

United States Department of the Interior National Park Service

For NPS use only

National Register of Historic Places Inventory—Nomination Form

received SEP 20 1988 date entered

See instructions in How to Complete National Register Forms Type all entries—complete applicable sections

1. Name

historic T.W. Samuels Distillery Historic District

and/or common N/A

2. Location

street & number crossing of Ky. Highway 523 with Corman railroad tracks and north not for publication

city, town Deatsville, Kentucky vicinity of

state Kentucky code 021 county Nelson code 179

3. Classification

Table with 4 columns: Category, Ownership, Status, Present Use. Includes options like district, building(s), structure, site, object, public acquisition, accessible, and various present uses like agriculture, commercial, educational, etc.

4. Owner of Property

name Samuels Springs Water Company (and see continuation sheet)

street & number P.O. Box 8

city, town Deatsville vicinity of state Kentucky 40016

5. Location of Legal Description

courthouse, registry of deeds, etc. Nelson County Court Clerk's Office (Annex Building)

street & number 113 East Stephen Foster Avenue

city, town Bardstown state Kentucky 40004

6. Representation in Existing Surveys

title Kentucky Hist. Resources Inventory has this property been determined eligible? yes X no

date Summer, 1978 federal X state county local

depository for survey records Kentucky Heritage Council, 12th Floor, Capital Plaza Tower

city, town Frankfort state Kentucky 40601

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	n/a
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

**Describe the present and original (if known) physical appearance**

The T. W. Samuels Distillery Historic District is located in northwest Nelson County, Kentucky, one mile from the Nelson-Bullitt County line. In addition to the production, storage and bottling complex, the district includes the historic water source, two springs with adjacent lake and the Deatsville railroad depot (aerial photos 1 and 2).

The district is adjacent to Deatsville, Kentucky, a rural crossroad village with store and post office in the very western edge of the Bluegrass region of central Kentucky. The immediate area is level to rolling farmland with an abundance of limestone springs. Low, densely timbered knobland which signals the geologic change in Kentucky's sub-surface lies just to the west of the distillery site. A few hardwood trees such as oak, maple, wild cherry and locust are on the nominated area, most of which has been cleared of trees or shrubs for security and utility. Ninety-two and one-half percent of resources are considered contributing within the proposed district. Condition of resources is mostly good to excellent. The nominated area includes the production facilities, bottling and storage buildings plus maintenance shops, storage and offices all executed in advanced utilitarian industrial designs of the period 1933-46. The majority utilize gabled roof buildings metal clad with peak mounted ventilators. All the storage warehouses repeat a singular stepped roof design intended to harness nature's heat. All were positioned according to strict north-south reckoning to maximize the effect of the sun's arc in all seasons. Service roads and driveways wind through all areas giving vehicle access to each structure. Also, Kentucky Highway 523 bisects and connects the district's three principal areas.

Deatsville is about eight miles northwest of Bardstown and about twenty-eight miles southeast of Louisville. The crossing created by the Shepherdsville-Lenore Road (Kentucky Highway 523) with the Bardstown Branch, L & N Railroad (Bardstown Branch, Corman Railroad) quickly spawned c. 1860, the crossroads village complete with siding and depot building. Numerous natural sites ideal for distilling were on or near this branch railroad including two in the vicinity of Deatsville.<sup>1</sup> Limestone water and rail transport quickly encouraged a concentration which has included a total of ten distilleries on this branch since 1855.<sup>2</sup> Of those ten, T. W. Samuels Distillery is one of the six survivors. Nelson County has no other distillery or industrial complex listed on the National Register. Maker's Mark Distillery (MN-24) in Loretto, Marion County, Kentucky (listed November, 1974) is the nearest and most similar industrial site. There are approximately 236 National Register properties listed in Nelson County. Outside of Bardstown there are 15 properties individually listed while the Bardstown Historic District includes 211 contributing structures and 10 others in Bardstown, including Federal Hill and Wickland. The National Register property nearest to the distillery is the Stone House on Buffalo Creek (NE-225) listed August, 1983.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-1951	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention	<input type="checkbox"/> design- organization--	<input checked="" type="checkbox"/> other (specify)

**Specific dates** 1932-1951      **Builder/Architect** Leslie B. Samuels and T. W. Samuels II

**Statement of Significance (in one paragraph)**

The T. W. Samuels Distillery Historic District is significant under criteria "A" and "C" as one of Kentucky's most intact and visually cohesive rural distillery complexes. It stands as one of Kentucky's best examples of innovative post-prohibition design and organization. Within the nominated district, the Deatsville L & N Railroad Depot is significant under criterion "A" for its role in the transportation-industrial history of this rural, crossroads community and under criterion "C" as a good example of railroad architecture.

The distillery plan, organization and execution is significant under criteria consideration "G", since strict adherence to the original plan resulted in the last whiskey storage warehouse being built and positioned like the first although eighteen years later. Likewise the World War II additions, dictated by the emergency war effort, proved the outstanding thought and planning put into the initial organization of the complex and the built-in ability to adapt and expand for maximum production. Also rare is the survival, more than four decades after the end of World War II, of all buildings and structures added to a Kentucky distillery for emergency alcohol production for munitions.

About twenty distilleries were operating in Nelson County until the passage of National Prohibition in 1917. One of the oldest was the original T. W. Samuels Distillery located one-half mile north of the present site.<sup>1</sup> It was established in 1844 by Taylor William Samuels (1812-?) who was credited by 1896 as ". . . in the business longer than any man who ever made whiskey within the confines of old Nelson."<sup>2</sup> His son, William I. Samuels (1845-1898), managed the plant from 1866 until his death when control and management was assumed by the third generation, Leslie B. Samuels (1870-1936) who continued until prohibition stopped all production. The old plant site not in the district had been chosen for the gravity water flow offered by the Samuels Springs. It was north and downhill from the springs (in the district). During prohibition, the original T. W. Samuels Distillery was dismantled for salvage of material.

As repeal of prohibition approached in 1932, many of the old plants around Nelson County made plans to reopen. Using his past experiences and knowledge, Leslie B. Samuels had conceived a new facility designed for maximum efficiency. Completed approximately ten years after the original Samuels Distillery opened, the Bardstown branch railroad had not influenced the choice of the old plant site.<sup>3</sup> In the meantime, railroad service had become a governing factor in post prohibition era site selection.

# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

Acreeage of nominated property 58 acres

Quadrangle name Samuels

Quadrangle scale 1:24,000

### UTM References

A	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>9</u> <u>0</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>6</u> <u>0</u> <u>4</u> <u>0</u>
	Zone	Easting	Northing
C	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>7</u> <u>0</u> <u>6</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>3</u> <u>2</u> <u>0</u>
E	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>6</u> <u>0</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>1</u> <u>2</u> <u>0</u>
G	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>1</u> <u>9</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>4</u> <u>8</u> <u>0</u>

B	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>7</u> <u>2</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>7</u> <u>0</u> <u>0</u>
	Zone	Easting	Northing
D	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>8</u> <u>5</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>0</u> <u>2</u> <u>0</u>
F	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>6</u> <u>1</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>2</u> <u>8</u> <u>0</u>
H	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>2</u> <u>4</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>6</u> <u>0</u> <u>0</u>

### Verbal boundary description and justification

See Continuation sheet

I.	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>5</u> <u>8</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>5</u> <u>4</u> <u>4</u> <u>0</u>
J.	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>5</u> <u>8</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>6</u> <u>0</u> <u>4</u> <u>0</u>
K.	<u>1</u> <u>6</u>	<u>6</u> <u>2</u> <u>6</u> <u>7</u> <u>6</u> <u>0</u>	<u>4</u> <u>1</u> <u>9</u> <u>6</u> <u>1</u> <u>6</u> <u>0</u>

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

# 11. Form Prepared By

name/title David H. Hall, Preservation Consultant - Historian

organization Old Nelson Heritage, Inc. date July, 1986 thru August, 1987

street & number Route 5, Box 414 telephone (502) 348-4884

city or town Bardstown, Nelson County state Kentucky 40004

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature David L. Morgan

title State Historic Preservation Officer date Sept. 16, 1988

For NPS use only

I hereby certify that this property is included in the National Register

Patrick Anders date 11/1/88  
Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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Maker's Mark Distilleries, Inc.  
6200 Dutchman's Lane  
Suite 208  
Louisville, Kentucky 40206

Mr. R. J. Corman  
R. J. Corman Railroad  
Post Office Box 279  
Bardstown, Kentucky 40004

Dr. Jim Shulthise  
Bio-Med-Hu  
1901 Outer Loop  
Louisville, Kentucky 40219

Heaven Hill Distilleries, Inc.  
Post Office Box 729  
Bardstown, Kentucky 40004

Mr. John Mayer  
Route #2, Box #17  
Cox's Creek, Kentucky 40013

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National Park Service**

**National Register of Historic Places  
Continuation Sheet**

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List and Number of Resources, T.W. Samuels Distillery Historic District  
(See Continuation Sheets 7.6-7.12)

Property Number	Identity	A	B	C	D
1	Distillery Building	1			
2	Fermenting Room	1			
3	Bonded Case Storage	1			
4	Boiler Room	1			
5	Stack			1	
6	Cistern Room	1			
7	Power Generator	1			
8	Laboratory	1			
9	Empty Barrell Storage	1			
10	6 Iron Fermenters			1	
11	Glue House	1			
12	Main Tank Room	1			
13	Bottling House	1			
14	Maintenance Shop	1			
15	Regauge Room	1			
16	Guard Clock	1			
17	Warehouse	1			
18	Fire House	1			
19	Machine Shop	1			
20	Woodworking Shop	1			
21	Cooper Shop	1			
22-32	Bonded Storage Warehouse	11			
33	L & N Depot	1			
34	Spring House and Pool	1			
35	Main Lake			1	
36	Upper Spring House	1			
37	Hillside Storage Building	1			
38	House				1
39	Garage		1		
40	Mobile Home		1		
	Totals	34	2	3	1

A = Contributing Building  
B = Non-Contrib. Building  
C = Contributing Structure  
D = Non-Contrib. Site

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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The survey for this nomination was conducted in February, 1987, by on-site interior and exterior examination of each resource within the district and research of company files, records and blueprints. Also checked were county land records, including property valuation maps and records. Personal interviews were conducted with the individuals primary to the design and development of the T. W. Samuels Distillery complex. The boundaries were determined according to historic roadways linking essential original elements and by existing security fences. Each individual building and structure in the district was evaluated for integrity utilizing the National Register guidelines of location, design, setting, materials, workmanship, feeling and association necessary for significance.

The majority of architectural forms in this nomination are the simple rectilinear mass, usually with a pedimented gable roof and one room on each level. The production and processing buildings vary from one to five stories in height while all warehouses are seven levels tall. Clerestories and/or large peak vents are used on most buildings. Utility and function determine fenestration. Some buildings have few windows or none as with the cistern room. No flues or chimneys are present as steam supplied all heat needed by the distillery complex (photo 3 and 6). The production and processing buildings were erected from manufactured steel components for maximum durability and to minimize possible fire damage. In the post prohibition tradition for whiskey aging, storage warehouses utilize a singular design executed in the standard metal-clad wood frame. Every major element of this complex is carefully sited according to a northeast to southwest longitudinal plan determined by the base line - azimuth of the Bardstown Branch Railroad (58 degrees, see attachment #2 with survey calls). All access doors and loading docks for the whiskey aging warehouses are located on the south ends.

Three elements compose the production-bottling facilities of the distillery complex. They extend over 23 acres of the northeast quadrant created by Kentucky Highway 523 and the straight stretch of former L & N railroad track. Starting 600 feet east of the crossing the three are arranged along the railroad from east to west beginning with the power section, followed next by the distillery or production section (see attachment #1). The third element is the processing or bottling section nearest to the highway-railroad juncture to utilize fully both forms of transport. In the power section, the power house, boiler room with coal storage silos, and dryer house complex are closely grouped (attachment #2, plat dated 1972); the cooling tower, smoke stack, storage tanks and maintenance shops are interspersed. Included in the production section are the distillery building, grain silos, laboratory, and cistern room (attachment #1). The processing section is comprised of tank rooms, regauge, bottling house

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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buildings and attendant storage. The combination government office and guard station is just north of the regauge, close beside the main vehicular entrance gate (photo 5).

The eleven bonded warehouses used to store and age the barrels of whiskey are arranged in three groups. Two groups totaling seven houses lie in the northeast quadrant, north of the power-production-bottling facilities. These include the only survivor of the first size built (storage capacity 10,200 packages), plus six other houses that are the longer version of the original design (photo 4). On the west side of Highway 523 is another row of four of the longer warehouses. (Also on the west side and just north of the junction is the T. W. Samuels business office. It is not included in this nomination due to obtrusive, inappropriate additions to the building and setting.)

