FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received APR 9 1982
date entered MAY 13 1982

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

1. Name

historic Repton

and/or common Repton

2. Location

street & number 314 Ridgedale Rd. NA not for publication

city, town Louisville NA vicinity of congressional district 3 & 4

state Kentucky code 021 county Jefferson code 111

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	xxx occupied	___ agriculture	___ museum
xx building(s)	xx private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	xx private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	x yes: restricted	___ government	___ scientific
	NA being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Mr. & Mrs. Daniel Hogan

street & number 314 Ridgedale

city, town Louisville NA vicinity of state Kentucky 40206

5. Location of Legal Description

courthouse, registry of deeds, etc. Jefferson County Kentucky Courthouse

street & number 517 West Jefferson

city, town Louisville state Kentucky

6. Representation in Existing Surveys

title Kentucky Survey of Historic Sites has this property been determined elegible? ___ yes x no

date 1981 ___ federal xx state ___ county ___ local

depository for survey records Kentucky Heritage Division

city, town Frankfort state Kentucky

7. Description

Condition		Check one	Check one
xx excellent	___ deteriorated	___ unaltered	xx original site
___ good	___ ruins	xx altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Repton is located in eastern Louisville between Brownsboro and River Roads, both early transportation arteries. Repton is close to the Crescent Hill neighborhood and about one block from Selema Hall (National Register, September 6, 1978). The house was originally located on a twelve-acre tract which was reduced in the 1950s.

Repton is a one-and-a-half story,brick structure sheathed in stucco and scored to resemble brick. The structure has a raised basement. The entry consists of paneled,double doors with a large fanlight and side lights. The side lights have decorative wood tracery. The entry is flanked by two, six-over-one windows. Each window has voussoirs and louvered shutters. The major portion of the facade is sheltered by a portico supported by four, fluted, Ionic columns and two rear pilasters. The columns support a simple entablature which is embellished by dentils and egg-and-dart mold. An extended cornice has modillions. An oval window pierces the pediment. Above the entry,on the second story,is a balcony with iron railings and supported by two, large, carved consoles. Double doors lead to the balcony. Single windows flank the balcony.

The rear facade shows the clear outline of the gambrel roof, the gable of which is pierced by windows. The first floor has central doors flanked by the same fenestration as the front facade. The floor is sheltered by a porch with turned, wood posts and wood railings which rest on brick piers infilled with wood lattice. The sides of the house have two large dormers on the second story with chimneys rising from them.

The interior of the house is a central plan with spacious parlors in the front. All woodwork is Greek Revival in style with ancons. Three of the first-floor rooms contain handsome, classical mantels with glazed-tile facings.The left rear room has been converted to a kitched, pantry and bath. The center hall contains a cantilevered stairway with decorative brackets. The upstairs follows the same plan with allocations for baths and closets. A number of the bedrooms retain classical mantels. The basement has four rooms, large windows and five exterior entrances. The basement originally had fireplaces in all the rooms and one remains.

The current structure, rebuilt in 1902, utilized the walls and foundation of the original structure which burned c.1895. The original building rested on a raised basement. Repton had a central door with a fanlight and side lights, flanked by two windows on either side. The facade was sheltered by a porch with a central pediment. A description of the house stated that the rear facade had a columned porch. A photograph,taken after the fire,shows the exterior walls and basement level intact. The basement level most likely was part of the living space. Repton originally had extensive formal gardens and a conservatory.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_x_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
_x_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		xx invention			

Specific dates c. 1828, 1902 **Builder/Architect** J. J. Gaffney

Statement of Significance (in one paragraph)

Repton is an excellent example of the Classical Revival style. The rebuilding of the house was designed by one of Louisville's leading architects, J. J. Gaffney. The property is associated with two important local persons, Dr. Norbourne Galt and Thomas W. Moran, an inventor of national prominence in the field of steam distribution.

The original owner of Repton was Norbourne Galt, the son of William Craig Galt, both physicians. William Craig Galt owned the property and part interest in the original Galt House Hotel. He lived at Repton with his son. Norbourne Galt was one of the early settlers in this section of the county. He was extremely interested in horticulture and brought in English gardeners to design the grounds of Repton. The Galt property remained in the family hands until 1882.[1]

Repton was rebuilt in 1902 by Thomas Moran. His patents played a major role in advancing industrial technology in the late 19th and early 20th centuries which resulted in the development of a number of industrial components in use today. Thomas W. Moran (d. 1928) worked for the Great Southern Oil Works between 1872 and 1889. During this period he independently designed the Moran automatic barrell filler which facilitated the filling of oil barrels. The Moran flexible joint was also invented at this time. Both items were patented in 1889 and formed the basis for the founding of Moran's own company.[2] The Moran Flexible Steam Joint Company was established in 1889. Other related patents of Moran's at this period include the double coupling for pipes, the relief-valve for steam pipes, the universal joint for steam couplings, the cylinder coupling-joint and relief valve. Moran also patented a system for distributing heat from a steam locomotive to the railroad cars which utilized a piping system with coupling devices between cars.[3]

