

# JEFFERSON COUNTY, KENTUCKY



## Guide to Selected Historic Sites

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Jefferson County Office of  
Historic Preservation and Archives





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July 1985

Fellow Citizens:

Historic sites in Jefferson County present one of our community's finest — and most fragile — group of resources. They define who we are more vividly than any other single document or event. By promoting economic and neighborhood development, the special character of historic land, buildings, and structures makes this a better place to live and work.

That is why this guidebook is so important. I am convinced that a greater awareness and understanding of historic resources will increase our sense of responsibility. All of us — owners of historic sites and non-owners alike — must realize that we are stewards of a collective heritage that is irrevocably weakened whenever historic places are lost.

I am proud of the private and public accomplishments reflected in these 44 representative sites. It will be a challenge to see that we continue the apparent successes and address much-needed improvements.

*Bremer Ehrler*



Bremer Ehrler  
County Judge/Executive

## Introduction

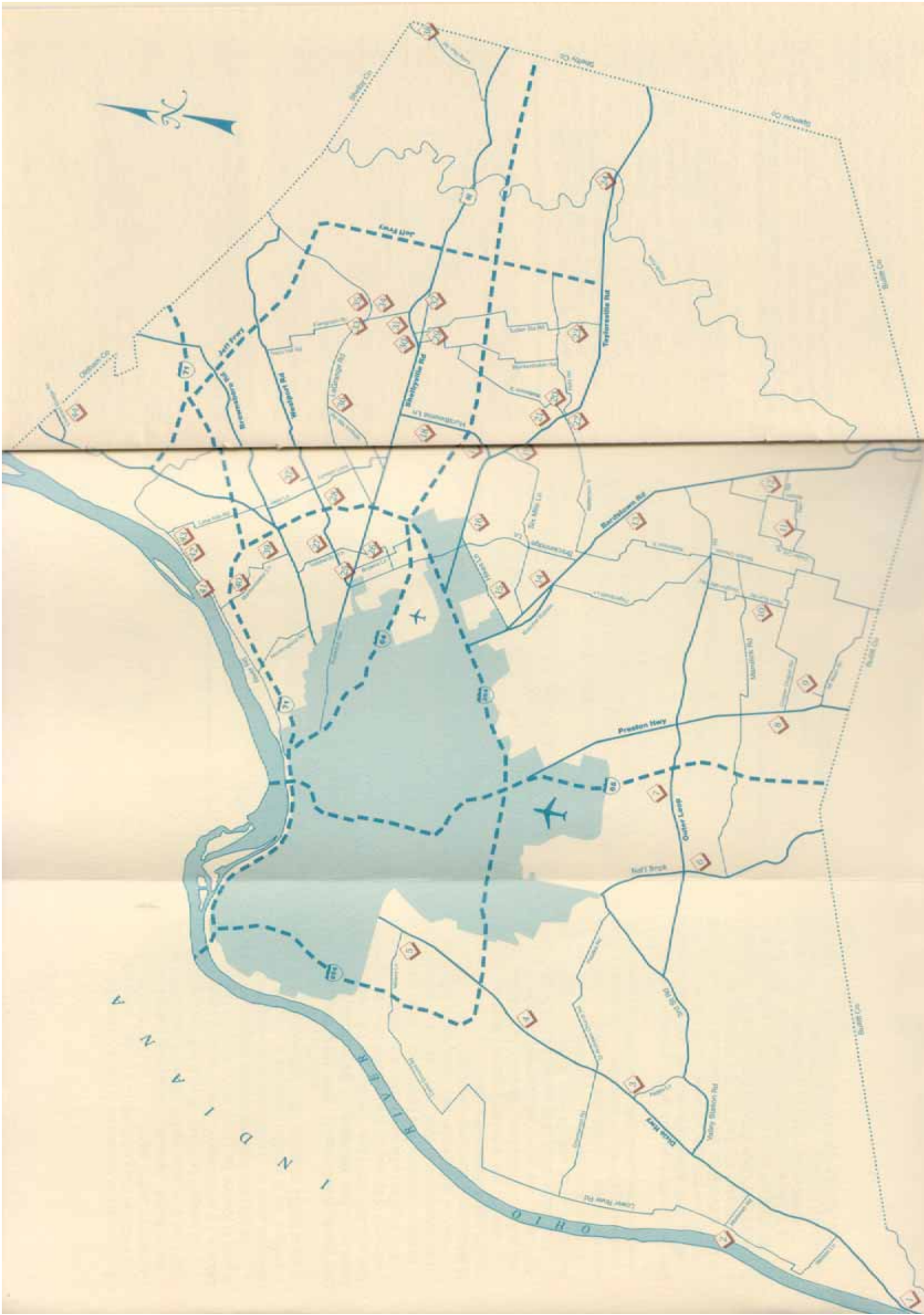
The following 44 sites depict nearly two centuries of local settlement, most of it in the rural parts of Jefferson County outside of the city of Louisville. While representative of the community's historic resources, the selections are only a fraction of the 686 known sites or of the 150 locations presently listed on the National Register of Historic Places in the same area. Nevertheless, the selected sites represent all parts of the county, all periods of growth, all materials, building technologies, and virtually all architectural styles used in the county — in short, they represent a cross-section of the broad patterns of our material culture from the founding of the county in 1780 (as part of Virginia) to this very day.