All of the bonded whiskey storage warehouses were executed in the same design, material and construction methods. Both sizes, varying only in length, were equipped in the same general manner required by government (Internal Revenue Service) regulations. The balloon frame structures utilize heavy wood post and beam, cross braced (bolted, rather than nailed) structure, calculated to support the approximate total of 5,000 tons gross when filled to capacity with full whiskey barrels. Both roofing and siding are covered with corrugated metal sheeting. The singular design at T. W. Samuels is composed of three sections, the upper two stepped back. In addition a fourth gabled, box-like unit, narrower than the others, accommodates the elevator mechanism on the south peak of each house (photos 4 and 7). As in most standard whiskey warehouse designs, the interior of each house is divided into seven floor levels, each level with three high, closely spaced tiers of dunnage stacks or "ricks" holding the packages (barrels).<sup>3</sup> On each floor, packages are rolled by hand along movable rails into the upper two tiers. Interior staircases are adjacent to the east side (south front). For security, only heavily barred vent openings rather than windows are located on the ground floor. Fixed slit glazed windows were used against the eaves at first and third steps. The middle step had large double hung sashes stacked from roof break to eave for ventilation (historic photo 8). Both north and south gabled ends used paired, double hung window sash beginning at the second floor.

Warehouses were built in two sizes at T. W. Samuels Distillery. The first three constructed, of which one survives, were 81 feet wide by 124 feet long, with storage capacity of 10,295 packages. All subsequent houses were erected utilizing the longer design, 81 feet wide by 240 feet long, with a storage capacity of 19,600 packages. Both sizes have the same design and cross-sectional arrangement with a height of approximately 60 feet from ground to peak of roof at third level, plus an added 8 feet to peak of elevator tower. (See: Attachment #5, Front End Elevation and Transverse).



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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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Developed from 1933 through 1951, the distillery complex is remarkably intact. Three of the eleven bonded whiskey storage warehouses were built after World War II, but are identical to the earlier warehouses. Although less than fifty years old, all contribute to the district for their exceptional importance as components of a plan devised in the early 1930's and then adhered to without deviation in spite of the long interruption created by the war effort.

Four other elements (two building and two structures) less than fifty years old were the direct result of America's industrial mobilization for World War II. All of the changes dictated by this global event remain in place and are considered contributing as a record of the Kentucky distilling industries' ability to meet a crisis with maximum alcohol production for munitions manufacture, when unprecedented events demanded such.

The last building in the distilling complex less than fifty years old but also deemed contributing is the fire equipment house. Strict adherence to the original plan in both material and location, plus extreme integrity, make the affirmative case for this auxiliary building added in 1948 because changing conditions demanded it.

The condition of all buildings is good to excellent. The worst damage is corrosion of metal roof and side walls on the boiler room caused by sulfuric acid from coal. Four buildings have had the vehicle access door units replaced by modern track units but the openings were not altered. Nine of the eleven storage warehouses now have glazed areas covered to minimize maintenance costs. The original openings and window sash remain in place behind the external overlay. The two warehouses not presently in use for whiskey storage are the most intact original examples remaining. Only 10% of the district's buildings are unused. Some are being utilized for general storage rather than original purposes, but these are maintained and remain unaltered (photos 9 and 10).

At the north end of the district, one-half mile from the heart of the distillery complex, are the historic Samuels Springs. The flow of the cave spring is held by a dry-laid, cut stone settling pool built into the east side of the adjacent distillery lake (attachment #1 and photo 11). At the upper end (south) of the lake is the other spring house with dry-laid stone walls and storage room atop (photo 12). The distillery lake which conserves the flow of both springs was built in 1933 using hand-power and horse drawn equipment. Designed to serve the new distillery, pumps and piping were installed to a water holding tank of 22,500 gallons capacity at the center of the projected T. W. Samuels Distillery complex. (The water tank was the first unit of the complex to be erected.) East of the lake and above the main cave spring is a bank-side utility building erected c. 1930 with mortared cut-stone foundation. The adjacent distillery owner's dwelling built c. 1950 to replace a pre-Civil War

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farmhouse burned in 1980 from lightning. The foundation and chimney remaining from the dwelling house and a two story double garage near the lake (east) are non-contributing (photo 13).

The Deatsville L & N Railroad Depot is located south of the Bardstown Branch track and east of Kentucky 523 (site plan attachment 1, Page 1 and Photo 14). Built in 1913 from Plan C-13588 (attachment 6), the combination passenger-freight station replaced an earlier building. It is physically close to the processing section of the distillery. Pedestrian gates in the security fence north of the track provided quick access to the depot-station for administration of shipping and receiving via rail. The Deatsville siding parallels the main line track between the depot and the distillery complex to the north and provided maximum service function to both railroad depot and distillery (photo 15).

Today the plant premises and depot are divided under four owners and the railroad track section includes a fifth owner. Two active distilleries own the storage warehouses, most of which are in active use for aging whiskey. The historic springs and production-processing complex is being utilized by the Samuels Springs Water Company, producer of bottled water. Because the plant still could be used to produce Kentucky bourbon or alcohol, the buildings have been stabilized and repaired for that possibility. Also the L & N Depot owned by the bottled water company will be utilized to receive visitors to the historic district. Certain adjacent fields and the lake, once part of the overall distillery complex, are held by an agri-businessman, while water rights and certain easements for pipes and access are held by the bottled water company. Multiple ownership has not lessened the district's cohesiveness.

### Inventory List

The following inventory list is keyed to the site plan (attachment #1). Structures break down into three broad types by materials and construction methods. For the sake of brevity and to avoid repetition, the three heavily represented types first are described in detail, and identified in the entries by type. The term IDECO, as hereafter used, is a trade name derived from the International Derrick & Equipment Company, Columbus, Ohio, a division of International-Stacey Corporation.

The three types, by general description are as follows:

A. IDECO, type R-3, metal cover -- rectangular building with prefabricated structural steel framework, gabled roof with IDECO peak ventilators and/or clerestory sections, covered with IDECO lockjoint steel sheeting or corrugated metal panels, supplied by International-Stacey Corporation, Columbus, Ohio.

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Twelve-pane steel, industrial type windows, with tilting eight-pane upper sections are drafted according to building function. Doors are steel units with and without glazed panel.

B. IDECO framework and roof -- prefabricated structural steel frame, gabled roof, and cover infilled with masonry (tile, blocks or brick) for sidewalls. Windows can be either steel industrial units or double-hung wooden sash. All utilize the IDECO peak ventilators (attachment #4). Doors are solid steel or metal-clad wood.

C. Balloon frames -- Gable-roofed balloon frame buildings covered with corrugated metal. Windows are double-hung, multi-paned wood sash or fixed wood sash. Doors are wood, batten construction, or metal-clad wood.

#01 - Distillery Building (1933-34). IDECO, type R-3 multi-story building with deep clerestory section connecting gabled towers at north and south ends. The main building has three levels, including clerestory, and towers are five levels. The south tower housed the milling equipment and has four grain silos adjacent beside the railroad. The north tower is for the spirits column and distilling equipment (attachment #2, photos 16 and 17). (c)

#02 - Fermenting Room (1933-34). IDECO, type R-3, multi-story building, with all windows located against the eaves to provide light for upper level gang-walks around fermenting tanks. Connected to west side of Distillery Building by a second level passage (photo #17). (c)

#03 - Addition to Fermenting Room (1934-35). IDECO, type R-3, multi-story, building, attached as an ell to the west elevation of the fermenting room. After 1946 converted to bonded case storage room "A" with no exterior changes, except conveyer openings (attachment #2, photo 18). (c)

#04 - Boiler Room and Dryer House (1933-34; additions 1938 and 1942). IDECO, type R-3 building for three boilers. The gabled dryer house wing was added to the boiler room in 1938 extending north to the dryer house tower, a five story unit at the northeast corner which utilizes 65 foot long I-beams for corner posts (photo 10). The last boiler room addition, containing two boilers, was built in 1942-43 of solid concrete blocks for outer walls. Extending east, it has a gabled roof. Also part of the boiler room are three concrete coal storage silos grouped against the railroad siding (photo 19). The cooling unit located southeast of the boiler room is considered auxiliary equipment to this building. (c)

#05 - Stack (1942-43). Formed, reinforced concrete with a flared cap of laid brick. The bottom diameter is approximately 15 feet, tapering to 9 feet

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below the flaring, stepped brick cap. Total height measures 210 feet. The stack replaced an earlier one of metal sections as the boiler room addition was built for World War II production (see attachment #2 and photo 20). (c)

#06 - Cistern Room - Entry Building (1933-34). IDECO framework and roof with tile block infill. There are no window openings in this structure. The taller section houses the huge cistern tanks which receive spirits just distilled. The extended section to the west stores new cooperage for branding and entry procedures (photo 21). (c)

#07 - Power-Generator Building (1942-43). Solid, concrete block walls and reinforced concrete roof with metal framed industrial windows. Built to make the plant self sustaining for maximum World War II production of alcohol. For emergency electrical power, the building contains both steam powered and diesel generators plus regulators for generator output. Also housed are ammonia engine pumps to recycle heated water and provide necessary cooling for hot weather distilling (attachment #2 and photo 22). (c)

#08 - Laboratory (1933-34). IDECO framework and roof. Small one story building with door in each gable end. Multiple windows with six over six, double-hung sash provide maximum natural light to counter tops. Walls are interlocking ceramic tile with stucco finish inside and out. Interior retains all original storage spaces and test equipment, plus cooling units for yeast cultures and testing. Windows have been covered for protection and security. (photo 23). (c)

#09 - Empty Barrel Storage (1936). IDECO, type R-3, one story building located near the Cistern-Entry Building for ready storage of extra new cooperage. The warehouse foreman's office occupied the northeast corner. Original hinged doors have been replaced with track units. (photo 24). (c)

#10 - Six Iron Fermenters (1943). Welded steel plate tanks with slightly conical steel covers, each holding 10,500 gallons, connected by stairs and catwalk for outside service. Built to maximize production during World War II. Self-contained for steam cleaning between uses, not requiring covering building like open, wooden fermenting tubs. The misnomer "iron" became common distillers' term for all metal fermenters (photo 25). (c)

#11 - Glue House and Wash Room (1935). IDECO, type R-3 small building divided into two sections, accessory to bottling house operations with supply storage and restrooms (attachment #2). (c)

#12 - Main Tank Room or Rectifying Room (1935-36). IDECO framework and roof with tile block wall infill. The two-story height allows tall bottling tanks

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and upper catwalk to service filters and line connections. A full length shed porch covered the barrel guns and dock area along the west side now enclosed with corrugated metal for security and weather protection. Original tanks, filters and equipment are all in place, plus recent addition of water processing center for bottled spring water (photo 26). (c)

#13 - Bottling House and WLD-Case Storage (1935, with additions 1938, 1942, and 1948). IDECO, type R-3, one- and two-story building, with large, regularly spaced steel industrial windows equipped with security bar cages for the tilting sashes. The two-section bottling house measures 50 feet wide by 80 feet long, 12 feet high at eave. The 30-foot-wide room was erected first and the 20-foot section coupled on the north side in 1938, with gable room section extended over both. The two story WLD-Case Storage section continues from the west end of the bottling house and measures 30 feet wide by 138 feet long and 24 feet at eaves. Jutting out from the south wall is a one story, flat roofed section for bottling house office and label supplies which measures 15 feet wide by 82 feet long (photo 6). The resultant building extends parallel to the railroad for 220 feet. Also part of this building are the infill shed additions between the steel covered IDECO units and the masonry walled Regauge Room to the north. Built of masonry walls and metal roof, the one story sections serving as added storage for bottling house functions were erected after World War II at the peak in beverage spirits output. (c)

#14 - Bottling House Maintenance Shop (1934). Balloon frame, one-story, 18-foot-square structure with six-over-six, double-hung, wood sash windows on all four sides. Entry doors on both north and south walls for pass-thru traffic. Shed porch across entire north wall. This was the first "government office" where gaugers monitored all phases of potable spirit production and bottling because of the revenue involved. It served as the Warehouse Foreman's office from around 1942 until 1947 (photo 26). (c)

#15 - Regauge Room (1937). IDECO framework and roof. One-story building, 25 feet by 100 feet with high side walls for tall regauge scale tanks and individual package gauge tanks served by barrel lift and elevated gaugeway. The walls are solid brick infill for security and fire control. The windows are six-over-six wood sash symmetrically placed on all outside walls (south side openings bricked up with shed additions in 1947). Each window has iron bars on the exterior secured through the masonry and a single tracked blind shutter unit on the interior. An extensive loading dock for handling barrels wraps around the northeast corner (photo 27). (c)