The Moran flexible steam joint had its first major application in the construction of the foundation of Madison Square Gardens. The flexible steam joint and piping replaced the fragile air hose previously used on the rock drills. The flexible joints were manufactured in a large size for the United States government and utilized in the dredging of the Panama Canal in connection with the suction work and discharge pipe lines. The joints were also widely used in water work systems throughout the United States. By 1924, the company was manufacturing the joints in a 48 inch size, the largest flexible joints ever manufactured in the world.[4]

Moran's contributions are of great significance in the areas of piping flexibility, particularly with problems of allowing steam pressure lines to absorb mechanical movements and thermal expansion. The flexible steam joint referenced in the many patents and articles is still in use today under the description of "ball joint." Where the flexible joint has to be as strong as the attaching piping, this type of connection is optimum. There are other types of flexible connectors such as bellows expansion joints,

9. Major Bibliographical References

UTM NOT VERIFIED

See continuation sheet ACREAGE NOT VERIFIED

10. Geographical Data

Acreage of nominated property ~~less than 1 acre~~ (.58 acres)

Quadrangle name Jefferson ville **Quadrangle scale** 1:24000

UMT References

	Zone	Easting	Northing		Zone	Easting	Northing
A	1 6	6 1 4 0 4 1	4 2 3 5 3 1 0	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

City of Louisville Block 88D, Lot 96.

The boundary includes the entire lot of the structure. The lot is treed and irregularly shaped and includes no outbuildings.

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 Marty Hedgepeth, Director of Research / Stephen Hedgepeth, MSME, Dir. of Engineering & Manufacturing, Jaggers Equip. Co.

organization Landmarks Commission date January 8, 1981

street & number 727 W. Main St. telephone 502/587-3501

city or town Louisville state Kentucky

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Mary Cronan Oppel

title State Historic Preservation Officer date 3/31/82

For HCRS use only

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

William H. Bradham date 5.13.82

Keeper of the National Register

Attest: date 5/13/82

Chief of Registration

flexible hose, and slip joints; however, piping must be restrained under certain high pressure conditions such as 600 pound steam applications.

Ball joints are still used in most dredging operations. Ball joints are used in such critical applications as nuclear steam discharge piping from relief valves due to their high reliability and mechanical integrity.

Repton was rebuilt using the original walls and basement of the 1828 structure. Moran chose the Classical Revival style to correspond with the original house. This is the only structure in a pure Classical Revival style which can be attributed to Gaffney.

Gaffney was a prominent local architect, responsible for several important buildings in Louisville. Adath Jeshurun Temple (1918) and Holy Name Roman Catholic Church (1911) are two of his ecclesiastical structures which have some of the same brilliant and highly stylized characteristics as St. James Roman Catholic Church (1913), his most outstanding local accomplishment. He also designed several apartment buildings throughout Louisville. The Beston Apartments and The Belvoir Apartments in the Cherokee Triangle are among the best. A pair of warehouse buildings in the 200 block of E. Jefferson contain the glazed brick and terra cotta ornamental facade which typifies Gaffney's work. Residences throughout Louisville, including the fanciful Baroque sandstone residence at 1411 Highland Avenue, and the rectory of St. James, are to his credit.

Repton is significant in being one of the most outstanding examples of the Classical Revival style remaining in Louisville. It is the only building which survives that is associated with Thomas W. Moran, one of the most important industrial inventors of Louisville. His inventions had major impacts on the oil and railroad industries and in all phases of steam distribution systems in the United States.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

Repton
Louisville, Jefferson County, Ky.

Footnotes

[1] "Norbourne Galt Obituary," Louisville Daily 18 June 1844. "Wm. Galt Obituary," Daily Journal 24 October 1853. Interview with Mrs. Roscoe Wilson, 4 June 1981.

[2] "Remarkable Success of a Louisville Industry," Louisville Herald Post 15 June 1924.

[3] United States Patents, Nos. 441,108; 500,505; 459,565; 443,946; 444,782; 465,873; 442,311.

[4] "Remarkable Success of a Louisville Industry," Louisville Herald Post 15 June 1924.

1876 Atlas of Louisville of Jefferson County.

1884 Atlas of Louisville.

1858 Bergman Map of Louisville and Jefferson County.

Interview with Nancy Hogan, Louisville, Ky. 16 June 1981.

Interview with Mrs. Roscoe Wilson, Louisville, Ky. 4 June 1981.

Jefferson County (KY) Deed Books.

Moran Flexible Steam Joint Company, " Minutes, Board of Directors' Meeting," 5 June 1889. In possession of Mrs. Fielden Woodward, Louisville, Ky.