Understanding the “why” of these sites is, simply put, a matter of understanding our geography and our cultural frame of mind. Soil associations, land forms, streams, and other natural conditions not only shaped early agrarian settlement — when decisions about what to build and where were more fundamental and sensitive to natural surroundings — but also later, 19th-century events such as residential subdivisions. Our relationship to other settlements — both within our community and outside of our community — also clearly influenced building choices. An early eastward-looking orientation was physical as well as cultural and it helped to establish a template for much that followed. Internally, the county seat in Louisville at the Falls of the Ohio, along with public works and roads, helped to pace the array of early farms, crossroads settlements, and estates which form the nucleus of our historic places. Changes in orientation — ethnic and economic, principally — refocused our building references and account for more recent phenomena, such as “road-side architecture.”

A word of caution. These sites were selected for their relative accessibility; they are either visible from public rights-of-way or can be visited by appointment through the owners *where indicated in the text*. HOWEVER, MOST OF THE PROPERTIES LISTED IN THIS GUIDE ARE PRIVATELY OWNED RESIDENCES, AND THE PUBLIC IS NOT WELCOME. THE PROPERTY AND PRIVACY RIGHTS OF PRIVATE OWNERS AND RESIDENTS MUST BE RESPECTED; UNINVITED ENTRY ONTO PRIVATE PROPERTY IS TRESPASS. DO NOT ABUSE THIS GUIDE OR THE COOPERATION OF THE OWNERS OF THE SELECTED SITES.

Douglas L. Stern  
Jefferson County Office of Historic  
Preservation and Archives

Jefferson County, Kentucky



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**1** *Kosmosdale Depot, Depot Lane (.2 mile east of Dixie Highway; 12.8 miles south of I-264)*

This sadly neglected and abandoned depot was built in 1905 for the Kosmos Portland Cement Company. The Mission Style depot and its railroad spurs were built to connect the cement works — established in 1904 by Samuel Horner, a retired Philadelphia businessman — with the nearby Illinois Central Railroad line, a location convenient as well to the cheap transportation of the Ohio River. Though popular for warehouses, tall buildings and major public works, cement depended upon affordable distribution for success in the marketplace.

**2** *Farnsley-Moremen House, 10908 Lower River Road (1.2 miles west of Dixie Highway on Moremen Road)*

This farmhouse is believed to have been built around 1837 by Gabriel Farnsley, whose father settled in the area in the 1780s. The land along the river's broad floodplain rivaled any soil in the county, producing several large, prosperous farms in addition to Farnsley's. The house — built facing the Ohio River — once had a nearby river landing to accommodate steamboat traffic. In 1862, Alanson Moremen opened the house to family members displaced by the Civil War, regardless of allegiance, giving it the name "House of Refuge."



