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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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NATIONAL REGISTER

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

historic name @ Three Mile Tollhouse
other names/site number Jfeg 711

2. Location

street & number 2311 Frankfort Avenue N/A not for publication
city, town Louisville N/A vicinity
state Kentucky code 021 county Jefferson code 111 zip code 40206

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

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.

David L. Morgan
Signature of certifying official David L. Morgan, Exec. Director and State Historic Preservation Officer, Kentucky Heritage Council
Date Aug 23, 1990

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:) _____

Entered in the
National Register

Helene Byers 10/1/90

fu Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/road - related

Current Functions (enter categories from instructions)

Work in progress

7. Description

Architectural Classification
(enter categories from instructions)

Federal

Materials (enter categories from instructions)

foundation Brick
walls Brick
Wood
roof Asphalt
other Wood

Describe present and historic physical appearance.

The Three Mile Tollhouse of the former Louisville and Shelbyville Turnpike is a one-story brick structure. It displays a high level of architectural integrity, and is an important remnant of Louisville's early transportation and commercial developments.

The Three Mile Tollhouse is located in the eastern portion of Louisville in the Clifton neighborhood. Clifton is situated among a series of steep bluffs. Frankfort Avenue, formerly the Louisville and Shelbyville Turnpike, follows the path of a high, flat ridge. Three Mile Tollhouse fronts on Frankfort Avenue (see site plan and boundary map).

The streets in the area are laid out in a basic grid pattern with some irregularities. The Tollhouse sits on a nearly rectangular lot that measures roughly 50' x 100' and is situated in the middle of a block bounded by the Louisville and Nashville Railroad to the north, Frankfort Avenue to the south, Keats Avenue to the east, and Jane Street to the west.

This early commercial building is situated in an area where only a handful of buildings with any historic or architectural integrity remain. The Clifton National Register District (August, 1983) is located to the west of the Tollhouse and the Crescent Hill National Register District (November, 1982) is located farther east along Frankfort Avenue. Widman's Saloon and Grocery (JFEG 720, National Register status pending) is two lots east of the Tollhouse. The National Register eligible Rastetter House (JFEG 701), a circa 1845 farm house, and the National Register listed St. Frances of Rome School (JFEG 708, July, 1987) are situated several blocks away in a southwesterly direction.

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)

Period of Significance
C1830 - 1901

Significant Dates
N/A

Transportation

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Unknown

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

The Three Mile Tollhouse of the Louisville and Shelbyville Turnpike is locally significant under criterion "A" as a rare and intact remnant of early transportation - related developments in Louisville between the years circa 1830 and 1901.

By the second and third decades of the 1800s, the rural area that would eventually become the Clifton neighborhood was feeling the impact of Louisville's growth and expansion. As the city grew, the demand increased for avenues by which goods and people could be conveyed by land to and from Louisville. In response, in 1818, the Kentucky General Assembly passed legislation authorizing the Louisville and Shelbyville Turnpike Company to construct a road from the eastern city limits of Louisville to Shelbyville, Kentucky. Although actual construction was delayed for a time, by the early 1830s a tollroad had been completed. The turnpike road was later extended beyond Shelbyville all the way to the state capitol in Frankfort, Kentucky. Eventually, it was extended from Frankfort to Lexington and was renamed the Louisville and Lexington Turnpike. This original turnpike road followed what is now the present day Frankfort Avenue in Louisville and it is on this road that the nominated property, the Three Mile Tollhouse, is located.

The Louisville and Shelbyville Turnpike was just one of many nineteenth century tollroads that serviced eastern Louisville. Like the spokes of a wheel tollroads radiated from the city. In the east in the early to mid-1800s, they included: the Louisville and Westport Turnpike (now River Road), the Brownsboro

See continuation sheet

9. Major Bibliographical References

_____. Caron's Directory of the City of Louisville. Louisville: Caron Directory Company, 1884-1990.

Heiman, Lee. "The Great Turnpike Turnabout." The Courier Journal, February 15, 1953.

_____. Louisville Historic Landmarks and Preservation Districts Commission. National Register File. Louisville, 1974-1989.

_____. Louisville Survey East Report. Louisville: City of Louisville Community Development Cabinet, 1979.

_____. "The Passing of the Tollgate." The Courier Journal. February 17, 1901, pp.3

_____. St. Frances of Rome Parish: Story of Seventy-Five Years (1887-1962). Louisville: circa 1962.

Thomas, Samuel W., Crescent Hill Revisited. Louisville: George Rogers Clark Press, Inc. 1987.

See continuation sheet

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 # _____

Primary location of additional data:

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

Specify repository:

City of Louisville Landmarks Commission

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

A

Zone Easting Northing

C

B

Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

The nominated property includes all of City of Louisville block 72B, Lot 6, with sides which roughly measure 56' x 97' x 39' x 99'.

See continuation sheet

Boundary Justification

The boundary includes the city lot historically associated with this property (also see #7 description under "Boundary Description" heading).

