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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

110

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Liggett and Myers Harpring Tobacco Storage Warehouse

other names/site number FAW-214

2. Location

street & number 1211 Manchester Street NA not for publication

city or town Lexington NA Vicinity

state Kentucky code KY county Fayette code 067 zip code 40504

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Signature of certifying official/title Lindy Casebier/Acting SHPO Date 1/28/2013

Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) ___

for Edson H. Beall 3.27.13

Signature of the Keeper Date of Action

Liggett and Myers Harpring Tobacco Storage Warehouse
Name of Property

Fayette County, Kentucky
County and State

5. Classification

Ownership of Property

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property

Contributing	Noncontributing	
3	0	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
3	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

NA

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION-
Industrial Storage/Warehouse

Current Functions
(Enter categories from instructions.)

OTHER: Multiple uses, including antique show, storage, haunted house

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Metal clad tobacco storage warehouse

Materials
(Enter categories from instructions.)

foundation: Concrete

walls: Corrugated metal and brick

roof: Built-up tar

Summary Description

Summary Description

The Liggett and Myers Tobacco Harpring Storage Warehouse (FAW-214) at 1211 Manchester Street, built in 1930, occupies a six-acre tract northwest of downtown Lexington, Kentucky. The warehouse was named for Liggett and Myers buyer F. G. Harpring of Louisville. The warehouse is located on the north side of Manchester Street and the CSX Railroad (originally the Louisville and Nashville Railroad), and bounded on the west by South Forbes Road and to the east by Thompson Road. The Melrose-Oak Park Neighborhood is located to the north of the warehouse; Liggett Street is the closest street to the nominated parcel.

The Manchester Street/Old Frankfort Pike corridor has traditionally been a mixed-use area, with warehouses, distilleries, lumberyards, stockyards and residential neighborhoods historically located in the corridor. This mixed-use nature continues today, with some redevelopment occurring closer to downtown Lexington.

Ownership and Use of Site

Prior to its purchase by Liggett and Myers, the six acres was owned by the Great Southern Refining Company. In 1926, the parcel transferred to the Texas Company for $300,000. Three tracts of land, including two on Leestown Road, were conveyed with the six acres on Manchester Street. There is no evidence that any substantial construction occurred on the parcel during this time. In May 1930, John L. Buckley, president of the Independent Tobacco Warehouse Company, purchased the parcel and later that same month, transferred the property to the Liggett and Myers Tobacco Company. The warehouse would remain a holding of Liggett and Myers until 1979, when it was sold to Rodney J. Ratliff, Robert Dunn and Alfred Robinson. The parcel changed hands again in 1987, and in 2007 it was purchased by the current owners.

Description of Site

The current condition of the site has not changed much since the Period of Significance, though the two water towers once located on either end of the warehouse are gone. A gravel parking lot and drive extend around the structure. The warehouse backs up to a residential neighborhood; a parcel with industrial use is located on the east side, and Forbes Road and the Stockyards are situated to the west.

Located adjacent to the Louisville and Nashville Railroad, the Harpring Storage Warehouse was ideally situated for shipping tobacco. A rail spur, now removed, ran directly to the westernmost section of the warehouse. Later, as movement and shipment of tobacco depended more on tractor trailers, the warehouse's proximity to New Circle Road proved beneficial.

Description of Warehouse

The rectangular-shaped warehouse sits parallel to the railroad, located roughly east to west on the six-acre parcel. The warehouse is built in six sections; each 20,000 square foot section is separated by a solid masonry firewall. Each section could hold 2,075 hogsheads of packed tobacco, waiting for shipment.

The Harpring is a hybrid type of tobacco warehouse construction: a metal clad, steel support warehouse on a poured concrete floor, with each section divided by a brick firewall and a brick façade for each loading dock.

The gable roof, originally clad in a wood sheathing and built-up tar, peaks at 25 feet at the ridgeline, and 18 feet high along the sides. The ceiling inside the warehouse is tongue and groove wood boards.

The façade of the warehouse faces east, and the current owner commissioned a local artist to paint a mural on the metal siding on that end. A small shed addition juts out from the east elevation; this was presumably built at a later date to accommodate administrative needs. On the north side of this addition are three garage bays with metal rolling doors (Photo 1). The first door features a drive-up ramp so that trucks could enter the warehouse, while the two subsequent doors are designed for loading and unloading with no ramp.

Three of the five brick firewalls feature a brick face pierced by two sliding doors; the doors lead into the warehouse space on either side of the firewall (Photo 5). The brick elevation has a parapet wall topped with metal coping. Beneath the parapet and above each sliding door is a brick inset that contains fiberglass for a transom-like effect (Photo 7). On the north elevation, each entryway is accessed by an elevated platform covered with a shed roof (Photo 2). The west elevation, leading into section six of the warehouse, has one garage bay entrance (Photo 3). This section is built at grade so trucks could drive directly into the warehouse.

On the south elevation, a later elevated walkway system connects the three sets of entryways (Photo 4). According to the current owner, this was added in the last 30 years during the warehouse's use as a storage building by both IBM and Toyota. The south elevation of the warehouse also features six shed-roofed extensions from the main wall that contain elements of the original sprinkler system. These small additions (original to the 1930 construction) are constructed of brick with poured concrete tops, and sheathed in corrugated metal like the warehouse.

On either side of the warehouse, along the drive that runs along the north and south elevations, are three fire hydrants. Some of the hydrants are housed in open brick sheds, others are simply open to the elements.

Interior of the Harpring Storage Warehouse

The Harpring Storage Warehouse features a steel frame and a poured concrete floor (Photo 6). Some wood posts have been added over the years, not for structural support, but to provide a place for electrical outlets and other service-related needs as the function of the warehouse changed after 1979. The steel supports provide a very open floor plan, ideal for the storage of thousands of hogsheads. Each section is 190 feet long and 110 feet wide. In some of the warehouse sections, the corrugated metal siding has been sprayed with insulation, but this does not detract from the integrity of the building envelope. Sections of walls feature fiberglass instead of metal cladding; this additional light complemented the skylights present in each section. Five of the warehouse sections contain four large skylights each (four-light steel sash); the sixth warehouse (at the west end) does not have any skylights.

