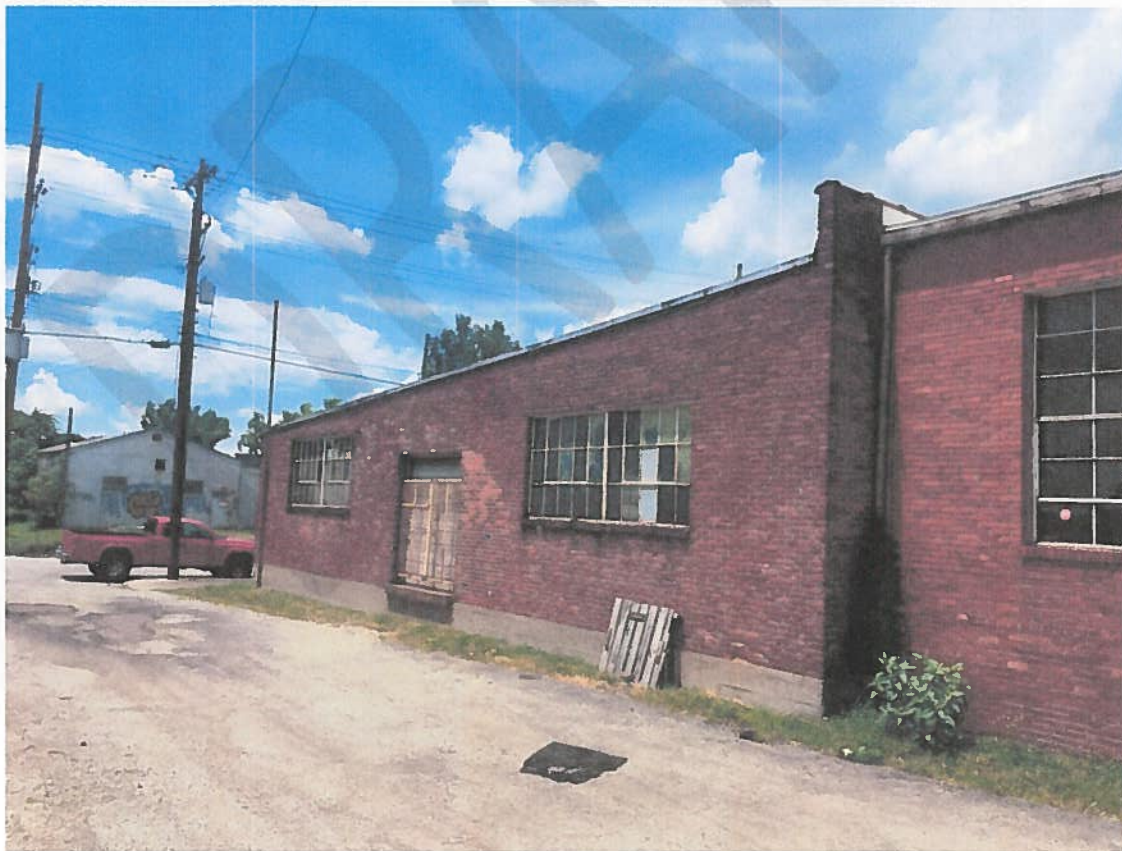
¹ Craig Potts and Trent Spurlock, *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky* (Lexington, KY: Cultural Resource Analysts, Inc 2006),

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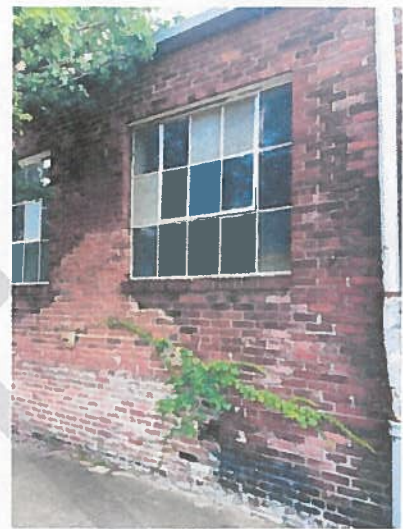
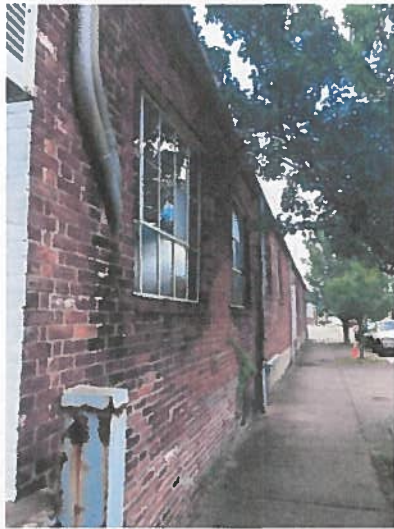
Front portion of the building at the corner of Rowan Street and 13th Street.



The rear façade, as seen from the alley behind the buildings, facing west toward 13th Street.

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Three photographs of the 13th Street façade showing the length of it with the sidewalk, the overhead door in the center, and a steel window, typical of the others.

Interior Description

The first floor interior of the building has changed a little throughout the years both visually and functionally. The original, two-story portion of the building makes up the northern half of the building while the single-story additions that were added later make up the southern half. The first floor of the building is divided into several workspaces of varying sizes. Upon entering the building from the main, northern entrance, there is a large warehouse/workspace to the east running the length of the original building. There is a small office located in the northwest corner of the first floor along with a small lobby and a staircase leading to the second level. Just south of the small, front office there is a moderately sized workspace, a communal restroom, and a locker room, complete with safety showers for when the space was being actively used for metal manufacturing. South of the locker room there is one additional small workspace and a storage room. Beyond the original, two-story building there are two large warehouse/workspaces that were added to the building most recently. These large industrial spaces were added to accommodate the growing businesses that occupied this building and are complete with overhead doors to facilitate shipping needs. The materials used in these spaces are consistent with the uses as manufacturing areas and are largely utilitarian featuring poured concrete floors, brick walls, and metal beams for support throughout.

The second floor of the J.J. Reilly Manufacturing Building has a different appearance and history within the site. While the second level was originally used for varying manufacturing needs, such as pattern making as seen in the 1905 Sanborn Fire Insurance Map, its purpose has since changed. There has historically been an office space on the northwest corner of the first floor, and this continues to remain, however, when business expanded, and additional office space was required, the operations moved upstairs. In recent years, this office space has been partially renovated but neglect has resulted in deterioration and it remains in poor condition today. The floors are carpeted, the walls are mostly drywall with some wood paneling, and it has a drop ceiling with acoustic-tile. Most of the damage present is cosmetic and does not appear to be severe. Upon ascending the

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staircase to the second level, there is a workspace dominating the north end of the building, complete with a storage room and restroom. Directly in front of the lobby at the top of the stairs is another workspace on the western end of the building. To the south of this area, there are an additional 4 separated workspaces, two restrooms, and storage space. The walls that divide the rooms have most likely been added in recent decades to accommodate the need for more office spaces.



View from the of adjacent roof, facing north



View from the adjacent roof, facing south

Site Development Between 1884 and 1928

The site of the J.J. Reilly Manufacturing Building underwent a number of changes to accommodate the changing use of the building. Prior to J.J. Reilly, the two-story building in the northwest corner of the site was completely present. The east side of the site was mostly under a roof with masonry walls by this point as well. The 1892 Sanborn map indicates that the long narrow building was at the time vacant but was to be used by the Pease Sash & Door Company as a turning shop. At the southwest corner of the site, a lumber warehouse had been constructed.

By 1892 a single-story fuel room was added to the rear of the primary building in the center of the site. A lumber house was constructed at the southwest corner of the lot, though it was a frame building and was later replaced.

By 1915 a tin shop had been constructed between the lumber house and the fuel room. Additionally, it appears that a portion of the gap between the two 1884 buildings had been covered, but this was not fully completed at that time.

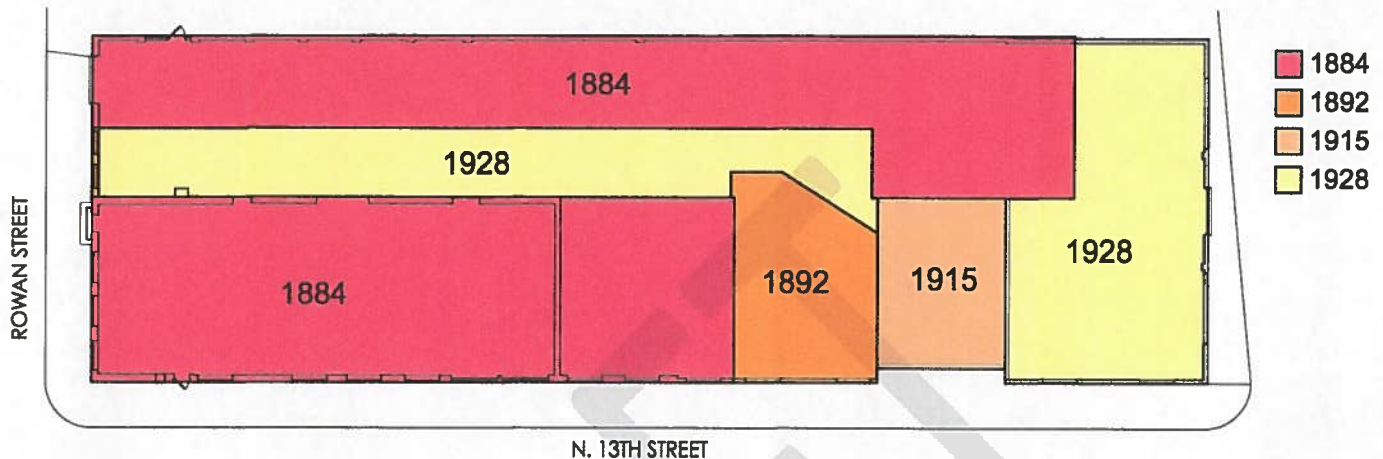
By 1928 the rest of the site was covered in masonry buildings with concrete floors poured everywhere. There are insufficient sources to determine the exact date of each part of the building, but the entire site was under roof with masonry walls by 1928.

It is likely that at some point after 1928, likely during the John H. Isert Company's tenure on the site and later the Queen Products Company, that the exterior walls were further altered, and the

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site took on its current appearance. A Sanborn map, originally from 1941 and later updated shows the entire site as a single masonry building, though internal indicated walls align with the historic exterior walls of the original buildings on the north and east side of the site.



Site development map showing the years of each masonry addition to the building

Building Development

Alteration of the north façade

The north façade was altered at some point prior to 1944, when the original storefront was removed, and the openings filled with brick and industrial steel windows. It is likely this was done at the same time the rest of the building openings were altered, as the steel windows match. A photograph from 1944 reveals that the existing front door was constructed sometime after 1944, likely after Queen Products Company purchased the building.



Photograph from 1944 showing U.S. Army personnel gathered at the front door along Rowan Street

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The existing second-floor windows are not original and were likely replaced several years ago as well as several decades ago when the first-floor windows were removed. The existing second-floor windows appear to exist in the same locations as the original windows, matching a window per bay on the first floor. The windows have even spacing and do not interfere with the brick dentils above. The segmented arches have been removed as well as the original sills.