See continuation sheet

11. Form Prepared By

name/title Joanne Weeter, Research Coordinator

organization Louisville Landmarks Commission date April 1, 1990

street & number 609 W. Jefferson Street telephone (502) 625-3501

city or town Louisville state Kentucky zip code 40202

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 7 Page 2

This utilitarian commercial building which is sited quite close to Frankfort Avenue, rests upon a high berm defined by a limestone retaining wall. Clifton's Three Mile Tollhouse is a single - story, painted brick structure with a "T" shaped floor plan. The stem of the "T" is parallel to Frankfort Avenue while the top of the "T" forms two shallow projections and is perpendicular to the street. A recessed porch, which is protected by a continuation of the main roof, has exposed joists and is supported by simple wooden posts, and is located along the right two-thirds of the tollhouse's primary facade. Three simple wooden panelled doors (two doors were added where windows were once located) provide access from the porch into the building. One six-over-six window, topped by segmentally arched brick voussoirs, completes the facade fenestration. A side gabled roof, which was originally tin but is now sheathed in asphalt shingle, tops the building (see photos 1-3 and floor plan).

The interior floor plan of the tollhouse is based on the center passage plan. One enters the main hall from the outside through a centrally located doorway which is axially aligned with the original rear door. This center hall is flanked by square rooms, each of which originally had a fireplace and mantle (one mantle is intact). On the left side of the building and forming the top portion of the "T" are two projections. The first is that which is closest to Frankfort Avenue. This cube-like room once served as a tiny jail cell when the Tollhouse was used in the early 1900s as the Clifton Police Station. The second projection and the largest of the two is formed by two square rooms which are divided by a wall and what used to be a fireplace. The interior finish of the Three Mile Tollhouse, as one might expect from a utilitarian structure, is characterized by simplicity and lacks flourish or embellishment (see photo 4 and floor plan).

The Clifton Tollhouse has been evaluated several times over the last five to seven years by windshield surveys to determine its historic and architectural integrity. Each time, the building's structural condition, which had deteriorated due to lack of proper maintenance, was taken into consideration as was the negative effect the wooden front porch enclosure had on the aesthetics of the primary facade. It was not apparent, until an on-site visit was conducted in December, 1989, that this circa 1830 tollhouse was virtually intact with few major structural changes. In light of the fact that the current owner is

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

**National Register of Historic Places
Continuation Sheet**

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 7 Page 3

thoroughly rehabilitating the tollhouse in accordance with accepted preservation methods and standards (including removal of the front porch enclosure) and because in-depth research has revealed that this particular building displays a high level of architectural integrity, is the only tollhouse still standing in the City of Louisville, is among the oldest extant commercial structures in town, and is one of only a handful of tollhouses in existence in state of Kentucky, the original evaluation of integrity has been reversed (see conceptual drawing of original appearance).

Behind the Tollhouse building are two features representing its use as a restaurant and bar during the 1930s and 1940s. Close to the rear lot line is a poured concrete slab that was once used as a dance floor. There is also a single seat, wooden, shed roofed, plumbed, outhouse (see photo 3).

Two wood frame, lap sided additions have been made to the Tollhouse. The first, completed in the 1940s, was an enclosure of the original recessed wooden front porch. The second was added to the rear and most recently housed lavatories and rest rooms. The porch enclosure will soon be removed, thereby returning the primary facade to its original appearance. The rear addition will soon be reconstructed and, again, will serve as space for rest rooms. The Tollhouse's windows originally had flat lintels but some were changed, probably in the late 1800s, to segmentally arched windows. The only other changes to occur were the re-moval, years ago, of several fireplace mantles and the opening up of an interior wall which combined two square rooms into one large rectangular space that is now divided by a wide segmental archway.

Boundary Justification

The boundaries chosen for Clifton's Three Mile Tollhouse are based on the original lot boundaries historically associated with the structure and the site. The site is an integral part of the structure's significance inasmuch as its natural features characterize the property during its period of significance. Surrounding the nominated property are remnants of late Victorian commercial and residential development, but none retain enough architectural integrity to warrant National Register listing. In general, the area surrounding the Tollhouse reflects commercial,

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

**National Register of Historic Places
Continuation Sheet**

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 7 Page 4

industrial, and residential development that dates from more recent times or, in the case of historic structures, contains buildings that exhibit extensive alterations, additions, or are in poor structural condition (see site plan and boundary map).

Archeological Considerations

Structures, of course, are closely related to the surrounding environment. Archeological investigations that have been conducted in the suburban areas of Louisville have yielded valuable information. Archeological survey, excavation, and/or incidental discovery or monitoring occurred at the following suburban sites: Locust Grove, Ward's Mill, Farmington, Beargrass Creek sites, and Soldiers Retreat. An archeological investigation of the Three Mile Tollhouse, if conducted, might yield information to answer research questions if the historic context of the site has not been disturbed. At this time, no archeological investigation has been made on the site. However, archeological potential should be considered in any development of this property. If, in the course of development work at the site, it becomes evident that the site might reveal important archeological information, it is recommended that work cease and the appropriate Kentucky Heritage Council staff be notified.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 8 Page 2

Turnpike (now Brownsboro Road), the Louisville and Shelbyville Turnpike (now Frankfort Avenue), the branch line of the Louisville and Shelbyville Turnpike (now Lexington Road), and the Louisville and Bardstown Turnpike (now Bardstown Road). As with many others, the Louisville and Shelbyville Turnpike was built on an ancient pathway that was trodden down by buffalo herds and migrating Indians. It was one of Kentucky's most important and frequently used thoroughfares.