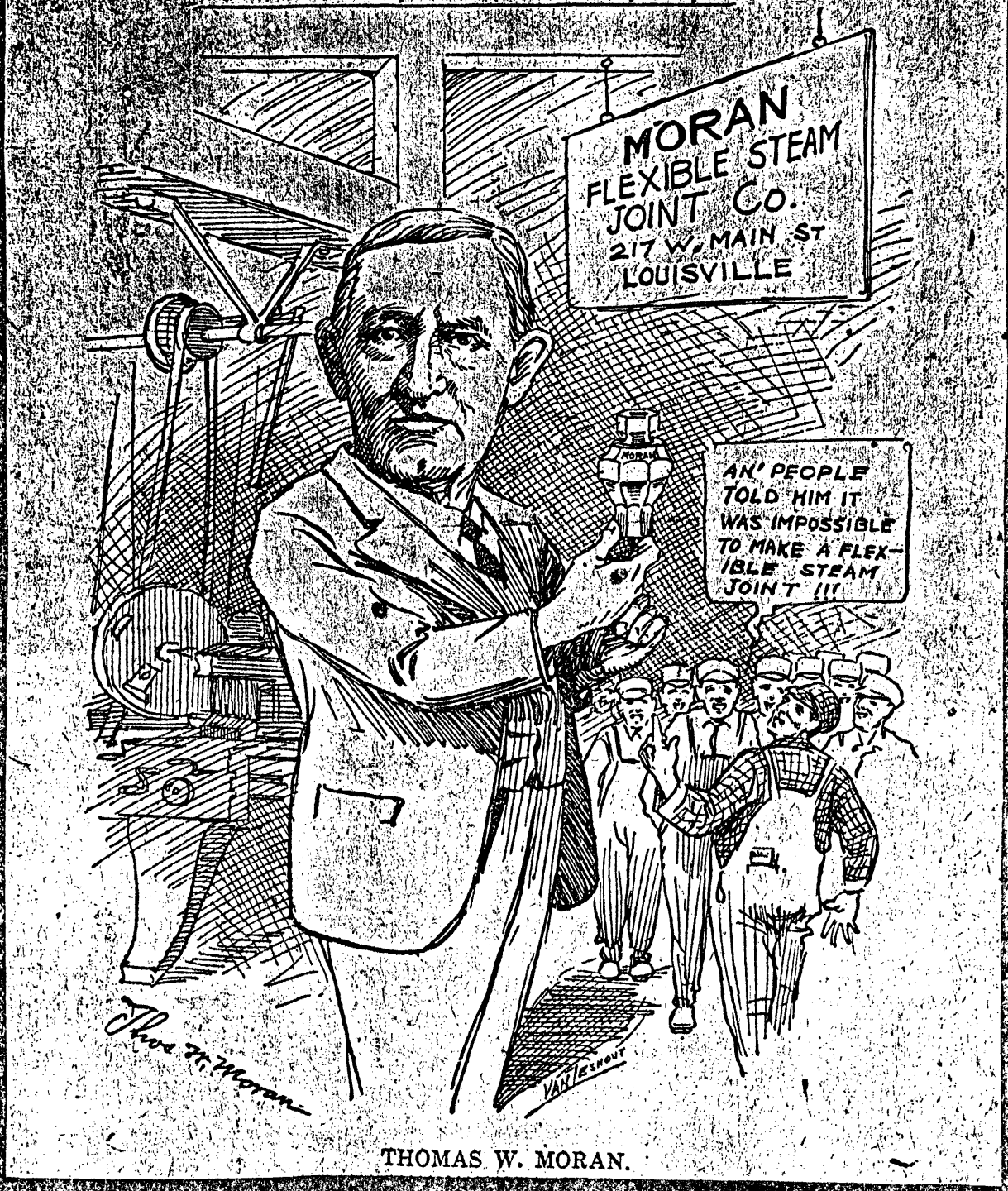
Official Gazette, United States Patent Office.
Vol.45, (October-December, 1888) Patent # 391,329 and 392,448;
Vol.50, (January-March, 1890) Patent # 422,311;
Vol.52, (October-December, 1890) Patent # 441,108 and 443,946;
Vol.56, (January-March, 1891) Patent # 444,782 and 459,565;
Vol.58, (October-December,1891) Patent# 465,873;
Vol.63, (April-June, 1893) Patent # 500,505.

"Remarkable Success of a Louisville Industry." Lousville Herald Post 15 June 1924.

Robinson, Alexander Galt. "Family Catalog,"1939-40. Filson Club, Louisville, Ky.

Louisvillians and Their Hobbies

Louisville Herald Post April 18, 1926



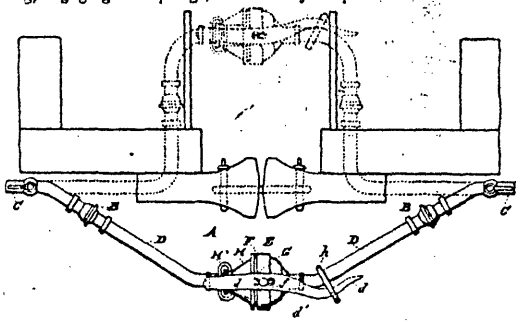
THOMAS W. MORAN.

Reton
314 Ridgedale
Louisville, Jefferson Cty., Ky.
Figure 1 Moran Caricature

Louisville Herald Post 18 August 1926.

422,311. STEAM-COUPLING FOR RAILWAY-CARS. THOMAS W. MORAN, Louisville, Ky., assignor to the Moran Flexible Steam Joint Company, same place. Filed Oct. 16, 1888. Serial No. 288,214. (No model.)

Claim.—1. The combination, with the steam-conveying pipes, of the flexible coupling consisting of the hollow sphere having the openings for the passage of the steam, the coupling-ring and conical bearing-shell surrounding said sphere, the outer bearing-shell having the springs, and a coupling-lever connected to the inner shell and coupling-ring, engaging said springs, substantially as specified.