#16 - Guard Clock Room and Government Office (1942). Small rectangular building with solid brick walls and flat roof with parapet cornice. Increased production for the war effort resulted in greater security measures and

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increased government supervision, as reflected by this one-story building consisting of two units. The interior of the government office is stuccoed over the brick. Steel industrial windows with tile sections are regularly placed for full view of the plant premises. The guard room provides entry when the security fence is closed by means of pedestrian door in the west wall and passage with time clock (Site Plan and photo #28). (c)

#17 - General Purpose Warehouse (1933-34, altered to present form by 1938). Balloon Frame. One story storage building with broad clerestory and paired gable windows on north and south ends over driveway-equipment doors. The tall center drive allows entry of tall trucks, etc., plus access to multi-level storage bins for pipe and timbers to either side. Built in the standard stepped form and seven-floor plan, originally known as "A" house, this was the first whiskey storage warehouse erected (Historic Photo 8, Warehouse in foreground), but it twisted out of plumb when filled with barrels and by 1938 had to be reduced in height and form to serve the present. In 1942 the southeast corner was converted to a cafeteria to serve the three eight-hour shifts necessary for war production. The cafeteria rooms and equipment remain in place (photo 29). (c)

#18 - Fire Department / Engine House (1948). IDECO, type R-3, one-story, 12-foot-wide by 38-foot-long building with tracked doors on both ends for drive-through of fire equipment (photo 30). (c)

#19 - Machine Shop (1934-35). Balloon Frame. One-story building with gabled roof, double hung, six-over-six wood sash windows and a shed porch on the south facade over the entry door. An open shed addition on the east side provides outside storage for raw materials (photo 31). (c)

#20 - Wood Working Shop (1934-35). Balloon Frame. Same as #13 and #19 except no porch or shed addition. (c)

#21 - Cooper Shop (1934). Two-story gable-roofed building with heavy post and frame construction cross braced to bear combined weight of filled barrels at the second level. Equipped with a hand drawn winch on the north end to raise barrels to the second level for dumping and gravity refill of repaired package when leaks occurred. All windows equipped with bars as "Bonded Storage" and doors metal reinforced with hand wrought latches and hasps, fitted for security (photo 32). (c)

#22 - Bonded Storage Warehouse I-I (1934-35). Balloon Frame. Originally known as "B" House, this is the last survivor of the original three constructed in the shorter size (81' X 124'), with storage capacity 10,295 packages (barrels). Corrugated metal and fiberglass panels have been added over mid-

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section glazing making regularly spaced slit windows on sides. Fiberglass sheets cover most front (south gable) windows, with regular sash retained behind overlay (photo 33). (c)

#23 - Bonded Storage Warehouse H-H (1935). Balloon Frame. Old "D" House, the first long house (81' wide by 240' long) erected with a storage capacity of 19,600 packages (barrels). Has been modified with panels over glazing (photo 34). (c)

#24 - Bonded Storage Warehouses E-E (1935). Balloon Frame. Old "E" House, 19,600 package capacity, modified with metal and fiberglass overlay in the mid-section. (c)

#25 - Bonded Storage Warehouse G-G (1947). Balloon Frame. Old "L" House, 19,600 package capacity, modified with metal and fiberglass overlay in the midsection. (c)

#26 - Bonded Storage Warehouse F-F (1948). Balloon Frame. Old "M" House, 19,600 package capacity, modified with metal and fiberglass overlay in the mid-section. (c)

#27 - Bonded Storage Warehouse F (1937). Balloon Frame. The oldest and least altered of the long houses, has original glazing in mid-section and ends (photo 35). (c)

#28 - Bonded Storage Warehouse N (1950). Balloon Frame. The last long house erected, this displays a modified mid-section glazing on the sides, still intact (photo 36). (c)

#29 - Bonded Storage Warehouse A-A (1937). Balloon Frame. Old "G" House, 19,600 package capacity, modified with metal and fiberglass overlay in the gable ends and mid-section (photo 37). (c)

#30 - Bonded Storage Warehouse B-B (1937). Balloon Frame. Old "H" House, 19,600 package capacity, modified with metal and fiberglass overlay in the gable ends and mid-section. (c)

#31 - Bonded Storage Warehouse C-C (1937-38). Balloon Frame. Old "I" House, 19,600 package capacity, modified with metal and fiberglass overlay in the gable ends and mid-section. This is the only warehouse fitted with IDECO vents on the roof peak, added some years after original construction. (c)

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#32 - Bonded Storage Warehouse D-D (1938). Balloon Frame. Old "J" House, 19,600 package capacity, modified with metal and fiberglass overlay in the gable ends and mid-section. (c)

#33 - Deatsville L & N Railroad Depot, (1913). Built according to L & N's standard Plan "C" (attachment #6), the crossed gable plan combination building (for both freight and passengers) is one and one-half stories tall with extended eaves supported by scrolled, decorative brackets. Heavy balloon frame construction is clad in both vertical tongue and groove boards and horizontal weatherboard. Although the multiple hipped and gabled roof is uniform in height, interior dimensions vary; waiting rooms and ticket-freight office (west end) are at ground level, while the floor of the east-end freight section is raised 45 inches to be level with loading docks on three sides. The roof originally was covered with terra-cotta tile which was replaced by composition shingle in 1980. A single interior brick chimney has an elaborate flared cap. Main windows at ground level are double-hung, four-over-four sash. Exterior pedestrian doors are tall, single six-panel units, with double doors in the same design, used on both sides of the baggage room. All doors have a tall, three-light transom extending to the same height as windows. (c)

The attic space was converted to a small apartment for living quarters in 1980. The main ground floor station level remains virtually untouched except for installation of an access staircase in the baggage room. Since then, careful restoration utilizing authentic paint colors has been accomplished on the exterior. Integrity of this structure remains high after repairs and minor modifications for a sympathetic, adaptive re-use as reception center for the Samuels Springs Water Company and T. W. Samuels Distillery Historic District (photo 38 and photos 39, 40, and 41). (c)

#34 - Cave Spring and Stone Walled Pool. Built of dry-laid, shaped stone blocks of regular courses, later mortared joints. One of the two major springs which have supplied the original T. W. Samuels Distillery since 1844, in 1933 it was improved to supply the increased water needs of post-prohibition distillery production. The stone walled spring house was capped with a reinforced concrete roof structure for protection of the natural cave mouth and pumps, which with underground lines, were installed at that time to hold water near the distillery (attachment #2 and photo 42). The holding pool adjacent to the spring house was improved with shaped, coursed stone walls to hold back the spring's overflow before it could enter the lake. A low dike with overflow pipes separates the lake and the holding pool (Site Plan #1 and photo 43). (c)

#35 - Main Distillery Lake (1933-34). Built by hand power and horse drawn equipment to impound sizable quantities of iron-free water as required by



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enlarged post prohibition distilling operations. The water was not just for mashing grain, but served cooling, flushing and cleaning requirements. Some water used for cooling was circulated back to this lake by pipes and re-used after cooling. The lake measures approximately nine hundred feet in length and is about five hundred feet at the widest point; maximum depth is eight to ten feet (Site Plan, Attachment #1, photo 43 and 44). (c)

#36 - Upper Spring and Spring House (built 1840, improved with present storage building 1934). Set into the bank close beside the old Lenore Road, cut-stone steps make easy access down from the road-bed to the lower level. On the north side a door leads into the coursed stone walled spring house where a six foot deep pool holds the vein's flow. On top is a gable roofed, wood framed, clapboard-covered storage structure with south-side up-hill access. There are no windows (Site Plan #1 and photo 45). (c)

#37 - Hillside Storage Building (Built 1900-1935). Constructed of wood framing with corrugated metal cover on a mortared, coursed stone foundation dug into the slope. The south end doors are now covered with corrugated metal, leaving access by steps from the north end (photo 13). (c)

#38 - House (1948-52). Destroyed by fire in 1980, this distillery owner's cottage today is represented by ruins consisting of a chimney and basement walls. Excavations for the formed concrete basement removed all features of the mid-nineteenth century house that originally occupied the site. (photo 13). (n)

#39 - Double Garage, with second floor work rooms (1950). The concrete block lower garage section is topped by a framed, weather boarded story with a low hipped roof. (photo #13). (n)

#40 - Mobile Trailer. Currently used by warehouse crews. (photo #37 and site plan). (n)

In summary, the district includes a total of approximately 58 acres, including 450 feet of the former L & N railroad (now R. J. Corman Railroad Company) and 1,200 feet of Kentucky Highway #523 (photo 46). There are thirty-four contributing buildings in the district and three contributing structures (stack, fermenters, and lake). There are two non-contributing buildings (double garage and house-trailer) and one non-contributing site (the c. 1950 house ruin).

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### FOOTNOTES

1. See: Precinct No. 5, Page 21, An Atlas of Nelson & Spencer Cos., Kentucky, published by D. J. Lake & Co., Phil., Pa., 1882 (copy attached).

2. Maury Klein's, History of the Louisville & Nashville Railroad, The Macmillan Company, New York, 1972, Page 43, details that the 17-mile Bardstown & Louisville Railroad had been completed in 1860 from "Bardstown Junction" on the L & N line to the Bardstown Depot at the north edge of town adjacent to the Louisville turnpike. L & N President James Guthrie purchased the Bardstown branch at a foreclosure sale in 1864 belatedly adding Bardstown to the L & N system. This branch was extended 20 miles to Springfield in 1887-88. On the original 17-mile branch and the first 3-mile extension out of Bardstown, thirteen distilleries and one major storage aging facility have operated on or near (served by) the first 20-mile stretch of track from Bardstown Junction.

Three distilleries and the storage facility were in Bullitt County (two and the storage facility survive). After leaving Bardstown Junction the first was Chapeze Distillery, now partially dismantled and used as a storage-aging facility only. The second was the Murphy-Barber Distilling Company, now the modern Jim Beam Distillery at Clermont, Kentucky (see: the T. Jeremiah Beam House, BU-53), listed in the National Register, March 1987). This distillery has been extensively rebuilt and altered since repeal in 1934. The third was the R. B. Hayden (Old Grand-Dad) Distillery at Hobbs, Kentucky, later Barber, Ferriell & Co. which literally straddled the railroad track. This plant was never rebuilt after repeal: the site and water rights having been acquired by "Jim Beam." The fourth site is the Lotus Station Warehouses (storage only) built at the very edge of Bullitt County, circa 1952, to take advantage of per-diem tax rates (still in operation).

Within one mile after reaching the Nelson County line (northwest) the Bardstown branch railroad arrives at Deatsville, Kentucky. In 1882, there were two distilleries adjacent. The original (1844) T.W. Samuels Distillery was north of "Sayers Depot", one-half mile. Southwest of the crossing and depot was the W.I. & T.P. Samuels Distillery, both sons of T.W. Samuels (See: An Atlas of Nelson and Spencer Cos., Kentucky, published by D.J. Lake & Co., Philadelphia, PA, 1882, Precinct No. 5, Page 21). Both plants disappeared during Prohibition and the extant T.W. Samuels Distillery replaced the earlier operation after 1934.

Continuing toward Bardstown, the W.B. Samuels Distillery was located at Samuels Depot, Samuels, Kentucky (See: Sam Carpenter Elliott's The Nelson County Record - An Illustrated Historical & Industrial Supplement, published by

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the Record Printing Co., Bardstown, Ky., New Year, 1896). The distillery was established in 1869 by T.W. Samuels' cousin and operated through prohibition but was not rebuilt after repeal. Almost two miles along the tracks toward Bardstown was Hunter's Depot. North of this crossing, one-half mile was the Gwynn Springs Distillery or Jos. McGee (McGee & Stoner) Distillery, since various names were used after it was established about 1865, but always with the McGee family involved. It was never rebuilt after repeal.

Within a mile of Hunter's Depot toward Bardstown is Bourbon Springs and the Glencoe Distillery, situated on both sides of the tracks. Originally the Beam & Hart - "Old Tub" Distillery, it was run by three generations of Beams, last of which was James B. Beam. He and his brother-in-law Albert J. Hart moved the operation a short distance across fields (about 1890) to fully utilize the railroad. Sold by Colonel Jim Beam during prohibition it was rebuilt after repeal as "The Bardstown Distilling Company" and in his lifetime he never succeeded in buying back the original "Jim Beam Distillery." Later owned by National Distillers, Glencoe became famous in the 1930-40 era as home of the "Fiddle Bottle," fore-runner of today's collector types. Finally, it was bought back by James B. Beam Distilling Company, (Clermont) about 1974, and today the Glencoe plant is used only for storage. But it is largely intact and displays more integrity of pre and post-prohibition evolution than any similar distilling plant in Nelson County (a different organization and time period than T. W. Samuels-Deatsville).