Tollroads and turnpikes built throughout the state were constructed according to a uniform standard. According to Lee Heiman, author of an article that appeared in the Courier Journal Magazine, February 15, 1953 and entitled "The Great Turnpike Turnabout."

"Stones for surfacing could be not more than 6 ounces each, and had to be small enough to pass through a ring 3 inches in diameter. These stones covered a well-drained earthen roadbed to a depth of 9 to 10 inches according to the expected volume of traffic. In the center the depth was usually 1 to 3 inches more. Laborers at the scene of road construction used a knapping hammer--a pound-size ball of steel with a handle--to break rock into stones of turnpike size."

Journalist Melville O. Briney described Louisville turnpikes in the Courier Journal citation as follows:

"Tollgates were usually set up every five miles. Each animal and vehicle were taxed according to the damage it did the roadbed. Hogs were taxed twice as much as sheep; cattle four times as much as hogs. Each horse, mule or rider brought a five-cent toll; every vehicle with 4 wheels, 12-1/2¢; every vehicle with 4 horses, 20¢; stage coach with 12 passengers or vehicle with 6 horses, 75¢. Free passage was allowed to preachers, and to the military, to those going to funerals, to church, or to vote."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 8 Page 3

By law toll rates were prominently posted for all to see. The state chartered some roads, and the gate keepers were required to charge state-specified rates. The tollgate keeper collected the money and used it to maintain the roadbed and drew a salary from the excess. If the gate keeper's five mile stretch of roadway fell into disrepair then no toll could be charged. If the keeper failed to make repairs within 30 days after being properly notified of the damaged condition, the turnpike company could lose its charter.

This job of keeping a tollgate was attractive because it meant a fairly secure lifestyle for the keeper and his family. Along with the job came a house to live in and a steady source of income, in addition to a chance to learn all the latest news and gossip.

The nominated property, called the Three Mile Tollhouse because it was three miles from the Jefferson County Courthouse in Louisville's center city, was the first Tollhouse on the Louisville and Shelbyville Pike. The Eight Mile House, five miles further out and outside Louisville's current city limits (National Register listed 1976), was the next tollgate and house to the east followed by the Middletown tollhouse. Kentucky legislature mandated the five-mile spacing of these tollhouses. Later, sometime after 1880, a tollhouse and gate were constructed midway between the Three Mile and Eight Mile Tollhouses at Gilman's point, in an area now known as St. Matthews. It was most likely constructed to accomodate the increased number of travelers who passed through the intersection of two newer turnpike roads with the already existing Louisville and Shelbyville Turnpike: The Shelbyville Branch Turnpike (now Lexington Road) and the Westport Turnpike (now Westport Road).

Tollhouses in the Louisville area, as documented by historic photographs, share a number of characteristics. They were utilitarian structures that were built to be functional rather than beautiful. They ranged in height from one to two stories although at least one was three stories high. They were built of either wood or masonry. Of the two that survive in Jefferson County, the Three Mile and Eight Mile Tollhouses of The Louisville and Shelbyville Turnpike, one

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 8 Page 4

is brick and the other is stone. All were built quite close to the road on land that was defined by fencing (usually pickett) which was most likely intended to keep livestock from wandering into the gate keeper's yard. Most had an overhanging front porch on the side of the house closest to the road that would provide the tollgate keeper with protection from inclement weather. Many had attached livery stables where horses were kept. Most also served as the residence for the tollgate keeper and his family. Clifton's Three Mile Tollhouse fits this pattern of utilitarian building types. What makes it a rarity is that this structure survives intact from the 1830s.

Federal vernacular building types like the Three Mile Tollhouse are a rarity in the Clifton neighborhood largely because the area was undeveloped during the early and mid-1800s when these architectural influences were popular in Louisville. This stylistic tendency is more commonly found in the Portland, Phoenix Hill or Butchertown neighborhoods where examples of early 1800s to mid-1800s building stock can still be found.

It was common for certain types of businesses to sprout up near tollhouses and tollgates. Saloons, taverns, grocery stores, inns, livery stables, blacksmith shops and the like were logically located near transportation systems. Travelers who were often tired, hungry and thirsty would stop to get a bite to eat, perhaps something to drink, and could allow their horses to rest, and cool down etc. The Three Mile Tollhouse was no exception. For the thirsty and hungry traveler Widman's saloon and grocery, which dates from 1858, was practically right next door!

Tollroads, in widespread use near Louisville and throughout the state of Kentucky during the mid-1800s, dramatically improved travel conditions because of significant innovations in road building technology that improved the quality of the travel surface. They became the most popular and accepted travel route. However, by the end of the Civil War, passenger and cargo railroad companies, who had increased their network of rail lines, could compete with, and eventually supplanted tollroads as the cheapest, most efficient, fastest and most comfortable mode of land travel.