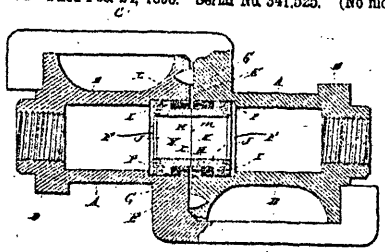
2. The combination, with the hollow sphere, the coupling-ring surrounding said sphere and having the external pivot-lugs, the conical bearing-shell around the sphere, the outer shell, and its exterior springs, of the forked lever pivoted on the lugs of the ring, and having inwardly-turned ends adapted to engage the springs of the outer shell, substantially as specified.

3. The combination, with the steam-pipes and the short pipes connected therewith by universal joints, of the universal-joint coupling E, having the outer and inner conical bearing-shells, springs on the outer shell, and a connecting device adapted to engage said bearing-springs, substantially as specified.

4. In a flexible coupling, the combination, with the steam-conveying pipes, the short pipes, and the universal joints connecting the same together, of the hollow sphere having a threaded opening, the coupling-ring having pivot-lugs, the conical shell engaging said ring around said sphere, the outer conical shell having the recessed lugs, the buffer-springs, and bearing-openings, and the pivoted lever connected to the coupling-ring, having the inwardly-turned ends provided with rollers, substantially as specified.

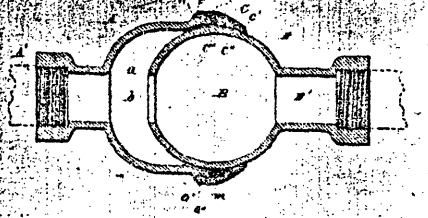
5. In a flexible coupling, the combination, with the steam-pipes, the short pipes, and the universal joints connecting these parts together, of the universal coupling-joint connected to said short pipes and having outer and inner separable bearing-shells, and a lever-fastening adapted to hold said shells together, substantially as specified.

443,946. CYLINDER COUPLING-JOINT. THOMAS W. MORAN, Louisville, Ky., assignor to the Moran Flexible Steam Joint Company, same place. Filed Feb. 24, 1890. Serial No. 341,525. (No model.)



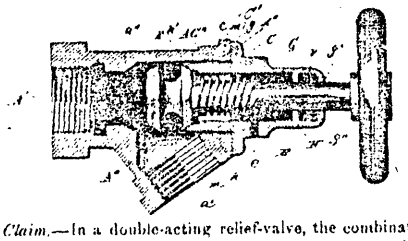
Claim.—The cylinder coupling-joint consisting of the hollow cylinder-sections having integral therewith at opposite ends clamping devices reversely engaging the distant ends of said sections, said sections also having each at its outer end a cylindric chamber of greater diameter than the bore of the section, and fitted with an annular guard at its outer edge, forming with the inner wall or end of the cylindric chamber a supplemental chamber or space, and the cylindric hollow piston-joint pieces of a diameter to fit said supplemental chambers or spaces, and provided with tubular extensions or projections of a diameter to adapt them to fit and slide within said annular guards, said piston-joint pieces being adapted to be acted upon and have their meeting outer ends to be engaged steam-tight by the pressure of the steam itself, substantially as and for the purpose set forth.

459,565. UNIVERSAL JOINT FOR STEAM-COUPLINGS. THOMAS W. MORAN, Louisville, Ky., assignor to the Moran Flexible Steam Joint Company, same place. Filed Feb. 24, 1890. Serial No. 341,526. (No model.)



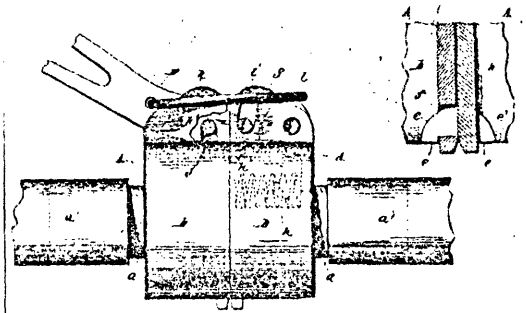
Claim.—The self-adjusting flexible joint for steam-pipes, consisting of the hollow ball-section, the annular coupling-section having an inner spherically-boveled surface fitting said ball-section steam-tight, an internally-screw-threaded offset portion, and the socket-section offset inward, providing a steam space or way thereat and provided with an external screw-thread engaging said screw-threaded portion of said coupling-section, said socket-section also having a circular stop-shoulder engaging the outer edge of said offset portion of the coupling-section, substantially as set forth.

444,782. RELIEF-VALVE. THOMAS W. MORAN, Louisville, Ky., assignor to the Moran Flexible Steam Joint Company, same place. Filed Feb. 24, 1890. Renewed Nov. 28, 1890. Serial No. 372,969. (No model.)



Claim.—In a double-acting relief-valve, the combination of the valve-case having the inlet valve-seat and the outlet-opening adapted to permit of the connection therewith of a coupling-pipe, the valve-seat plug having a steam-chamber and a vent-opening, and the valve having a double face, one engaging a seat at the inlet end of said case and the other engaging a seat on the inner end of said plug, the screw-thread way for the screw-threaded portion of the valve-stem having a steam-passage communicating with a chamber intermediate of the valve-seats and the steam-chamber of said plug, substantially as set forth.