Boiler Room

A one-story, shed roofed detached brick boiler room is located at the west end of the warehouse. A single entry door provides access to the structure on the east elevation. Two, six-light steel windows provide light on the west elevation (Photo 8). The original boiler and associated equipment is still intact.

Night Watchmen's Building/Office

On the east side of the warehouse, along the entry drive to the property, is a single story brick structure referred to as both the night watchmen's house and on Sanborn maps as an office (Photo 9). The Sanborn maps make note of the building's fireproof construction and the concrete floor and roof. The east elevation is six bays wide,

with a window/window/window/door/window/door fenestration arrangement. A window and door are located on the north end, and one window pierces the south elevation. The interior of the building appears to have originally been divided into three rooms.

Changes to the property since the Period of Significance

The Harpring Storage Warehouse has experienced minimal changes since its Period of Significance. The metal siding has been painted on the exterior, and spray insulation has been applied in sections of the warehouse on the interior. The elevated walkway on the south elevation connects the loading bays but does not detract from or obscure the elevation. As previously stated, some vertical wooden posts have been added in sections of the warehouse to provide a place for electrical outlets and other utility functions.

The water towers that were originally on the property have been removed, as has the railroad spur to section six of the warehouse. Both the boiler room and the night watchmen's building/office have suffered from a lack of maintenance and a loss of some materials (sash, doors, etc.) but still convey their association with the warehouse and the tobacco industry.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

Industry

Period of Significance

1920-1962

Significant Dates

1930

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance justification

This nomination follows the National Register convention for a property meeting Criterion A: the Period of Significance, 1930-1962, marks the time during which the property is important within its historic context, up to 50 years prior to the time of the nomination. The period in which the Harpring Storage Warehouse was significant extends beyond the 50 year threshold. The property continued to contribute to the major industry of burley tobacco in Lexington until 1980, when the tobacco warehousing industry was rapidly changing and Lexington's role within that industry began to decline.

Criteria Considerations NA

Statement of Significance

Summary Paragraph

The Liggett and Myers Harpring Storage Warehouse (FAW-214) meets National Register Criterion A, significant for its association with the burley tobacco industry in Lexington, Kentucky between 1930 and 1980. The property's significance will be examined within the context the "Tobacco Industry in Lexington, Kentucky 1920-1980." The Harpring Warehouse is a steel-frame metal-clad storage warehouse, with space for over 20,000 hogsheads of tobacco; that tobacco was stored for shipment across the country, and represented a pivotal means of marketing the Liggett and Myers product. The structure was a specialized holding facility vital to their bottom line. Storage warehouses were one of two facilities constructed by national tobacco firms in Lexington, the other being re-drying and re-handling facilities. Though the built landscape of Lexington once teemed with tobacco sales warehouses, the storage warehouse was not as common. National firms did not have these types of facilities in every town where they bought tobacco, but made such a sizeable investment in centralized locations. The decline of the burley tobacco industry, which began in the 1970s, is reflected in the built landscape of Lexington. Warehouses that once teemed with activity during the winter sales season, or acted as very large vaults for a valuable product as it aged, are a quickly disappearing aspect of the local environment. Demolition of warehouses has been occurring since the 1990s, and has increased in the last decade as the demand for off-campus student housing for the University of Kentucky has risen. Local planning and zoning ordinances do not address the future or viability of this property type that transformed Lexington during the twentieth century; as such, the Harpring Storage Warehouse stands as a rare specimen.

Historic Context: Tobacco Industry in Lexington, Kentucky 1920-1980

Prior Research on the Contextual Topic

This context is based in part on the work established in *Architecture of the Kentucky Tobacco Sales Warehouse: Evolution and Development as a Unique Building Type*, authored by Anthony Rawe for his final project in the Master of Historic Preservation program at the University of Kentucky. While Rawe's master's project focuses on the tobacco sales warehouse, the context established is a natural fit for this nomination, given the similarities in construction and the interdependence of all facets of the burley industry.

There is one tobacco-related NRHP listed site examined as part of this nomination. The Liggett and Myers Tobacco Re-handling Facility (FAS-1272) on Bolivar Street was listed in the NRHP in 2003. The nomination erroneously claimed that the complex was the only remaining Liggett and Myers building left in Lexington. The complex on Bolivar encompassed a re-handling facility, a warehouse for storage and shipping, a cooperage facility and offices. It represents not only Liggett and Myers foray into Lexington, but also several phases of construction from 1899 to 1916.

In addition to Rawe's work, another Historic Preservation program graduate explored the tobacco industry. In 2005, Amanda Schraner wrote *The Demise Of Lexington's Historic Industrial Tobacco Landscape: A Study of The City's Vanishing Built Environment and Recommendations for its Preservation.* Schraner's work is confined to the southwest quadrant of Lexington, also known as the Central Warehouse District. Her survey area ran between South Broadway and Maxwell Street on the north, South Broadway and Virginia on the south and to the west to Angliana Ave and the north side of West High Street/Versailles Road. The Manchester Road

corridor is located outside of this area. Due to the defined boundaries of her project, only a percentage of the tobacco-related structures located in Lexington were evaluated and discussed in the final product.

Overview of the Tobacco Industry Prior to 1920

During the Civil War, Kentucky's production of tobacco surged due to the naval blockade of the New Orleans port and the dramatic drop in tobacco coming out of Virginia and the Carolinas due to war-related infrastructure damages in those southern states. Burley tobacco, introduced after the war, found favor with manufacturers because of its "better taste and ability to absorb more flavoring than other tobacco types."[1] The introduction of burley tobacco heralded a new cash crop that suited the soil and climate of central Kentucky perfectly. This new tobacco worked ideally in the factory-produced cigarettes that were beginning to find consumers in the last two decades of the nineteenth century.