At the same time rail travel was rising in popularity, the City of Louisville was expanding. In the once rural Clifton area, large land tracts were being subdivided by land speculators into smaller parcels at a rapid rate. In 1876 and again in 1888,

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**

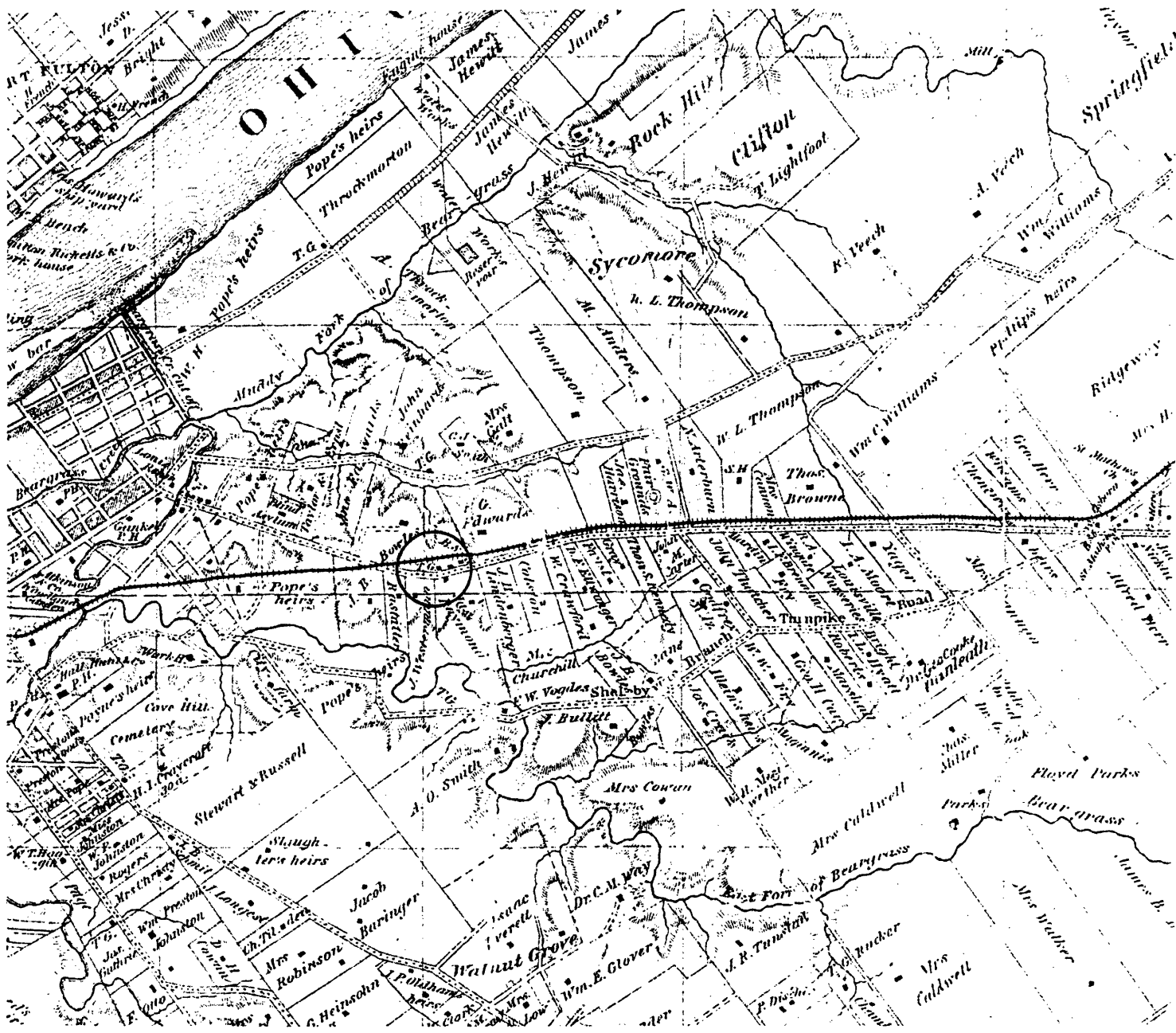
Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number 8 Page 5

portions of the growing suburb of Clifton were annexed into the city proper, thereby enabling area residents to take optimum advantage of city-provided services. Since tollroads had historically originated outside the city limits of towns this meant that the stretch of road the tollgate keeper was paid to maintain grew shorter as the city grew larger and subsidized the maintenance. However, tollgate prices were not reduced proportionately. This did not go unnoticed by turnpike patrons, who rebelled by forming bands of "turnpike raiders." On a regular basis these raiders vandalized tollgates and houses to express their displeasure with what they felt were unfair rate schedules. Turnpikes declined in popularity so much so that by 1901, in the Louisville area as well as throughout the State of Kentucky, turnpikes were discontinued. Tollroads were most often purchased by individual cities or by the state who, from the point of purchase on, were responsible for their maintenance. These former turnpikes served as the basis for today's state and federal highway systems. Frankfort Avenue, as the old tollroad is now called, is presently a state road. It forms the heart of Clifton's commercial core and continues to serve as an important throughfare of Louisville's east end.