Only a mile from Bourbon Spring (Glencoe) past "Nazareth Station" is the old S.P. Lancaster Distillery established about 1850. Rebuilt after prohibition on the same site, it was renamed "Shawhan" and later Waterfill & Frazier Distilling Company. Now partially dismantled, it was also acquired by James B. Beam, (Clermont) about 1975 and is now used only as a storage facility. Integrity of the complex is much reduced.

The old Lancaster plant was one and one-half miles from Bardstown when the railroad was built. (Now the town's development has reached out to that last distillery site on the original 17-mile Bardstown Branch railroad).

In summary, ten separate distilleries and one storage facility have existed on the railroad line between Bardstown Junction and Bardstown, Kentucky. Five of the ten no longer exist. Of the five surviving distilleries, only two have integrity relative to a significant period or plan of organization. The storage facility (Lotus) which survives intact is less than forty years old.

In the first three miles beyond Bardstown toward Springfield, three more distilleries were erected after construction of that 20-mile track extension by L & N about 1887. Two distilleries, Early Times (later J.T.S. Brown Distillery)

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and Double Springs Distillery, pre-dated prohibition and were rebuilt after repeal but have now been dismantled completely. Nearest to Bardstown, on the Bloomfield Road (US-62) was the Fairfield Distillery, built from scratch after repeal in 1934. It has now been partially dismantled and serves only as a storage facility; thus, integrity of this distilling complex of similar development and period as T.W. Samuels Distillery-Deatsville, has been reduced to unacceptable levels.

Within a century time-span, the concentration of fourteen separate bourbon whiskey related industrial complexes along only twenty miles of railroad track must rival any similar distance in Kentucky or the nation. The Bardstown Branch Railroad can historically and accurately be dubbed "The Bourbon Branch R.R."

3. In distiller's terminology, "package" is the filled barrel of spirits "entered for aging" into Bonded storage (the warehouse). Thus any referral to "barrel" really means the empty container. Records are kept of each serial number by "entry", per daily production in the "crop book" and "dumps" for reguage are by serial "Lots" or groups of "Packages". After dumping, the used package is reflected on a "used barrel inventory" Only new, unused, charred, white-oak cooperage produces Bourbon.

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Assisting Leslie B. Samuels would be the fourth generation, his son Taylor William Samuels, II, about to earn his college degree in engineering. Father and son placed special emphasis on the use of the latest and most up-to-date materials and methods.<sup>4</sup> Thus, industrial steel<sup>5</sup> units were adopted for maximum utility, fire proofing and ease of maintenance. The railroad transportation system would supply the majority of building materials to the plant site and then supply the finished facility with raw materials, fuel and containers. Finally, the railroad would be primary in shipping the plant's production to customers. Also considered in the plan was the quickly developing highway trucking industry.

The distillery plan bears careful analysis. While certain components may lack individual distinction, the design of the complex and historic water source are distinguishable and significant entities.

The three major functional elements of the distilling plant -- production facilities, barrel handling facilities (both for Bonded "entry" to storage and Bonded "withdrawal" from storage) and bottling facilities -- were all carefully arranged by location to maximize the transport efficiency by both railroad and highway. All buildings accommodating functions which would require constant shipping and receiving were located along the railroad siding. The production facilities which made the greatest use of railroad supplied grain and fuel were the greatest distance east of the highway crossing, with storage silos built against the off-loading points. The bottling facilities with case storage shipping and receiving were located nearest the juncture of highway and railroad to best utilize both. The latest methods of case handling machinery were adopted to load and unload rail-car or truck with a minimum of hand labor. Within the plant premises, a road system provided ready access to all facilities by truck or tractor equipment. The devised plan allowed for construction, expansion and continued operation during on-going construction, a vital consideration for an all new distillery in 1933-34 and an aspect that proved vital during the World War II expansion.

In contrast to this new system, the setting of pre-1917 rural distilleries was largely determined by the locations of natural water supply which utilized gravity flow to provide the needed water. The natural streams then carried away the results of distilling and attendant cattle-pen operations. Steam was the only power source which limited the movement of water and liquids. Water impoundment was limited by equipment and methods to small ponds and rock-walled pools. In 1932, copious amounts of natural limestone water were still the first requirement for making whiskey. But now modern technology made it feasible to move water by pumps from the historic Samuels Springs, which had made the first distillery possible, across the intervening half mile to the railroad siding.

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Thus, both the transportation network and the vital water source could be utilized to the fullest. But the planned, five-fold increase in production required catching the natural spring flow. Thus, a large lake impoundment was the first necessity providing mashing and cooling water, which could make the post-prohibition production levels possible, year round. Despite construction problems of the depression era, it was created using hand-power and horse drawn equipment. Pumps were installed for the two main springs and the lake with underground pipes following the original line of the old Lenore Road (now Ky 523) which had recently been re-located to the west in straightening. (The old road section served the springs and distillery property for years after.)

One architectural element of the T. W. Samuels Distillery Historic District is especially significant. The stepped, three-tiered form of the storage warehouses, an exceptional design for aging whiskey credited to Leslie B. Samuels, was developed in order to concentrate the most sunlight and heat on the maximum barrels. The location of the buildings' axis in relation to the sun's arc also was important. Thus, all storage warehouses are carefully oriented northeast to southwest.<sup>8</sup> Only the T. W. Samuels Distillery utilized this design and placement in a comprehensive program enduring from initial construction through the building of the last warehouse in 1950. This design was more expensive to execute than the standard box form erected at most plants after 1934. T. W. Samuels' warehouses have long been recognized as excellent storage facilities. This singular design will not be built again because of cost factors and fundamental changes in how whiskey is handled today.

All the planning for the modern T. W. Samuels Distillery and initial execution of that remarkably organized plan took place at the height of the Depression era. During the initial stages, no one could have foreseen the unprecedented global events which would culminate in America's mobilization after December, 1941, for maximum war production. The potable distilling industry stood in a remarkable position as this emergency demand for alcohol presented itself. Particularly in Kentucky there was a profusion of recently rebuilt small and medium size distilleries, producing spirits. Because of diverse location, they could utilize material resources, trained labor and the pre-dominant rail transport to the optimum. Sabotage of vital war industry was also a real concern in 1939-1942. Again, the multiple sources offered a major safe-guard against disruption. To switch from potable spirits, the plants required some added equipment to boost production proof level, quantity and operating time. Few levels of American industry were so readily adapted to wartime demands.<sup>9</sup>

Particularly suited to the quick change was T. W. Samuels Distillery where the original plan and layout left room for expansion and additions, as need warranted. The ultimate proof of this adaptability lies in the survival of

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every major structure and building added for World War II production, whereas most other area distilleries had to make-do with additions and after the emergency these elements were dismantled and removed for diverse reasons. In Nelson County, only at T. W. Samuels Distillery has this total survival occurred illustrating the contribution, through adaptation, made by one of Kentucky's oldest industries when demanded by the 20th Century's world cataclysm. Although these events occurred less than fifty years ago, the cause and effect of this era (1941-1945) is so unprecedented it is deemed to have special significance, especially with surviving examples. It is highly unlikely similar events could ever occur again, making contributing examples such as T. W. Samuels Distillery assume ever greater status.

The historic Deatsville L & N Railroad Depot (NE-219) is of great significance to the crossroads community and the distillery complex. It was the center for all mail, freight and passenger activities at the Deatsville stop on the L & N Railroad's Bardstown Branch Line. Named for the Deats Family, Deatsville Post Office and Sayers Station (named for Alex Sayers, the agent) was the center of an active cross-roads village by 1880.<sup>10</sup> The immediate area boasted two distilleries, two stores and post office, a doctor's office, a cooper shop and a school, plus numerous houses and the depot. The fine, new depot was erected by L & N railroad in 1913 at the peak of railroad service, both passenger and freight. From that time it became the Deatsville L & N Station official records.<sup>11</sup> The size and construction detail clearly conveyed the level of the business activity at Deatsville circa 1880-1920 since this station was the same general plan as L & N stations erected about the same time in Bloomfield and New Haven, two sizable towns in Nelson County.

The presence of the Deatsville L & N Depot contributed to the success of the unique distillery complex. The depot's close proximity to the new plant made shipping and receiving very flexible and efficient. The bulk of cases and package goods shipped from T. W. Samuels went by rail until well after World War II. In addition, the plant was built and supplied utilizing the railroad to move materials impossible to deliver by highway. Then too, that proximity to the distillery saved it from destruction. Obsolete and un-needed by changing railroad operations, the depot was acquired by T. W. Samuels Distillery about 1965 to serve as storage.

The architectural significance of the Deatsville L & N Railroad Depot is relative to the high integrity of original fabric and detail, both interior and exterior, and the rare survival of this type of frame building. The design is similar to combination depots found in many parts of the United States. The rather universal form with two levels under the simple roof and extended eaves, supported by various brackets to facilitate cargo and passenger movement developed quickly in the first fifty years of railroads. While L & N depots

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followed certain standard practices in floor plan and dimensions, there was some variety in material, windows and bracket detail. The Deatsville L & N Depot retains late 19th century windows, doors and original L & N hardware in late Victorian commercial designs. The scrolled eave supports are both decorative and utilitarian, pleasing the eye while supporting the extended roof which sheltered both cargo and passengers from the elements. The era of segregated services in the south is recalled by the divided waiting rooms still clearly marked on the outside doors "colored" - "white." It is a building reflecting industrial, transportation, commercial, communication and social practices which have passed from the scene.

The Samuels family had the land, the water and the knowledge to re-establish a premier distilling operation after prohibition, but the scope of that new plan required outside capital. A partnership was formed with Robert L. Brock, Sr., and associates from Cincinnati.<sup>12</sup> The final agreements gave control to the Cincinnati financing. In 1942, with the first phase of the plant's development virtually complete and the World War II expansion perpetuating the original design organization underway, the Cincinnati group sold control to a Chicago-based interest. The death of Leslie B. Samuels had occurred in 1936 soon after seeing his designs implemented. The fourth generation, T. W. Samuels, II, who had assumed the position as general manager, had no choice in the sale. Distillery, lands, and the family name passed from his hands to an obscure group within the First National Bank of Chicago.

By the end of World War II, Sam Westermann emerged as owner of T. W. Samuels Distillery. He soon made his home much of the time at the cottage adjacent to the springs and lake.<sup>13</sup> The distillery reached its zenith by 1955. Westerman ultimately sold the plant to Scotland-based "O.R.A. Distilling" about 1976, shortly after which dismantling of certain equipment and tanks began. By 1980 the property was being divided, with Heaven Hill and Maker's Mark Distilleries acquiring the warehouses. John Mayer purchased lakes and extensive farmland once part of the complex.

Since 1982, Dr. Art J. Shulthise of Louisville has purchased all remaining portions of the original distillery complex except the warehouses, as well as the L & N Depot and the Samuels Springs, plus water rights to the lake and piping easements. Today his Samuels Springs Water Company utilizes the bottling house, tank rooms, and processing area, originally conceived for whiskey production, in an effective adaptation to produce bottled limestone water from the Samuels Springs. He holds the production buildings ready for future endeavors. All efforts and repairs have been made with every sympathy for the history and significance of T. W. Samuels Distillery, the Springs and the Deatsville L & N Depot. The future status of this impressive post-prohibition Kentucky industrial complex will be strengthened by this recording of its form



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and function plus proper recognition of its quality through listing in the National Register.

## FOOTNOTES

1. D. J. Lake & Company, Nelson Spencer County Atlas of 1882. See: Precint #5, Page 21, Attachment #3.
2. The Nelson County Record, Industrial Supplement of 1896. By: Sam Carpenter Elliott, Page 5, Distilling Section, Attachment #7.
3. The Bardstown Branch L & N Railroad track had been linked to the first distillery site by narrow gauge railroad across the fields. This arrangement provided increased fuel and freight service until prohibition (oral statements of T. W. Samuels, II and G. D. Ratliff).
4. In an interview with T. W. Samuels, II, he gives full credit for the design of the plant premises and the special warehouses to his father, Leslie B. Samuels. But the January 31, 1935, Kentucky Standard states: "The design of the plant was engineered by Mr. William [T. W.] Samuels aided by the experience and practical ideas of his father, Mr. L. B. Samuels . . . while not the largest is regarded as a model distillery in every particular."
5. The original files and blueprints of the T.W. Samuels Distillery indicates the Pyne Company, Engineers, Louisville were responsible for many design drawings. Perhaps this was in conjunction with the steel component supplier who appears to be the sole source utilized (International-Stacey Corporation, a division of The Industrial Derrick & Equipment Company, Columbus, Ohio).
6. There is a major potential here for future comparisons of design efficiency with other similar industrial complexes. As author of this nomination, my background experience includes over ten years as a Gauger or Government Inspector for the Bureau of Alcohol, Tobacco & Firearms division of Internal Revenue. I worked at every distillery in the greater Nelson County area. No other plant begins to approach T. W. Samuels in the design, organization and execution from start to finish, built after 1934.
7. The pre-prohibition plant mashed two hundred bushels per day but the new plant reached nine hundred and thirty-two bushels by January 31, 1935. (The Kentucky Standard article).