The increase in railroad construction following the Civil War, and the emergence of looseleaf tobacco auctions both supported Lexington's bid to become a key player in the tobacco industry, but Lexington city leaders also actively pushed for the city to develop as a major tobacco market. In 1883, a campaign began to promote Lexington as a "potential looseleaf market in state and regional publications."[2]

Liggett and Myers entered the Lexington market in 1899, with the construction of their re-handling plant at 200 Bolivar Street. The establishment of this facility spurred the growth of the tobacco industry on the southwest side of Lexington in the first few decades of the twentieth century. As the first national re-handling facility in Lexington, the Liggett and Myers Tobacco Re-handling plant began a tide of national manufacturing interests locating in Lexington—an industry that would employ thousands, shape the character of blocks of city land, and pump millions of dollars into the regional economy. Liggett and Myers not only entered the Lexington market before its competitors did, and also set the bar for siting of tobacco warehouses with its key location near the main line of the Louisville and Nashville Railroad.

Liggett and Myers formed in 1874 in Durham, North Carolina, as a partnership between George S. Myers and John E. Liggett. By 1885, Liggett and Myers was the country's largest manufacturer of plug chewing tobacco. The last quarter of the nineteenth century represented the emergence of large tobacco companies; in addition to Liggett and Myers, in 1874, Washington and James Buchanan Duke built a factory in Durham, and a year later, R.J. Reynolds Tobacco Company formed. Liggett and Myers, Duke and Reynolds initially focused on plug chewing tobacco, the most popular tobacco product in the country until World War I.

The company formed by the Duke family was known as W. Duke and Sons Company, and was responsible for the creation of the American Tobacco Company, which came to control the tobacco market by 1890.[3] American Tobacco produced 90 percent of cigarettes manufactured in the United States that year. In 1899, American Tobacco acquired Liggett and Myers.

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[1] Anthony Rawe. *Architecture of the Kentucky Tobacco Sales Warehouse: Evolution and Development of a Unique Building Type.* Unpublished master's thesis, Department of Historic Preservation. (Lexington, Kentucky: University of Kentucky, 1999), 17.

[2] Rawe, 27.

[3] American Tobacco Company was comprised of Duke, W. Duke & Sons, Allen & Ginter, W.S. Kimball & Company, Kinney Tobacco and Goodwin & Company.

During the last quarter of the nineteenth century, tobacco's role in Kentucky's economy was still evolving. The city of Lexington sold a parcel of land on South Broadway to a Virginia native, Charles W. Bohmer, in 1904. Bohmer started the city's first looseleaf sales warehouse on that parcel. Not only was this the first looseleaf warehouse in Lexington, it was also the first time tobacco sales had been held in the city at all. Prior to the surge of the looseleaf selling method, river towns were the major tobacco markets for tobacco sales, with the leaf packed in hogsheads. The Liggett and Myers re-handling facility continued to expand during these early years, with additions constructed in 1903 and 1904.

During the first decade of the twentieth century, American Tobacco's control of the market spurred hostility across the country, including in Kentucky, though much of the violence came from tensions in the western part of the state, where dark tobacco is grown, rather than in the central region, where burley tobacco is grown. Decreased demand for dark tobacco and the low prices, both manipulations of the American Tobacco Company, stoked the discontent of farmers across the Commonwealth. Farmers' organizations, created during the late-nineteenth century on the tide of Progressive reform, such as the Grange or Farmers Alliance, likely inspired the cooperatives of tobacco farmers in their struggles against the tobacco companies.

The resulting "Black Patch Wars" from 1904 through 1911 pitted groups of farmers, most notably the Planters Protective Associated (formed in 1904 in Guthrie, Todd County, Kentucky) against the tobacco companies. The cooperative held farmer's crops from the market until an agreeable price could be reached – yet the success of this venture depended on cooperation from growers to join the pool. Violence erupted across Western Kentucky as masked "Night Riders" rode across the countryside to intimidate farmers and force them to join the cooperative.

On December 1, 1906, Night Riders seized control of Princeton, the county seat of Caldwell County. Approximately 200 men burned tobacco warehouses and caused more than $75,000 worth of damage.[4] A similar attack occurred in Hopkinsville, county seat of Christian County. Although sporadic violence took place across the state, including the burning of warehouses in Bath and Fleming Counties, closer to the center of the state, most of the fallout from the Black Patch Wars occurred in western Kentucky. In 1911, the federal government broke up the American Tobacco Company.

The dissolution of the monopoly created four major companies, all of which would play a major role in Lexington between 1920 and 1980: American Tobacco Company, Liggett and Myers, Lorillard and R.J. Reynolds. Lexington's tobacco landscape encompassed at least a dozen looseleaf warehouses by 1913. Liggett and Myers re-handling facility on Bolivar grew in size with additions constructed in 1903, 1904 and 1916. The company, and Lexington, stood poised for a major expansion of the burley tobacco market.

Tobacco Industry in Lexington, Kentucky 1920-1980

World War I signaled the beginning of a substantial increase in the burley tobacco landscape in Lexington, and an overall surge in the market. Although 1920 marks the contraction of tobacco markets across Kentucky as a whole, the consolidation of markets thrust Lexington into a position as a market leader.

Lexington was not the sole looseleaf market in the central part of the state, but prior to this time, the river cities of Louisville and Cincinnati dominated the market. After World War I, the four major looseleaf markets serving

[4]Kleber, "Princeton." *The Encyclopedia of Kentucky*,. 741.

Central, Northern and Eastern Kentucky were Lexington, Mt. Sterling, Shelbyville and Maysville.[5] Many Kentucky county seat towns besides these claimed to be the capital of burley production. Lexington's claim to that title was strengthened by the dizzying pace of construction of tobacco warehouses across the city for a period of over 40 years; construction backed by both numerous local and national interests.