A signboard was installed between the first and second floors, which has since been removed, leaving the tops of the iron columns, the brick supporting arches, and the iron trusses exposed. The original cornice and sign band were likely a simple blank panel with a small ogee at the top, similar to the neighboring buildings, which have matching iron column storefronts.

A photograph of the rail yards across the street, shot from a warehouse roof some

Existing front door with pilasters and pediment

distance away, shows "QUEEN PRODUCTS COMPANY, INC." across the front façade and appears to show the existing windows already in place as well as the steel side windows. Additionally, the existing front door appears to have already been constructed, suggesting that the windows were likely done all prior to 1944 and that the most significant change was the addition of the front door in the 1950s.



1950s photograph of the building across the rail yards, shows the existing windows in place by the 1950s as well as the current front door.

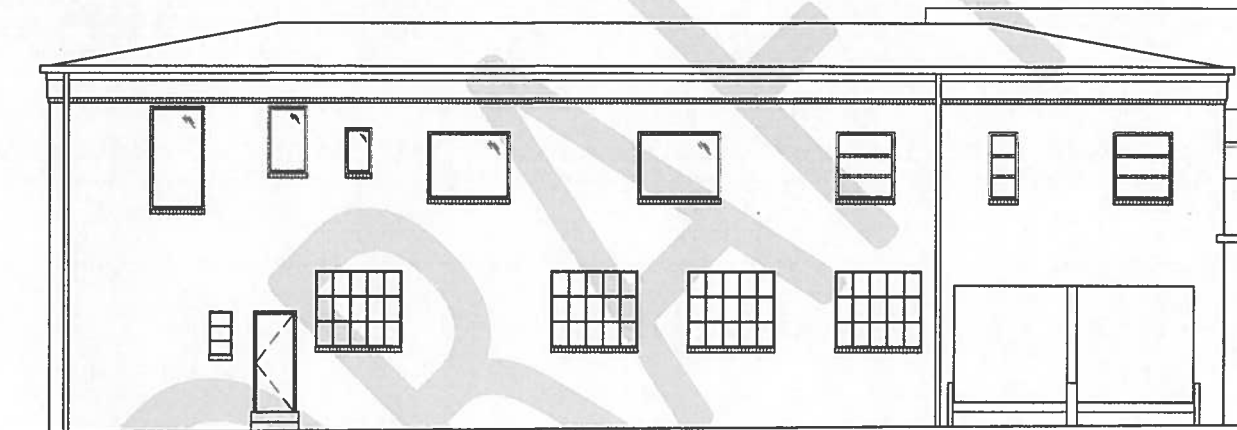
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Alteration of the west facade

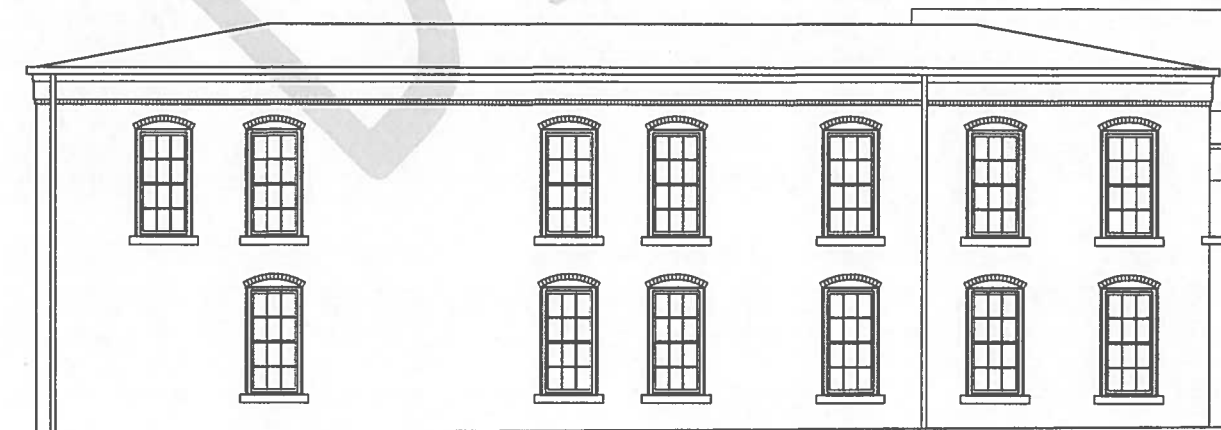
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The west façade was altered to accommodate the new uses of the building during the John H. Isert years as well as the Queen Products Company years. The changes consisted mostly of altering the window layout. The original window openings were filled in and new much larger window openings were cut in. The larger window openings were filled primarily with steel windows matching the first-floor windows on the front façade. The rear windows on the second floor were replaced with new single pane windows and it is likely that this is when the two loading docks were added, which can be seen in the 1950s photograph.

The original openings are mostly still visible because the original segmented arches were never removed in some areas and are still visible above window openings. The height of the original windows is also still apparent as the new brick used to raise the sill level does not match the surrounding brick. This is the same pattern on the front façade of the building, though the window arches were removed to install much larger windows.



Existing west façade with steel windows on the first floor and single pane windows on the second floor. This configuration was likely established in the 1940s, but at least by the 1950s.

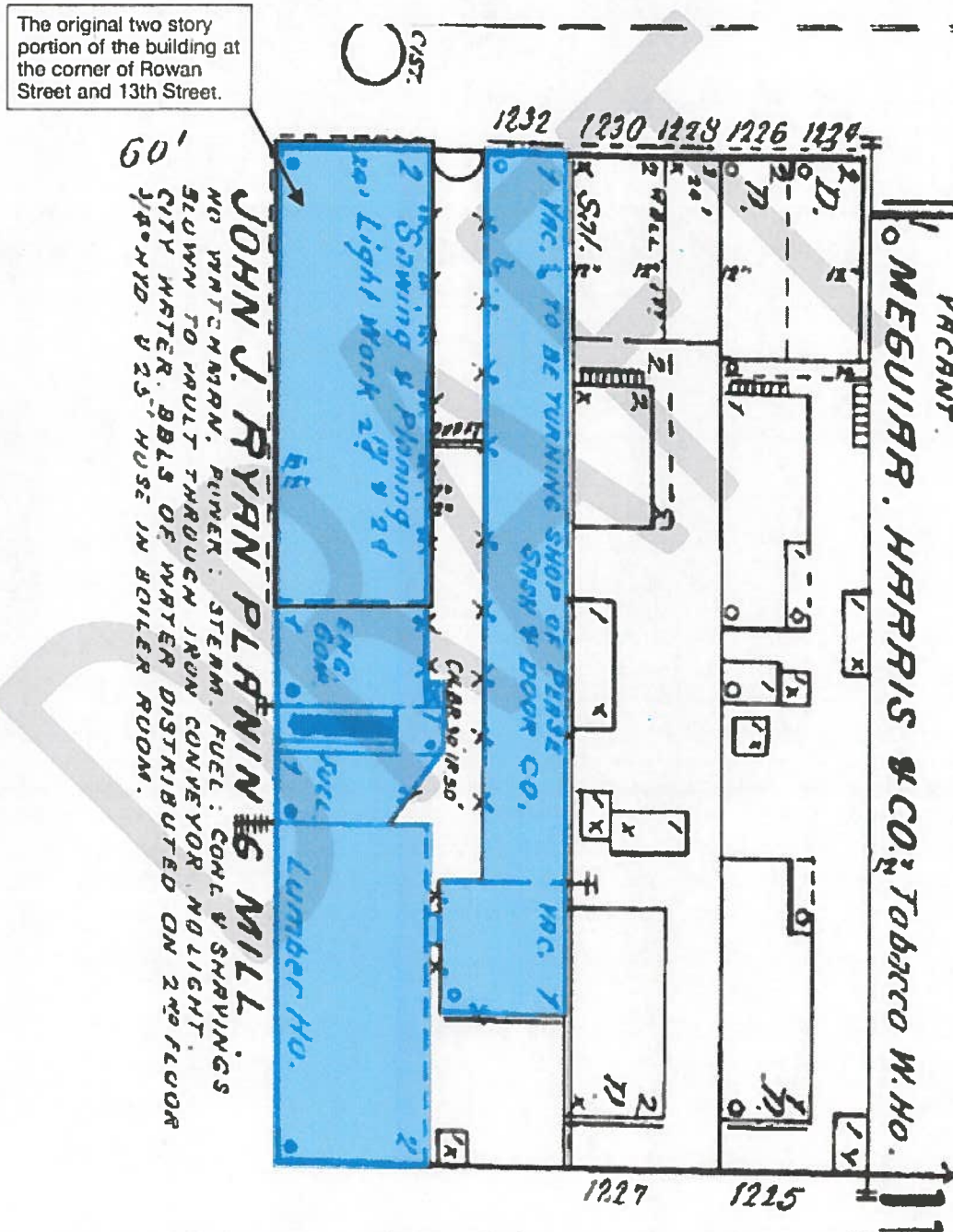


Previous configuration of the west façade based on figuration of replaced brick, existing brick lintels, and a typical window configuration.

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The rear portion of the west façade has undergone more extensive change, but it maintains its constant presence along 13th Street from the corner of Rowan Street on the north end to the alley on the south end. This portion of the façade was likely redone with a new brick veneer during the 1940s when steel windows were added. The original brick lintels are no longer visible above the existing windows.