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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8. T. W. Samuels, II, denied the old rumor repeated locally that the step houses were "patented" and his design. He gave full credit to his father because of his earlier experience aging whiskey. Similarly designed warehouses were part of the St. Francis Distillery near Loretto, Kentucky (Marion County). Erected after those first built at Deatsville, the St. Francis houses were dismantled between 1975-1980.

9. So recently rebuilt because of repeal, at the height of the Depression Era, Kentucky's Distilling Industry could produce spirits of 140-150 proof from any natural substance which would ferment. For maximum war-effort production alcohol of at least 190 proof was required. With some equipment added Kentucky distilleries, including T.W. Samuels, shifted to 24 hour production turning out near alcohol proof (165-180) spirits which were then shipped to special plants which reprocessed and boosted the proof to over 190 (industrial alcohol).

10. The Nelson-Spencer Atlas of 1882, the Nelson County Record (Industrial Supplement) of 1896 and Sarah B. Smith's Historic Nelson County, Gateway Press, Kentucky, 1971, all give the history and background of Deatsville, Kentucky, through its development.

11. Official L & N Combination Station Plan for Deatsville, 1913. See: Attachment #6.

12. T. W. Samuels, II, gave this associates' name as "Robert Brock, Sr." in a personal interview The Kentucky Standard issue of May 3, 1934, states, "Robert L. Block is president." This article reports the initial run of whiskey was made April 28, 1934; also: "The new plant has been built adjacent to the railroad just a short distance from the Deatsville station, where previous to last October, was an open field." Although built from scratch in less than eight months it was third to resume production in Nelson.

13. Various details of sale by Brock and associates plus Sam Westerman's emerging in control were confirmed by both T. W. Samuels, II and G. D. Ratliff, distiller and last plant manager under Westerman.

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## National Register of Historic Places Continuation Sheet

T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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### 9. MAJOR BIBLIOGRAPHICAL REFERENCES

An Atlas of Nelson and Spencer Cos., Kentucky, published by D.J. Lake & Co., Philadelphia, PA, 1882.

Elliot, Sam Carpenter, The Nelson County Record- An Illustrated Historical & Industrial Supplement, published by the Record Printing Co., Bardstown, Ky., New Year, 1896.

Klein, Maury, History of the Louisville & Nashville Railroad, The Macmillan Company, New York, 1972.

Smith, Sarah B., Historic Nelson County, Gateway Press, Louisville, Ky., 1971.

The Kentucky Standard, (Bardstown's weekly newspaper) issues from 1934, 1935, and 1936, micro-film, newspaper archives from the Nelson County Public Library.

#### Records and files:

Bureau of ATF, Internal Revenue Service Bardstown Office (OBSOLETE FILES)  
T.W. Samuels Distillery, files, blueprints and company records, Deatsville  
L & N Railroad Company archives (Depot and building plans)  
Nelson County Records, Property Tax Office and County Clerk.

Information provided to David Hall in personal interviews with:

G.D. Ratliff, retired distiller and plant manager  
Dr. Art J. Shulthise, President, Samuels Springs Water Company  
Taylor William Samuels, II, retired President, Maker's Mark Distillery  
Taylor William Samuels, III, President of Maker's Mark Distillery

Historic Photos courtesy of the Samuels Family Historic Collection,  
by assistance of T.W. "Bill" Samuels, III, and the historic  
collection of Dr. Art J. Shulthise

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# National Register of Historic Places Continuation Sheet

T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky  
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## 10. GEOGRAPHICAL DATA

### Verbal Boundary Description & Justification

The district boundary begins at the southeast corner of the DUST SHED marked point "A" on the site plan and runs S, S-E, 375 feet following the north side right-of-way line of the Corman Railroad. At the point marked "B" on the site plan, east of distillery, boiler room, stack, power house and maintenance buildings, the boundary turns N-E and runs 775 feet to a corner in the security fence, southeast of warehouse (N), where it turns S, S-E, for 75 feet with the fence; then at a corner turns N-E again for 350 feet to point "C", near the northeast corner of warehouse (N). The district boundary then follows the fence N, N-W, 150 feet to point "D", a corner in the fence. Turning S, S-W, for 225 feet, the fence and the boundary line then change, bearing more sharply southwest 350 feet, to point "E", a corner in the security fence north of warehouse (F). The boundary then follows the fence N-W, 375 feet, to a fence corner marked point "F" on the site plan. Turning N-E for 800 feet, the boundary follows the fence to the point "G" and turns at that corner with the fence running N-W for 350 feet to a corner in the fence between warehouses (F-F) and (G-G). At this point it turns northeast for 75 feet before continuing N-W, 450 feet, crossing Highway 523 to the west side and a point marked "H" on the site plan.

The boundary turns northeast, following the west side right-of-way of Kentucky Highway 523 for a distance of 1,750 feet to the point marked "J" on the site plan. Turning northwest at point "J" the boundary runs N-W, 500 feet, crossing the old distillery lake dam to point "K". The boundary then follows the high water mark of the distillery lake, with its meanders, southwest and south, approximately 1,425 feet to point "L" on the site plan, which includes the south end drainage to the lake and the upper spring house northeast of that point. The district boundary then follows the old Lenore Road south across the fields on the west side, 1,425 feet to point "M" which includes a portion of present west right-of-way for Kentucky Highway 523, where the old and new roads diverged. At point "M" the boundary turns N-W for 1,210 feet, following the security fence behind warehouses (A-A, B-B, C-C, and D-D), to point "N". The boundary and fence then turn S, S-W, for 350 feet to point "P", then turns E, S-E, for 1,450 feet, following the old fence line and crossing Kentucky Highway 523 to point "Q" on the site plan. Following the east right-of-way line for Kentucky 523, the line turns south for 450 feet and crosses the Corman Railroad right-of-way and tracks to arrive at point "R", almost due west of the L & N Depot building. Turning southeast the boundary follows the south property line of the L & N station where it abuts the old Bardstown Road right-of-way for 375 feet to point "S" on the site plan. The district boundary then turns northeast for 75 feet, crossing the Corman Railroad tracks and right-of-way to close with

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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point "A", the beginning.

Boundary justification: The nominated area consists of the immediate site around the production-bottling facilities and the "Bonded Premises" around the warehouses most of which is delineated by security fence. In addition to the main distillery complex the nominated boundary follows the historic road frontage north to encompass the lake, springs and house ruin site, part of the significant lake setting fronting on Kentucky Highway 523. The return boundary is determined by the original "Lenore" road-bed and the congruent pipes and easements which utilize this historic route between distillery and cave spring-lake complex. The boundary is consistent with property lines and distillery fences established and surveyed historically in the development of the Samuels land-holdings and actual building of the lake and distillery complex wherever possible. The boundary is continued south of the Corman Railroad tracks only to encompass the original property lines of the Deatsville L & N Depot. Thus the contiguous area nominated includes only the minimum necessary footage of Kentucky Highway 523 (approximately 1,200 feet) and that piece of the Corman Railroad right-of-way separating the T.W. Samuels Distillery and the Deatsville L & N Depot (430 feet). Non-historic wooded areas, fields, pastures and additional lakes built later for distillery use are not included in this district.

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**National Register of Historic Places  
Continuation Sheet**

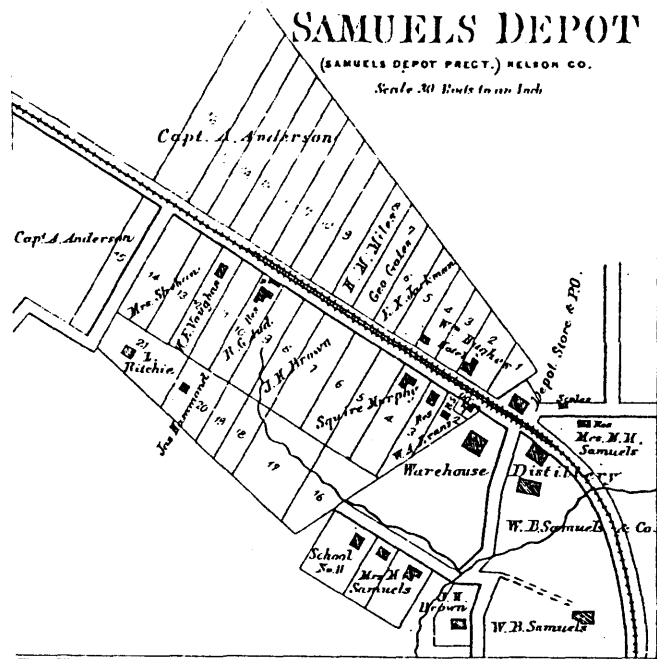
T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky  
Miscellaneous

Section number   V   Page   1  

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EXHIBITS:

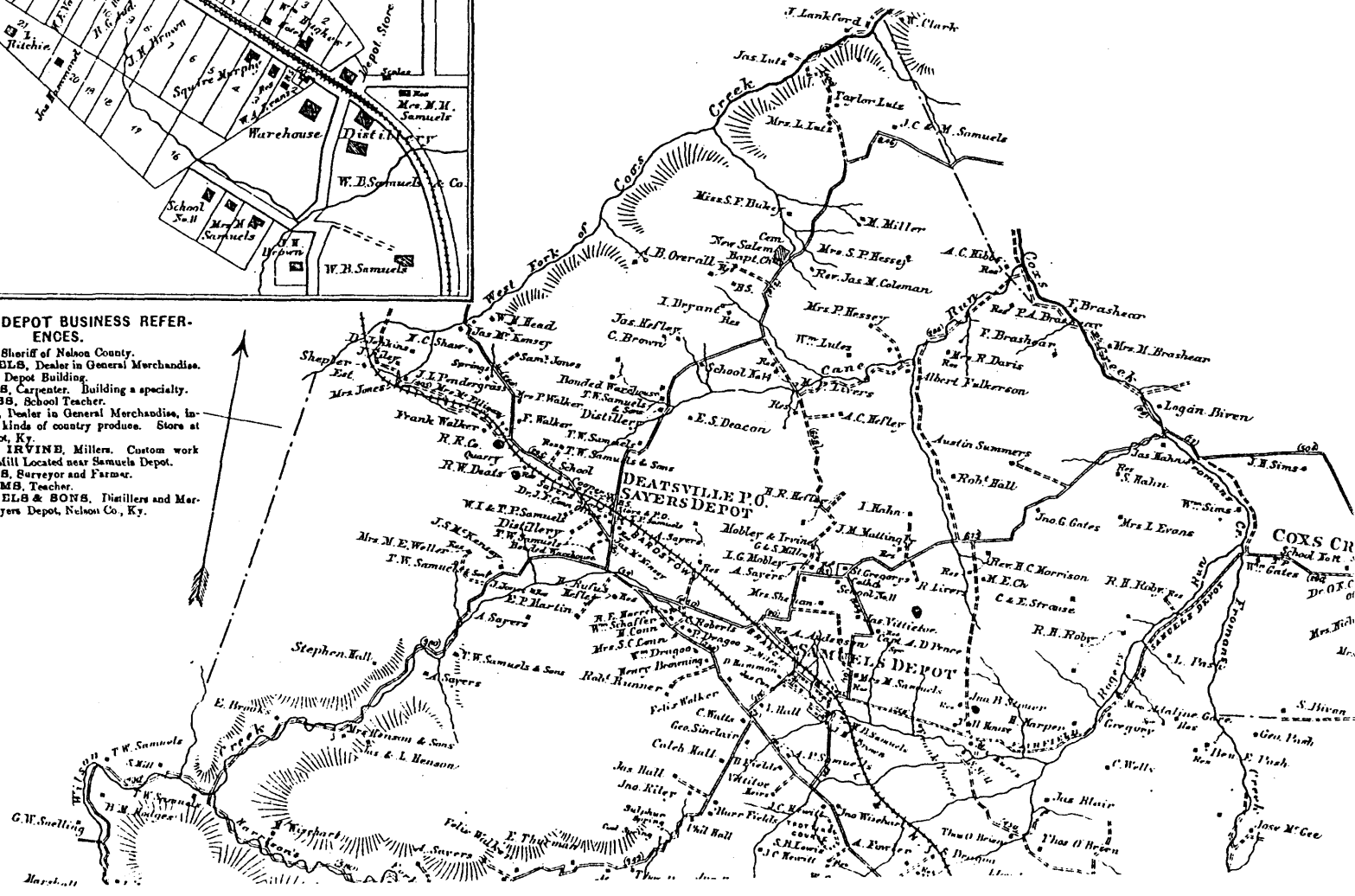
- Attachment #1.) Site Plan Map (in sections), 3 pages.
- " #2.) T. W. Samuels Distillery (DSP-KY-145) Plat Sheet, marked as:  
Sheet no. 1, Tract 1, dated, October 30, 1972.
- " #3.) Samuels Depot, Precinct #5, Page 21 from 1882 Atlas of Nelson  
And Spencer County, Kentucky published by D. J. Lake & Company.
- " #4.) IDECO Peak Ventilator, design perspective sketch #730.
- " #5.) Front End Elevation and Transverse of Step Warehouse.
- " #6.) Plan 'C', L & N Combination Depot Building, dated 1913.
- " #7.) Page 5 of the Distilling Section from the Nelson County Record ,  
An Illustrated Historical & Industrial Supplement, New Year, 1896.