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**3** *Waverly Hills Tuberculosis Sanitarium, 8101 Dixie Highway (.3 mile north of Pages Lane)*

The former sanitarium (established 1910, closed 1960) represented the efforts of medical science and civic leadership to eradicate the often-fatal disease once known as the “white plague.” The wooded hilltop site, far from the city near rural Valley Station, was ideal for such a hospital — pure air and elevated sites then being considered essential to the treatment of tuberculosis. In 1922 a city-county bond issue provided new buildings designed in a Tudor-Gothic style by two Louisville architectural firms — Arthur Loomis and D.X. Murphy and Brother — and completed in 1926.

**4** *Alamo Plaza Court, 5229 Dixie Highway (2 miles south of I-264)*

After World War II, when gas rationing ended and automobile travel increased, the motel became a familiar sight along the highways. The Alamo Plaza, built in the late 1940s, is one of many motels that proliferated along the fast-growing Dixie Highway corridor, in part because of the proximity of Fort Knox (40 miles away) and also because, in those pre-interstate days, Dixie Highway was the major midwest route to the South.



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**5** *Clover Hill, 2618 Dixie Highway (at Youngland Avenue, one block south of Millers Lane, Shively)*

Robert Nicholas Miller, whose parents came from Charlottesville, Virginia, and settled in this area in 1804, built Clover Hill in 1826. Miller's I-style house was expanded in 1857 and 1859, and the 1863 construction of the unusual octagon room on the west end of the house was documented in farm diaries kept by Howard Miller, a son of Robert. (An "I-style" house refers to a vernacular building practice, particularly common in 19th-century Virginia, where two shallow rooms flank a broad center hall on both first and second floors. End chimneys allowed maximum air circulation while providing enough heat for Kentucky's moderate winters.)

**6** *Salt Works, National Turnpike (south of Outer Loop)*

In the 1700s, salt was an absolute necessity for preserving food on the frontier and for furthering settlement. The Revolutionary War had cut off shipment beyond the mountains, and local suppliers struggled to meet the demand. South of the Wet Woods (see #7), near Fairdale and extending into Bullitt County, was an area of natural salt licks and springs. Bullitt's Lick was the first commercial saltworks, established in 1779, and the largest frontier producer for many years.



7



8

**7 Wet Woods, Outer Loop  
(west of I-65)**

The Wet Woods was, in the 19th century, an area of low, swampy land now roughly bounded by Newburg Road, Standiford Field, National Turnpike, and the Outer Loop. (Geological deposits of New Albany shale made drainage poor.) The Wilderness Road, which began in Virginia and terminated at the Falls of the Ohio, crossed the Wet Woods following the same path as Preston Highway, but early settlement was sparse. By mid-19th century, the area was reputed to be a hideout for robbers and thugs who attacked unwary travelers.

**8 Cooper Memorial United Methodist Church, 9900  
Preston Highway (.3 mile south of Jefferson Freeway)**

This congregation traces its origin to a group of worshippers known as "the Class at Cooper's" because they began meeting at the home of Leven Cooper, Sr., in the early 1800s for services held by circuit-riding ministers. The first church was built in 1839, and in 1860, Samuel Cooper donated land where the second church was erected. (Samuel's mid-19th century house is nearby at #9.) The present brick church was erected in 1897 with the continued support of the Cooper descendants. *Visits may be arranged by calling 969-4792.*



9



10

**9 Samuel Cooper House, 5519 Walnut Way (north of Mt. Washington Road; 2 blocks east of Preston Highway near the Bullitt County line)**

Leven Cooper, Sr., settled in the fertile but relatively hilly Okolona area in the late 1780s. A son, Samuel, inherited this middling farm site and most likely enlarged and remodeled an existing house in the mid-19th century, common practices among settlers. (Note the remaining stone exterior chimney, a feature usually found on early houses.) The application of steeply pitched gables to a symmetrical, center-hall structure is a primitive expression of the picturesque designs for rural houses popular in the 1850s and found elsewhere in the county in a more sophisticated form (see #26).

