

KENTUCKY HISTORIC RESOURCES INVENTORY

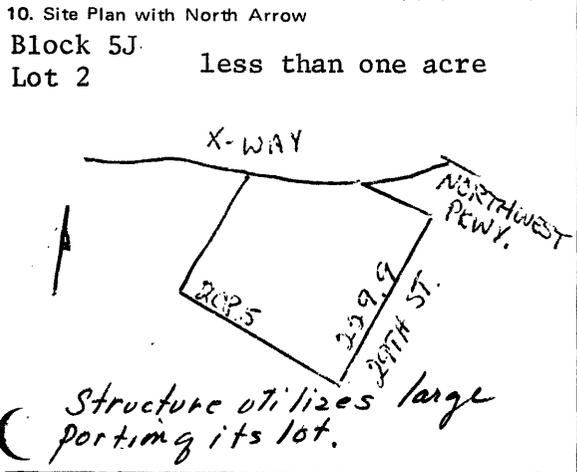
Map # 63

1. Historic Name (s) The James F. Irvin House  
 Original Owner  
 Present Name Kentucky & Indiana Terminal Railroad Co.  
 3. Owner's Name Kentucky & Indiana Terminal Railroad Co.  
 4. Owner's Address 2910 Northwestern Parkway  
 5. Location 2910 Northwestern Parkway

22. ADD/County JF-L-W-P - 178 056  
 23. Zoning Classification Magisterial District  
 24. U.S.G. S. Quadrant (15'/75') New Albany 133  
 25. UTM Reference  
 Zone 16 Easting 605500 Northing 4236800  
 26. Prehistoric Site  Object  
 Historic Site  Structure  
 Building

6. Open to Public Yes  No  7. Visible from road Yes  No  8. Ownership Private   
 Local State Federal

27. District Name: Yes  No



11. Architect attributed to Whitestone  
 12. Builder unknown  
 13. Date ca. 1860-67  
 14. Style Italianate     
 15. Original Use residence  
 16. Present Use offices  
 17. Condition     
 Interior excellent  
 Exterior excellent

28. Significance Evaluation Meets National Register Criteria d  
 29. Status  National Landmark  
 National Register  
 Landmark Certificate  
 Kentucky Survey  
 Local Landmark  
 HABS/HAER  
 30. Theme architecture 03  
 Primary architecture  
 Secondary     
 Other     
 31. Endangered Yes  No

18. Description  
 see attached



19. History  
 It is uncertain exactly when the house was built. Enoch Lockhard may have built it in 1860. He was superintendent of the Portland Canal at that time. In 1867 the property was sold to James F. Irvin, captain and operator of the ferry between Louisville and New Albany. This was the only means of crossing the Ohio River at this point until the opening of the first K & I bridge on June 22, 1885. The  
 (OVER)

Roll No. 82  
 Picture No. 21A & 22A  
 Direction   

20. Significance  
 The Irvin House is a beautiful example of the Italianate style. The cast iron porches are of particular significance. The historical roles played by several of the owners of the house is also significant. They have all been associated with the river and river trade.

33. Tape No.    Negative No.     
 34. Prepared by: M. A. Allgeier  
Researcher

21. Source of Information  
Caron Annual Directories of the City of Louisville  
Jefferson County Courthouse, Deed Books  
Louisville Landmarks files

35. Organization Louisville Landmarks Commission  
 36. Date 8/12/80  
 37. Revision Dates    38. Staff Review

19. house has changed in many ways since its early days. The cupola that Captain Irvin loved so much has been removed from the roof. A handsome iron fence and exquisite cast iron front porch were removed during World War II. The house was purchased by the K&IT Railroad Company in 1910, after which some much needed restoration was done.

## IRVIN HOUSE

The Kentucky and Indiana Terminal Railroad headquarters building, formerly the house of Captain James F. Irvin, is located between twenty-ninth and thirtieth Streets on North Western Parkway in a cul-de-sac formed by the floodwall berm and the approaches to the K & I Bridge over the Ohio River.

The house, believed to have been built in the 1860s, is a two-story, brick structure of Italianate design. The brick has been painted white with dark green trim. The building is large with irregular facades, perhaps indicating an older structure with subsequent additions.

The front facade, facing north and the river, has a recessed section on the right with a shallow masonry porch. Older photographs show an ornate cast-iron porch was here, but it has been removed. The left portion of this facade contains three bays arranged asymmetrically with a recessed door at the right. A large hood with lavishly carved bracket supports is above the entry. The round-arched door has a semi-elliptical transom. The door is a shorter, modern one and probably replaced tall, double doors.

Windows on the first story of the north facade are single-pane, double-hung with segmentally-arched tops and similarly shaped pressed metal-drip molds above. Second-story windows have round-arched tops with metal-drip molds that are more ornate than those above the first story windows. Originally small, rectangular vents were in the attic just beneath the roof cornice, but they have been filled-in.

On the west side of the main block is a five-sided, one-story bay containing three round-arched windows. Above the bay is a filigreed cast-iron balcony with railing, slender colonnettes, and a roof. An extended cornice with brackets separates the bay from the balcony above.

The rear section of the structure contains two stories and has six-pane over six-pane windows with flat lintels, with the exception of one round-arched window with a drip mold on the second story above a small porch of filigreed cast iron.

The front block of the house has a wide extended cornice with paired, large brackets alternating with groups of smaller brackets. The rear wing has a smaller cornice with plain modillions beneath it.

The yard is now enclosed by a chain-link fence, but two limestone pillars and a cast-iron gate remain.