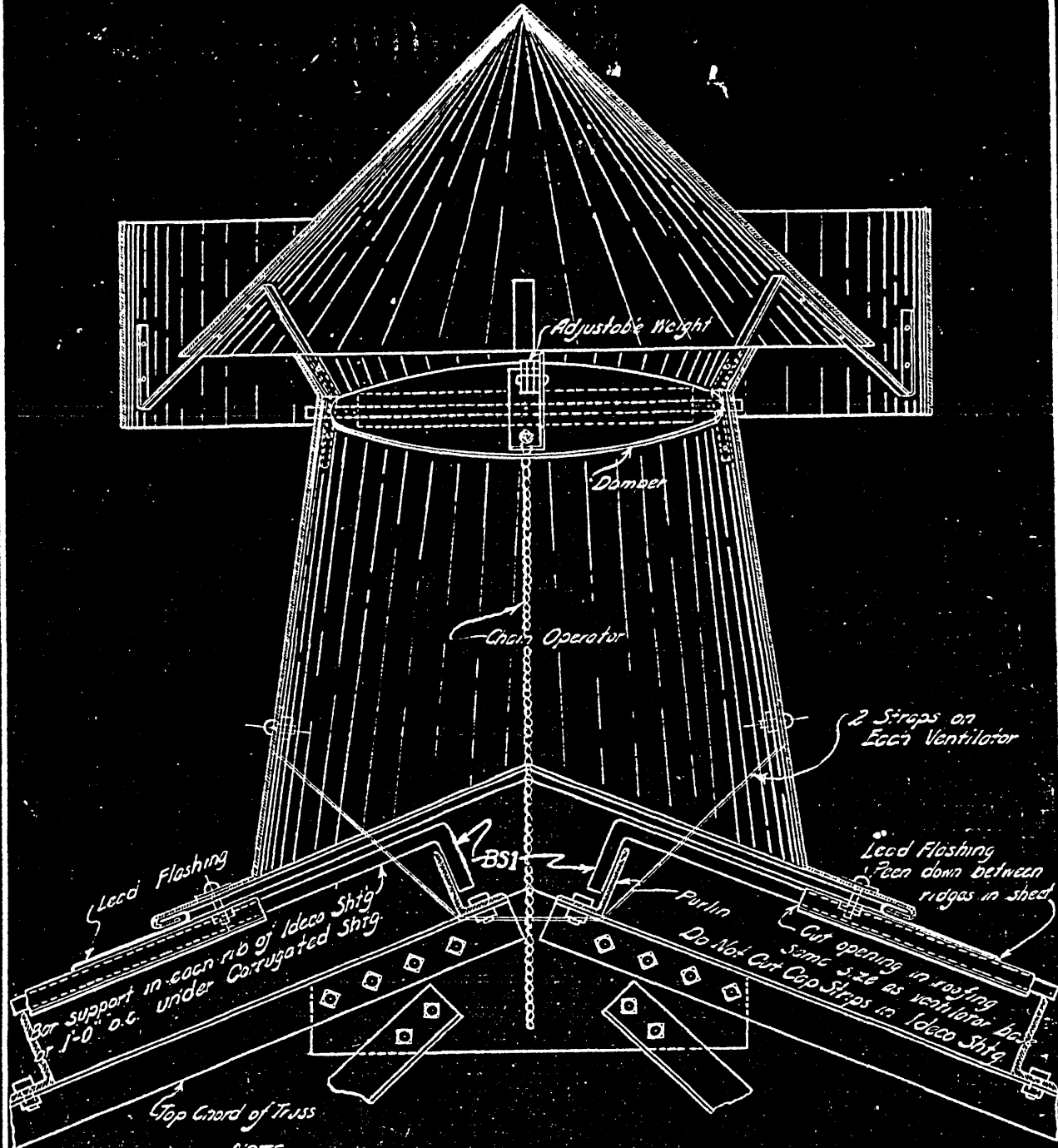


**SAMUELS DEPOT**  
PRECINCT No.5  
Nelson Co.  
Scale 1/4 Inches to the Mile.

**SAMUELS DEPOT BUSINESS REFER-  
ENCES.**

- A. D. PENCE, Sheriff of Nelson County.
- A. P. SAMUELS, Dealer in General Merchandise. Store at the Depot Building.
- W. A. EVANS, Carpenter. Building a specialty.
- W. S. BEHMISS, School Teacher.
- A. BAYERS, Dealer in General Merchandise, including all kinds of country produce. Store at Bayers Depot, Ky.
- MOBLEY & IRVINE, Millers. Custom work solicited. Mill Located near Samuels Depot.
- M. F. LIVBBS, Surveyor and Farmer.
- WM. J. ADAMS, Teacher.
- T. W. SAMUELS & SONS, Distillers and Merchants. Bayers Depot, Nelson Co., Ky.





NOTE

Ideco Ventilators can be furnished with or without dampers.  
The method of application of any ventilator to an  
Ideco Building is the same as shown above for  
an Ideco Ventilator.

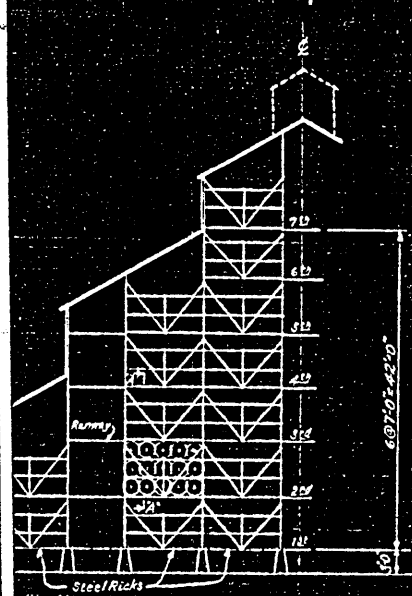
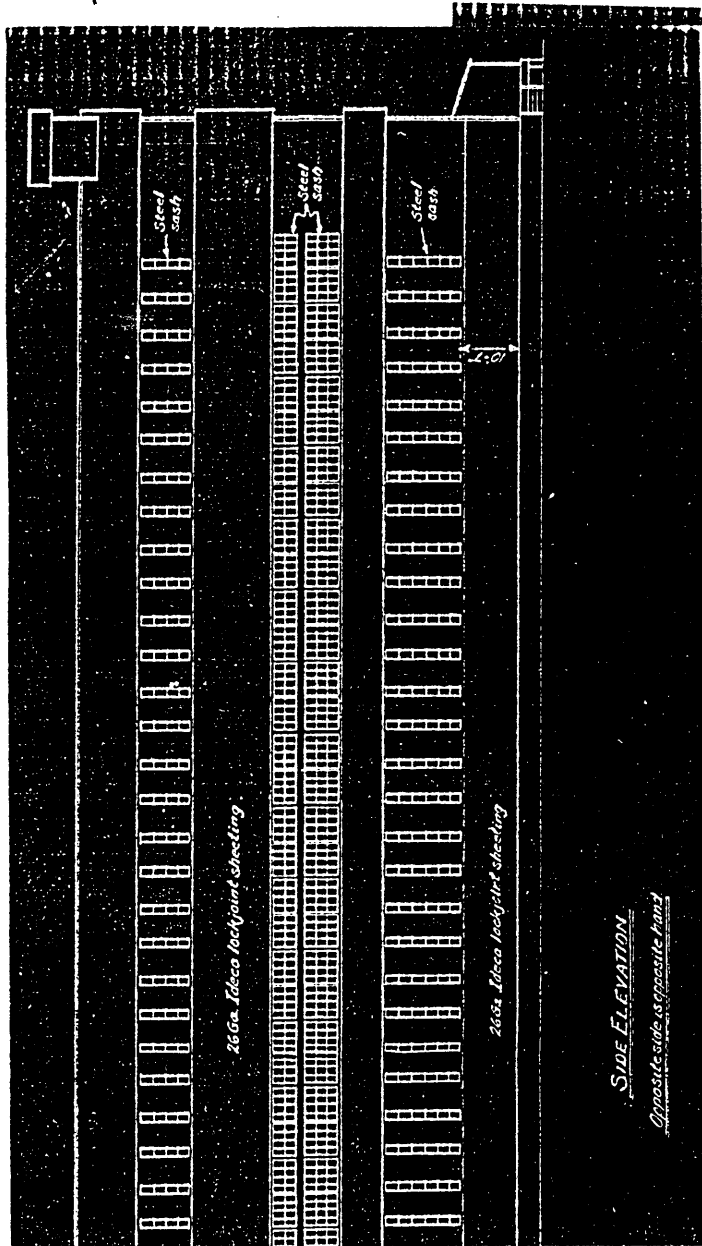
### SECTION THRU IDECO VENTILATOR

	THE INTERNATIONAL DERRICK & EQUIPMENT Co. COLUMBUS OHIO U.S.A.	IDECO STANDARD BUILDINGS TYPE R-3	SKETCH No 730
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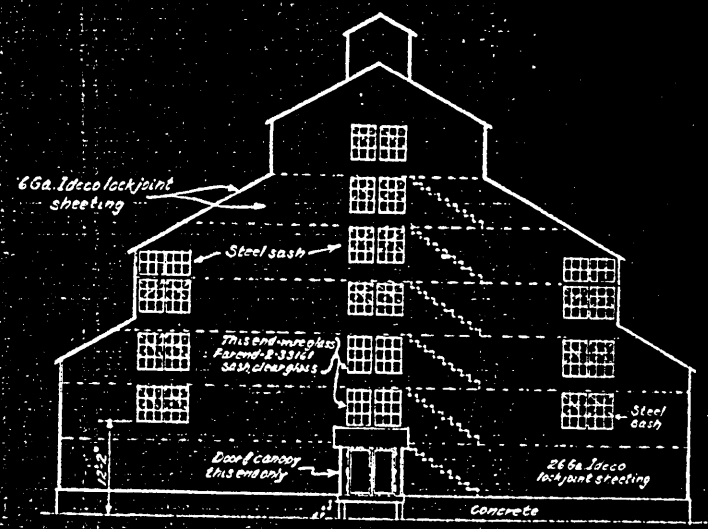


T. W. Samuels Distillery Hist. Distr.  
 Deatsville, Nelson County, Kentucky

Attachment #5



HALF TRANSVERSE SECTION

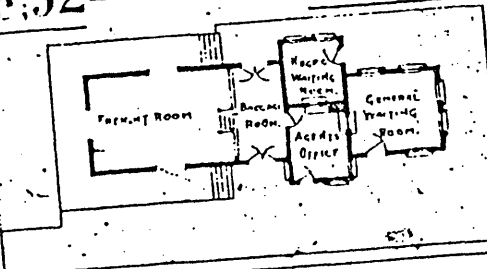


FRONT END ELEVATION  
 Opposite end same except as noted

Combination Station

Mile 32

Deatsville, Ky.

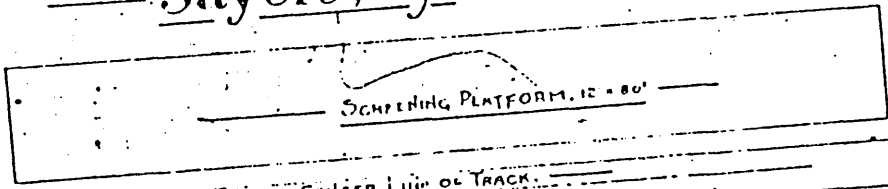


- General Waiting Room 16' x 18'
- Negro Waiting Room 12' x 10'
- Agents Office 12' x 15'
- Baggage Room 10' x 10'
- Freight Room 15' 6" x 30'
- Built in 1913 from Plan C-13588

File # 11104  
C-13588

Mile 33

Sayers, Ky.