The Three Mile Tollhouse was used for a variety of functions from the 1830's until the present day. Between 1830 until about 1901 it served as the gatekeeper's house. There is evidence that between 1908 and 1932 it served as the Clifton police station. From 1933 until 1939 it served as a restaurant under a variety of names. After 1939 the nominated property, in reference to its original use, was known as the Old Tollhouse Inn Restaurant. It sat vacant and neglected for the last several years until December, 1989 when it was purchased by a developer. In March of 1990 a lease was signed between the current owner and a pastry chef who plans to open a small cafe and bakery in the Old Tollhouse. A full scale renovation, in accordance with the Secretary of the Interior's Standards for Rehabilitation is planned.

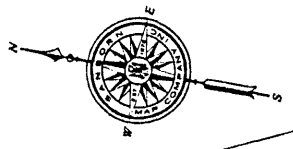
Map of Jefferson County, Kentucky; G. T. Bergmann, 1858



THREE MILE TOLLHOUSE
LOUISVILLE, JEFFERSON CO., KY.

TG = INDICATES A TOLL GATE

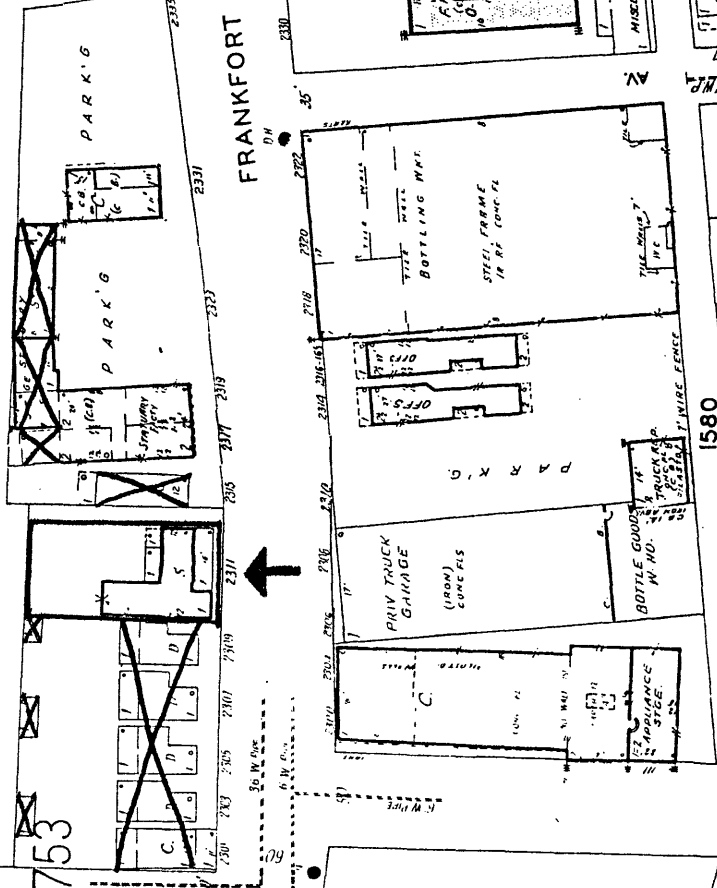
THREE MILE TOLLHOUSE
 LOUISVILLE, JEFFERSON CO., KY.
 1974 SANDERS INSURANCE MAP
 SITE PLAN & BOUNDARY MAP