441,108. DOUBLE COUPLING FOR PIPES. THOMAS W. MORAN, Louisville, Ky., assignor to the Moran Flexible Steam Joint Company, same place. Filed May 5, 1890. Serial No. 350,656. (No model.)

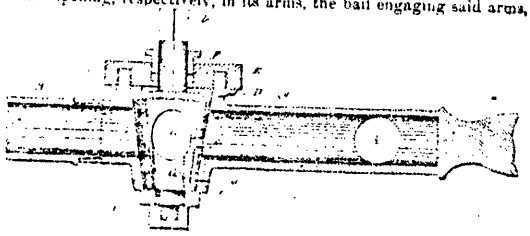


Claim.—The nose or pipe coupling combining the duplicate pairs of coupling or cylinder sections, the lever or latch having one end pivoted between lugs or ears of opposite sections, and provided near its pivotal point with a cross-pin engaging slots in said lugs and with a notch in its under side engaging a cross-pin held in and between opposite lugs of additional opposite sections, and the spring holding the latch or lever yieldingly in position, substantially as and for the purpose set forth.

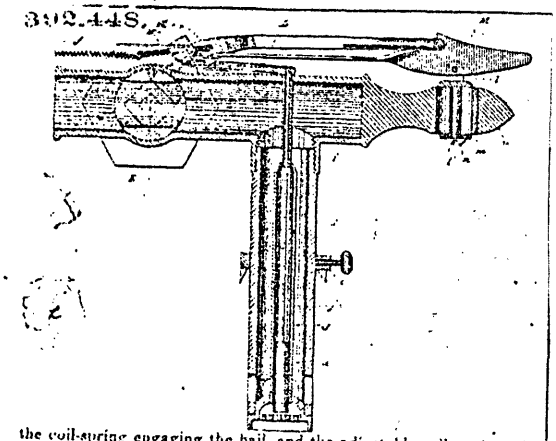
Repton
314 Ridgedale
Louisville, Jefferson Cty., Ky.
United States Patent Gazette
Figure 2 Patents of Thoms Moran

392,448. BARREL-FILLER. THOMAS W. MORAN, Louisville, Ky. Filed July 26, 1888. Serial No. 281,329. (No model.)

Claim.—In a barrel-filler, the combination of the valve-casing having the opening *d*, the handle provided with the slot, the plug having the inwardly and outwardly opening way C, the head E, the stuffing-box F, the double-arm lever having the angular opening and the round opening, respectively, in its arms, the bail engaging said arms,

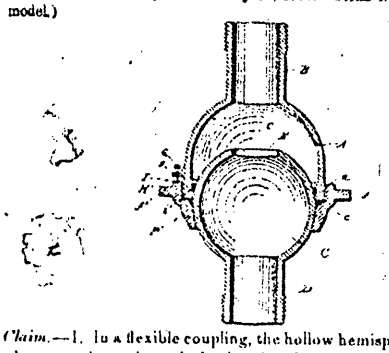


392,448.



the coil-spring engaging the bail, and the adjustable collar, the trigger L, the trigger M, pivoted in the adjustable lugs, the float, the tubes I and J, the tube B, and the universal-coupling joint, substantially as specified.

391,329. METALLIC FLEXIBLE-JOINT COUPLING. THOMAS W. MORAN, Louisville, Ky. Filed July 30, 1887. Serial No. 245,744. (No model.)



Claim.—1. In a flexible coupling, the hollow hemisphere provided with the central nozzle and the bearing-flange and threaded at its mouth, the hollow sphere provided with the tapped nozzle and opening E and seated eccentrically on the bearing-flange, the meniscoid interspace between said sphere and hemisphere, and the screw cap-piece engaging the threaded portion of the hemisphere, substantially as specified.

2. The universal-joint coupling for tubes, consisting of the coupling-hemisphere A, having the nozzle B and set-screw, the sphere C, eccentric to the hemisphere, having the nozzle D and the interior opening, E, the meniscoid interspace *c* between said hemisphere and sphere, the cap-piece F, threaded to engage said hemisphere and outstanding to engage said set-screw, and the interior capillary or thread-like oil-groove, *i*, in the bearing for said sphere, substantially as specified.

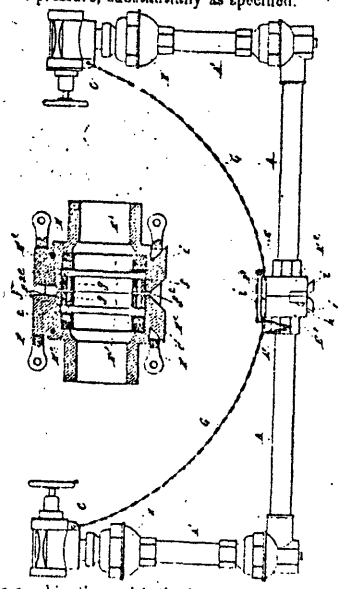
3. The universal-joint coupling for tubes, consisting of the hemisphere A, having the threaded nozzle B and the inwardly-standing bearing-flange I, the oil-groove therein, the hollow sphere C, ground to fit against the bearing-flange I, within the hemisphere and eccentric thereto, forming the meniscoid interspace having its narrowest portion at the flange I and increasing in depth to the axial center of the inner opening of the nozzle B, and the cap-piece F, having the accurately-ground inner surface to fit the sphere and having the threaded portion to engage the threaded portion of the hemisphere, substantially as specified.

