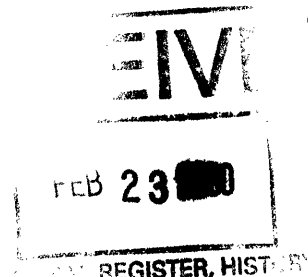


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property Russell Historic District (Boundary Increase)

historic name

other names/site number

2. Location Northeast corner of Muhammad Ali Blvd & South 17th Street

street & number

NA ☐ not for publication

city, town Louisville

NA ☐ vicinity

state Kentucky

code KY

county Jefferson

code 111

zip code 40211

3. Classification

Ownership of Property

☐ private

☒ public-local

☐ public-State

☐ public-Federal

Category of Property

☐ building(s)

☒ district

☐ site

☐ structure

☐ object

Number of Resources within Property

Contributing

4

Noncontributing

buildings

sites

structures

objects

Total

Number of contributing resources previously listed in the National Register 1700

Name of related multiple property listing:

West Louisville Multiple Resource Area

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official David L. Morgan, SHPO & Executive Director
State Historic Preservation Office/Kentucky Heritage Council

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register.

☐ See continuation sheet.

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

Edson H. Beall

3/24/00

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

RAIL-RELATED/STREETCAR LINE

Current Functions (enter categories from instructions)

Work in progress

7. Description

Architectural Classification

(enter categories from instructions)

LATE VICTORIAN/ROMANESQUE

Materials (enter categories from instructions)

foundation Brick-Stone/limestone

walls Brick

roof Asphalt

other

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

Period of Significance

1884-1939

Significant Dates

1884

Cultural Affiliation

NA

Significant Person

NA

Architect/Builder

UNKNOWN

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

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

☒ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☒ University
- ☐ Other

Specify repository:

City of Louisville, University of
Louisville

10. Geographical Data

Acreage of property less than 1 acre

UTM References

A 116 601681210 4234460
Zone Easting Northing

C

B
Zone Easting Northing

D

New Albany Quad

☒ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet

11. Form Prepared By

name/title Joanne Weeter, Historic Preservation Officer

organization City of Louisville

date 12/01/99

street & number 600 West Main Street, Suite 300

telephone (502) 574-2868

city or town Louisville

state KY

zip code 40202

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Building A (1892-1905)

This building is a two-story, brick building with a rectangular footprint. Its principal façade faces Eighteenth Street and is composed of a raised two story central portion (that houses a raised clerestory window unit) that is capped by a front facing gable. It is flanked on either side by lower, one-story side bays. Fully arched windows are evenly spaced on all floors and decorative brick corbelling caps the building.

According to Sanborn Insurance Maps (1905, Volume 1, Map #35) this structure was built to house the car repair shop, machine shop, and stock room.

Building B (1884-1892)

This structure is a one story brick industrial building with a rectangular footprint. Its primary façade faces inward toward the south and faces an open courtyard/work space. It is fenestrated with ten, evenly spaced, segmentally arched openings (the uppermost portion of each arch has been bricked in). The building's secondary façade faces Seventeenth Street and is fenestrated with six irregularly spaced, segmentally arched windows. The building is capped by a low pitched shed roof.

According to Sanborn Insurance Maps (1892, Volume 1, Map #39) this structure was built to serve as a car shed, an electric repair shop, and was where cars were painted.

Building C (1884=1892)

This structure is a brick industrial building with an "L" shaped footprint. Both the Muhammad Ali Boulevard and Seventeenth Street facades of the building are fenestrated with rectangular windows with stone sills and lintels arranged between pilastered bay divisions. A clerestory window (which runs from east to west) pops up from the roof line allowing light into the building's interior.

According to Sanborn Insurance Maps (1892, Volume 1, Map #39) this building first served as the "Louisville Railway Company's Western Electric Power Station and Central Passenger Division Shops". Ten "dynamos" or engines ran day and night to provide power.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7

Page 2

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Building D (1884-1939)

Building D is actually a series of three, one-story brick buildings that have been joined together over time into one unit. Each has a primary façade facing Muhammad Ali Boulevard and will be addressed separately below:

#1 Car Repair Shop (Built between 1884 and 1892)

This building is fenestrated by four Italianate style windows separated by brick pilasters and capped by a front-facing gabled roof.

#2 Blacksmith's Shop (Built between 1892 and 1905)

This building has three Italianate style windows with brick pilasters used as bay divisions. A shallow shed roof caps the building.

#3 Painting Shop (Built between 1905 and 1939)

This building has a door bay to the west (now covered) and a rectangular window bay to the east. Recessed brick panels are situated above these bays. The building is capped by a parapet wall

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8

Page 1

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Purpose of this Boundary Expansion

Although there is evidence that portions of the Russell neighborhood were settled as early as the 1850s, the major growth in the area occurred after the Civil War. Most of the residential structures found in Russell were built between the years 1870 and 1930. The historic district boundaries, as established in 1980, were drawn to include as much of Russell's historic fabric as possible based on the area's residential architectural integrity and cohesiveness as it relates to the specified time period. Commercial, institutional, and ecclesiastical buildings were included within the boundaries of the Russell National Register District but only inasmuch as they functioned to serve the residential building occupants. Industrial buildings were omitted from the Russell nomination altogether as they were not viewed as integral to the historic development of the neighborhood. This historic district boundary increase seeks to correct this omission by establishing a strong historical link between a key industrial building complex, the Louisville Railway Company, and the historic residential development of the Russell neighborhood.