769

N. EWING AV.

N. KEATS AV.



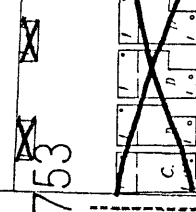
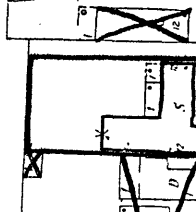
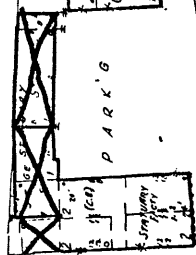
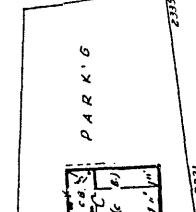
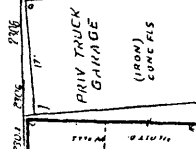
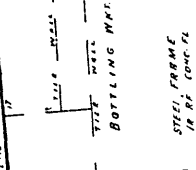
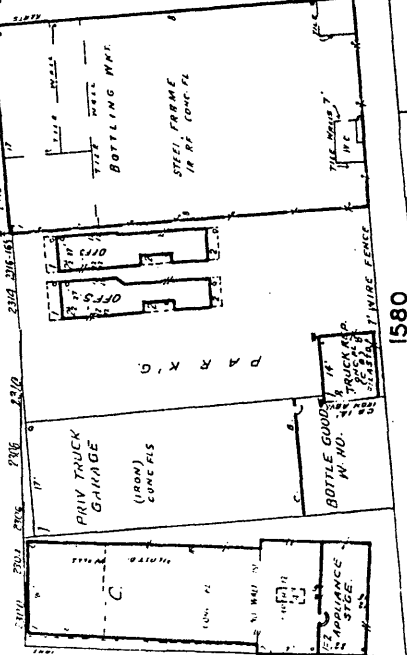
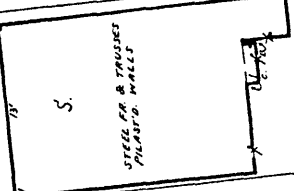
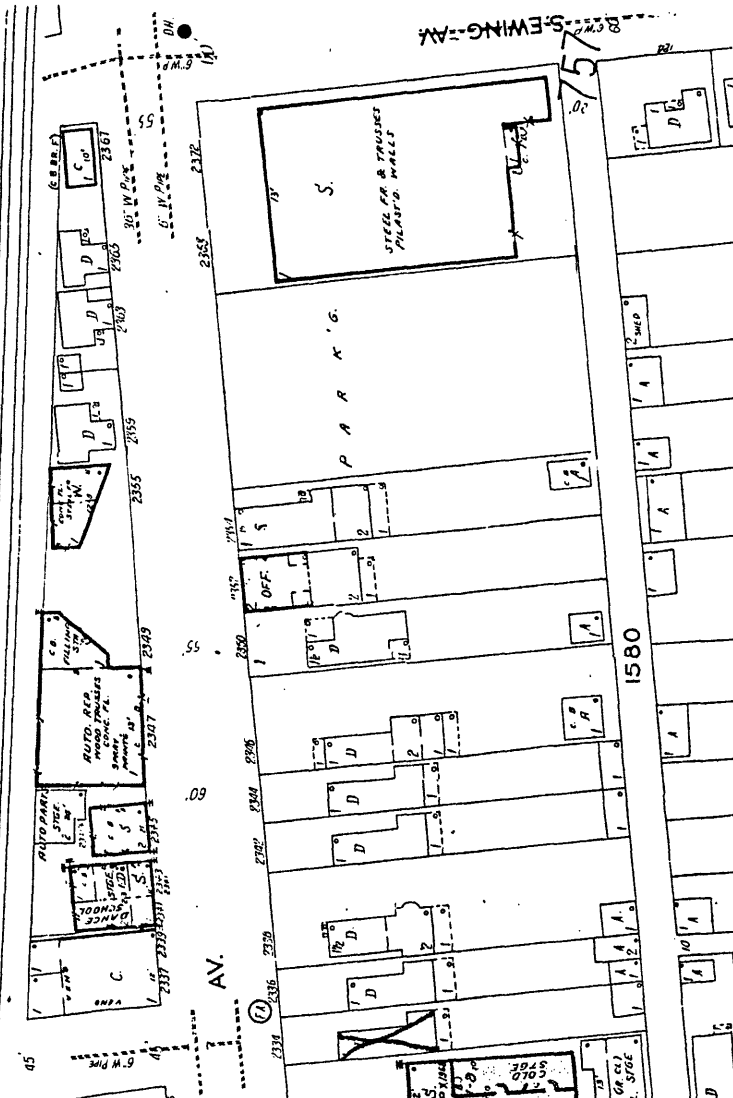
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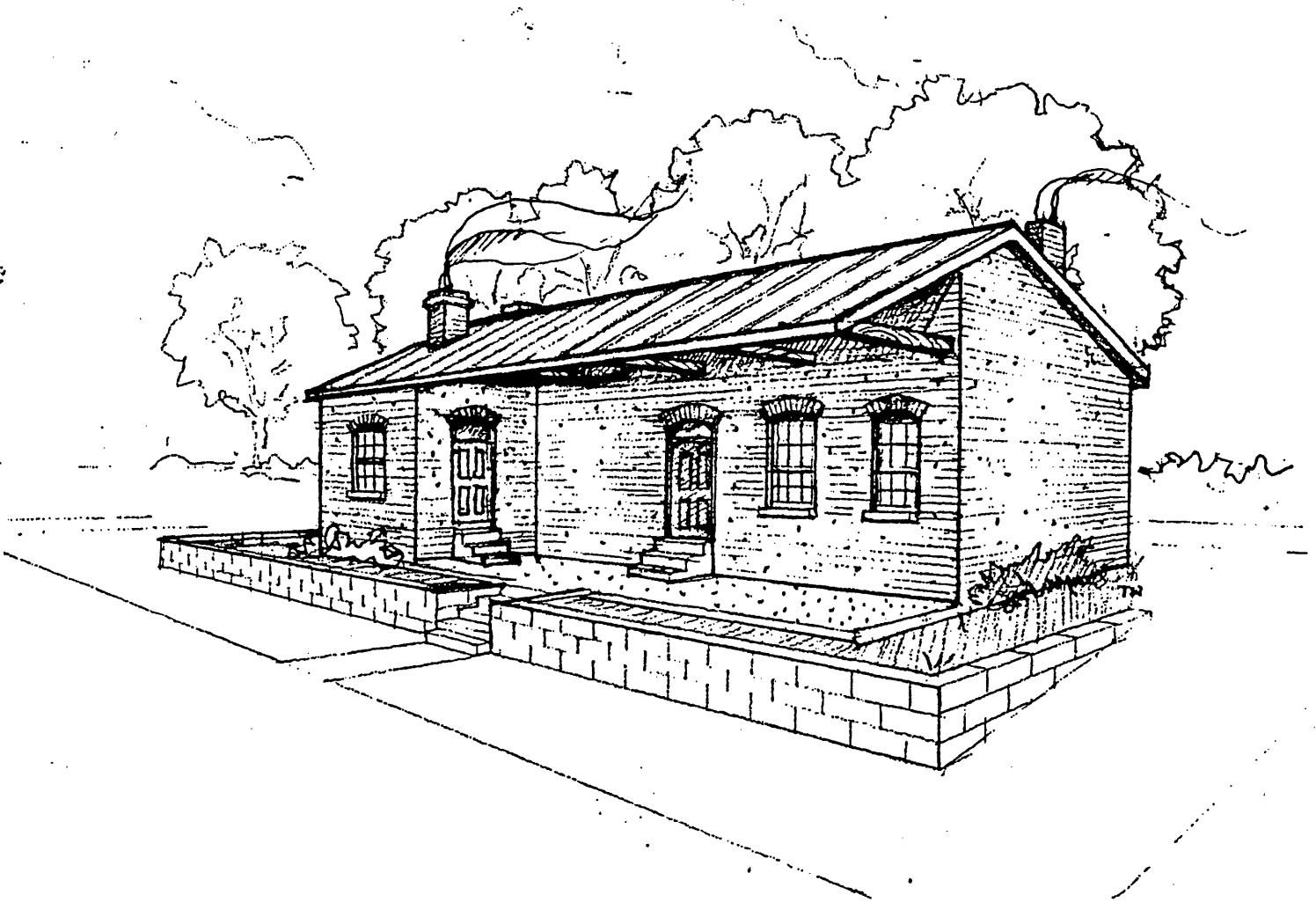
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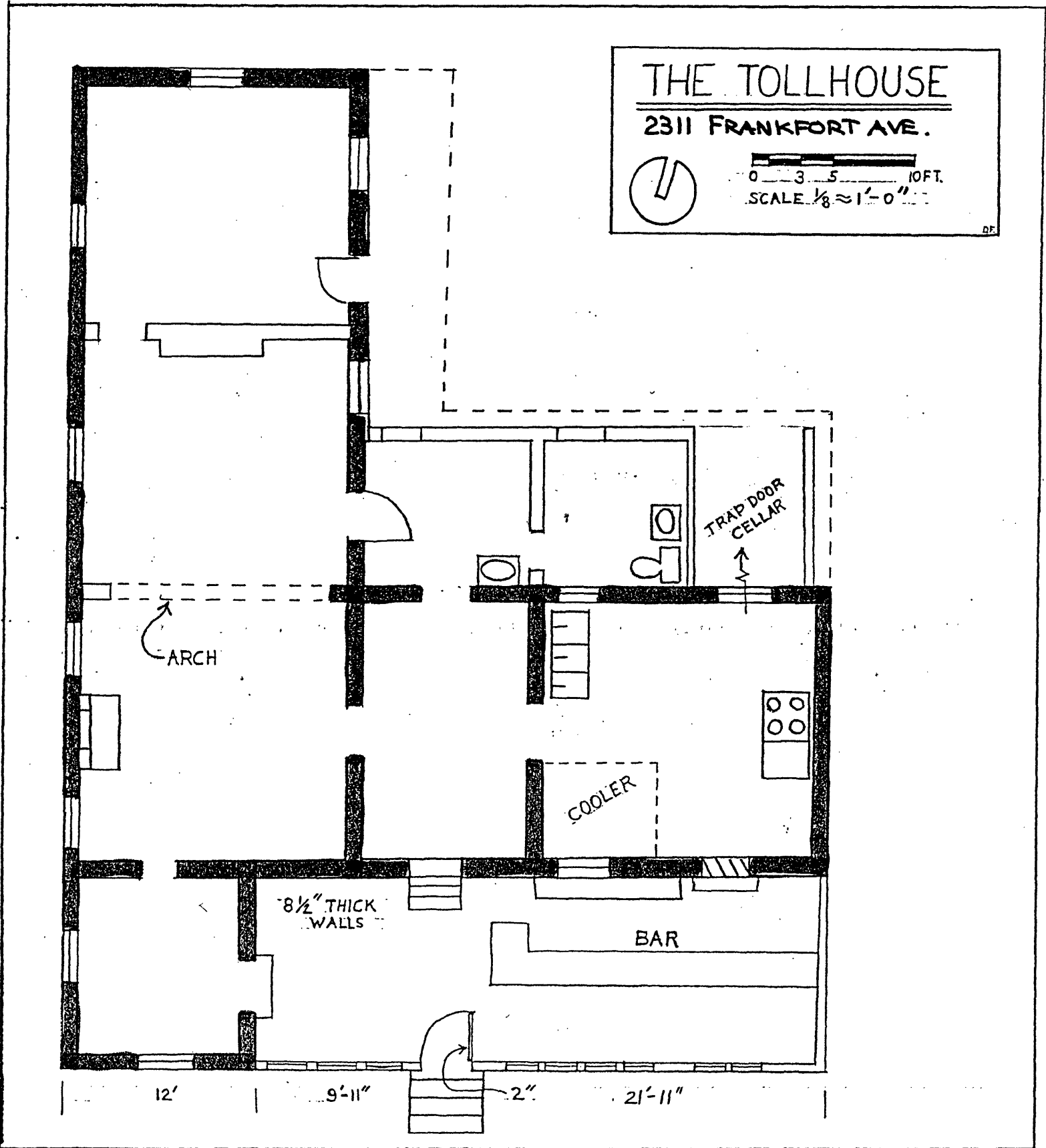