465,873. STEAM-COUPLING FOR STEAM-HEATING RAILWAY-CARS. THOMAS W. MORAN, Louisville, Ky. Filed Aug. 16, 1890. Serial No. 362,195. (Model.)

Claim.—1. In a coupling for steam-heating pipes for cars, the combination, with the piston-joint casings of the hose or pipe sections, said casings having the opposite interlocking hooks and eyes, the link-retaining lugs, and the facing-rings, of the link engaging the lugs on said casings, and the "slack" or tripping chains connected to the link-retaining lugs and to the opposite portion of the section and adapted to trip or disengage a link from the adjacent retaining-lug, substantially as set forth.

2. In a coupling for steam-heating pipes for cars, the piston-joint comprising the annular cylindric pistons, each having a central external ring-flange sliding or movable in its inclosing casing, and each piston having both ends adapted to serve as facings for the joint and reversible end for end, substantially as set forth.

3. In a coupling for steam-heating pipes, the combination, with the piston-joint casing and the link-engaging lugs on said casing, having studs thereon, adapted to engage sockets or apertures in the facing-rings having a screw-threaded connection with said casings, of the pistons telescoping said casing and having suitable packing for the piston-head, whereby an air or steam tight joint is formed by the admission of pressure, substantially as specified.



4. The combination, with the boxes or casings, of the reversible piston-sections ground at both ends and provided with suitable packing to form a steam-tight joint under pressure, substantially as specified.

5. In a coupling for steam-heating pipes for cars, the piston-joint comprising the annular cylindric pistons, each having a central external ring-flange sliding or movable in its inclosing casing, and each piston having both ends provided with suitable packing and adapted to serve as facings for the joint, whereby a steam-tight joint is formed under pressure, said pistons being reversible end for end, substantially as specified.

6. The combination, with the boxes or casings having the opposite interlocking hooks and eyes, of the annular cylindric pistons having both ends adapted to serve as facings for the joint and reversible end for end, substantially as specified.

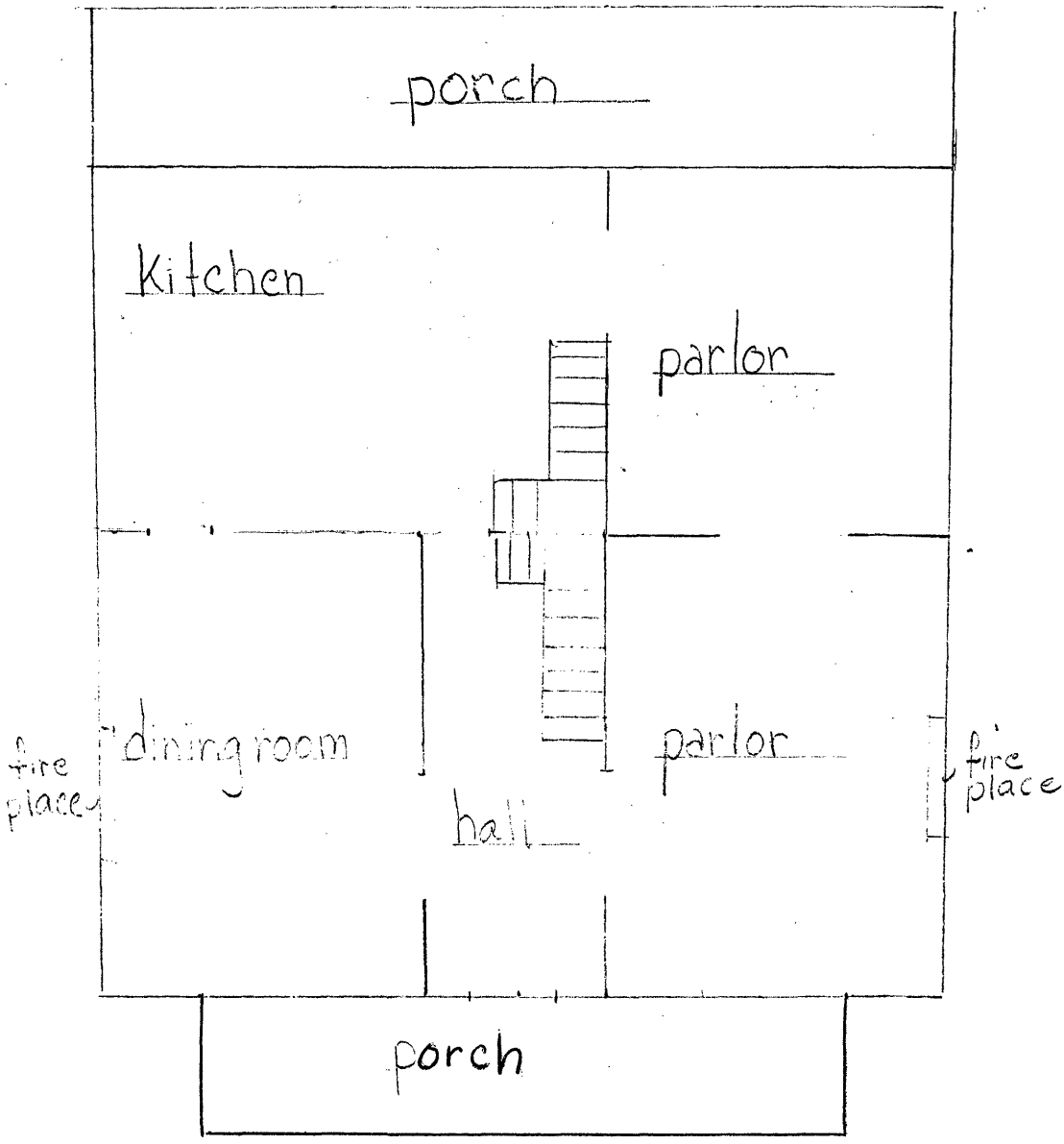
7. The combination, with the boxes or casings having the opposite interlocking hooks and eyes and the link-retaining lugs, of the annular cylindric pistons, each having an external circular flange working or sliding in circumferential extensions of the boxes or chambers of said cases and each having both ends adapted to serve as facings for the joint and reversible end for end, substantially as specified.