Statement of Significance

The significance of the Russell Neighborhood lies in its rich history as an early residential enclave that developed in the second half of the 1800's. Initially the area was populated by German and Irish immigrants. However, by the early 1900's the shift in home ownership was to African Americans. The African American presence was strong by the 1920's. The existing late Victorian residential, commercial, industrial, institutional, and ecclesiastical building stock is tangible evidence of the evolution of this area of western Louisville as it pertains to settlement patterns of these distinct ethnic groups.

Post Civil War Residential Expansion

A rapid population increase during the Civil War years led to the need for residential expansion in Louisville. Although there was growth in almost every corner of Louisville after the war, western Louisville was particularly well suited to post-war expansion. In Russell, the greatest suburban growth occurred in the 1870's and 1880's. The general growth in Louisville's population, the increasingly crowded conditions in the downtown core area, the romantic idealization of rural life, and the availability of affordable, reliable transportation, all contributed to people's desire to move out of the center city toward the west.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8

Page 2

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Improved Modes of Transportation

The development of cheap transportation was a major factor in suburban growth in Russell and throughout the City. During the late 1860's several transit lines were established in Louisville, employing mule-drawn streetcars running on rails. Besides the old Portland line, there was a railway extending out Market Street to 18th Street. In the late 1870's and 1880's other lines were added, so that by 1887 there were one hundred twenty-five miles of track used annually by over twenty million passengers. Louisville's street railways would continue to expand, becoming one of the most important factors in the growth of the city and spurring the development of early suburbs like Parkland and Clifton. The early trolley cars were cold and slow, averaging five miles per hour, but they were inexpensive. For the first time people who could not afford carriages were no longer required to live within walking distance of their jobs. This transportation factor would have a major impact on Louisville's housing patterns. One of the most visible and important reminders of Louisville's street railway network is the cluster of buildings at 18th and Muhammad Ali Boulevard in Louisville's Russell neighborhood. This complex served many important functions and played a vital role in almost every stage of street railway development in Louisville.

Early History of the Site: The Mule Car Era

Caron's City Directory indicated street railway presence on the 18th and Muhammad Ali Boulevard (formerly called Walnut Street) site as early as 1879. This site was associated with the Central Passenger Railway Company, which operated lines between downtown and the immediately surrounding residential areas (Central had been in operation since the late 1860's, and was owned by the prominent DuPont family). While the 1884 maps showed a small operation at the site (and another one block west in the 1800 block of Walnut Street, which is now demolished) the expansion of the trolley line network led to an enlargement of the 18th and Muhammad Ali Boulevard facility around 1890. Probably the greatest factor in this expansion was the 1889 introduction of the electric streetcar, which greatly enhanced the viability of street railways in Louisville. By 1890, this expansion led to the merger of the Louisville City Railway Company and the Central Passenger Railway Company into the Louisville Railway Company.

Trolley Barn Employment Ties to the Russell Neighborhood's Ethnic Population

The Russell neighborhood was racially and ethnically mixed as early as the 19th century. In the decades after the Civil War, German-Americans and other whites lived on the main streets of

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8

Page 3

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Russell, while the back alleys of the neighborhood were lined with tiny wood frame houses occupied by African-American families. Whites were largely employed in skilled and unskilled jobs in the neighborhood's various industries. The African-Americans would have also worked close by, with women employed as domestic servants for affluent whites while black men worked in the area's factories and other industries. Later, around the turn of the century, Russell became home to a greater number of black families, many of whom were able to move into more comfortable homes on the broad east-west streets of Russell.

Louisville's city directories show that members of many different ethnic groups, including African-Americans, were employed by the street railroad in the late 19th and early 20th centuries. Black and white men undoubtedly worked alongside one another at many times during the history of the street railway site. While some whites held higher paying jobs, most blacks working for the railway were characterized as laborers. They most likely did heavy lifting, paving, laying of track, or were stablehands who tended to the many mules quartered at 18th and Muhammad Ali Boulevard. This pattern reflects the tendency in that period to limit black workers to less desirable jobs. Although there is little evidence of skilled black tradesmen at the street railway from 1900 to 1930, at least some African American laborers in this period were able to work their way up to the supervisory position of foreman. The street railway site was thus a place of employment for men of many different racial and ethnic backgrounds. Because of this employment pattern, the site has a broad significance in the Russell neighborhood's diverse ethnic history.

The End of the Trolley Era

By 1939, the 18th and Muhammad Ali Boulevard plant had been converted to a bus repair shop and garage by the Louisville Railway Company. With the advent of the automobile age in the early 1930's, public transportation began to play a lesser role in the life of the city. By 1948, the trolley cars would disappear and be replaced by buses, while more and more citizens made their daily commute by automobiles. Postwar suburban sprawl would destroy any chances of revival for the electric streetcar in the latter half of the twentieth century. In 1955, Louisville Transit Company (the successor of Louisville Railway Company and predecessor of the Transit Authority of River City) closed its 18th and Muhammad Ali Boulevard operation, and public transportation's 75-year association with the site came to an end.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8

Page 4

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Conclusions and Views of the Future

As the landscape of Louisville has changed from a tightly compact industrial city of the 1880's to a typical late twentieth century urban core with ever expanding suburban clusters, the Louisville Street Railway complex has grown, developed, and adapted to suit the needs of the age. The site's intact group of buildings was the setting for many of the major transportation developments that made possible Louisville's growth and expansion outward in the last 100 years. The site also has importance in the history of ethnic settlement in the Russell neighborhood.