**10 Pennsylvania Run Presbyterian Church and Cemetery, Pennsylvania Run Road (.7 mile south of the Outer Loop on Vaughn Mill Road)**

Pennsylvanians arrived here in the 1780s and formed the first Presbyterian church in this area. Their first church, informally organized in 1789, was probably housed in a log structure, and the present sanctuary, built in 1840, retains the austere, simple form of a rural church. The graveyard surrounding the church dates to 1795, and the names of some of the original settlers can still be seen on the stones. The site was named a Jefferson County Landmark in 1983, one of fifteen so-protected.



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**11 Cedar Creek Bridge, Fairmount Road (1.8 miles west of Bardstown Road)**

This concrete arched bridge, probably one of the first of its kind in this area, was constructed in 1912 on the site of an early mill. (The mill burned down shortly after the Civil War.) The concrete bridge most likely replaced an old wooden bridge or a ford at the same spot.

**12 Farmer House, 9100 Fairmount Road (.7 mile west of Bardstown Road)**

The older log structure at the rear of this house may have been William Farmer's cabin, built when he bought the land in 1837. A son, James A. Farmer, inherited this tract of his father's farm, and probably built the frame front section during the third quarter of the 19th century, a common evolutionary building process among successive generations.

**13 Taggart House, 5000 Bardstown Road**

John D. Taggart, Jr., built his handsome Queen Anne-style country house in 1899, joining other wealthy city-dwellers who were moving to the hinterlands. Taggart, then only 34 years old, retired from business to take up farming on 177 acres of land near Fern Creek (the town and the stream) not far from the estate of his father-in-law. The architect, J.J. Gaffney, was noted for eclectic designs (see #41).



14



15

**14 Buechel Hotel,  
4129 Old Bardstown Road**

Back in the days when cattle were still driven on foot to the stockyards, this former hotel provided a place for drovers to stay on the last leg of their journey to Louisville. The stock was kept in pens behind John Buechel's tavern next door. The three-story hotel was built in the late 19th century in the quickly expanding crossroads town of Buechel, where the Southern Railroad intersected the Bardstown Road in the 1880s. (*Editor's note: Demolished May, 1985.*)

**15 Hikes-Hunsinger House, 2834 Hikes Lane (.9 mile  
east of Old Bardstown Road)**

This is one of five houses built (and still standing) within a two-mile radius of present-day Hikes Point by members of the Hikes family between 1791 and 1830. George Hikes, Jr., built this brick I-style farmhouse when his father divided up his Beargrass Creek property in 1824. George also continued operating the family grist mill and distillery which were on the parcel of land given to him. (An 1880s local history stated that the whiskey produced at the Hikes distillery was good only for medicinal purposes.) In 1845, Hikes deeded an acre of his land to the public for the construction of a new area school. Hikes family descendants still own and reside in the house.



16



17

**16 Cedar Grove, 4118 Taylorsville Road (.6 mile east of Breckinridge Lane)**

Colonel George Hikes arrived in Kentucky from Pennsylvania in 1785 and purchased 400 acres of land on Beargrass Creek. He was credited with building the area's first saw mill, grist mill, carding machine and fulling mill, and with establishing the first church organization. (His late 18th-century stone house survives today on the grounds of St. Michael Antiochian Orthodox Church.) John, the third of four sons, was given the portion of the farm that contained the carding mill. In 1830, John built a Federal-style farmhouse similar to his brothers' houses (see #15).