Liggett and Myers prospered in the 1920s. The company's Bull Durham brand of chewing tobacco was exceedingly popular with service men. During World War I, the War Department bought the entire output of Bull Durham.[6]

By 1927, Lexington "gained its position as the world's largest burley market."[7] Two years later, the tobacco industry, like the rest of the nation, would fail due to the crash of the New York Stock Market. The Great Depression impacted all aspects of the national tobacco industry; "sales of all tobacco products dipped dramatically and did not regain their 1929 levels until 1937."[8]

Though growth faltered, farmers continued to grow tobacco, and warehouses held looseleaf auctions, and tobacco companies in Lexington continued constructing new tobacco facilities. The trend of consolidation and centralization resulted in Liggett and Myers building not a sales warehouse in Lexington, but a storage warehouse in 1930. A newspaper article announcing the construction of the $100,000 warehouse stated that Liggett and Myers plan "to use the warehouse as a storage plant for tobacco re-dryed here and awaiting shipment to their factories. The new warehouse will be completed and put into use by the opening of the tobacco season here this winter."[9]

The warehouse, ideally located along Manchester Street and the L&N Railroad, was named for Liggett and Myers' head buyer in Kentucky, F. G. Harpring of Louisville. The new warehouse joined a line of other tobacco-related structures in Lexington's northwest tobacco district, an area defined by West Main Street on the north—including both sides of West Main and extending out Price Avenue—and on the south by Versailles Road/West High Street. Closer to downtown Lexington, the eastern side of Manchester Street was home to Kirkpatrick and Stevens Tobacco Company at 819 Manchester Street, which included both warehouses and a re-drying facility (later known as the G.F. Vaughn Tobacco Company); Manchester Street Tobacco Warehouse Company at 856 and 941 Manchester Street; and the Lexington Livestock Company, later known as the Fayette Tobacco Warehouse Company.[10]

[5] While looseleaf sales warehouses existed in other communities across Kentucky, these four markets each had multiple sales warehouses to not only serve local farmers but also farmers from surrounding counties. For example, Mt. Sterling was a major market for the eastern counties. Warehouse owners cultivated relationships with farmers in the mountain communities, and those relationships led to their tobacco selling at warehouses in Mt. Sterling. Like Lexington, these other markets were strategically located on rail lines and major roadways.

[6] Fred Rogers. *Liggett and Myers Tobacco Re-handling Facility*. Nomination to the National Register of Historic Places. Listed April 1, 2003. Section 8, 14.

[7] Rawe, 34.

[8] W.F. Axton. *Tobacco and Kentucky*. (Lexington, Kentucky: University Press of Kentucky, 1975), 108.

[9] "Storage Plant Being Erected. " *Lexington Herald*, June 26, 1930, Page 1, column 2.

[10] 1934 Sanborn Fire Insurance Map of Lexington, sheet 208.

The built environment associated with burley tobacco in Lexington is "composed of two main types of structures: the re-handling facility and the warehouse (for storage and auction sales)."[11] The sales warehouses were generally built and owned by local businessman, while the storage warehouses and re-handling facilities were owned and operated by national tobacco companies.[12] These companies had buyers that traveled to sales warehouses across Kentucky, but they did not locate their storage and re-handling facilities in every town with a tobacco sales warehouse. Storage warehouses, for all of their physical similarities to the sales warehouse, are a less common feature on the landscape; the tendency was to locate these structures in central locations. The investment necessary to construct these storage warehouses was not insignificant, as they might hold all of the tobacco bought in a region from several sales seasons. That tobacco represented millions of dollars of inventory for these national tobacco companies.

The re-handling or re-drying facilities are, for the most part, masonry structures of multiple stories, with dedicated partitioned spaces for processes like receiving, re-drying, sticking and cooperage. Most re-handling facilities also contained space for offices, equipment such as dryers, and hogshead storage.[13] Within the Central Warehouse District, nine such re-handling facilities were identified on the 1950 Sanborn map of Lexington; nine of these structures were extant in 2005.[14]

The two dominant types of looseleaf warehouses in the Bluegrass are the brick warehouses and the metal clad warehouse. These two types make up about 60 percent of the warehouses surveyed in Rawe's work, and "about 85 percent of those built in the Greater Bluegrass."[15] The tobacco sales warehouse, no matter the construction method and cladding, followed a simple form: a single story structure, rectangular in shapes, with a "nearly flat, low gable roof perforated with skylights."[16] The form of every warehouse differs, but most share these characteristics, along with three basic requirements: a "large amount of floor space, plenty of natural light, and easily accessible for loading and unloading tobacco."[17]

A November 1930 article in the *Lexington Leader* touted the scope and scale of the Harpring Storage Warehouse. "One of the largest and finest roofing and sheet metal jobs ever done in this part of the country is now being completed by the James D. Harper firm, 724 West Short Street, on the new Liggett and Myers tobacco warehouse on the Old Frankfort Pike."[18] The article detailed the amount of metal used, which given the size of the warehouse, is impressive: "1,200 squares of Bairds Specification roofing; 1,900 lineal feet of Bairds flashing; 1,200 lineal feet of moulded gutters; 600 feet of downspout; 300 feet of corrugated iron siding and 150 squares of screen wire."[19]

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[11] Amanda Schraner. *The Demise Of Lexington's Historic Industrial Tobacco Landscape : A Study of The City's Vanishing Built Environment and Recommendations for its Preservation.* Unpublished master's thesis, Department of Historic Preservation. (Lexington, Kentucky: University of Kentucky, 2005), 22.

[12] There are exceptions, with local firms being a part of the re-handling and storage environment as early as 1920. For the purposes of this nomination, the focus will be on the landscape created and managed by the national tobacco companies.

[13] Ibid.

[14] Schraner, 22.

[15] Rawe, 98.

[16] Rawe, 33.

[17] Ibid, 32.

[18] "Harper Finishing Large Contract." *Lexington Leader*, November 30, 1930.

[19] Ibid

The Harpring Storage Warehouse represented a major financial investment on the part of Liggett and Myers. The warehouse cost $100,000 to build; the next summer, a new tobacco sales warehouse on Virginia Avenue was constructed by the Virginia Avenue Tobacco Warehouse Company for the sum of $15,000.[20] This warehouse, a frame structure with metal cladding, was about the size of one of the Harpring Warehouse sections.