Preservation and re-use of this unique and highly significant historic transportation and ethnic history site should be an important goal as Louisville enters the 21st century. The citizens have already recognized transportation-related structures and sites such as Union Station, the L&N headquarters, Louisville's iron railroad bridges, and even the Clifton trolley turn-around as important monuments in the city's transportation history. The Louisville Street Railway Company complex deserves to be honored along with these places as a vital piece of the railway network that was Louisville's lifeblood for many years.

Architectural Integrity Standards for the Russell National Register District

Evaluation of the architectural integrity for buildings in the Russell National Register District are based on the overall historical character of the district. Each building's contribution to the district has been evaluated in relation to the relevant context and integrity standards for the larger district. The following integrity guidelines establish which factors are most important in showing the district's and individual property's importance. These integrity standards should be used as the basis for decision making with regard to future Investment Tax Credit Rehabilitation projects or for other federally funded renovation or rehabilitation projects.

Location and Setting: Each building in the district should be sited in its original location and should be an intact building unit as originally constructed (i.e. No major demolition or non-historic additions on primary or secondary, street-visible facades). Historic building setbacks (deep for residential, institutional, and ecclesiastical buildings and shallow for commercial and industrial buildings) should be evident.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8

Page 5

Russell National Register District Boundary Expansion
name of property

Louisville, Jefferson County, Kentucky
county and state

Design: Evaluation of the individual architectural characteristics of each building in the district during its period of significance is most effectively conveyed by these basic design elements: overall scale and massing; setback, orientation to the street, and rhythm; texture and the relationship of solids to voids; and architectural style. In order to convey integrity, these basic design forms, based on historic appearance, should be retained for each building if they are to be considered a contributing element to the district.

Feeling and Association: Building placement, and conditions specified under the integrity discussion of design, workmanship, and materials, will communicate the required feeling and association of a National Register District from the defined period.

Integrity Evaluation for the Louisville Railway Company Complex

The Louisville Railway Company site is a complex of utilitarian, transportation-related buildings located within one clearly delineated city block. Each building unit is still located on its original, historic site and retains historic setback patterns. Although the original complex of buildings has evolved through the years all structures date from well within the established period of significance for the Russell Historic District. No major demolitions or non-historic additions are visible on any street-visible primary or secondary facades. The basic design elements (scale and massing; setback, orientation to the street, and rhythm; texture and relationship of solids to voids, and architectural style) are clearly conveyed. Because building placement and conditions specified under the discussion of integrity of design, the property communicates the required feeling and association from the defined period and the building complex contributes to the overall Russell district.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9

Page 1

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Caron's Directory of the City of Louisville. Louisville: Caron Directory Company,
1879-1968.

Atlas of the City of Louisville. Louisville,
1884.

Sanborn Insurance Maps of Louisville. Pelham, New York: Sanborn Map Company,
1892, 1905, 1939.

Yater, George. Two Hundred Years at the Falls of the Ohio. Louisville:
Pinaire Lithography, 1979.

United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 10

Page 1

Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Verbal Boundary Description

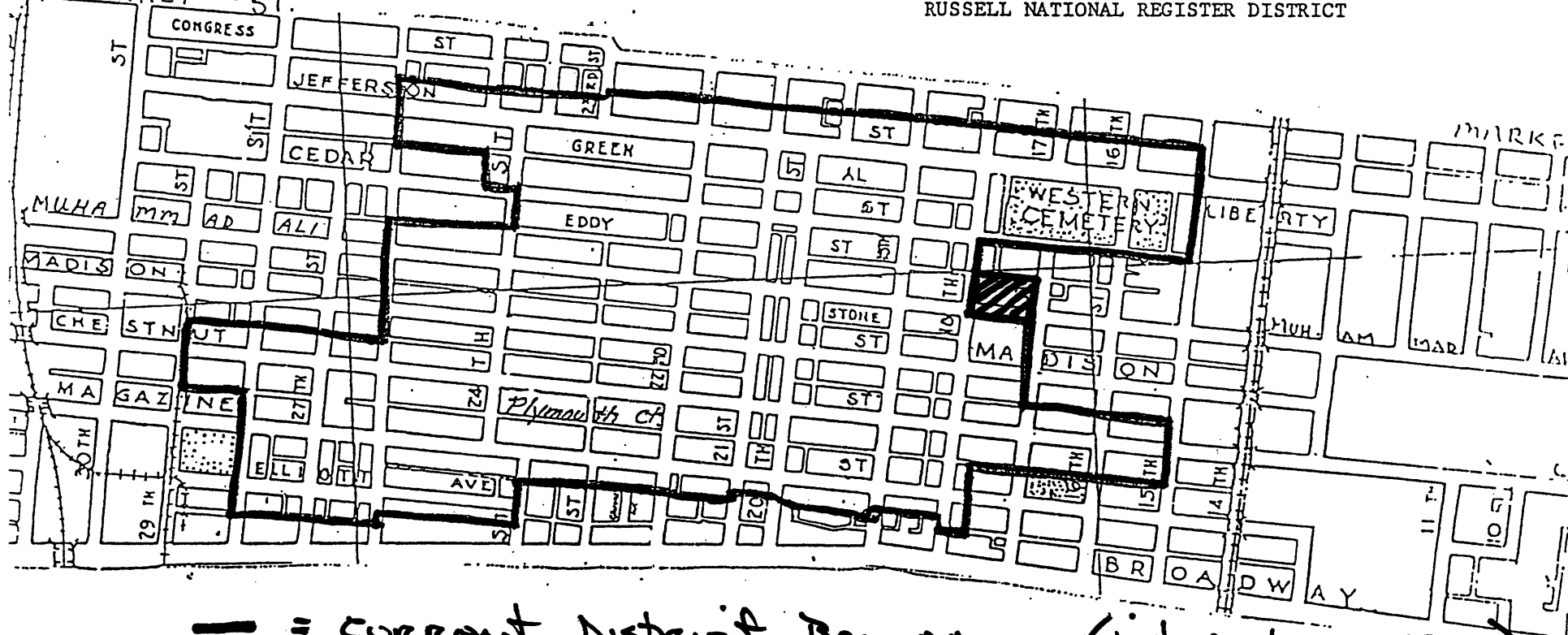
See attached Russell National Register District map which shows proposed boundary expansion in cross-hatched lines.