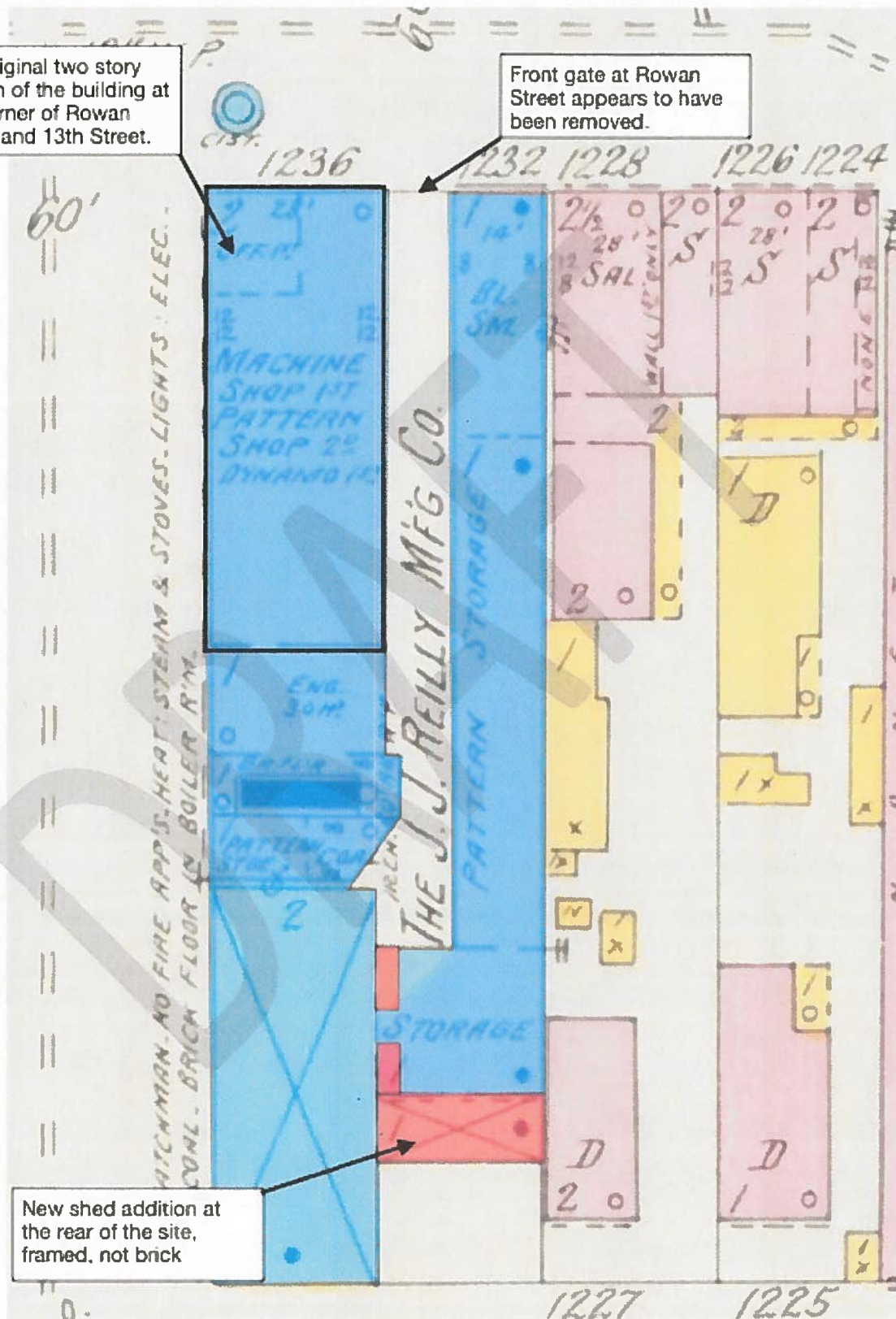
1892 Sanborn map showing the building as the John J. Ryan Planing Mill

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The original two story portion of the building at the corner of Rowan Street and 13th Street.

Front gate at Rowan Street appears to have been removed.



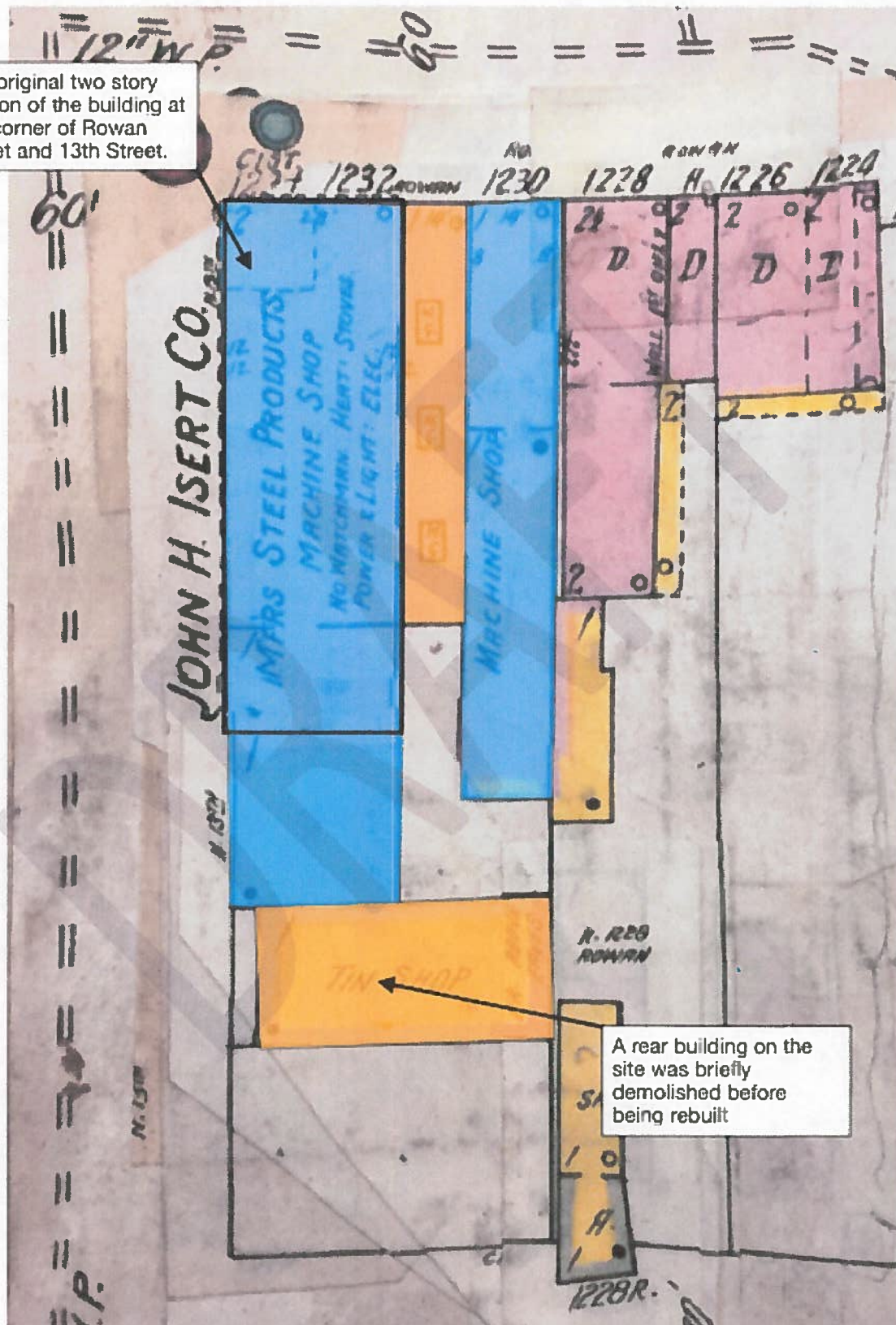
New shed addition at the rear of the site, framed, not brick

1905 Sanborn map showing the building as the J.J. Reilly Manufacturing Company

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The original two story portion of the building at the corner of Rowan Street and 13th Street.



A rear building on the site was briefly demolished before being rebuilt

1939 Sanborn map showing the building as the John H. Isert Company, Inc.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- ☐ 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

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

Period of Significance

1904-1945

Significant Dates

NA

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

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

J.J. Reilly Manufacturing Building (JFL-500) meets National Register Criteria A and is significant due to its role in the surge of metalworking facilities that operated in the area just west of central Downtown Louisville, near the river, just east of the rail lines. The centralization of metalworking facilities, from specialized shops to foundries, helped the city of Louisville grow and this area was specifically chosen due to the proximity to the Louisville and Portland Canal and the rail lines that were in abundance during the late nineteenth and early twentieth centuries. This facility was once known for the manufacturing of pumps that contributed to the large-scale distilling industry in the city, was operated by a well-known entrepreneur and former mayor of Louisville, and as the facility increased in size, it was owned by an iron works industrialist whose companies fashioned multiple metal building products that assisted in the substantial growth Louisville experienced during the first half of the twentieth century.

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

Historic Context: Metal Manufacturing in West Louisville 1900-1950

Introduction

Portland was a distinct community from Louisville when it was settled in 1814.² It developed at the Falls of the Ohio, the only natural obstacle between Pittsburgh and New Orleans along the Ohio River.³ The surrounding area attracted German, French, and Irish immigrants. Though Louisville grew to be the larger city and very nearby, Portland developed the trades associated with river shipping due to the Louisville and Portland Canal, which was completed in 1830 and provided boats going up and downstream a viable way to avoid the falls.⁴

Portland formally incorporated in 1834, in expectation of a Lexington-Portland railway, as transportation had become a major factor in the development of the area.⁵ Those plans eventually changed, so that the railroad would end in Louisville, and as a result, in 1837, Portland became an annexed part of Louisville in exchange for a track between them.⁶ Portland became an independent entity again in 1843; but in 1852, Louisville annexed Portland permanently. Thus, it developed as a neighborhood rather than an independent city.⁷ By the time of the final annexation, Portland's

² George H. Yater, *Two Hundred Years at the Falls of the Ohio: A History of Louisville and Jefferson County* (Louisville: The Heritage Corporation, 1979), 37.

³ National Register of Historic Places, Historic Resources of West Louisville MRA, Louisville, Jefferson County, Kentucky, National Register September 8, 1983.

⁴ Ibid.

⁵ Nina Walfoort, ed. *A Place in Time: The Story of Louisville's Neighborhoods* (Louisville: The Courier-Journal and Louisville Times Co. 1989), 95.

⁶ Ibid.

⁷ Ibid.

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northern neighbor, Shippingport, had been mostly wiped out by the Louisville and Portland Canal, which made that town an island.⁸

In 1865, the locks system was put under federal control, which, along with other improvements throughout the 1870s, greatly improved the efficiency of the canal system. The result was a dramatic drop in Portland's wharf traffic and use of the portage system, which had previously brought many people through Portland on their way down the Ohio River. In addition to a more efficient canal, which reduced traffic and fees to Portland, the first railroad bridge across the Ohio River was finished in 1870. Suddenly, railroads were a direct threat to steamboat transportation of goods across the country. As the transportation industry diversified and began to bypass Portland, the city's identity began to shift, from a hub along the Ohio River to a Victorian neighborhood in west Louisville.⁹

Over the next century, a wide array of industries would develop along the eastern end of the Portland neighborhood, close to the railroad tracks, the river, and the Central Business District.

Industry in West Louisville

With the canal no longer attracting significant commercial traffic to the area and railroads growing exponentially, the nature of the commerce in the Portland neighborhood began to change. The extensive railroad system installed throughout the nineteenth century took over from the canal and became a stimulus for significant industrial development in the area to the west of Louisville. Varied industries developed on the edges of residential areas and along the river and railroad tracks.¹⁰ West Louisville was the logical direction for industrial expansion, not only because of the proximity to the river, railroad tracks, and downtown Louisville, but also because "expansion was blocked on the north by the river, on the east by hills and large estates, and on the south by swampy land."¹¹ From 1870 to 1885, the number of factories in Louisville grew from a meager 129 to a staggering 1300, most of which were in western Louisville.¹²

The industrial development in western Louisville directly correlates with the rapid railroad construction throughout the area. By 1887, there were over 125 miles of street railways and interurban lines in the Louisville area and by 1888, 16 railroads served the city.¹³ By the end of the nineteenth century, there were railroad lines connecting Louisville to Cincinnati, Evansville, and St. Louis, the last of which stretched through Indiana and Illinois.¹⁴ Although Portland continued evolving as a Victorian neighborhood, the availability of intracity transportation through electric streetcar lines, the increasing population, and the growing trend of suburbanization led to

⁸ Historic Resources of West Louisville MRA.

⁹ Michael J. Stottman, "The Making and Remaking of Portland: The Archaeology of Identity and Landscape at the Portland Wharf, Louisville, Kentucky" PhD diss., University of Kentucky, (2016), 222-223.

¹⁰ Historic Resources of West Louisville MRA.