8. The box or casing having the opposite interlocking hooks and eyes, the link-retaining lugs, and the facing-rings for the boxes or chambers of said casings, in combination with the link and trippers or chains therefor, substantially as specified.

Repton

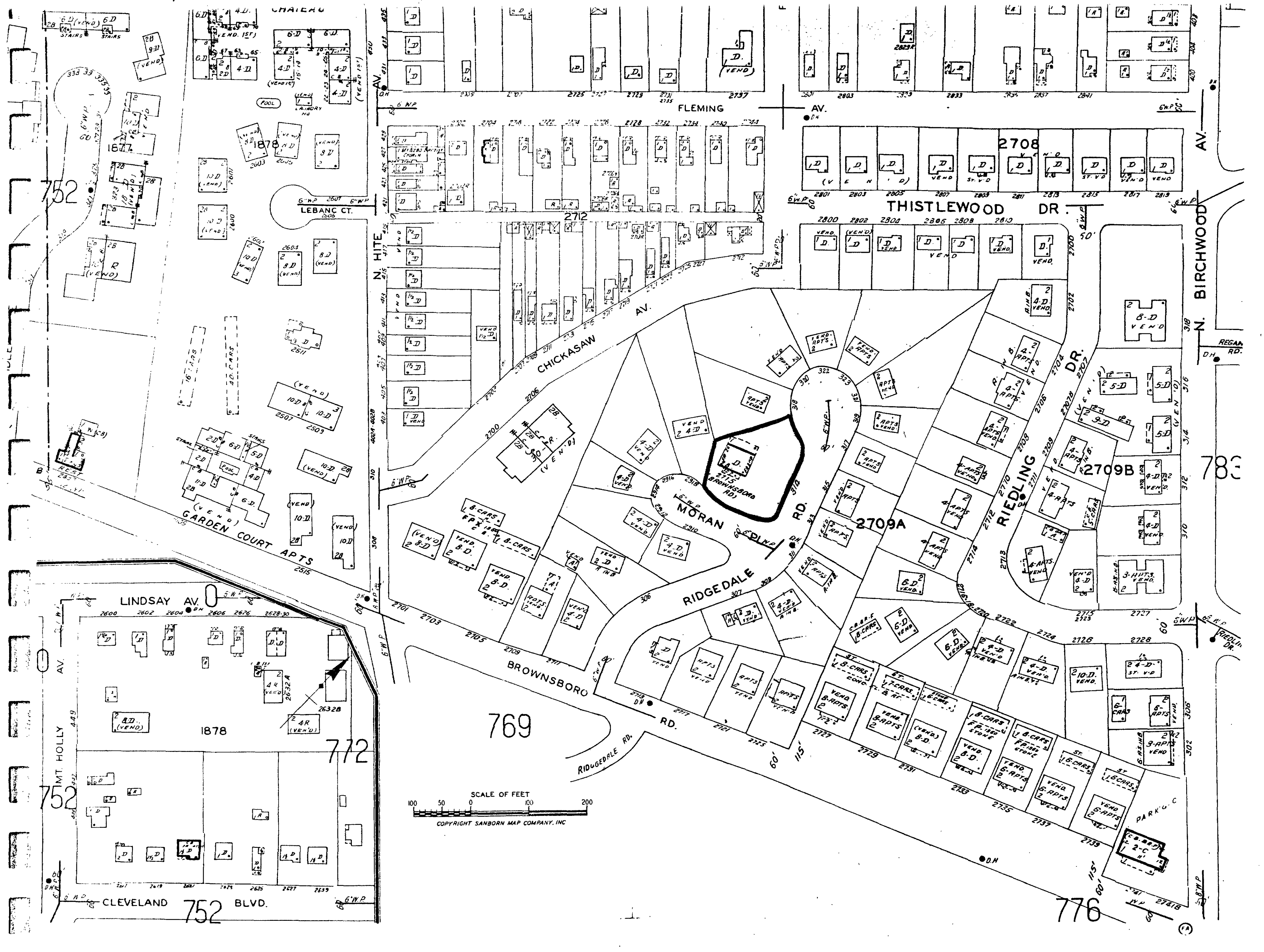
314 Ridgedale
Louisville, Jef-ferson Cty., Ky.
United States Patent Gazette.