Boundary Justification

The Louisville Railway Company Complex, the area proposed for inclusion in the boundary expansion of the Russell National Register District, is contiguous with the existing Russell District boundary on both its west and south sides. Because this area is already National Register listed, architectural integrity and significance have already been established for these areas. To the east of the Louisville Railway Company Complex are non-historic homes that were built in the last five years as part of a City of Louisville Urban Renewal initiative. To the north is a large tract of land that is largely vacant (except for a few scattered shotgun houses) and is the intended site of a future surface parking lot. Based on the Louisville Railway Company Complex's obvious architectural integrity (as established in this document's integrity discussion) its inclusion as a contributing element to the Russell National Register District boundary expansion is logical and justified. Area's to the north, south and west of the Russell National Register District were recently surveyed for historic and architectural resources (see Gray and Pape's *Historic and Architectural Survey of West Louisville: Zone C* from June, 1999) and should serve as the basis for future listing strategy.

MARKET ST.

RUSSELL NATIONAL REGISTER DISTRICT



- = current District Boundary (listed June, 1980)
- ▨ = Proposed Boundary expansion (2000)

KEY



= Built between 1884-1892



= Built between 1892-1905

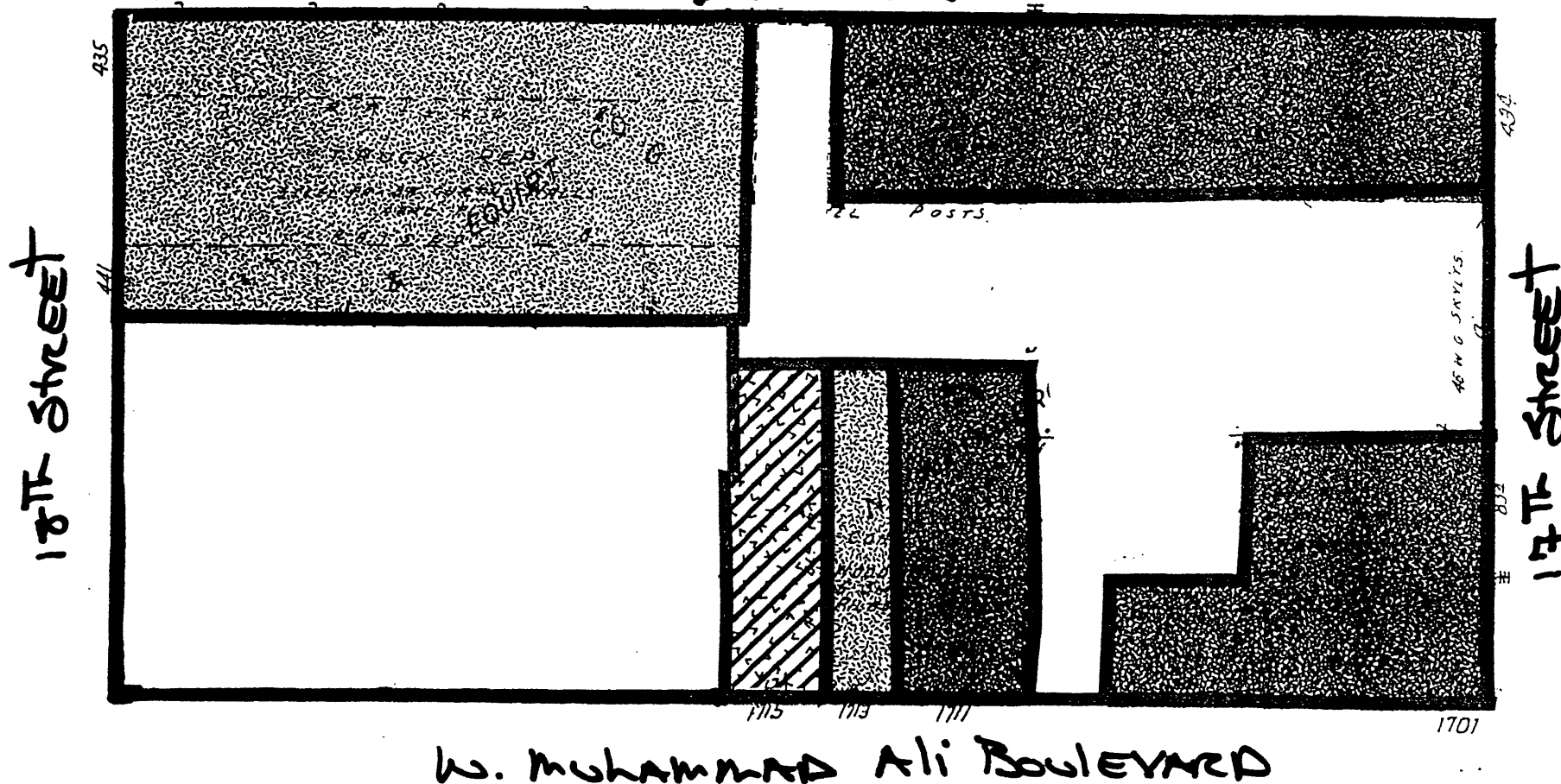


= Built between 1905-1939

LOUISVILLE STREET RAILWAY SITE DATE OF CONSTRUCTION MAP

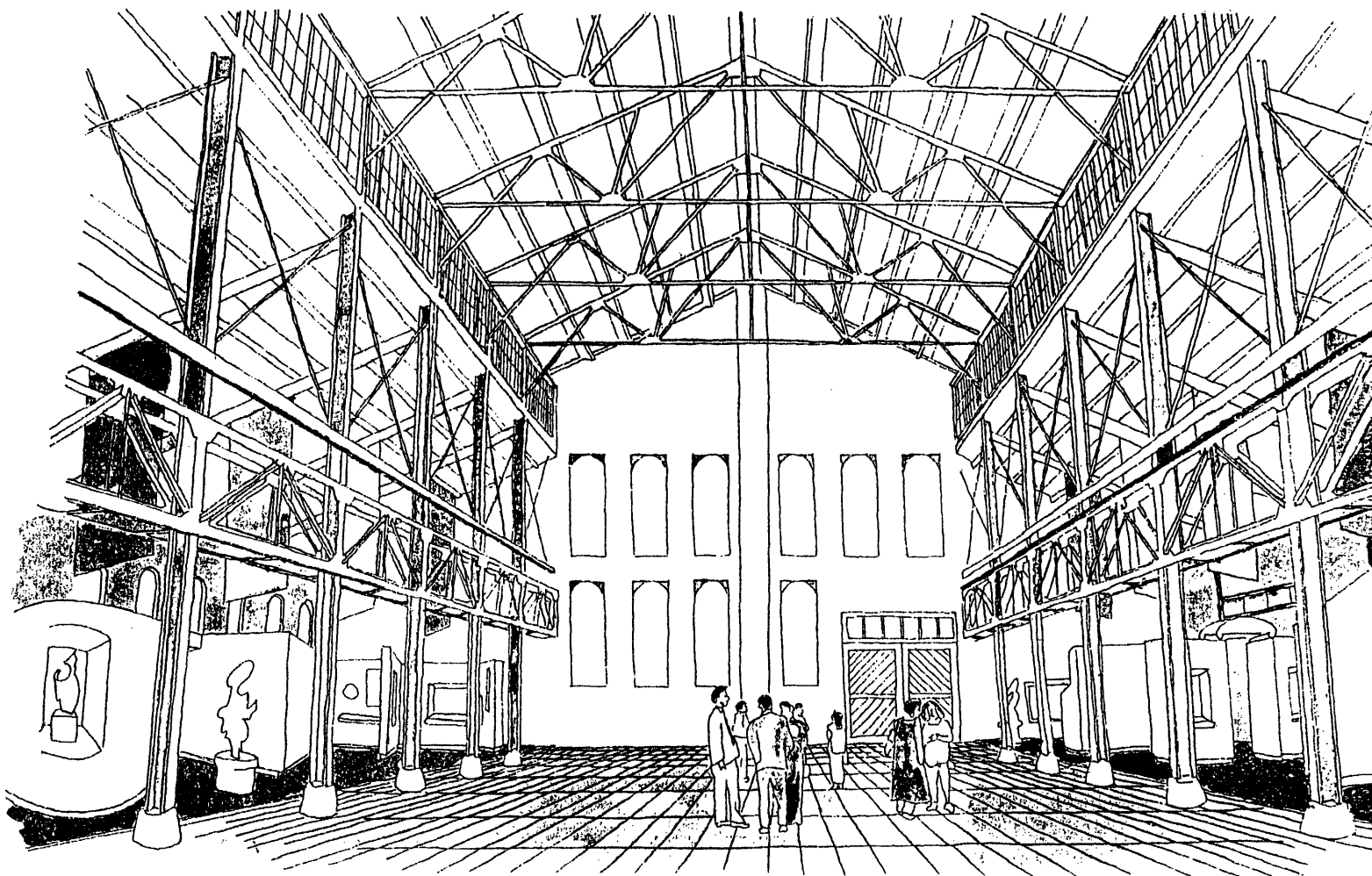


EDDY ALLEY

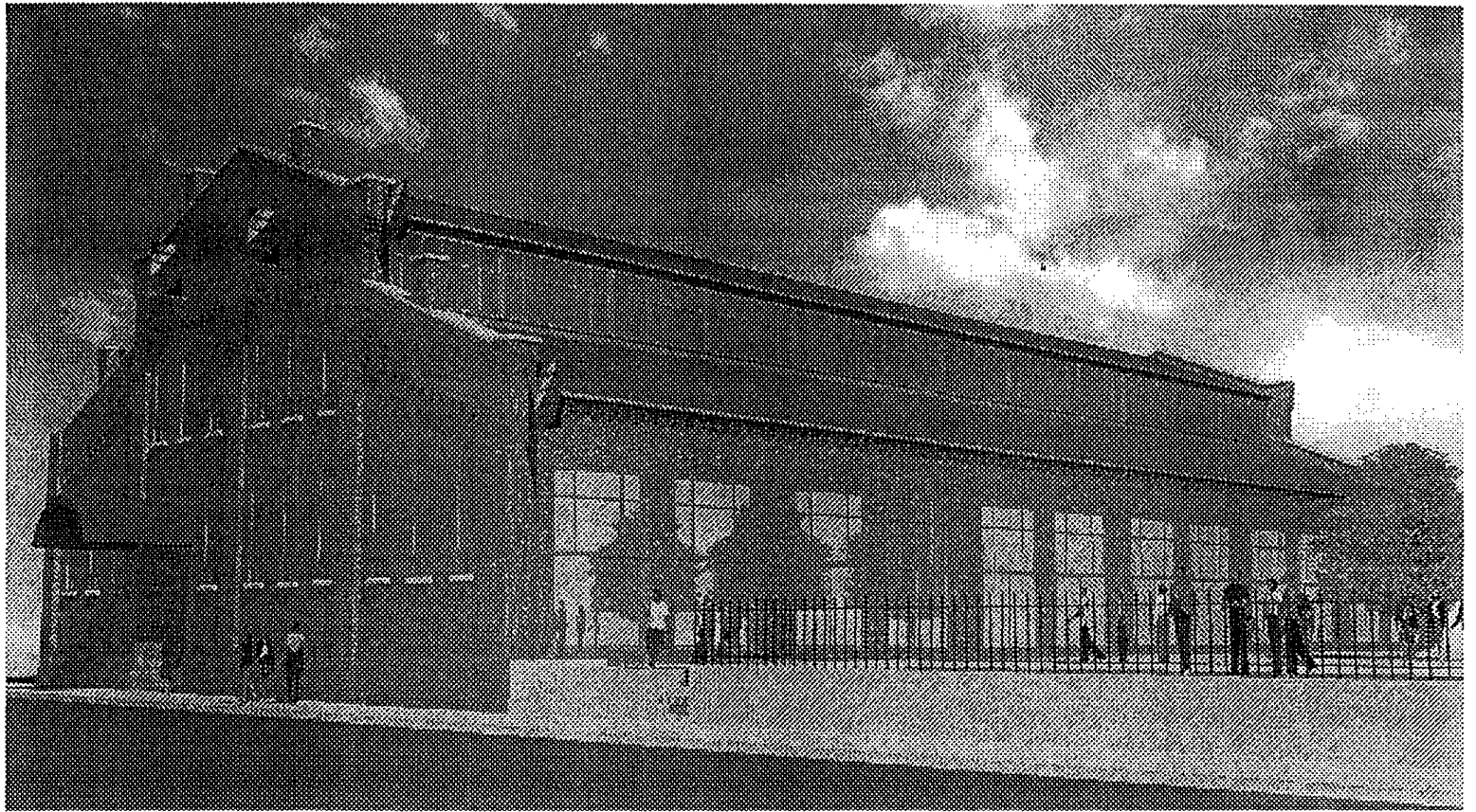




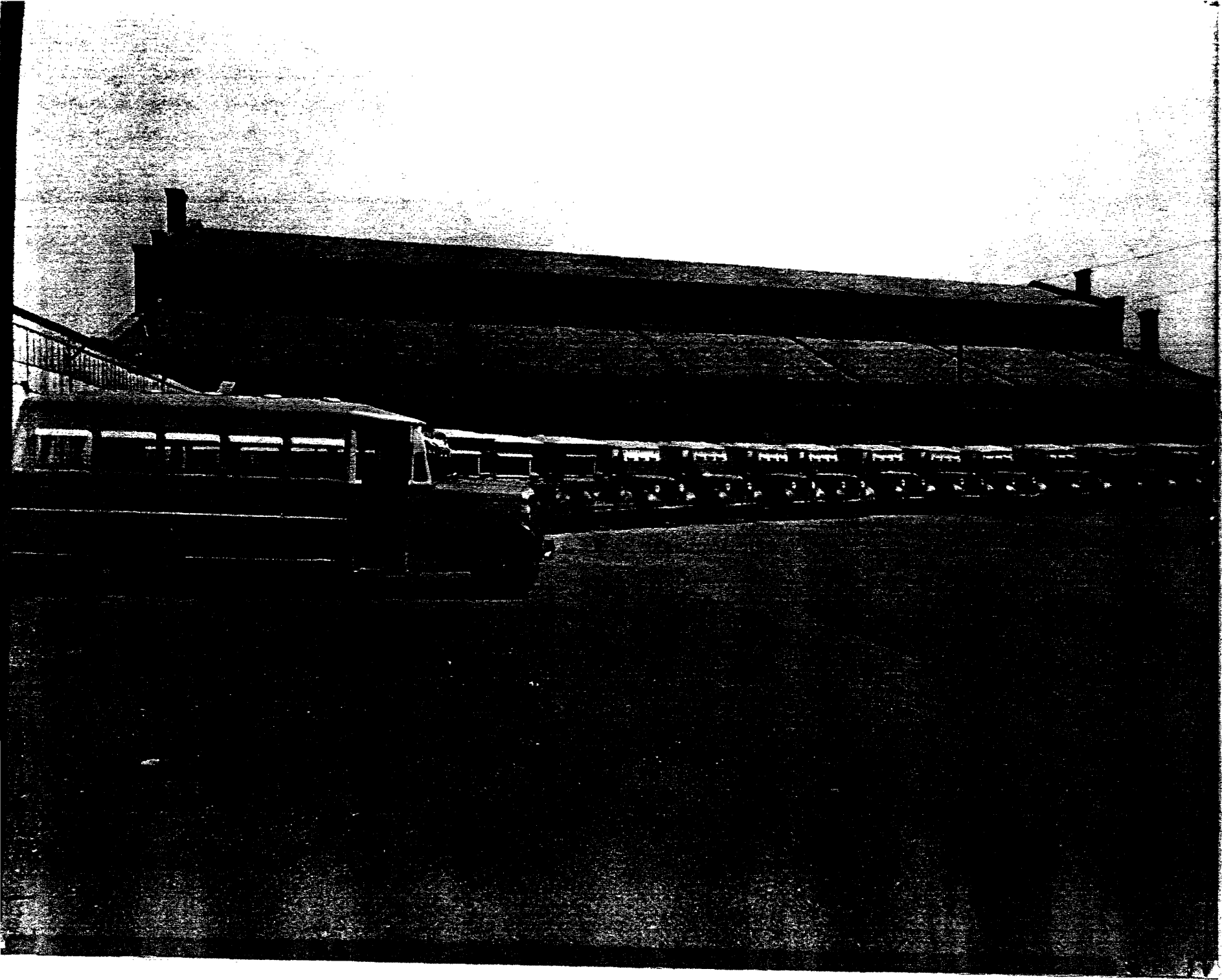
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Heritage