¹¹ Marcia Dalton, "A History of Western Louisville" in *Louisville Survey West: Final Report*, Gary Watrous (Louisville: Preservation Alliance of Louisville and Jefferson County Inc., 1977) D-19.

¹² Ibid.

¹³ Potts and Spurlock, *Cultural Historic Survey for the Proposed River Road Extension*, 26-27; Dalton, "A History of Western Louisville," D-19.

¹⁴ Potts and Spurlock, *Cultural Historic Survey for the Proposed River Road Extension*, 27.

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the area just west of downtown Louisville to develop, almost entirely, as a manufacturing and industrialized hub. Between 1890 and 1900, when Louisville's population jumped from 161,129 to 204,000, "the number of residents employed in manufacturing concerns rose from 17,921 to 29,926."¹⁵

Around the turn of the century, the tobacco and distilling industries were booming around Louisville, along with a large number of manufacturing facilities, but the city's continued industrial success would experience various ebbs and flows in the decades that followed.¹⁶ Right before World War I, the "industrial boom slowed and the city was in an economic slump."¹⁷ This, though, would all change with the coming of the Great War and two important industrial catalysts to western Louisville: the reconstruction of the Louisville and Portland Canal in 1909 and the long-awaited opening of the Kentucky and Indiana railroad bridge that connected New Albany, Indiana to Louisville in 1912.¹⁸ While the latter two industrial stimuli encouraged production through trade, the outbreak of World War I spurred a nationwide demand for industrial manufacturing to aid with the war effort, thus, in Louisville, industrial production and progress increased. The 1920s also proved to be an interesting time for industry in Louisville. While two of the largest industries suffered enormously, distilleries due to Prohibition, and tobacco, because "auction warehouses began to be constructed in county seats" which "led to the decline in importance in Louisville." Other industries were introduced to the area and subsequently thrived.¹⁹ "Between 1920 and 1923, one hundred ninety-two new industries settled in Louisville, and the city, once again in a confident mood, could boast that among its plants, seven were the largest of their kind in the world, six were the largest in the nation, and eighteen the largest in the South...the next four years brought 119 more new industries."²⁰ The tobacco industry would not stay away from Louisville for long, though, because the industrial boom that it experienced in the 1920s brought several cigarette manufacturing facilities to the city by the early 1930s.

Although the crash of the stock market occurred in 1929, Louisville's industries were not hit as hard as other institutions. There was a significant amount of work available, due in part to the return of alcohol manufacturers with the repeal of Prohibition in 1933, and other constant manufacturing needs. But in 1937, western Louisville was hit with something that did greatly affect the industrialized area of western Louisville: a great flood. The flood raised the Ohio River to its highest recorded level, over 57 feet above flood stage. The result of this catastrophe was that "sixty percent of Louisville was flooded and two-thirds of the city's population had to be evacuated," and the "central and western neighborhoods" got the brunt of it.²¹ It took months to recover from this disaster but the memory never faded.

The destruction caused by the flood made it clear to the city of Louisville that a floodwall would be needed to prevent future tragedies. But before the plans could be realized, the second World War broke out. Mirroring the trends of other cities throughout the United States, Louisville, and

¹⁵ Ibid.

¹⁶ Dalton, "A History of Western Louisville."

¹⁷ Ibid, D-29

¹⁸ Ibid. D-30

¹⁹ Ibid; Potts and Spurlock, *Cultural Historic Survey for the Proposed River Road Extension*, 27.

²⁰ Dalton, "A History of Western Louisville." D-30.

²¹ "The Great 1937 Flood of Louisville & Southern Indiana," The Filson Historical Society, accessed September 1, 2017 <http://filsonhistorical.org/galleries/the-great-1937-flood-of-louisville-southern-indiana/>.

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its industries were able to profit from the war. The construction of a new power station designed to support large industrial complexes began in 1939 and "by late 1942, the distilleries were converted to the manufacture of alcohol, which in turn was used in the production of synthetic rubber" leading to the naming of that manufacturing area as Rubbertown, a name still used today.²² During World War Two, the industrial output from the city, particularly in western Louisville, more than doubled, which along with the rise in commercial and tourist activity, a result of the city's proximity to Fort Knox, led to the economic success of Louisville as a whole.²³

The end of World War Two brought many changes to Portland and to the city at large. One of the first was prompted by another flood in 1945. After this second disaster, the city decided that the need for a floodwall was imperative. Construction began in 1948 and was completed in 1957.²⁴ This floodwall, along with the construction of Interstate 64, urban renewal efforts, increased suburbanization, and white flight, alienated the neighborhoods in western Louisville. Residential areas began to pop up to the east and south of the city which allowed those with the financial means to move away from the segregated city. Furthermore, the increasing pollution caused by the various industries and the vulnerability of the flood-prone neighborhoods to the river, made the city's suburbs ever more attractive. The depopulation of western Louisville was increased by the flood of returning soldiers and the demand for large-family affordable housing.²⁵ Even more unfortunate for neighborhoods like Portland, which relied heavily on industry and manufacturing, was that those activities were also witnessing an increased urban sprawl. With a lot of the city's residents, particularly those who were more affluent, moving out of the city proper, came an "expanded consumer economy" which during the 1950s "prompted the opening of two huge industrial complexes south of the city: the one-thousand acre G.E. Appliance Park in Buechel...and the Ford assembly plant on Fern Valley Road."²⁶ These practices continued throughout the mid-twentieth century and the area west of Ninth Street became increasingly alienated and impoverished, leaving Portland as "one of Louisville's poorest communities by the 1970s."²⁷

In recent years, the Portland neighborhood has begun to witness a revitalization. Businesses are beginning to move to the area and real estate developers are beginning to buy property with plans for redevelopment. These trends, which are comparable to others both in within Louisville and around the country, are seeking to invigorate historic neighborhoods and dissuade the urban flight that had been previously experienced by such cities. While some of the development occurs primarily due to the affordability of the area, other expansion aims to benefit the economically disparate communities while preserving the character and identity of the historic neighborhoods. Portland specifically has witnessed the introduction of manufacturing entities, new warehouses, restaurants, artistic spaces, and tech companies and it is showing signs of regeneration. The area around the J.J. Reilly Manufacturing Building still retains its industrial feel and is still home to various manufacturers and industrial operations, both new and old.

²² Dalton, "A History of Western Louisville." D-37

²³ Ibid.

²⁴ Nathalie Taft Andrews, "Portland," in *The Encyclopedia of Louisville*, ed, John E. Kleber (Lexington, KY: The University Press of Kentucky, 2001), 717.

²⁵ Dalton, "A History of Western Louisville" D-37

²⁶ Ibid.

²⁷ Stottman, "The Making and Remaking of Portland," 236.

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Metalworking in West Louisville during the Turn of the Century

The iron and steel industries were instrumental in America's growth as a world power throughout the nineteenth century. In Louisville specifically, these industries allowed the city to thrive regionally and grow, both economically and architecturally. The first iron foundry was established in Louisville in 1812 and was known for producing small items such as pots, pans, stove pieces etc.²⁸ This company slowly grew and eventually produced the "first steam engine made in Louisville," which was in continuous demand as "the advent of steamboats and their need for steam engines was the principal factor in stimulating the growth of iron-working in the city in the early 1820s."²⁹ In the subsequent decades, several other foundries and metalworking facilities popped up in Louisville as the reliance on Pittsburgh, which is where all metal needs were once procured, dwindled.

Nearby counties, Nelson and Bullitt, provided much of the raw material that allowed this industry to operate and when combined with the "alluvial sand underlying much of Louisville" that was "ideal for forming molds," the industry quickly took off. By 1850, Louisville had 12 foundries and ten years later, foundries were the city's largest employer with 1,380 employed.³⁰ Some of these operations were originally founded around the city center, such as Ohio Falls Iron Works, that was in between 4th and 5th, while others were just west of the growing city center, such as the Fulton Foundry, that was established in 1830 at the corner of Ninth and Main Streets.³¹ One of the city's most "important iron-working establishment(s) was the Phoenix Foundry and Machine Shop" which began "in 1833 by William H. Grainger."³² Operations like the Phoenix Foundry grew quickly and their complexes often had to expand to accommodate. Phoenix originally operated between 6th and 7th but had to move to a facility on 10th where they were able to produce "steam engines, coal-mine machinery, saw and grist mills, and other machinery."³³ As the character of Louisville's downtown changed, most industrial activities, especially foundries and other metalworking, moved just west of the city center to Portland. Companies like these flourished in Louisville throughout the late 19th and early 20th centuries as demands grew throughout the city and the nation as a whole.

Louisville's metal manufacturing industry thrived because it catered to three large-scale trades; architecture, agriculture, and distilling. Large companies, such as the Snead and Company Iron Works, had national significance in providing metal for architectural projects. For example, the Snead company "manufactured all the steel bookcases for the new building of the Library of Congress" in the late 1890s.³⁴ Some foundries specialized in manufacturing equipment for the agricultural needs of the area surrounding the city of Louisville. The production of "cast-iron and cast-steel plows began as early as 1845" in Louisville.³⁵ Much of the area surrounding Louisville

²⁸ George H. Yater, "Iron Foundries" in *The Encyclopedia of Louisville*, ed, John E. Kleber (Lexington, KY: The University Press of Kentucky, 2001), 422-425.

²⁹ Ibid.

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

³³ Ibid.

³⁴ Ibid.

³⁵ Ibid.