Liggett and Myers was the first major national tobacco firm to enter the Lexington market, and was also a leader in building trends. Most storage warehouses consisted of several structures, each under their own roof. It wasn't until the Harpring Storage Warehouse was built in Lexington that a new hybrid of storage warehouse became commonplace.

Between 1930 and the start of World War II, the urban tobacco landscape in Lexington grew dramatically. The consolidation in the tobacco markets meant that Lexington, a rail and road hub, benefited from a building boom of new, mostly metal-clad warehouses. This includes both sales and storage warehouses. The introduction of the metal-clad steel-frame brick-firewall storage warehouse with multiple sections under one roof, rippled throughout Lexington's burley storage landscape. The Harpring Warehouse began receiving tobacco during the 1930 sales season, and its design was quickly co-opted by other companies.

In 1931, other national tobacco firms commenced building similar storage warehouses. American Suppliers Inc. purchased 30 acres of land on the north side of Leestown Road, west of the Southern Railway Tracks and a short distance outside the city limits in early 1931.[21] J.E. Lipscomb, the President of American Suppliers, informed the press that shed-type storage warehouses with the capacity to store 40,000 hogsheads of tobacco would be constructed on the parcel, at a cost of $400,000.

A review of the historic Sanborn maps indicate that these warehouses were constructed in the same manner as the Harpring Warehouse, with metal clad walls and brick firewalls dividing each section. Beyond those material characteristics, however, the similarities end. The storage warehouses built by American Suppliers dwarf the Harping warehouse in scale and capacity. While the Harpring Warehouse looks like a tobacco sales warehouse, the American Suppliers Storage Warehouses are industrial in size, massing and appearance. Comprised of 14 sections, with each section holding 2,592 hogsheads, the storage warehouses used "an immense amount of lumber, brick and concrete material" with more than 50 fifty men working on the construction crew.[22]

Not only was the material list extensive, American Suppliers spared no expense to reshape the parcel. All 30 acres were graded "to the level of the adjacent Southern Railway tracks" and more than "100,000 cubic yards of dirt and rock" had to be moved.[23] Each section of the warehouse was approximately 150 feet wide (compared to 110 feet for the Harpring Warehouse) and 177 feet long (each of the Harpring Warehouse sections is 190 feet long). This resulted in a massive linear structure almost 2,500 feet in length – the footprint of the American Suppliers Storage Warehouses far exceeded any other tobacco-related facility in Lexington – fitting for the dominant player in the tobacco industry. Built at four times the cost of the Harpring Warehouse, the American

[20] "New Leaf House to Cost $15,000." *Lexington Leader*, July 8, 1931. Page 1, column 4.
[21] "Thirty Acres Under Option for Building." *Lexington Leader*, January 4, 1931. Page 1, column 6.
[22] "April Permits for Buildings to Show Jump." *Lexington Leader*, April 25, 1931. Page 8, column 1.
[23] "Lead Warehouse Work to Start." *Lexington Leader*, January 7, 1931. Page 1, column 1.

Suppliers warehouse is hardly comparable and represents a completely different type of storage warehouse. Still, it is useful as a tool to examine how the initial design was expanded and changed by American Tobacco.

During the early 1930s, Liggett and Myers also constructed additional storage warehouses along Angliana Avenue, within the Central Warehouse District. The Pryor Warehouses, named for James W. Pryor, the resident manager for Liggett and Myers Leaf Department in Lexington, were located between the L& N Railroad and Angliana Avenue. These warehouses, numbers 16-23, ranged in size from 1,700 hogsheads to 3,200 hogsheads. There were six actual structures, but two of the warehouses were larger and divided into two sections. The metal-clad warehouses had the brick firewalls like the Harpring Warehouse, but since the Pryor Warehouses have been demolished, it is not known whether the loading bays featured brick fronts.

The Harpring Storage Warehouse was built at a pivotal time for Liggett and Myers, at least in terms of burley tobacco production. The burley tobacco market brought in more than $17 million in 1930, a year when the volume of burley at local warehouses shattered all records. Twenty sales warehouses in Lexington contained more than 9 million pounds of tobacco, while "another million were on wagons and trucks on streets, unable to find room in the warehouses."[24] The impacts on the local economy were noticeable. Beyond the men who worked in the warehouses, and the growers themselves, Lexington's businesses prospered during the winter months of selling. In December 1931, the *Lexington Leader* carried a story about the spike in automobile sales during the sales season. Local car dealers reported an increase in both new and used-car sales, and the buyers came from far and wide, with at least one out-of-state grower buying a new car with his proceeds from selling his tobacco at the Lexington warehouses.[25]

Growth in the burley market continued throughout the 1930s. American Suppliers constructed more storage warehouses adjacent to its existing 1931 warehouses on Leestown Road in 1940; at that time, the company had 19 storage warehouses in Lexington – no other national firm came close to that number.

The tobacco warehouses of Lexington, however, fell mostly silent during World War II. It is not known how many warehouses held sales during the War; of the multiple sales warehouses in Mt. Sterling, only one, the original Growers Warehouse on Locust Street, held sales during World War II. Labor shortages translated into a sharp drop in tobacco production, and many warehouses in urban areas underwent transformation into storage for war supplies.[26] E.J. O'Brien and Company, which had a re-drying and re-handling facility and a hogshead tobacco warehouse at the corner of South Broadway and Virginia Avenue, underwent a conversion to manufacturing parachutes during World War II. [27]

After World War II and into the 1950s, warehouse construction was moving "away from wood floors and toward use of asphalt and concrete."[28] Warehousemen realized that the advantages of concrete floors over wooden ones were numerous. In the sales warehouse, the asphalt provided "a better background for display of tobacco" and was also considered to have less of a drying effect on the tobacco. The increasing use of

[24] "Tobacco Receipts Break All Records." *Lexington Leader*, January 7, 1930. Page 1, column 8.
[25] "Rooms Attract Tobacco Men." *Lexington Leader*, December 20, 1931. Page 25, columns 1-2.
[26] Rawe, 34.
[27] O'Brien's Re-Drying Facility is still extant and houses Grogan's Healthcare Supply.
[28] Wilmer Browning. *The Operation and Management of Looseleaf Warehouses in Kentucky Tobacco Markets*. Thesis submitted for Degree of Master of Science in Agriculture. (Lexington: University of Kentucky, 1953), 122.

mechanized vehicles to move the tobacco around the warehouse, as well as the trucks that brought the tobacco from the sales warehouse, meant that concrete floors held up better than wooden floors.