**17 Nunnlea, 9316 Hurstbourne Lane (.3 mile north of Taylorsville Road)**

Peter Funk, a prosperous farmer and landowner, supposedly built this house for his daughter after her marriage in 1854, and built nearby Stoney Brook for his son, James, a few years later, a popular local practice among early families. The one-story pavilion house-form — combining classicism with economy — was relatively rare, and mid-century examples often reflect the transition from the Greek Revival to the Italianate. Nunnlea is owned by the Beautification League of Louisville and Jefferson County. *Visits may be arranged by calling 491-7343.*



18



19

**18** *Soldier's Retreat, 9300 Seaton Springs Parkway,  
west of Hurstbourne Lane (.7 mile south of U.S. 60)*

Soldier's Retreat was the home of Colonel Richard Clough Anderson, George Rogers Clark's brother-in-law, who moved to Kentucky in 1783 after serving in the Virginia Continental Army. Anderson, a surveyor, built the main house sometime soon after 1790, reportedly similar in size and form to Locust Grove (see #40). (The house was hit by lightning in 1840, completely razed soon afterward, and recently reconstructed.) The remaining original outbuildings on the site — as well as the nearby family cemetery — provide excellent examples of late-18th-century vernacular stone construction and building placement.

**19** *Abner Field House, 2901 Six Mile Lane (.8 mile  
south of Taylorsville Road)*

The families who settled the Six Mile Lane area between Buechel and Jeffersontown were evidently fairly prosperous farmers, since many of their houses apparently had decorative additions made to them sometime around the mid-19th century. For example, the Field House — dating originally to the early 1800s — had cornice brackets added. The prosperity of the Six Mile Lane farmers continued through the turn of the century, due in part to the development of the Southern Railroad through the area in the 1880s and greater access to farm markets from Louisville to Shelbyville.



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20 **John Leatherman House, 10531 Watterson Trail**  
*(one block north of Taylorsville Road, Jeffersontown)*  
A blacksmith built this house of yellow poplar in about 1826 and operated his shop next door. Jeffersontown — originally “Brunerstown” — was platted in 1797. Roughly a day’s journey from the town of Louisville, Jeffersontown’s situation on a major early route and prosperous surrounding farms led to its early growth. (Middletown, also a day’s ride to Louisville and on a major road, was platted the same year.)

21 **Jeffersontown Colored School, 10400 Shelby Street**  
*(one block west of Watterson Trail, Jeffersontown)*  
Public schools were segregated in 1929, and elementary schools for black children were, for the most part, sub-standard frame buildings dating from the early 1900s. This modern school building (opened 1929-30, closed 1961) was part of an effort by the Board of Education to upgrade facilities for black students.

22 **Jefferson County Bank, 10414 Watterson Trail**  
*(one block south of Taylorsville Road, Jeffersontown)*  
The newly-organized Jefferson County Bank selected a prominent corner site for its building in 1904. This was one of several early-20th-century banks established for convenience by prominent businessmen and farmers who lived in or near rural communities.



23



23 **Moses Tyler Farm/Blackacre Nature Preserve, 3200 Tucker Station Road (2.4 miles east of Jeffersontown, 3 mile north of Taylorsville Road)**

Blackacre Nature Preserve contains one of the county's most complete 18th-century farm complexes — the Moses Tyler homestead. Tyler, who came to Louisville from present-day West Virginia in 1780 with his father and two brothers, settled on this land within the Floyd's Fork watershed in 1792 where he farmed and operated a distillery until the 1830s. The upland farmstead includes a small stone house, a two-story limestone springhouse, and a double-crib Appalachian-style log barn — all three built in the 1790s. A braced-frame house, several stone walls and road traces also probably date from the 1790s. The I-style main farmhouse was built in 1844 by Presley Tyler, Moses's son who inherited the farm in 1839. Blackacre, two other contiguous 18th-century Tyler family settlements, and the nearby Hazael Tucker place (ca 1839), comprise the core of an 800-acre rural historic district which soon may be added to the National Register of Historic Places.