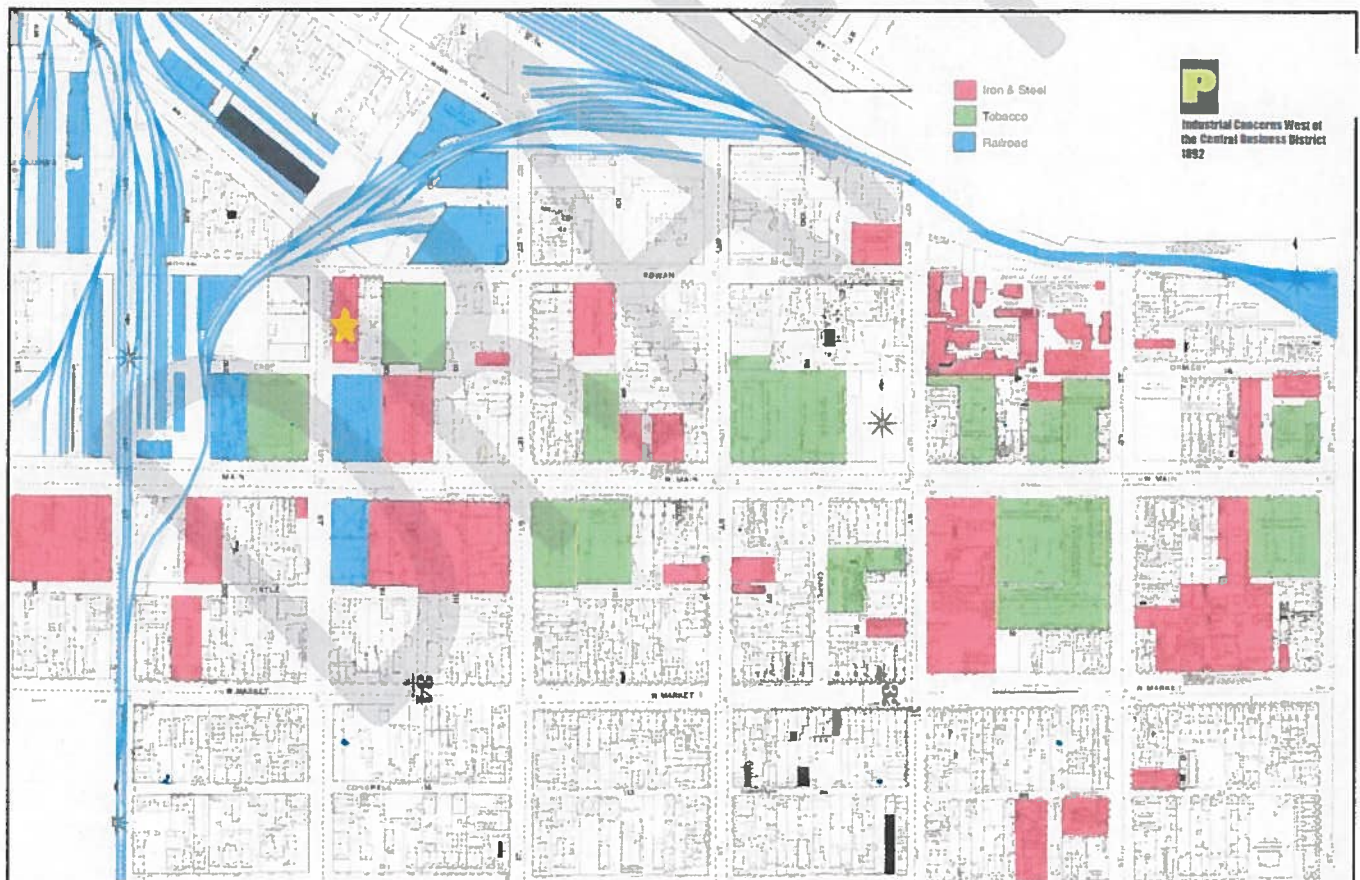
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remained predominantly agricultural until as late as the mid-twentieth century and thus metal manufacturers ability to cater to this enduring industry enabled their success.

Lastly, Kentucky, and more specifically Louisville, has been the bourbon capital for well over a century. Bourbon distilleries have several requirements for manufactured metal parts such as steam pumps, vats, pipes etc. Companies, such as the J.J. Reilly Manufacturing Company, catered almost exclusively to distilleries, brewers, and wineries and enjoyed immense success as a result.

The metalworking industry continued to thrive in Louisville throughout the early twentieth century although the Great Depression, the increasing mechanization of metal production, and the rise of rural industrial parks had a negative impact, especially on the concentrated metal industry center just west of Downtown. Companies, such as Grainger and Company, the company that succeeded Phoenix, failed around the Great Depression, while others, such as B.F. Avery and Sons slowly declined until 1956 when they closed their doors forever. As the area just west of Louisville's city center moved away from metalworking, other flourishing industries, such as automobiles, began to move into the ever-shifting industrial neighborhood.



Combined Sanborn Maps of 1892 showing the prominence of both the metal industry (red) and the railroad presence (blue) with the star marking the J.J. Reilly Manufacturing Building.

The area just west of Louisville's central business district, which was the natural location of the city's industrial growth, similarly became the natural location for the city's metalworking

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operations. The reason this location was particularly chosen is two-fold; one reason is of its close proximity to the central business district, but the other is due to the location of the burgeoning railroad presence located along 14th Street and along the river. The railroad was necessary due to the substantial weight and shipping needs required by the metal industry. Products that were manufactured in Louisville during this flourishing period of metal manufacturing were shipped throughout the country, from New Orleans to Chicago, and led to Louisville's reputation as a regional powerhouse.³⁶

Metalworking Industry in West Louisville around the J.J. Reilly Manufacturing Building

Around the turn of the century, the industrialized section of Louisville attracted multiple businesses engaged in various metalworking endeavors, namely foundries, machine shops, and warehouses. This area was particularly ideal due to the close proximity to the extensive rail lines that were necessary to ship products of extreme tonnage. Some of the early metalworking facilities in the immediate area, as visible in the 1892 Sanborn Fire Insurance Map, specifically east of the railroad tracks and west of Downtown Louisville in the northernmost blocks, were: Louisville Pump Works, Stiglitz and Son Foundry, two Thurman and Powell iron foundries on either side of Pirtle Street, S.C. Shephard rod iron and steam forge works, Ainslie, Cochran & Company foundry and machine shop, Carpenter, Annear & Company iron cornice manufacturers, William Weir Sheet Iron Works, the Kentucky Machinery Company warehouse, the J. Mitchell Boiler Shop, the Louisville Tin & Stove Company, Ferguson Machine Shop, W.T. Pine machine shop, W.L. Pyfe machine shop, B.F. Avery's plow storage, Dennis Long and Company foundry, and most notably the Phoenix Foundry & Machine Works and the Snead & Company Iron Works building, listed on the National Register in 1978, that was located on the north side of W. Market Street, the former location of the Market Street Architectural Iron Foundry. In 1905, some of these manufacturers included: the C.G. Stiglitz and Sons foundry, the B.F. Avery and Sons plow warehouse, the Drummond Manufacturing Company foundry and machine shop, the J.V. Reed and Company sheet iron shop, Harry B. Pyne and Company's machine warehouse, the Joseph Mitchel boiler yard, C.J. Walton and Son Manufacturers, the J.J. Case threshing machine warehouse, the Louisville Tin and Stove Company, the large-scale United States Cast Iron and Pipe foundry, the Grainger and Company foundry and machine works buildings, formerly Phoenix, and various smaller-scale machine shops, blacksmith shops, and machine storage warehouses. In 1928, although many of the metalworking operations vanished from this area to be replaced by the businesses associated with the growing automobile industry, the John H. Isert Company still thrived in the J.J. Reilly Manufacturing Building. Some of the other operations were: the large Drummond Manufacturing Company, the Snead Manufacturing building, and various smaller machine warehouses and metalworking facilities.

History of the J.J. Reilly Manufacturing Building

The J.J. Reilly Manufacturing Building was originally occupied by various manufacturing businesses. Prior to 1909, a year in which the City of Louisville underwent a massive address change, the building spanned from 1232-1236 Rowan Street. After the citywide alteration the street numbers for this building became 1232-1234 and today it is listed only as 1234 Rowan St. The Jefferson County PVA shows that this building was originally constructed in 1870. Research

³⁶ Ibid.

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shows that prior to 1900, the earliest tenants of this building included: an upholstering business run by Henry Flaspohler, Charles G. Hadfield, who operated a foundry facing manufacturing business, the John J. Ryan Planing mill, and the Pease Sash and Door Company.

The year 1904 marks the beginning of the period of significance as it marks the first year that the J.J. Reilly Manufacturing Company manufactured the Ideal Pump, which was prolific in the distilling industry. J.J. Reilly, who was born in Pennsylvania in 1858, moved to Louisville with his family in 1890.³⁷ Reilly quickly established himself as a leading figure in the area as a successful steam pump manufacturer, he enjoyed national fame as an inventor and innovator in the evolving pumping machine industry, and was well respected as "a prominent member of several fraternal and protective orders, among which (were) the Elks, the Royal Arcanum, the Traveling Men's Protective Association, the Stationary Engineers' Association, and the Steam Engineers' Club."³⁸ The J.J. Reilly Manufacturing Company, which was established around 1898, tailored their products to the distilling industry, which was one of the largest industries in Louisville. One of Mr. Reilly's most successful inventions, the Ideal Pump, which is one of the patents he held, was even guaranteed to resolve prominent pump issues in the distilling process.³⁹ J.J. Reilly was purported to "be personally known to every distiller in Kentucky."⁴⁰

³⁷ Kentucky Death Records, 1852-1964, ancestry.com, accessed March 9, 2018; Obituary of John James Reilly, *The Courier-Journal*, September 3, 1908.

³⁸ Obituary of John James Reilly.

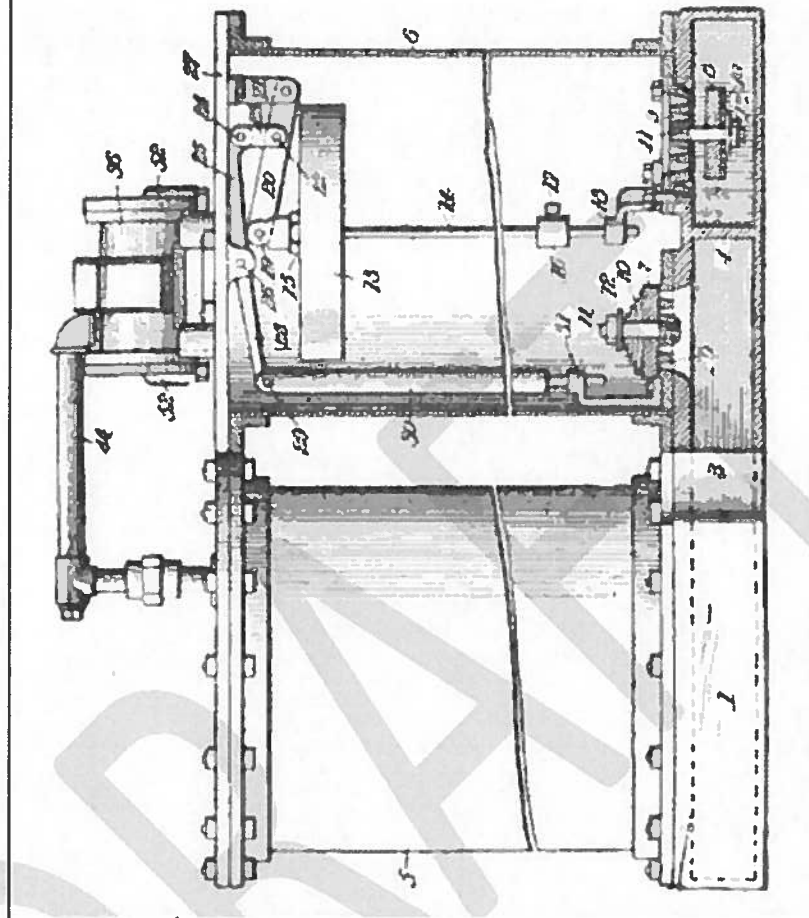
³⁹ "The Saving in the Reilly Pump," *The Wine and Spirit Bulletin*, Volume 18, January 1, 1904.

⁴⁰ "Distillery Pumps," *The Wine and Spirit Bulletin*, Volume 30, January 1, 1916.

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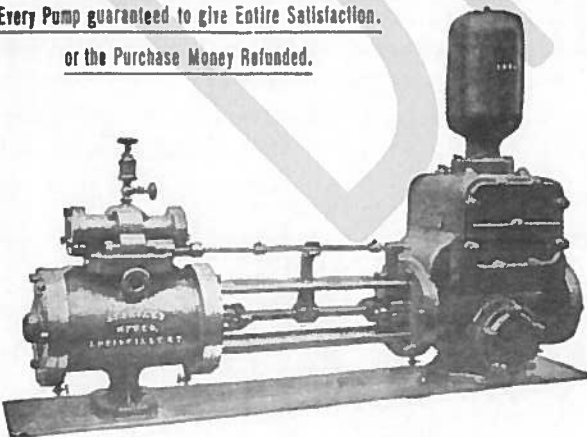
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826,064. PUMP. JOHN J. REILLY, Louisville, Ky. Filed
June 19, 1905. Serial No. 265,902.