Platform

ation

n Gasz remodeled  
ling a Negro  
with vertical and

File # 7940  
C-10067



HENRY SUTHERLAND'S DISTILLERY, NEAR BARDSTOWN, KY.

**HENRY SUTHERLAND DISTILLERY.**

One of the most perfect old-fashion sour mash distilleries in Kentucky is the one above mentioned. It is situated three miles from Bardstown, on the Bardstown and Green River Turnpike road. There has been a distillery upon the present site for fully one hundred years. John Sutherland, the grandfather of the present proprietor, located in Nelson county upon the Beech Fork in 1780 and immediately thereafter began the manufacture of whiskey upon a small scale, producing his product in the immediate neighborhood. He was the third or fourth distiller to make whiskey for sale in the county. In those days whiskey was made upon a very small scale, and it was not until 1824 that it was manufactured for the Southern market. The average yield of gallons of spirits per bushel of grain did not exceed one and one-half. There were quite a number of small distilleries in the above neighborhood, and whenever a distiller washed as much as three bushels of grain the immediate neighborhood became overcrowded with the product that it furnished the manufacturer to seek a larger market for his goods. They every week when the river was sufficiently high, the neighbors would congregate together and select some one of their number to accompany a small boat, laden with whiskey, which was encased in old wooden-hooped barrels down the river to a point where, in conjunction with the manufacturer on the Rolling Fork, they transferred their goods to a larger and safer boat, which was managed by an experienced crew from the mouth of Salt River, down the Ohio and Mississippi to the Memphis and New Orleans market, where it was exchanged for coin, changing into some half-pigs, one. These goods were transported back to Kentucky overland, mostly by pack trains. In 1824 William Sutherland succeeded his father in the business. The largest capacity of any distillery in the neighborhood at that time was the Sutherland distillery, which washed twenty bushels of grain per day. William Sutherland changed his whiskey in like manner to that of his father, and had no home trade in the Southern market up to the time of his death, which occurred in 1862. Henry Sutherland succeeded his father at his death, and has increased the capacity to sixty-four bushels per day. The distillery is situated in a deep ravine, surrounded upon all sides by large, towering

cliffs. It is quite picturesque to stand and gaze upon the mighty rocks as they project from the earth. Large springs of fine water flow now the year around, there being some twenty or more ever-falling veins. The warehouses, with a capacity of 2,000 barrels, are situated upon a hill and the whiskey is always kept dry and secure from any damage that might be incurred by dampness. The grain used is raised in the immediate neighborhood, and is of a select quality. Mr. Sutherland, while a practical distiller and giving his constant attention to the manufacture and warehousing of his whiskey, has in his employ John Bess, one of the most noted distillers in Nelson county, who has had an experience of over twenty years. There is no better whiskey made in Nelson county than Henry Sutherland's. There is no man who stands higher as a distiller or a honest, faithful fellow citizen than Henry Sutherland. His word is as good as a gilt-edged bond of any millionaire. In 1865 he was married to Miss Miles, whose father and grandfather were among the best distillers in Kentucky. They reside at their beautiful residence, within a short distance of this famous old distillery. They have eight children--four bright sons, and four beautiful and refined daughters.



HENRY SUTHERLAND'S DISTILLERY--EAST VIEW.

ing cliffs. It is quite picturesque to stand and gaze upon the mighty rocks as they project from the earth. Large springs of fine water flow now the year around, there being some twenty or more ever-falling veins. The warehouses, with a capacity of 2,000 barrels, are situated upon a hill and the whiskey is always kept dry and secure from any damage that might be incurred by dampness. The grain used is raised in the immediate neighborhood, and is of a select quality. Mr. Sutherland, while a practical distiller and giving his constant attention to the manufacture and warehousing of his whiskey, has in his employ John Bess, one of the most noted distillers in Nelson county, who has had an experience of over twenty years. There is no better whiskey made in Nelson county than Henry Sutherland's. There is no man who stands higher as a distiller or a honest, faithful fellow citizen than Henry Sutherland. His word is as good as a gilt-edged bond of any millionaire. In 1865 he was married to Miss Miles, whose father and grandfather were among the best distillers in Kentucky. They reside at their beautiful residence, within a short distance of this famous old distillery. They have eight children--four bright sons, and four beautiful and refined daughters.

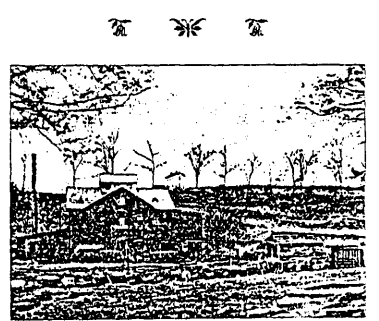
**TAYLOR W. SAMUELS' DISTILLERY.**

This splendid plant is one of the best in Kentucky. It is situated one-half mile east of Deatsville, a small station on the Bardstown and Springfield branch of the Louisville & Nashville Railroad. The morning that I visited this place, I was favorably impressed with the location, and especially the lovely, picturesque surroundings. Nature had much to do in preparing it for an ideal distillery location, and fifty-two years ago Mr. Samuels, a man of quick perception and keen foresight, recognized this fact and took advantage of it. He erected a distillery in 1842, and has since been constantly at its helm. Many distillers of the county have much history connected with their establishments, but no distiller, as far as I am able to discover, ever made whiskey for so many consecutive years as Mr. Samuels. In no other county, he has been, in the business center, than any man who ever made whiskey within the confines of old Nelson. It seems to me that if I wanted to purchase goods of this kind and knew of Mr. Samuels' long experience in the business, I would not hesitate to give to him my order. In addition to this, I saw from the men of long experience, especially in this line. The distillery is well

constructed, and equipped with all the modern improvements known in the distillery business. He uses the most select grain and has as his distiller one of the best and most popular men engaged in the business. The warehouses are well arranged and perfectly ventilated and are iron-clad. Whiskey generally is entered at a per cent. of 100 proof, and when it is due for withdrawal has reached as high as 110. The average increase, though, is about four or five degrees, which speaks well for the maturing advantages to be obtained at this distillery. Mr. Samuels is a man who requires all employees to be prompt in their duties, and no one who is otherwise inclined will remain in his employ long. When the house was first established it had a capacity of twenty-four bushels. It now has a daily capacity of two hundred and fifteen bushels of grain. The warehouses have a capacity of over 14,000 barrels. The water power comprises some six or eight large springs, four of them being what we term never-falling streams. There are five open pumps on the premises, and the grain is ground by the roller process, but is first screened by the better & Popple screens. The whiskey is sold throughout the country, and is principally handled by that popular and well-known firm, Hirsch, Lowmeyer & Levy, of Cincinnati, who are among the best known whiskey dealers in the United States. Stephen Hill, a distiller of some twenty-five years' experience, has been in Mr. Samuels' employ a long time. He is considered one of the best in the country.

**TAYLOR W. SAMUELS** was born January 24th, 1823. His father, William Samuels, a native of Virginia, removed to Kentucky at an early date, and was an extensive farmer. He served as High Sheriff and Magistrate in Nelson county for many years. He was educated at the Bardstown College. In 1841 Mr. Samuels commenced distilling whiskey upon the present site. The distillery has turned out a great amount of whiskey, but Mr. Samuels always immediately resubstituted, each time increasing the capacity and plant in size. He has been a very successful distiller, as well as a farmer, being one of the largest land owners in Nelson county. He was for eight years Sheriff and Deputy Sheriff of Nelson county, and for four years acted as Register for Nelson county. He first married Miss Leona Ostrom, of this county. To them have been born Van. I. Thomas P. Robert, H. (deceased) and Mary K. (Marion). Mr. Samuels is one of the most solid business men in the county, and personally owns an interesting and comprehensive general store, being well posted upon historical and industrial subjects.

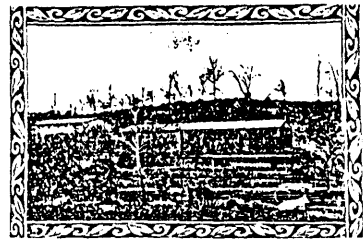
**WM. I. SAMUELS**, son of Taylor W. and Leona Ostrom Samuels, was born in Nelson county, December 17th, 1845. He was educated in the common schools of Nelson, at Georgetown College, and the Commercial school of Louisville. In 1864 he entered the mercantile business at Glasgow, and in 1866 he was made General Superintendent of the Taylor W. Samuels distillery, having held the position up to the present day. For ten years at different times he has been selected as President of the Nelson County Agricultural and Fair Association, service at present in said capacity. In 1865 he was elected President of the Kentucky Swine Breeders' Association. He is also President of the Bardstown and Shepherdsville Turnpike Company. He was selected by the City Council of Bardstown one of the purveyors of the public electric light plant, and was afterwards appointed superintendent same. He is one of the most energetic and thorough-going business men in Nelson county. He has done much towards putting Bardstown forward both in business and social circles. He is always ready and willing to contribute to the enterprise of his native place, and if he believes it will promote the interests of the town or county. On the 31st day of December, 1870, he was married to Miss Emma Torcas Tichenor, of Fairfield, Ky., daughter of the late Timothy Tichenor. They have been blessed with four children, three daughters and one son.



THOS. A. MOORE DISTILLERY, NEAR BARDSTOWN, KY.

**TOM MOORE DISTILLERY.**

In 1881, Thos. A. Moore, then a practical distiller of fifteen years, established the above distillery. It is situated on the Bardstown and Green River Turnpike, just one mile from Bardstown, and its location could be had. Every one who knows what a great thing it is to be well located, can at first sight readily see how well Mr. Moore used his good judgment in erecting so fine a building where he did. It is a beautiful sight to the eye and stand over in the east yard, and to gaze toward cool breezes and see the large streams of clear water that flows from the rocky cliffs. There is a natural fall from the springs in the distillery below of some fifty feet. It is no every home that is so blessed with the advantage of obtaining pure water in this manner. In addition to this, the water from which the Tom Moore distillery is able to get such an abundant supply of water, there are several other large and clear streams that empty into a fine pond just a few feet above the house. The cattle yards are drained by nature, and no dirt is permitted to remain long. The distillery is really is one of the very best in the country, and Tom Moore's reputation as a manufacturer of pure Kentucky head made sour mash, is not confined to this State alone; it is national. The construction of the distillery is made so as to produce pure old time sour mash whiskey. All the latest improvements are to be seen in vats here. The grain, which is of the most select variety, is carefully screened before entering the mash tub, and by this and other means not always used by distillers, Tom Moore can with reason guarantee a fine grade of whiskey. He tries to obtain quality more than quantity, which is not the case with every distiller. His practical knowledge of how to obtain the best quality of whiskey is equal to that of any distiller in the county, and with the close attention which he gives in all the details of the manufacture of spirits, his mash to go with the fine quality of his product. The capacity of the house is 200 bushels of grain daily. The two celebrated brands, "Tom Moore" and "Woodcock" are known throughout the country. "Woodcock" has forty per cent. of small grain, and the "Tom Moore" is distilled as brewhaler described; The mashing is done with water



WAREHOUSES OF THE TOM MOORE DISTILLERY.

strained open beer, direct from an old style copper still in small tubs holding about ninety pounds of meal each, steamed at a low temperature, so as not to develop the indurites, a high scale will produce. The mash is then allowed to remain in these small tubs from twenty-four to forty-eight hours, so as to thoroughly soak and thus be in excellent condition. This mash is then broken up and run into large tubs and fermented from seventy-two to ninety-six hours, they boiled in an old-fashion copper still. The whiskey is doubled in copper over an open fire, and in running from the worm rarely reaches a temperature above 75 degrees Fahrenheit. There is no jug yeast now from used in the fermentation, the best and sweetest barley malt and rye only being used as a ferment. The water used is from the well known cool springs, the temperature of which never rises above 60 degrees Fahrenheit, and the supply is abundant. Three springs were used in making the old bottle of Nelson whiskey up to 1861, and in making the Nuttally & Moore whiskey up to 1868. Mr. Moore then having the management of that distillery. There is no branch water of any kind used. The springs are so located that the water runs direct from them to any part of the distillery without the aid of pumps. The warehouses are high and airy and built on solid rock, with rack system of storage. They have a capacity of 2,000 barrels. The ventilation is perfect, the insurance on the oats guaranteed, no drainage, and prompt shipment. Buyers are invited to inspect these premises, so as to see what an old-style home really is. Mr. Moore readily dispenses of his product by sending samples to the trade, believing this to be the best way of showing the kind of goods he manufactures.