*Visits to Blackacre — still a working farm and a state nature preserve since 1979 — may be arranged by calling the Jefferson County Board of Education at 456-3295.*



24



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24 **Fisher House, 15103 Old Taylorsville Road, Fisherville**

The Fisher House was originally owned by John or Robert Fisher, and the oldest part of the structure — the two-story brick wing at the rear — was probably built in the second quarter of the 19th century. The Fishers owned a flourishing grist mill at nearby Floyd's Fork; an industrial "first" in typical small-town development. John Gilliland bought the Fisher house in 1879, and is presumed to have built the frame section of the house, since the Eastlake trim on the porch, the brackets, and the windows are typical of farmhouses of that period.

25 **Lewis-Oechsli House, 220 Ridgeway Avenue at Westport Road, St. Matthews**

Gilman's Point was settled at the junction of two significant 19th-century transportation routes; Westport Road and the Louisville-Lexington Turnpike (now Shelbyville Road) were essential elements in the growth and settlement of the county, providing easy access to Louisville. Later in the century, Gilman's Point became the first stop on the Louisville-Lexington-Cincinnati Railroad. When Doctor Lewis purchased his land in 1838, the "crossroads" area had already been speculatively subdivided for settlement.



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26 **Theodore Brown House, Hubbard's Lane at Kresge Way, St. Matthews**

Theodore Brown built this Gothic Revival house in 1853-54 after establishing a farm on 250 acres of his father's land at Beargrass Creek. It is the best, and most intact, example in the county of the picturesque country house popularized by polemicist Andrew Jackson Downing. Downing's theories on landscaping and rural architecture — and Downing-inspired house patterns published in his books — influenced American domestic architecture until the end of the century. Brown was described as a "scientific" farmer, and the house site once contained many rare trees and a walnut grove. Knowing Brown's scientific bent, it is safe to assume that he was familiar with Downing's books.

27 **George Rudy House, 4319 Westport Road (.5 mile east of Hubbard's Lane)**

The George Rudy House is one of eight houses built by the Herr-Rudy family in the area — characterized by well-drained, relatively level land — between 1790 and 1877 and still standing. The house was built on a piece of property purchased by the settler John Herr in 1814 and given to his daughter Elizabeth upon her marriage to George Rudy around 1820. (Herr had emigrated from Pennsylvania as a boy a generation earlier.) The house was reportedly built by Thomas Wines Hubbard, a cabinetmaker who married George's sister Lydia.



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28 **Collins-Barth House, 834 Fountain Avenue (one block south of Westport Road; .3 mile west of Herr Lane)**

Louisville architect Val P. Collins built this informal Shingle Style house for himself in about 1892 in Warwick Villa, a suburb laid out a year earlier to accommodate commuters along the Louisville, Lexington and Frankfort Railroad. Warwick Villa was promoted as "The Beautiful Little Suburb on the High Tide of Prosperity," but the Panic of 1893 caused financial problems for the developer and for many lot owners. Consequently few houses were built, and most of the lots remained vacant until the post-World War II building boom.

29 **Henry Frank House, 218 South Madison Avenue, Middletown (3 blocks south of U.S. 60)**

Henry Frank, a well-known building contractor in Middletown, built this Colonial Revival house about 1920 for his own home. Designed by popular Louisville architect Arthur Loomis, the house exhibits the classical features — modillioned cornice, Ionic-columned porch, and graceful dormer windows — which characterized this traditional early-20th-century architectural style, and which Loomis often incorporated in his work. In contrast, however, to "city houses," Loomis here preferred using naturally treated materials and a relaxed, horizontal massing.



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**30 Benjamin Head House, 11601 Main Street, Middletown**

This exceptional limestone house was built between 1813 and 1815, when Middletown was a thriving commercial center expected to rival Louisville. Head, who settled here about 1804, was a well-to-do local mercantilist. From this "middle town," it was a day's journey west to Louisville and east to Shelbyville.