Patent for the Ideal Pump held by John J. Reilly

Every Pump guaranteed to give Entire Satisfaction.
or the Purchase Money Refunded.



While talking of **STEAM PUMPS**, are you in need of
PUMPING MACHINERY of any kind? You are?
Well, now let us tell you something about the

IDEAL STEAM PUMP.

For **SIMPLICITY** and **DURABILITY** it has no equal. It is by
far the most reliable and economical Steam Pump on the
market. It is simple and perfect in every detail, and
adapted for every variety of service. A trial is all that is
needed to convince you.

WE GIVE SPECIAL ATTENTION TO DISTILLERY PUMPS.

Send for our Illustrated Catalogue

THE J. J. REILLY MANUFACTURING CO.

Cor. 13th and Rowan Sts., LOUISVILLE, KY.

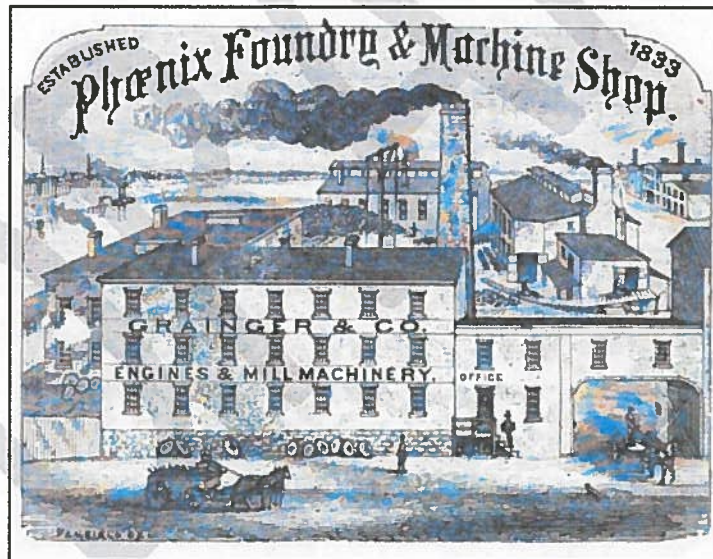
Ad for the Ideal Pump found in the Wine and Spirit Bulletin

In 1908, John J. Reilly passed away suddenly from a stomach ailment, but the J.J. Reilly Manufacturing Company continued to succeed under new leadership, as a few years after Reilly's

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passing, Charles F. Grainger took the reins of the J.J. Reilly Manufacturing Company. Charles Fuller Grainger was the son of William H. Grainger, the owner of the well-known iron manufacturing plant, the Phoenix Foundry, later known as Grainger & Company, that was founded in 1833.⁴¹ In 1879, Charles became his father's partner and subsequently bought him out completely a decade later.⁴² Grainger & Company were famous in the area for furnishing the steel for several Louisville buildings, such as the Seelbach Hotel and the Tyler Building.⁴³ In addition to being a prosperous businessman, Charles F. Grainger also worked extensively in public service throughout Louisville. In 1890, he was elected to the Board of Alderman, which he became president of three years later, he was later the chairman of the Board of Public Works, and from 1901 to 1905, Charles Fuller Grainger served the City of Louisville as mayor.⁴⁴ During his time as Mayor, he "was instrumental in expanding the park system and in road and sewer construction," he "assisted in the creation of the Jefferson County Armory" and "the jail and the Free Public Library were built during his tenure."⁴⁵ Although his terms as Mayor ended in 1905, his service to the city of Louisville did not. He eventually became the President of the Louisville Water Company, prompting the construction of the large filtering building on Frankfort Ave. He was president of the Louisville Jockey Club for 16 years, from 1902-1918, during which he "purchased the land upon which the Jockey Club sat from the Churchill family," which is the current site of Churchill Downs.⁴⁶ Grainger was the manager of Churchill Downs from 1918 until he passed in 1923. During this time, he was instrumental in making "the Kentucky Derby one of the greatest sporting events in America."⁴⁷



Grainger & Company Ad from the 1883-1884 Kentucky State Gazetteer and Business Directory

⁴¹ Candace K. Perry, "Grainger, Charles F.," in *The Encyclopedia of Louisville*, ed, John E. Kleber (Lexington, KY: The University Press of Kentucky, 2001), 350; E. Polk Johnson, *A History of Kentucky and Kentuckians: The Leaders and Representative Men in Commerce, Industry and Modern Activities* (Chicago: The Lewis Publishing Company, 1912), 1423.

⁴² Johnson, *A History of Kentucky and Kentuckians*.

⁴³ Perry, "Grainger, Charles F."

⁴⁴ Ibid.

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ Ibid.

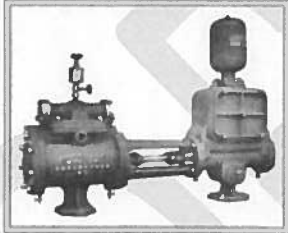
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As the president of Grainger & Company, Charles acquired control of J.J. Reilly Manufacturing Company and ushered it into another era of success. In addition to working in Louisville as a public servant, Grainger was remembered as "one of the most prominent representatives of industrial interests in the city."⁴⁸ While running the J.J. Reilly Manufacturing Company, Grainger "increased its capital stock from \$50,000 to \$150,000."⁴⁹ The most significant product being fashioned by the J.J. Reilly Manufacturing Company during Grainger's tenure was the aptly named Grainger Pump. These pumps were described as representing "the most advanced knowledge" in steam pump manufacturing during a time when it was asserted that there are "more steam pumps made by (J.J. Reilly Manufacturing Company) already in use in distilleries than any other pump on the market."⁵⁰ These pumps were so successful because of the "simplicity of construction, which ensures uniformity of operation, dependability and long life" making them ideal for distillery use.⁵¹

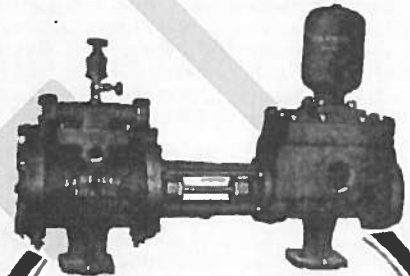
J. J. Reilly Manufacturing Co.
NORTH TENTH STREET
LOUISVILLE, KY.

"Grainger" Pump



Distillery, Brewery and General Service Pumps
Pumping Machinery For All Possible Duties

YOUR INQUIRY EARNESTLY SOLICITED



J. J. Reilly Mfg. Co., Inc.
MAKERS OF THE GRAINGER PUMP
for all classes of service.
Each pump is carefully tested to full rated capacity before shipping. The manufacture of this pump will be continued by us and we are prepared to supply repair parts.

Grainger & Co. Incorporated
STRUCTURAL IRON WORKS
Foundry: 119 North Tenth Street
Machine Shop: Louisville, KY.

Grainger Pumps

Ads for the Grainger Pump made by J.J. Reilly Manufacturing Company. By this point J.J. Reilly was owned by Grainger & Company and while manufacturing still occurred on Rowan Street, the company operated from Tenth Street.

From at least 1920 to 1922, the Louisville Mill Roll Corrugating Company operated in the space at 1232 Rowan Street, moved from its previous location at 1002 West Main Street. Louisville Mill Roll Corrugating Company fabricated corrugated metal for distilleries. In 1922, Louisville Mill

⁴⁸ Johnson, *A History of Kentucky and Kentuckians*.

⁴⁹ *Mill Supplies: An Independent Monthly Journal Devoted to the Interests of the Jobbers and Manufacturers of Mill, Steam, Mine and Machinery Supplies*, Volume 8, January 1918, 65.

⁵⁰ "Distillery Pumps," *The Wine and Spirit Bulletin*.

⁵¹ *Ibid*.

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Roll Corrugating Company ceased operations at this location and the second long-term manufacturing tenant, the John H. Isert Company, began its operations at the J.J. Reilly Manufacturing Building. Previously operating at 215 South 9th Street, the John H. Isert Company, Inc. was owned by John and Mary Isert. Isert bought the property from Charles and Mabel Hadfield in 1923, and in 1925 it was transferred to the John H. Isert Company, which happened to be the first year it was listed in the Louisville City Directory as operating at the new location.

By the time John H. Isert started his company at the J.J. Reilly Manufacturing Building, he had already established himself as a prominent and successful businessman in the iron industry. Mr. Isert, along with a few other prominent individuals in Louisville, established the Imperial Wire and Iron Works company in 1909, a little over a decade before chartering the John H. Isert Company, and had excellent success in Louisville providing iron fencing, fire escapes, grill work, and elevator enclosures to buildings in the city.⁵² This success prompted John and his wife Mary to start the John H. Isert Company around 1919-1920 along with Truman Cooke and \$20,000 capital.⁵³ Truman Cooke, who was originally the secretary and treasurer of the company, also enjoyed success and prominence as the patent holder of a new kind of Knockdown Crate, primarily used for the shipment and storage of chickens and other fowl.⁵⁴ The company was originally set to "manufacture general lines of sheet metal goods," but would eventually find their niche in the manufacturing of electric cutout boxes, steel products, and iron extension bars.⁵⁵