THREE MILE TOLLHOUSE
LOUISVILLE, JEFFERSON COUNTY, KENTUCKY

CONCEPTUAL DRAWING OF
ORIGINAL APPEARANCE

FLOOR PLAN

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky



United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Three Mile Tollhouse, Louisville, Jefferson County, Kentucky

Section number ^{photo}graphs Page

PHOTO IDENTIFICATION

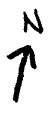
Three Mile Tollhouse
2311 Frankfort Avenue
Louisville, Jefferson County, Kentucky

Joanne Weeter - Photographer
February 1990 - Date taken
Landmarks Commission - Negative repository

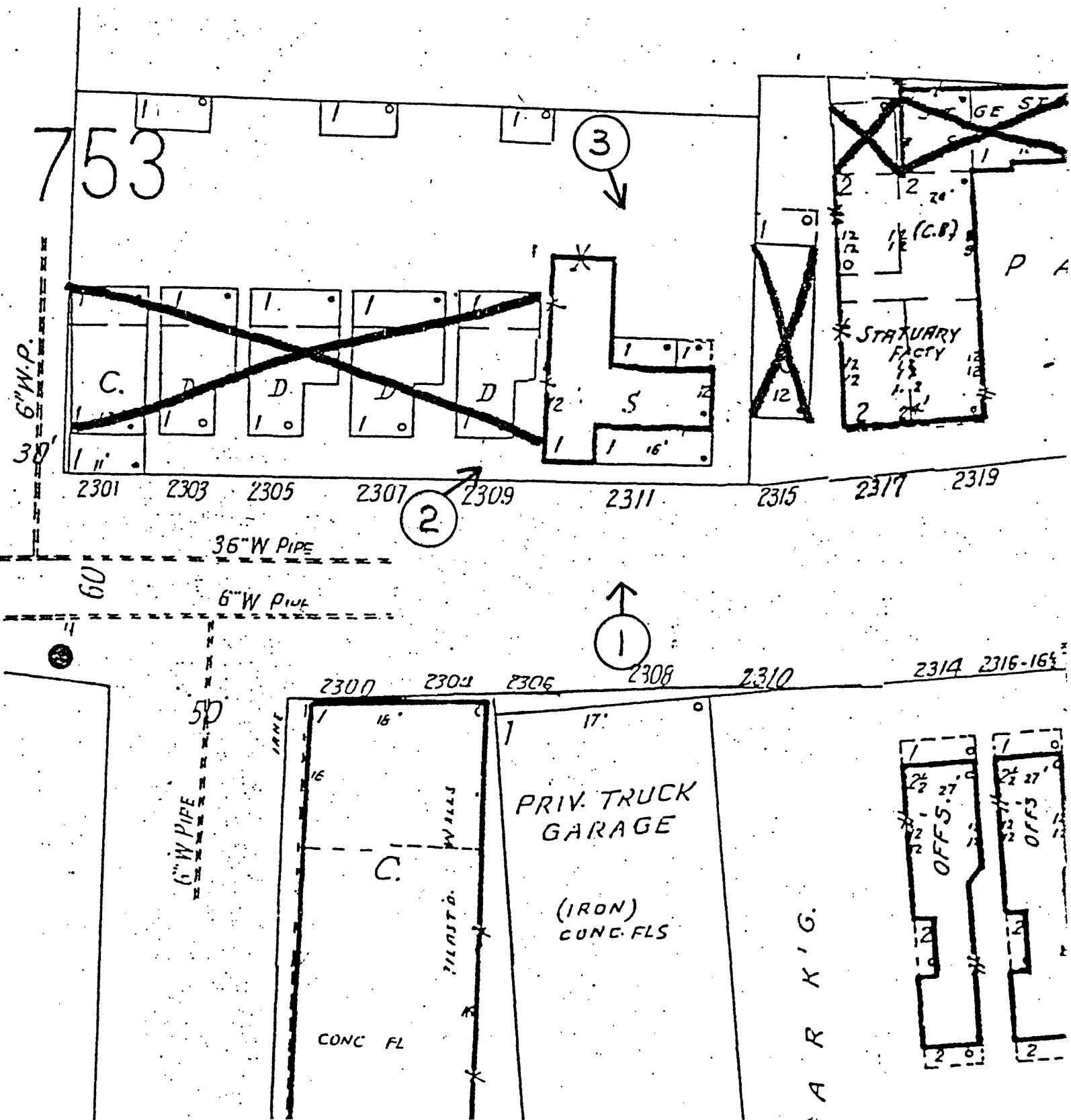
All photos are numbered and keyed to arrows on map as indicated.

1. Primary facade: Looking north
2. Secondary west facade: Looking northeast
3. Secondary rear facade: Looking southeast
4. Interior: Looking northwest

THREE MILE TOLLHOUSE
LOUISVILLE, JEFFERSON CO., KY.



EXTERIOR PHOTO KEY



THREE MILE TOLLHOUSE
LOUISVILLE, JEFFERSON Co., Ky.

INTERIOR PHOTO KEY