At the end of the decade, a shift toward shipping tobacco by truck resulted in new warehouses locating away from downtown and toward sites on major roads leading into Lexington. Tobacco companies purchased larger lots for lower prices on the outskirts of town, and the footprint of the new warehouses increased accordingly. Lexington continued to enjoy its status as "burley capital of the world."

Throughout the 1960s, parades were held to celebrate the role of burley tobacco in the local economy, and the sales warehouse was a busy and festive place to be from Thanksgiving through January. Lexington's population increased during the sales season and local businesses benefitted from the influx of growers with ready cash, warehouse operators seeking to form new relationships, and buyers flocking to town to get the most leaf for the best price.

The forces which allowed Lexington to rise to such heights within the burley tobacco industry contributed to the town's gradual demise as a tobacco center in the late 1970s. During that decade and into the 1980s, tobacco companies nationally began "merging small tobacco facilities to form more modern facilities in central locations."[29] Liggett and Myers was the first national tobacco company to leave Lexington in the late 1970s. According to Rogers' nomination, the Liggett and Myers Tobacco Re-handling Plant on Bolivar closed in the 1960s, but independent verification of this could not be confirmed. The company, however, did sell the building to a private individual in 1973.

Lorillard announced closure of its storage warehouses in Lexington in 1983, intending to consolidate with facilities in Danville, Virginia and Lancaster, Pennsylvania. Brown and Williamson left Lexington in 1984, when it consolidated its Lexington operations and moved them to North Carolina where more "modern and cost-efficient" plants were located.[30] That same year, American Tobacco Company pulled up stakes in Lexington, attempting to stem production costs.

Evaluation of the Harpring Storage Warehouse's Significance within its Context

The "urban tobacco landscape established a discourse between the state's rural farmers and the national tobacco industries each reliant on the other for a sustainable tobacco market to exist within the state and in Lexington in particular."[31] Before the end of the Period of Significance, tobacco had been cited as a cause of illness; the tobacco industry still played a major role in the Commonwealth's economy. One out of every 14 jobs in Kentucky in 1979 depended directly or indirectly on tobacco.

In 1981, it was estimated that tobacco contributed $916 million to the state's economy. Tobacco was responsible for over 81,000 jobs in the state – over 147,000 farm families in Kentucky that year depended on tobacco for all or part of their livelihood. Among the burley tobacco states in the country, The Bluegrass State was "first among tobacco producing states in the number of people employed in (tobacco) warehousing, second

[29] Jordan, Jim. "Lorillard Warehouse Will Close." *Lexington Herald Leader*, July 13, 1983.
[30] Ibid.
[31] Schraner, 2.

in terms of on-the-farm-jobs involving tobacco and third in terms of those employed in tobacco manufacturing."[32]

Certain areas of Lexington, including the Central Warehouse District, and to a lesser degree, the Northwest Tobacco District, changed and evolved over a relatively short period of time to accommodate the looseleaf burley tobacco industry. As the first national firm to enter the Lexington market with a re-handling facility, Liggett and Myers played a significant role in the development of the urban tobacco landscape and the rise of Lexington's role in the burley industry. While the re-handling facility on Bolivar was more of the figurehead of the company in Lexington, with its striking brick construction and late-nineteenth architectural details—such as the segmental arched windows—the Harpring Storage Warehouse presents a more directly industrial side of Liggett and Myers' presence in Lexington.

The Liggett and Myers re-handling facility helped establish the Central Warehouse District in the first two decades of the twentieth century. The Harpring Storage Warehouse, built in 1930, illustrates the growth of the burley industry in Lexington after World War I, and the movement toward storage warehouses built away from the Central Warehouse District. Liggett and Myers, like the other national tobacco companies, employed buyers who travelled across Kentucky to communities with sales warehouses, buying leaf. That tobacco was then transported to their storage warehouses, convienently located not only in the burley capital of the world, but also near rail service and good road networks.

While the Harpring Storage Warehouse is a utilitarian structure, likely never to be considered an architectural masterpiece or even as particularly attractive to the causal viewer, its place in the impressive local tobacco industrial landscape should be appreciated and recognized. This is easily overlooked, as the entire tobacco industry is changing. The Tobacco Master Settlement Agreement in 1998 replaced the previous tobacco allotment system, which had been in place since the 1930s. Before 1998, tens of thousands of Kentucky farmers made their living raising 3-10 acres of tobacco, which they would bring to warehouses for sale to cigarette companies. After 1998, tobacco companies struck contracts with a much smaller number of growers, who since 1998 were permitted to raise huge acreages of tobacco. The new contract arrangement cut out the need for a middle-market of purchasing warehouses. These warehouses once supported a vital segment of Kentucky's economy and the livelihood of many Kentucky farm families.

The storage warehouses, sometimes located near the sales warehouses, or sometimes sequestered, like the Harpring Warehouse, in practical locations, have been little researched and documented. It is not known whether the warehouse form with its brick firewalls was a national design that Liggett and Myers and the other tobacco companies constructed in every burley producing state. What is clear, however, is the storage warehouses were the backbone of the tobacco companies' investment in burley tobacco towns like Lexington, and their contribution to the industry was vital. Today, as both the urban and rural landscape of tobacco rapidly changes, the Harpring Warehouse can continue to serve as a physical reminder of the role of burley tobacco in Lexington.

[32] Besuden, H. Carlise. "Leaf Lesson." *Lexington Herald Leader*, September 4, 1981.