Figure 3 Selected patents of Thomas W. Moran



Repton
First floor plan
(not to scale)

Repton
314 Ridgedale
Louisville, Jefferson Cty., KY
Figure 4 Floor plan

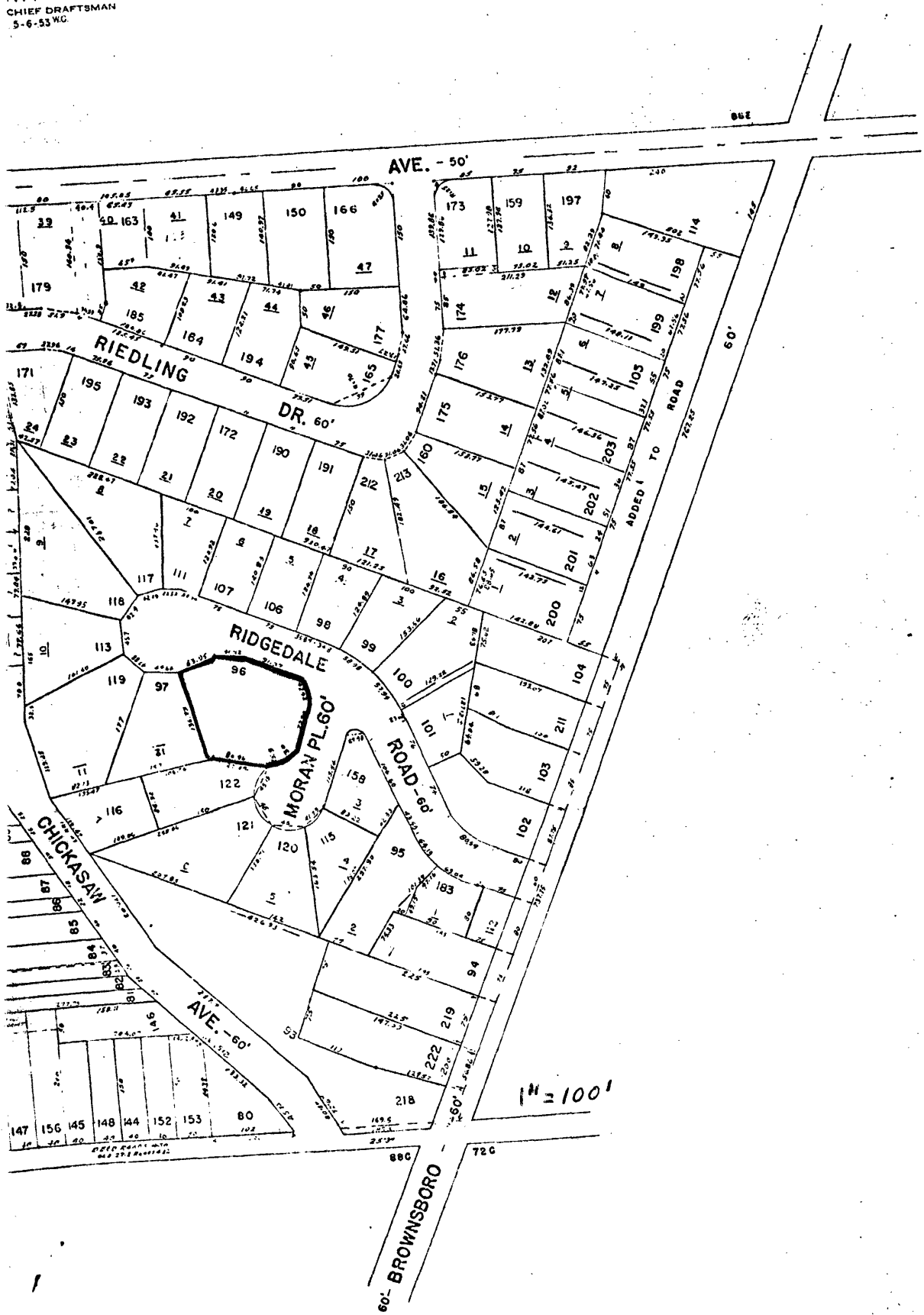

FLEMING AV.
THISTLEWOOD DR.
2708
N. BIRCHWOOD AV.
LEBANC CT.
2712
N. HITE AV.
CHICKASAW AV.
MORAN
RD.
2709A
2709B
RIEDLING DR.
RIDGEDALE
BROWNSBORO RD.
RIDGEDALE RD.
GARDEN COURT APTS
LINDSAY AV.
MT. HOLLY AV.
CLEVELAND BLVD.
752
772
769
776
783
1878
1877
2715 BROWNSBORO RD.
SCALE OF FEET
100 50 0 100 200
COPYRIGHT SANBORN MAP COMPANY, INC

Repton
314 Ridgedale
Louisville, Jefferson Cty., Ky.
Map 2 Sanborn Map
Sanbron Map Company, New York, 1974.

RAGER
NTY TAX COMM'R
CHIEF DRAFTSMAN
5-6-53 W.C.

CITY BLKS. 2707-2708
2709-2710-2711-2712

88-D



1020
88-D

Repton
314 Ridgedale
Louisville, Jefferson Cty, KY
Jefferson Cty. Ky Real Estate
Map, 1972.

Map 3