**31 Davis Tavern, 11180 Main Street, Middletown**

Part of this structure, situated on the old Louisville and Lexington Turnpike, was built in the late 1790s as the home of William White, a Tidewater Virginia native who laid out Middletown in 1797. From 1841 to 1880, Susan B. Davis owned and operated the place (probably enlarged then) as a stop on the road to central Kentucky.

**32 Joseph Abell House, 12210 Old Shelbyville Road, Middletown**

Veteran Joseph Abell was living upriver in Mason County, Kentucky, in 1803 when he bought 600 acres of land near Middletown. Abell, once described as a land speculator, then moved to Jefferson County and built this brick I-style house in about 1804. (The Funk family — also from Maryland — built a similar house in the same period at Taylorsville Road and Hurstbourne Lane.)



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**33 Citizens National Life Insurance Building, 11405 Park Road, Anchorage (at LaGrange Road north of the railroad)**

Low taxes and a 1901 interurban railroad attracted an insurance company here in 1911. The Beaux Arts-style headquarters (McDonald and Dodd, architects) housed taxpayers sufficient to finance a new public school (1912) and new streets. This is one of three sites protected by preservation easements held by county government.

**34 Shallcross House, 11804 Ridge Road, Anchorage (two blocks east of Evergreen Road)**

River captain J.L. Shallcross retired here at the close of the Civil War and shared an enthusiasm for landscaping with Anchorage founder Edward Hobbs, a successful surveyor and nurseryman. (The town engaged the Olmsted Brothers in 1914 to prepare a landscape plan for the rural enclave.) The present Shallcross house (1898) is typical of the area's commodious Victorian residences.

**35 Nock House/Graytower, 1401 Elm Road, Anchorage (one block north of the railroad)**

This Italian Villa-style house was built in 1859 for wholesale grocer Samuel Nock. When the Louisville, Cincinnati and Lexington Railroad established Anchorage (platted 1871) as a resort community, many residents converted their homes to take advantage of the summer tourist trade. Graytower became one of the best known of these lodging places.



36



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36 **Bellevoir, Whipps Mill Road and LaGrange Road**

Bellevoir, the country home of Hamilton Ormsby, was built on a piece of land that was originally part of his grandfather's estate. Like his grandfather, Ormsby lived the life of a country squire, raising show cattle and trotting horses, and his house — built in 1867 — clearly had the air of an aristocratic dwelling. Sold by the Ormsby family in 1912, the house later became part of the city-county children's home. The house and the land around it — "Ormsby Village" — are still owned by Jefferson County.

37 **A.G. Herr House/Magnolia Stock Farm, 1705 Lynn Way (four blocks north of Westport Road)**

Albert G. Herr inherited his father's farm in 1863 and built his own Italianate-style house on it in 1877. There was most likely an earlier house on the site, and Herr may have even built on its foundations. (An earlier stone kitchen and brick smokehouse still stand behind the house.) Albert turned the estate into a well-known farm, raising cattle, trotting horses, hogs, and sheep. The place became better known, however, for the mysterious tragedy that struck there in April 1891, at the wedding of Herr's granddaughter. The chicken salad served at the wedding reception had apparently spoiled, and 26 people — including the bridegroom — died of food poisoning.



38



39

**38** *Long Run Church Site, Long Run Road (2 miles northeast of U.S. 60)*

Long Run Church was organized in about 1794-97 as one of the first Baptist congregations in Jefferson County. The one-story church — destroyed by fire in 1960 — was constructed 1844-45 to replace an earlier meetinghouse. The ruins are surrounded by the Long Run Cemetery, which contains the graves of many early settlers in this area, including Abraham Linkhorn, the grandfather of President Abraham Lincoln, who was reportedly killed by Indians in 1786, and ancestors of President Harry Truman.

**39** *Springfields, 5608 Apache Road (.1 mile east of Blankenbaker Lane, 2 blocks north of Brownsboro Road)*

Springfields, the boyhood home of President Zachary Taylor, is one of the county's earliest extant plantation houses. It was built in the late 1780s (and expanded between 1810 and 1820) by Colonel Richard Taylor, who came to Jefferson County from Orange County, Virginia, in 1784 after serving the Continental Army as an aide-de-camp to General Washington. Zachary, although born in Orange County, was brought to Kentucky as an infant, living at Springfields until the age of 24. Springfields became the first local property listed on the National Register of Historic Places and is one of the community's three National Historic Landmarks.