Evaluation of the Integrity of the Harpring Storage Warehouse's Significance in light of its physical character

The significance of the Harpring Storage Warehouse is best understood according to the terms of Criterion A, which reckons significance here according to an important context, the Tobacco Industry in Lexington Kentucky, 1920-1980. A resource related to that context will be eligible if the resource retains integrity of associations. This is the most important integrity factor, as Criterion A focuses on the *association* between important events and the nominated property: "Property is *associated* with events that have made a significant contribution to the broad patterns of our history." The integrity factors which best help display that association are location, setting, design, materials, and feeling.

The **setting** and **location** of the Harpring Storage Warehouse was pivotal to the transport of tobacco and to the company's bottom line. Today, over 30 years after Liggett and Myers left Lexington and sold the Harpring Storage Warehouse, the facility retains a high degree of integrity of location and setting. It remains in its original location on Manchester Street, nestled close to the railroad tracks, its immediate setting little changed from its Period of Significance. The juncture of the different transportation networks and the siting within an industrial corridor are important elements to understanding the importance of the warehouse, and those aspects retain a high level of integrity.

The differences between sales and storage warehouses are not as apparent on their exterior, because during the 1930s, metal clad sales warehouses were being constructed all over Lexington. Their massing and footprints were remarkably like the Harpring; this distinction should be noted when considering the remaining storage warehouses of this type in Lexington, like American Suppliers on Leestown Road, which does not share the same physical characteristics and association with the sales warehouse. Inside the Harpring Warehouse, the steel support beams remain, with a structure not unlike that of a church, regularly and generously spaced to allow for the placement of hogsheads on the poured concrete floor, with light filtering through the skylights and the fiberglass panels on the walls.

These storage warehouses were almost the "Fort Knox" buildings of the tobacco industry, built to last one hundred years. The **design, materials** and **workmanship** of the Harpring Storage warehouse bear testament to the vital importance of keeping the hogsheads of tobacco safe and secure. The investment in steel, metal, concrete and brick, totaling $100,000 in 1930, translated into a sizeable investment for Liggett and Myers. The building's boiler system was sophisticated for the day and though neglected, the boiler room is intact. The office/night guard's house is another facet of ensuring the safety of the valuable product within the warehouse. Though the metal and steel were more fireproof than wood, and the brick firewalls provided another safeguard, the on-site residents provided further security to Liggett and Myers' investment in Kentucky's burley tobacco crop. A technologically advanced sprinkler system was included in the warehouse as well, and is still intact. All of these elements are still intact – from the corrugated metal siding, to the brick facades at the loading bays, to the internal division of space and structural system - and their integrity allows the viewer to imagine not only the care that went into the construction of the warehouse, and the careful specifications intended to thwart natural disaster, but also to appreciate the elevated position of burley tobacco in Lexington's economy.

Though now slightly separated from the road, standing on a higher grade and over the railroad tracks, the Harpring Storage Warehouse still clearly conveys its **association** with the burley tobacco industry, though casual passers-by may well mistake it for a sales warehouse rather than a storage warehouse.

9. Major Bibliographical References

Axton, W.F. *Tobacco and Kentucky*. Lexington, Kentucky: University Press of Kentucky, 1975.

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Lexington Herald and Lexington Herald-Leader. Various articles, on microfilm at the Lexington Public Library.

Rawe, Anthony. *Architecture of the Kentucky Tobacco Sales Warehouse: Evolution and Development of a Unique Building Type*. Unpublished master's thesis, Department of Historic Preservation. Lexington, Kentucky: University of Kentucky, 1999.

Rogers, Fred. *Liggett and Myers Tobacco Re-handling Facility*, Fayette County, Kentucky. Nomination to the National Register of Historic Places. Listed April 1, 2003.

Schraner, Amanda. *The Demise Of Lexington's Historic Industrial Tobacco Landscape : A Study of The City's Vanishing Built Environment and Recommendations for its Preservation.* Unpublished master's thesis, Department of Historic Preservation. Lexington, Kentucky: University of Kentucky, 2005.

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 #_____
____recorded by Historic American Landscape Survey #_____

Primary location of additional data:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): __ FAW-214____

Liggett and Myers Harpring Tobacco Storage Warehouse
Name of Property

Fayette County, Kentucky
County and State

10. Geographical Data

Acreage of Property Six acres

UTM References
Lexington West quad
UTM Coordinates expressed according to NAD 83: Zone 16; Easting 717 512.5; Northing 4215 153.9

UTM Coordinates expressed according to NAD 27 below:

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	717 517.95	4214 948.18	3			
2				4			

Verbal Boundary Description
That tract of land situated in the county of Fayette, state of Kentucky, near the city limits of Lexington, beginning at a point on the north side of the Old Frankfort Pike, said point being 83.5 feet from the center line of the main track of the Louisville and Nashville Railroad, and 36.5 feet east of the west line of the section house lot, and 34 feet west of a planted concrete marker; thence along the north side of said pike in a westerly direction a distance of 30 feet; thence in a northerly direction 52.5 feet to appoint 33 feet from the center line of the Louisville and Nashville Railroad's main track; thence eastwardly 33 feet from and parallel to the center line of the Louisville and Nashville Railroad's main track, a distance of 30 feet; thence southwardly 50.5 feet to the point of beginning.

Boundary Justification
The property proposed for inclusion on the National Register by the current nomination includes the six- acre parcel associated with the Liggett and Myers Harpring Tobacco Storage Warehouse. This nominated property retains the historic warehouse, boiler room, office and guard's house constructed by Liggett and Myers in 1930. The proposed boundaries provide an appropriate setting for understanding the significance of the Harpring Storage warehouse within the larger context of the burley industry in Lexington during the period of significance.