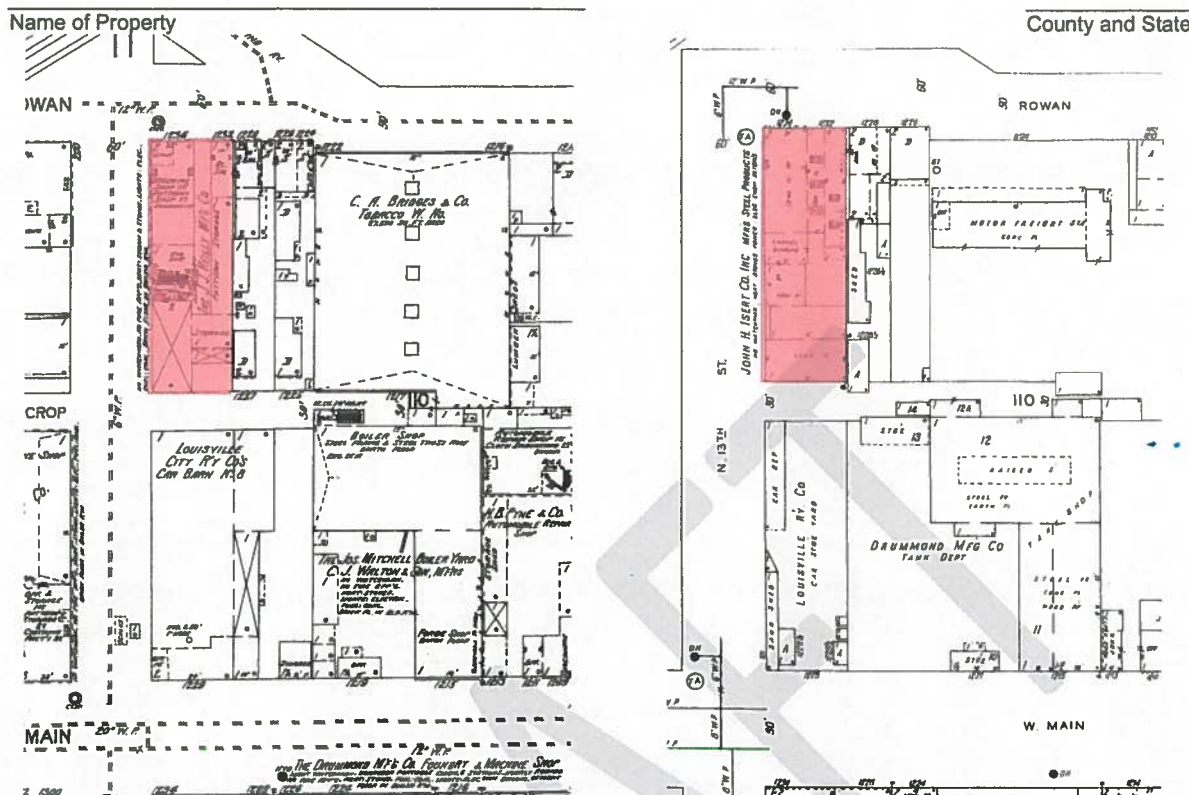
The John H. Isert Company operated at the J.J. Reilly Manufacturing Building until 1944 when it merged with Machined Products, Inc. Three times during that period, John H. Isert Company was granted building permits: once in 1929 for a \$300 steel frame shed, once in 1938 for a \$400 warehouse building, and once in 1939 for a \$1,500 brick and steel addition to the factory. These three additions increased the footprint to its current size today. In 1945, C.V. Queen acquired the property from Machined Products, Inc and a year later, it was sold to Queen Products Company, Inc.

⁵² Louisville Chapter of the American Institute of Architects, *Catalogue of the First Exhibition*. Louisville: Louisville Chapter of the American Institute of Architects, 1912.

⁵³ *Index to Volume XCIII Metal Worker Plumber and Steamfitter*, New York: The Architectural and Building Press, Inc, 1920.

⁵⁴ Truman Cooke. Knockdown Crate. U.S. Patent 1,072,826 filed November 25, 1912 and issued September 9, 1913.

⁵⁵ Ibid; Frank H. Bernhard, ed, *EMF Electrical Year Book: An Encyclopedia of Current Information about each Branch of the Electrical Industry with a Dictionary of Electrical Terms and a Classified Directory of Electrical and Related Products and their Manufacturers in the United States and Canada*, Chicago: the Electrical Trade Publishing Company, 1921.



1905 and 1928 Sanborn Map Showing the J.J. Reilly Manufacturing Building as it looked in those years

The Queen Products Company, Inc. operated out of this building for the second half of the twentieth century and grew to encompass the neighboring building to the east. During a few of the years around 1950, the General Plastics and Rubber Company had operations in a portion of the building, but that use was short lived. According to the 1951 Sanborn Map, the Queen Products Company, Inc. operating in the Rowan Street complex was officially named Queen Products Company, Inc.; John H. Isert Division. Like the companies who operated in this location in the years before, the Queen Products Company, Inc. manufactured steel products, specifically electrical-cabinet-manufacturing. One of the most notable incidents that afflicted the Queen Products Company, Inc. was the illegal discarding of toxic waste. In 1986, the Queen Products Company, under the direction of the plant Manager, John Cottrell, dumped hazardous materials into a pit on site and then covered it with concrete.⁵⁶ As a result, the company paid hundreds of thousands of dollars in fines and cleanup costs throughout the early nineties.⁵⁷

In 1997, Queen Products Company, Inc. sold the then combined complex in its entirety to David and Sue Baughman. The Baughman's ran a business on the property named The Baughman Group, that according to a sign that still sits in one of the vacant areas of the complex, produced "hydraulic and pneumatics systems schmutz technology." The Baughman Group Ltd. is made up of three companies: Hancock Machine and Tool Inc., HPS Hydraulics, and Baughman Seals Inc.⁵⁸ Three

⁵⁶ Deborah Yetter, "Louisville company to pay state's record federal fine for dumping toxic wastes," in *The Courier-Journal*. March 21, 1991, page 1.

⁵⁷ Ibid.

⁵⁸ David A. Mann, "How the Portland neighborhood's latest real estate deal came together," *Louisville Business First*. June 7, 2016. Accessed September 1, 2017,

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companies, two of which were part of the Baughman Group and one of which David Baughman had invested in, as well as the management of the group, were all working out of the Rowan Street complex.⁵⁹ David Baughman sold the compound to Portland Works in 2016. Portland Works LLC owns the property today.

Assessment of Significance within the Context “Metal Manufacturing in West Louisville, 1900-1950”

The J.J. Reilly Manufacturing Building is a significant example of the substantial metalworking industry that thrived in the area just west of Louisville’s central business district and just east of the massive railroad presence located along 14th street and extending along the river. Around the late nineteenth and early twentieth centuries, iron and steel manufacturing was one of the largest industries in Louisville and necessary to the growth of the city. Naturally, this area between the railroad and the central business district became the logical spot for this industry to thrive due to its proximity to downtown and the necessity of the railroad to ship products with immense tonnage, especially as river traffic declined as the leading shipment method. Furthermore, many of the products that were manufactured at this location were essential to the successful and consistently growing distilling industry that Louisville was famous for, namely the distilling of bourbon whiskey. This location holds significance as a location that thrived in the central metalworking area in the city, even as other facilities and companies left during the mid to late twentieth century, to be replaced by the growing automobile industry.

In addition to the significance of the products that were being manufactured at this location, the manufacturers themselves held local, regional, and somewhat national prominence. J.J. Reilly was renowned in the distilling industry, a nationally known inventor, and a very successful local entrepreneur who created his company to build pumps for distilling purposes. Charles Grainger, the man who would succeed Mr. Reilly in later years, was not only a former mayor of Louisville, but also a celebrated local businessman, leading man of industry, a legacy to an enduring metalworking facility in Louisville, and tireless public servant who was instrumental in, among other things, making the Kentucky Derby what it is today.

The J.J. Reilly Manufacturing Building is one of the dwindling numbers of remaining structures that date back to the late-nineteenth century industrialized west end. Many such buildings have been lost to disaster and disrepair as well as to alienation on the north side of the flood wall, which sits just across Rowan Street from the building, and the construction of Interstate 64. Although there have been additions and alterations throughout the years, this is to be expected on such industrial buildings. It is commonplace for manufacturing facilities to build additions as the needs arise just as it is routine for structures to be slightly altered to accommodate updates and necessary improvements, especially in such business. The J.J. Reilly Manufacturing Building is an exemplary sample of the once flourishing metal industry in the easternmost blocks of Louisville’s West End. This building remains a testament to both the industries that prospered in this area but also the industrious individuals who made such success possible.

<https://www.bizjournals.com/louisville/news/2016/06/07/how-theportland-neighborhoods-latest-real-estate.html>.

⁵⁹ Ibid.

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Evaluation of the Integrity between the Significance of J.J. Reilly Manufacturing Building and its Current Physical Condition

The exterior of the J.J. Reilly Manufacturing Building remains in generally good condition. The building is slated for interior and exterior renovations. Although some signs of weathering are present, the building is structurally sound and shows relatively few signs of deterioration. This nomination evaluates the significance of the J.J. Reilly Manufacturing Building in relation to the context of Metal Manufacturing in West Louisville 1900-1950. Specifically, the building as it existed during its period of significance, between 1909 and 1920, will be evaluated.

A building which meets Criterion A under this context, which also possesses integrity of **location, design, setting, materials, and association**, will be eligible.

J.J. Reilly Manufacturing Building retains integrity of **location**. The manufacturing complex, although periodically altered throughout the years, has remained in the same location since the original construction of the main buildings in the nineteenth century. The area in eastern Portland, just west of the central Downtown Louisville business district, was a hub of manufacturing and other industrial endeavors during the late-nineteenth and early twentieth centuries. This area was key due to the proximity to the rail lines and the Ohio River and thus setting up manufacturing facilities in the area, specifically those of which catered to some of Louisville's key industries, namely the distilling of bourbon, the selling of tobacco, and the manufacturing of metal products.

This site also retains integrity of **design**. The J.J. Reilly Manufacturing Building retains the style of its use during the period from 1909 through 1920. The most prominent portion of the building is the portion in the northwest corner of the site. While the windows have been altered the massing and masonry detail is all preserved. Although there have been some alterations to the exterior of the complex, the large-scale, relatively empty rooms that were once used for various manufacturing and storage still remain as such. Likewise, the office space on the second floor of the building continues to convey the same design. The 1905 Sanborn map of the area indicates a small office space at the front and by the 1928 Sanborn map the entire first floor appears to be used for manufacturing.

Furthermore, the utilitarian elements of the building, such as the poured concrete floors, brick walls, and unpartitioned rooms, particularly along the east side of the site are mostly intact despite the changes in use over the last half-century. The north elevation retains the cast iron pilasters while most of the original buildings' brickwork, specifically the subtle, detailed course just under the roof's eaves on the north elevation, have been preserved.

The site also retains integrity of **setting**. Although the traffic around Rowan Street has decreased over the year with the construction of the flood wall and the area's decline, the J.J. Reilly Manufacturing Building still sits in an area that is predominantly industrial. While the setting just north of this portion of Rowan Street has been affected by the flood wall's erection and the construction of Interstate 64, the buildings that currently exist in the complex's immediate vicinity, that are in use, are reminiscent of those that historically made up the neighborhood, some of which are: Mercer Orientation and Warehouse located next door at 116 North 12th St, Kaufman Concrete Cutting Co. located at 114 North 11th Street, Cardinal Industrial Insulation at 1300 West Main

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Street, Heine Brothers' Coffee Headquarters and Warehouse at 1301 West Main Street, and
Kentucky Peerless Distilling Company located at 120 North 10th Street.

The J.J. Reilly Manufacturing Building also retains integrity of **materials**. Since the building's construction, it has undergone minimal wholesale changes. Most additions have consisted of combining existing buildings and roofs and occasionally updating windows or floors. It is a type of change more consistent with maintenance than with full construction. Generally, when additions have been added, they have been done in a way that informs the nature of the industry and thus the industrialized character of the building itself.

Because this site retains integrity of location, design, setting, and materials it, in turn, supports the **associations** we have with industrial metal manufacturing that is historically prominent in this area of the city. Moreover, the character of the exterior of the building is very much intact from the original construction, with the exception of slight modifications. As a whole, the J.J. Reilly Manufacturing Building substantially retains its integrity of **associations**.

Overall, the J.J. Reilly Manufacturing Building retains integrity of **location, design, setting, materials, and associations**, thereby making it eligible for listing on the National Register of Historic Places.