40

**40** *Locust Grove, 561 Blankenbaker Lane (1.5 north of Brownsboro Road)*

Locust Grove was settled in about 1790 by Major William Croghan, whose wife, Lucy Clark Croghan, was a sister of General George Rogers Clark, founder of the city of Louisville. Irish-born Croghan — and Clark as well — was a central Virginia emigrant, a war veteran, and a prominent surveyor. In 1809 Clark, aging and in poor health, moved in with his sister and brother-in-law and lived at Locust Grove until his death in 1818. In addition to the restored double-pile late-Georgian house (one of the earliest substantial brick houses in the county), the 55-acre upland site has several reconstructed stone outbuildings, a number of significant old-growth trees, and one of the county's few — if not only — ha-ha walls bordering the farm-estate's "pleasure grounds" to the south and west.

Locust Grove was purchased by county government in 1961 and returned to the appearance it is thought to have had in 1822 at the time of Major Croghan's death. Today the site is operated by the Historic Homes Foundation as a museum and a memorial to Clark. *Information about tours can be obtained by calling 897-9845.*



41



42

41 **Gaffney House, 4515 Upper River Road (.7 mile east of Blankenbaker Lane)**

James J. Gaffney was a fashionable Louisville architect whose eclectic designs ranged from Tudor Gothic to Byzantine. His *pied-à-terre* on scenic River Road (built between 1910 and 1927) reflects its designer's appetite for different architectural sources, in this case Arts and Crafts, Prairie School and Mayan motifs.

42 **Glenview Station, 4328 Glenview Avenue (1.5 miles east of Blankenbaker Lane; .1 mile south of Upper River Road)**

This rustic, limestone structure (built soon after 1887) was intended to be a station on the Louisville, Harrod's Creek, and Westport Railroad, financed by subscriptions from the residents along the right-of-way in the area. The line failed, however, and was taken over by a flourishing interurban railroad. The interurban was a very popular form of mass transit in the late-19th and early-20th centuries, until the use of automobiles and buses became prevalent. The station sits near the entrance to a private enclave of some eight early-20th-century estates which form a National Register district. Part of an earlier, private summer club grounds — and even earlier, an 18th-century farm-estate — Glenview embodies the turn-of-the-century urge to live in pastoral surroundings convenient to the benefits of the city.



43



44

43 **Rogers Clark Ballard Memorial School, 4200 Lime Kiln Lane (.1 mile south of Upper River Road)**

In 1910, Mr. and Mrs. S. Thruston Ballard donated the land for this school and \$6,000 in cash. Other Glenview-area parents raised an additional \$5,000, the school board kicked in \$5,000, and architect John Bacon Hutchings donated his services to design the new building. The school opened in 1914, in memory of the Ballards' young son, who had died in 1909. The building itself is a rustic stone structure in an Arts and Crafts mode, situated on a wooded hillside. Hutchings — sometimes in joint practice with his son, Eusebius T. — was an overwhelming favorite among the sponsors of early-20th-century traditional style houses in the Upper River Road area.

44 **James Trigg House, 222 Covered Bridge Road (Ky 329) at U.S. 42, Prospect**

This Italianate farmhouse was built in the 1860s by James Trigg, a native of nearby Oldham County, Kentucky. The ornate, bracketed window hoods are made of cast iron, a material often used on commercial building facades in the second half of the 19th century and favored for its economy, strength and decorative qualities. Trigg was a prosperous farmer as well as a promoter and president of the "Narrow Gauge" railroad, also known as the Louisville, Harrods Creek, and Westport Railroad (see #42).

JEFFERSON COUNTY, KENTUCKY:  
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