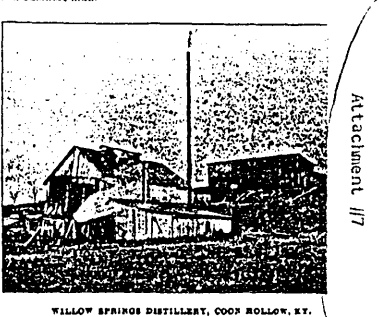
TAYLOR W. SAMUELS' DISTILLERY, NEAR DEATSVILLE, KY.

**THOS. A. MOORE** was born in Louisville in 1833, and bred at Bardstown in 1865. He was educated in the schools of Louisville and Bardstown, and also attended St. Mary's College for two years. He entered the distillery as far back as 1874; therefore he has been a distiller for twenty-two years. He is a practical business man and few citizens stand as high for veracity, honesty, plainness and eye. Chuck full of energy, prompt in everything, he is one of the best examples of a successful business man in the county.

**MR. T. E. O'KEEFE**, who has a half interest in the "Tom Moore Distillery," is a resident of Oswego, N. Y. Personally he is a most elegant and refined gentleman, and a successful business man of high standing. He has a fine trade of the better class of whites, and is an extensive distributor of such brands as "Tom Moore," "Woodcock" and "Montegali."

**WILLOW SPRINGS DISTILLERY.**

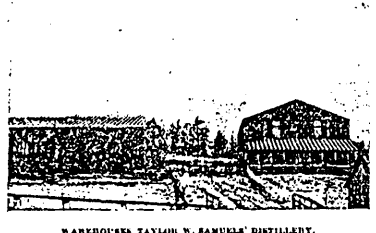
The above distillery was established in 1863 by M. J. Cummins, and M. J. Cummins, two of the most prominent distillers in Nelson county, who have few equals in the distilling business in Kentucky. It is situated upon the Knoxville Division of the Louisville and Nashville Railroad, just fifty-two miles from Louisville, and only a few hundred yards from Coon Hollow station, Nelson county. The site upon which the distillery is built is an exceedingly dry one, and the scenery for miles in all directions is quite beautiful. The warehouse is built high upon a hill on a solid rock foundation. It is well ventilated, having large sides and many windows to admit pure air. The capacity of the warehouse is 2,000 barrels, while that of the distillery is 100 bushels of grain daily, and the corn, malt and rye used is principally raised upon the Rolling Fork bottoms. Nothing but the purest of grain is used. Mr. Martin J. Cummins is a practical distiller of some twenty odd years' experience, and is the regular distiller. With such a man at the helm, the purchaser has every assurance of getting Simon-pure goods. The water used is free-stone, and is supplied by three large springs; the South Fork of Pottinger's creek, which is fed by numerous springs, flows near by, which makes the supply of water more than sufficient, even during the summer months. The brands, which are so popular in the States of Illinois, Indiana, Ohio, New York and Kentucky, are the celebrated Willow Springs (sour mash), and Minway Club (sweet mash). Martin J. Cummins, sole proprietor, was born in Louisville, Ky., December 22d, 1850. He is the son of Patrick and Margaret (Nally) Cummins. He was educated at the city and parochial schools of Louisville, and at the age of 18 entered his uncle, Richard Cummins' distillery at "Old Coon Hollow," and has ever since been engaged in the business. He gives his personal attention to the manufacture and warehousing of his spirits and purchases the grain and barrels used. He is a man of unblemished character, coupled with wonderful energy and high standing as a business man.



WILLOW SPRINGS DISTILLERY, COON HOLLOW, KY.

T. W. Samuels' Distillery, Hst. Dist. Deatsville, Nelson County, Kentucky

Attachment 117



WAREHOUSES TAYLOR W. SAMUELS' DISTILLERY.

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky  
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PHOTO INFORMATION, EXCEPT AS LISTED INDIVIDUALLY, IS THE SAME FOR ALL

- 1) T. W. Samuels
- 2) Deatsville, Nelson County, Kentucky
- 3) Charlie Westerfield
- 4) 1985
- 5) Shulthise Collection, 2601 Kings Highway, Louisville, KY 40205
- 6) Aerial view of distillery and vicinity, looking north by northwest.
- 7) Photo #1
  
- 4) Spring, 1986
- 6) Aerial view of lake, springs, distillery and vicinity, looking south.
- 7) Photo #2
  
- 3) David H. Hall
- 4) Fall, 1986
- 6) Tank room and regauge room, looking west, southwest.
- 7) Photo #3
  
- 6) Bonded storage Warehouse 'I-I', general purpose warehouse and long Warehouse "F" in the background, looking east.
- 7) Photo #4
  
- 6) Railroad crossing on Highway 523, guard room and government office to left, west end of WLD-Case storage to right, looking northeast.
- 7) Photo #5
  
- 6) Corman Railroad tracks in foreground with bottling house and WLD-Case storage beyond, looking northwest.
- 7) Photo #6
  
- 6) Bonded storage Warehouses 'E-E' and 'F-F', looking northwest.
- 7) Photo #7
  
- 3) Photographer unknown
- 4) about 1936
- 5) Original, Samuels Family Historic Collection-Copy and negative, Shulthise Collection.
- 6) Warehouse 'A' in original form (foreground), Warehouse 'F' beyond, looking east.
- 7) Historic Photo #8

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky  
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- 3) David H. Hall
- 4) Fall, 1986
- 5) Shulthise Collection
- 6) Corner of Warehouse 'F' to the left with the production complex (Boiler Room and stack, generator building, dryer house and distillery) in the distance, looking south, southeast.
- 7) Photo #9
  
- 6) The dryer house tower (part of Boiler Room extension) with 65 foot I-beam corner posts, looking west.
- 7) Photo #10
  
- 6) Cave Spring overflow from the holding tank to the stone walled pool, looking east, southeast.
- 7) Photo #11
  
- 3) David H. Hall
- 4) Spring, 1987
- 6) Upper springhouse with old "Lenore Road" beyond at upper level, looking southeast.
- 7) Photo #12
  
- 6) Hillside storage building at left, with house-ruin (non-c) and double garage (non-c), looking north by northeast.
- 7) Photo #13
  
- 3) Photographer unknown
- 4) about, Summer 1935
- 5) Shulthise Collection (original print) and copy to the Samuels Family Collection.
- 6) Freight end of the Deatsville, L & N Railroad Depot, with accessory buildings (now removed) and boxcars on the distillery siding to right, made from atop the grain silos, looking west, with store and hotel beyond the depot.
- 7) Historic Photo #14
  
- 3) David H. Hall
- 4) Spring, 1987
- 5) Shulthise Collection
- 6) The Bardstown Branch Railroad track with distillery siding to the left. The WLD and bottling house are to the left with distillery beyond. To the right is the L & N Railroad Depot, looking southeast toward Bardstown.
- 7) Photo #15

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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- 6) Twin towers with connecting clerestory section of the distillery building; grain silos are on the left with coal storage silo on right, looking north.
- 7) Photo #16
  
- 3) Photographer unknown
- 4) Fall-Winter, 1933
- 5) original, Samuels Family Historic Collection-copy and negative, Shulthise Collection
- 6) The fermenting room with exterior complete; the twin towers of the distillery building are taking shape beyond, with railroad cars on the siding to the right, looking southeast.
- 7) Historic Photo #17
  
- 3) David H. Hall
- 4) Fall, 1986
- 5) Shulthise Collection
- 6) West end of addition to the Fermenting Room with a corner of the empty barrel storage to left and gluehouse and wash room to right looking south.
- 7) Photo #18
  
- 6) Track side of the Boiler Room complex with three coal storage silos and stack beyond, looking northeast.
- 7) Photo #19
  
- 6) East side of the Boiler Room complex with 210 foot stack. The generator building is to right (foreground) with dryer house addition and tower to right of stack behind the generator building looking northwest.
- 7) Photo #20
  
- 6) Cistern Room-entry building; corner of laboratory is to left, looking west.
- 7) Photo #21
  
- 6) Power-Generator Building with Dryer House Tower to right, looking west.
- 7) Photo #22
  
- 6) Laboratory, with Dryer House Tower behind, looking south, southeast.
- 7) Photo #23

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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- 6) Empty barrel storage building is to right, as part of the production complex; distillery building towers are behind the fermenting room, looking southeast.
- 7) Photo #24
  
- 6) Two of the Six Iron Fermenters show beyond the gabled end of the fermenting room addition, looking south.
- 7) Photo #25
  
- 6) Main Tank Room with Bottling House maintenance shop (old government office) to the right, looking south.
- 7) Photo #26
  
- 6) Regauge Room with northeast corner loading dock, looking west.
- 7) Photo #27
  
- 6) Guard Clock Room and Government Office, main vehicle entry gate from Kentucky Highway 523 is in the foreground, looking east.
- 7) Photo #28
  
- 6) General Purpose Warehouse, originally 'A' house, but reduced to present form and usage because of structural problems, looking east.
- 7) Photo #29
  
- 6) Fire Department Engine House; beyond Highway 523 in the background is the row of Bonded Storage Warehouses 'A-A' through 'D-D', looking northwest.
- 7) Photo #30
  
- 6) Machine Shop with shed porch on the front (south) end, looking northeast.
- 7) Photo #31
  
- 6) Cooper Shop, looking north.
- 7) Photo #32
  
- 6) Bonded Storage Warehouses 'I-I', (old 'B' House with 10,295 package capacity) looking northeast.
- 7) Photo #33

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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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- 6) Bonded Storage Warehouse 'H-H', (old 'D' House with 19,600 package capacity). To the left is the northeast corner of 'I-I', looking north, northeast.
- 7) Photo #34
  
- 6) Bonded Storage Warehouse 'F', front facade and west side glazing, looking east.
- 7) Photo #35
  
- 6) Bonded Storage Warehouse 'N', west side glazing detail, looking northeast.
- 7) Photo #36
  
- 4) Spring, 1987
- 6) Bonded Storage Warehouse 'A-A', 'B-B', 'C-C', and 'D-D' with Kentucky Highway 523 in the foreground. The mobile-trailer (non-c) is at the left; looking northwest.
- 7) Photo #37
  
- 3) Photographer unknown
- 4) 1933-34
- 5) Original, Samuels Family Historic Collection-copy and negative, Shulthise Collection
- 6) The Deatsville L & N Railroad Depot. The milling equipment (south) tower of the distillery building, just being covered, shows to the right beyond the tracks; looking east, northeast.
- 7) Historic Photo #38
  
- 3) David H. Hall
- 4) Fall, 1986
- 6) The Deatsville L & N Railroad Depot, passenger end, looking east.
- 7) Photo #39
  
- 6) The Deatsville L & N Railroad Depot, trackside door and window to Agent's office; also bracket and exterior cladding detail; looking south.
- 7) Photo #40
  
- 6) Freight (east) end of the Deatsville L & N Railroad Depot with the distillery complex beyond the tracks; looking north.
- 7) Photo #41



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T. W. Samuels Distillery Historic District, Deatsville, Nelson County, Kentucky

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- 3) Charlie Westerfield
- 4) Spring, 1986
- 6) Cave Spring and stone walled pool with cut stone steps (left) leading down to the holding tank. On the hill behind (right-center) is the hillside storage building (c) and the house ruin (non-c) is left; looking east, south-east.
- 7) Photo #42
  
- 3) Photographer Unknown
- 4) 1933
- 5) Original, Samuels Family Historic Collection-copy and negative Shulthise Collection
- 6) The cave springs holding pool separated from the newly built distillery lake by earthen dike has the southwest corner of the shaped stone springhouse showing at right. The new impoundment is just beginning to fill; looking northwest.
- 7) Historic Photo #43
  
- 3) David H. Hall
- 4) Spring, 1987
- 6) The Main Distillery Lake; the dam is to right center in the distance. Just visible in the center foreground is flat stone dressing on the earthen dike separating lake and spring pool; looking north.
- 7) Photo #44
  
- 6) Upper Spring House entry door. Cut stone steps leading down from the old Lenore road-bed are to the left; looking south.
- 7) Photo #45
  
- 3) Photographer Unknown
- 4) About 1952
- 5) Shulthise Historic Collection
- 6) Aerial view of Deatsville L & N Depot and T. W. Samuels Distillery at the very peak of Bourbon making operations (compare with Photo #1) Note the identifying company name painted on the bottling house roof; looking north, northwest.
- 7) Historic Photo #46