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145922

Caption:

18th & Walnut

1936 photo

BUILDING A

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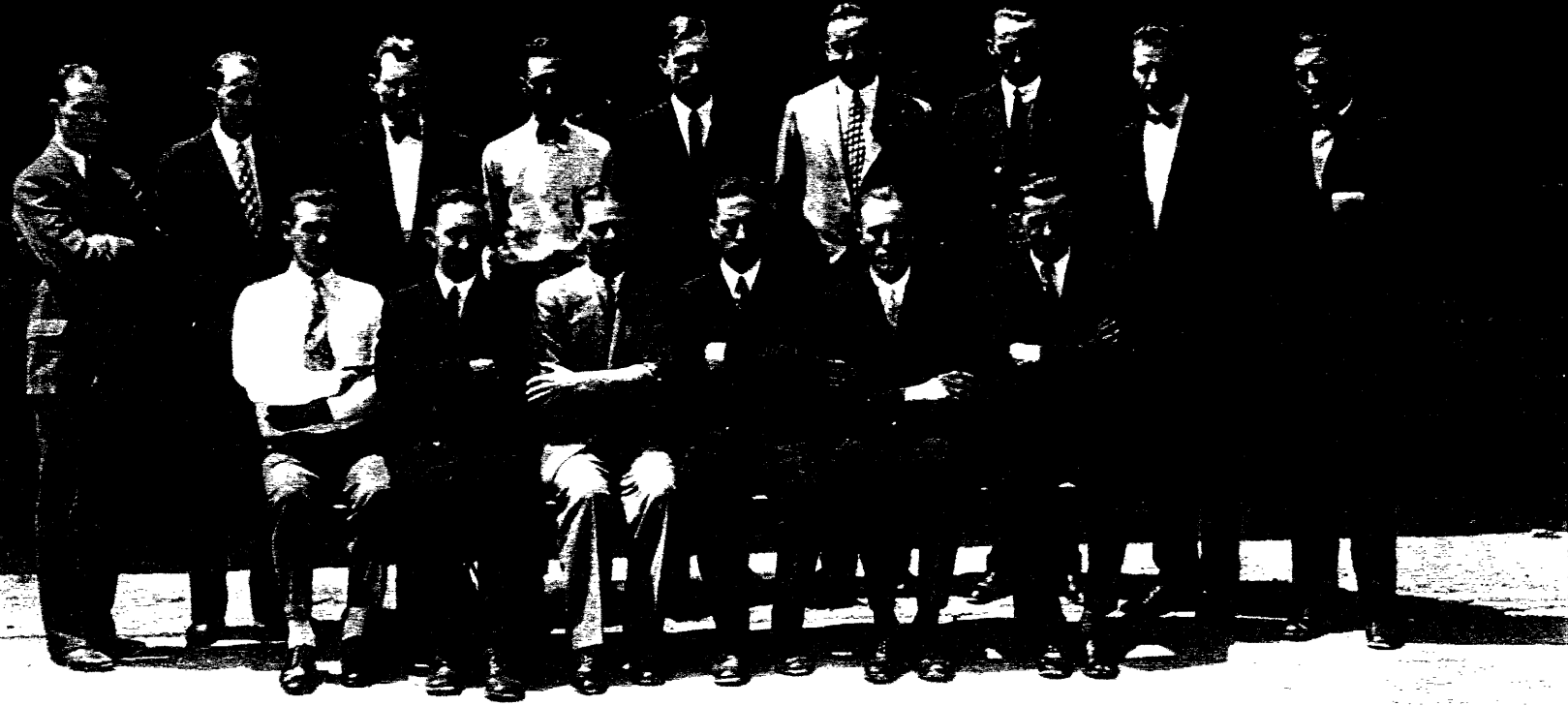
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Neg. No:
 104126

Caption:

1929 Photo
 outside Building
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Refile:

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 tr 2
 tr 3
 tr 4

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section Photos Page 1 Russell National Register District Boundary Expansion
name of property
Louisville, Jefferson County, Kentucky
county and state

Russell National Register District Expansion **Louisville, Jefferson County, Kentucky**

Joanne Weeter - Photographer
November, 1999 - Month Taken
Louisville Development Authority - Negative Repository