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9. Major Bibliographical References

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

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Previous documentation on file (NPS):

- ☒ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency

Name of Property

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☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): JFWP-500

10. Geographical Data

Acreage of Property 0.272 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

Name of Property

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

The boundaries of the nominated property, which encompasses approximately 0.272 acres, are formed on the north by Rowan Street, on the west by N. 13th Street, on the south by an unnamed alley that partially bisects the city block, and on the east by the neighboring, joined building that begins at the nominated property's edge. The boundary is considered to be the edge of the structure where it meets the unnamed alley, the street-side sidewalks, and the neighboring 1-story building at 1228 Rowan Street.

Boundary Justification (Explain why the boundaries were selected.)

This nomination refers to the building that made up the manufacturing facility that was historically used by J.J. Reilly Manufacturing Company which was expanded by the John H. Isert Company.

11. Form Prepared By

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telephone: (517) 862-7333
date: 1/9/2019

Additional Documentation

Submit the following items with the completed form:

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

Name of Property

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- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

Name of Property: J.J. Reilly Manufacturing Building

Location of Property: 1234 Rowan St. Louisville, KY

Name of Photographers: Wes Cunningham & Joseph Pierson

Date of Photographs: June 13, 2017, July 14, 2017

Location of Original Negatives: In the possession of the photographer



1 of 19: Front and west façade from the intersection of Rowan Street and 13th Street.

Name of Property

County and State



2 of 19: The front façade from Rowan Street.



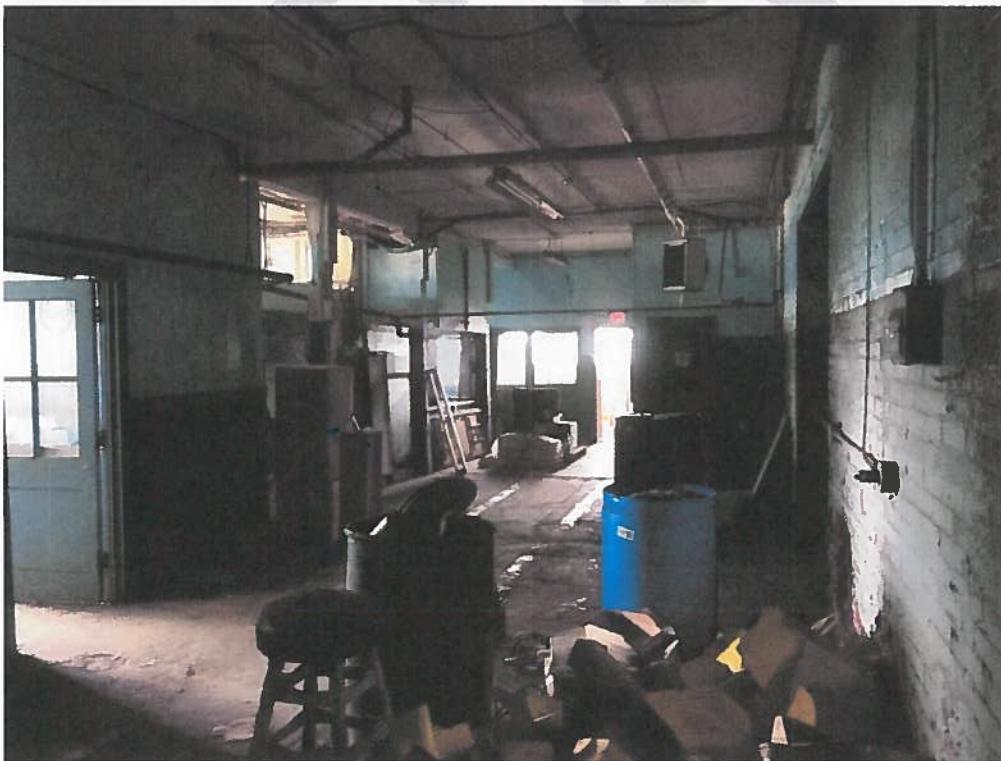
3 of 19: The rear façade, facing west toward 13th Street.

Name of Property _____

County and State _____



4 of 19: Warehouse space on the first floor, facing north, in the east portion of the building.



5 of 19: Warehouse space on the first floor, facing north, in the west portion of the building.

Name of Property

County and State



6 of 19: Warehouse space at the mid-point of the first floor, facing north.



7 of 19: Warehouse space at the mid-point of the first floor, facing north.

Name of Property _____

County and State _____



8 of 19: Warehouse space at the mid-point of the first floor, facing northeast.



9 of 19: The exterior east wall at the mid-point of the first floor, facing east.

Name of Property _____

County and State _____



10 of 19: The central office space on the second floor, facing north.



11 of 19: The central office space on the second floor, facing southwest.

Name of Property

County and State



12 of 19: The front office space on the second floor, facing west.



13 of 19: Rear office space on the second floor, facing southeast.

Name of Property

County and State



14 of 19: The first floor locker rooms, looking south from just inside the entrance.



15 of 19: The rear storage space, facing northwest from near the back corner.

Name of Property _____

County and State _____



16 of 19: The rear storage space, facing north toward the rest of the building, against the back wall.



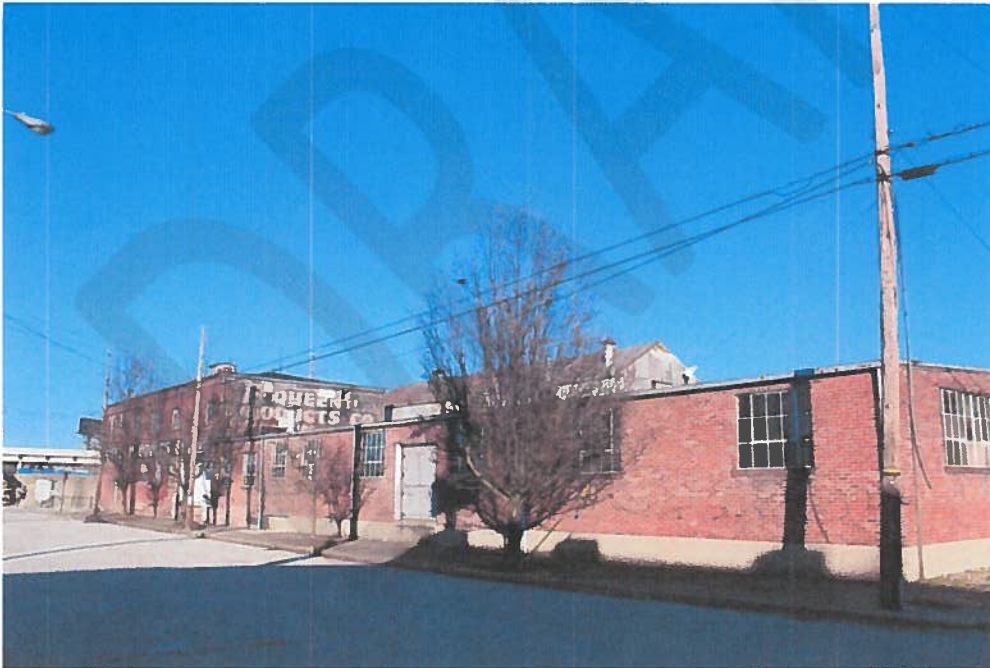
17 of 19: The rear space, facing west, from the entrance to the neighboring building.

Name of Property

County and State



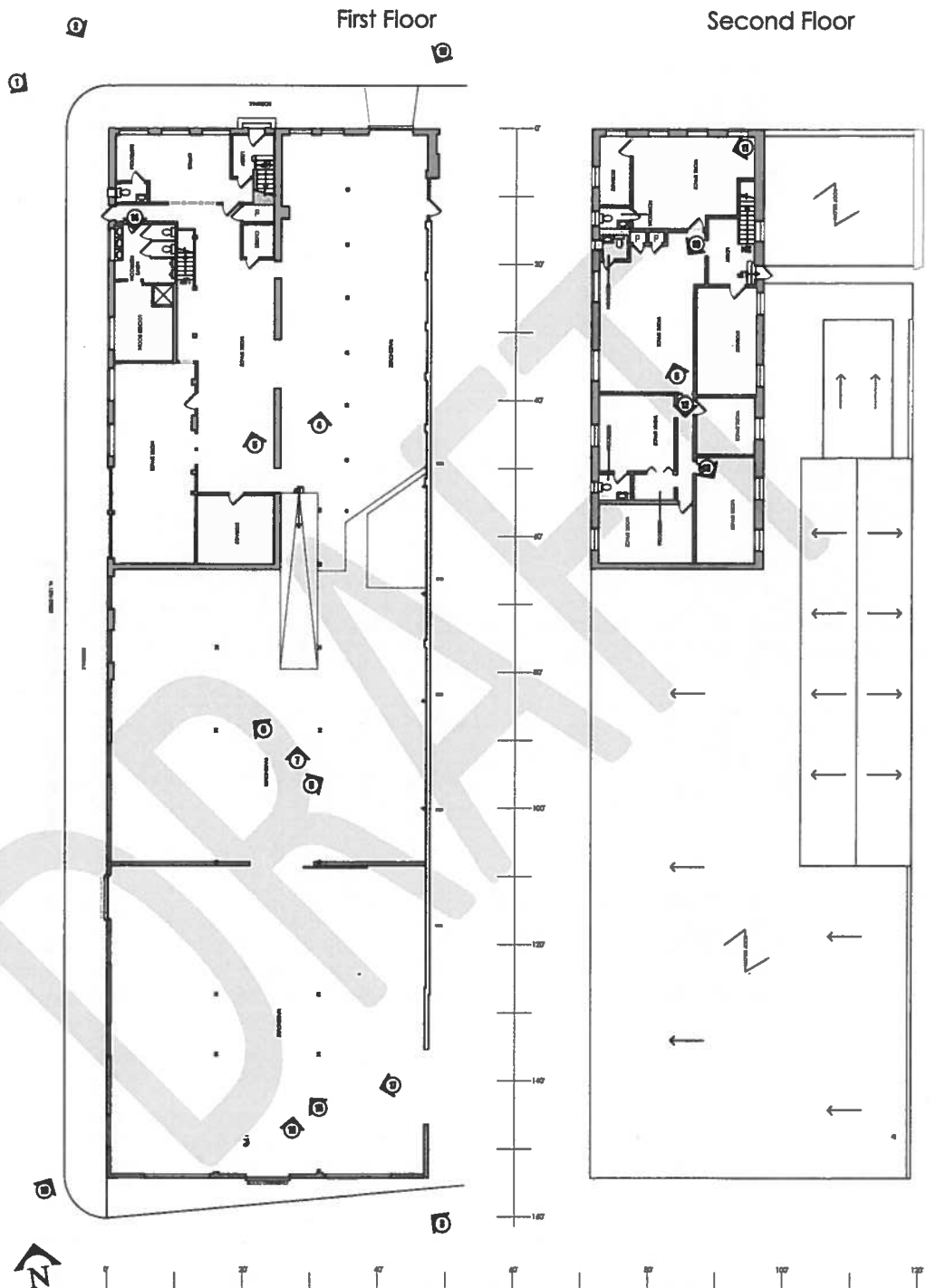
18 of 19: The front façade as seen from Rowan Street.



19 of 19: The side façade along North 13th Street, facing north.

Name of Property _____

County and State _____



Name of Property

County and State

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

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

DRAFT