Photo 1
Building A (1892-1905)
Primary façade

Photo 2
Building A (1892-1905)
Interior

Photo 3
Building A (1892-1905)
East façade

Photo 4
Building B (1884-1892)
Primary façade

Photo 5
Building C (1884=1892)
Primary façade (east side)

Photo 6
Buildings B, C, D (1884=1892)
Overall view of the Louisville Railway Company Complex (looking toward the northwest)

Photo 7
Building C (1884=1892)
Secondary façade (looking southwest)

United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>Photos</u>	Page <u>2</u>	<u>Russell National Register District Boundary Expansion</u> name of property <u>Louisville, Jefferson County, Kentucky</u> county and state
------------------------------	----------------------	---

Photo 8

Building C (1884=1892)
Interior (looking south)

Photo 9

Building C (1884=1892)
Streetscape of 17th Street. Buildings B and C are to the left and new construction is to the right

Photo 10

Building D (1884-1939)
Primary facades of Car Repair Shop, Blacksmith's Shop and the Painting Shop

Photo 11

Building D (1884-1939)
#1 Car Repair Shop (Built between 1884 and 1892)
Secondary facade

Photo 12

Building D (1884-1939)
#3 Painting Shop (Built between 1905 and 1939)

Photo 13

Courtyard (looking east)

Photo 14

Courtyard: Trolley car tracks (looking north)

Photo 15

Courtyard (looking west)
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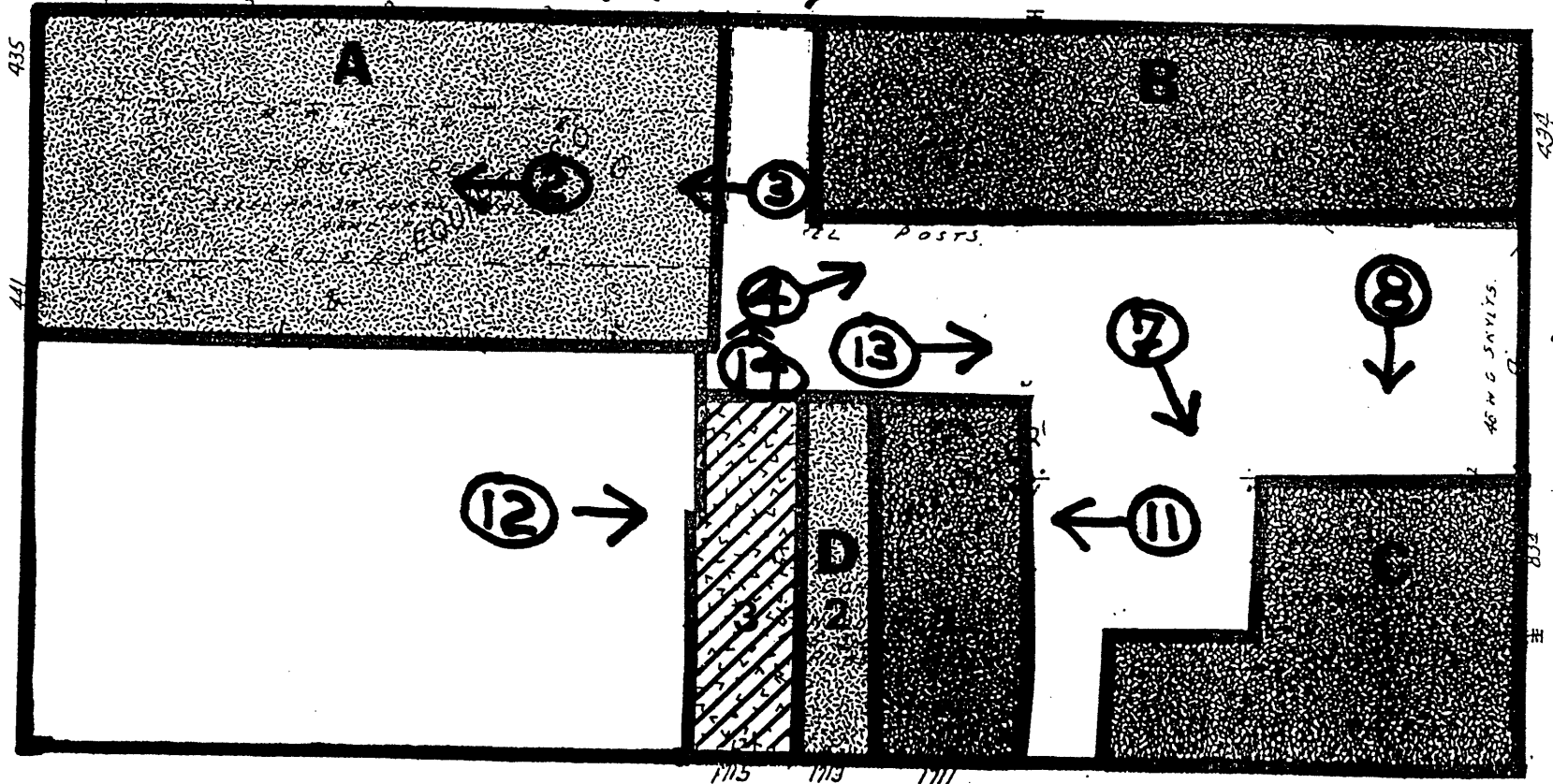
LOUISVILLE STREET RAILWAY SITE
Photo key



EDDY ALLEY

① →

18th Street



W. MUHAMMAD ALI BOULEVARD