11. Form Prepared By

name/title Janie-Rice Brother, Senior Architectural Historian
organization Kentucky Archaeological Survey date
street & number 1020A Export Street telephone 859-257-1944
city or town Lexington state KY zip code 40506-9854
e-mail janie-rice.brother@uky.edy

Photographs:

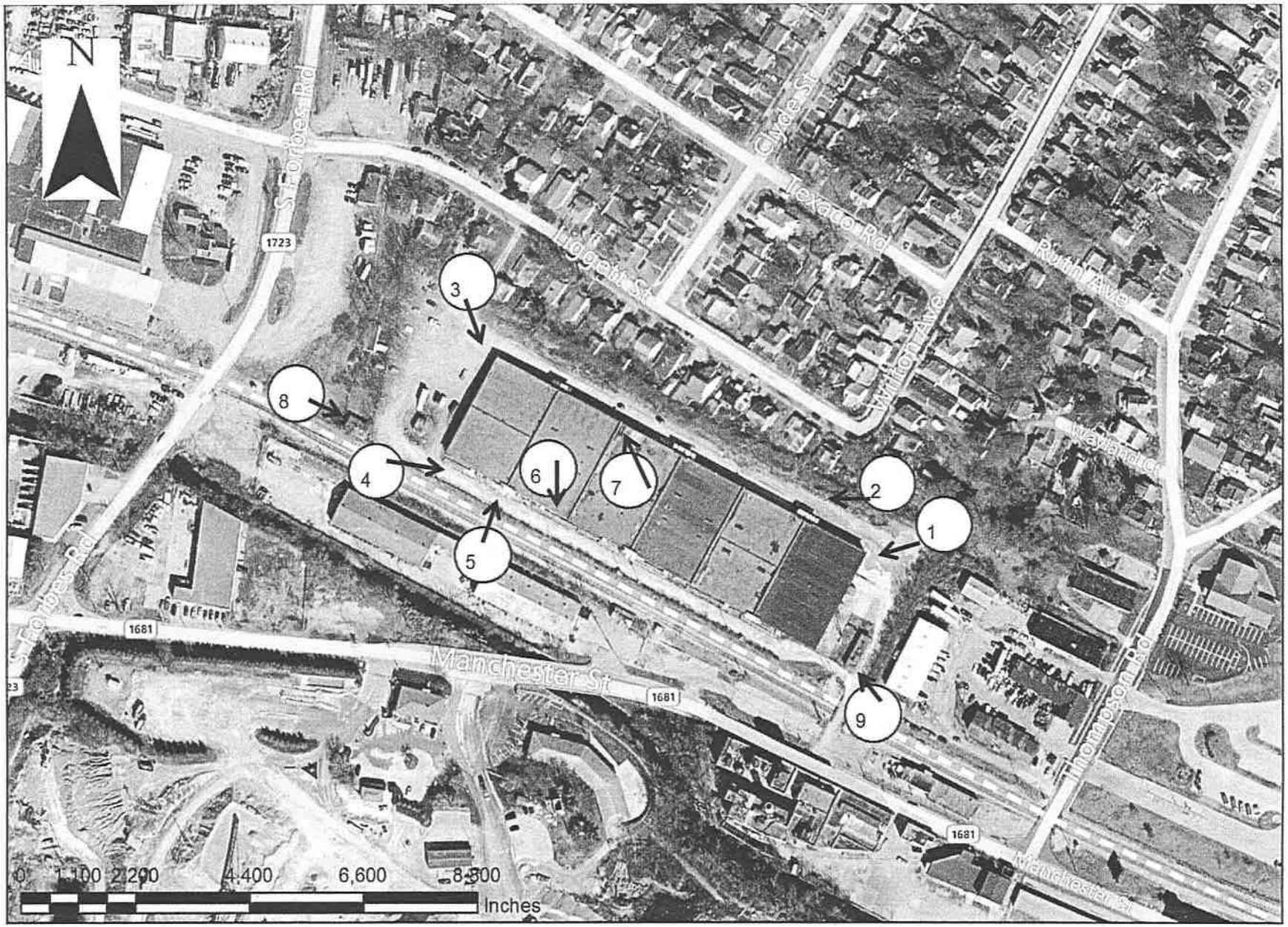
Name of Property: Liggett and Myers Harpring Tobacco Storage Warehouse
City or Vicinity: Lexington
County: Fayette **State:** Kentucky
Photographer: Janie-Rice Brother
Date Photographed: September 2012

Description of Photograph(s) and number:

1. East (façade) and north elevations of the Liggett and Myers Harpring Tobacco Storage Warehouse, facing southeast.
2. North elevation of the Liggett and Myers Harpring Tobacco Storage Warehouse, showing the brick loading bays located at the firewalls between each section. Facing southwest.
3. North and west elevations of the Liggett and Myers Harpring Tobacco Storage Warehouse, facing southeast.
4. South elevation of the Liggett and Myers Harpring Tobacco Storage Warehouse, facing east.
5. Detail of one of the brick loading bays on south elevation of the Liggett and Myers Harpring Tobacco Storage Warehouse, facing northeast.
6. Interior of the Liggett and Myers Harpring Tobacco Storage Warehouse, showing metal trusses, concrete floors, brick firewall and metal clad exterior wall, partially covered with insulation.
7. Sliding door within one of the brick loading bays, facing north.
8. Boiler room, facing east.
9. Night Watchmen's Building/Office, south and east elevations, facing northwest.

Property Owner:

Name Merv Properties, LLC
street & number 208 Stone Avenue telephone
city or town Lexington state KY zip code 40508



Liggett and Myers Harpring Tobacco Storage Warehouse, Fayette County, Kentucky

Photo Location Map

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF KENTUCKY
KENTUCKY GEOLOGICAL SURVEY
UNIVERSITY OF KENTUCKY

LEXINGTON WEST QUADRANGLE
KENTUCKY
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 GEORGETOWN 15' QUADRANGLE

4060 II NW (MIDWAY) | 4060 II NE (GEORGETOWN) | 4160 III NW (CENTERVILLE)

84°37'30" 38°07'30" | 84°30' 38°07'30"

4060 II SW (VERSAILLES) | (LEXINGTON EAST) 4160 III SW

(KEENE) 4059 I NW | (NICHOLASVILLE) 4059 I NE | (COLETOWN) 4159 I V NW

Liggett and Myers Harpring Tobacco Storage Warehouse

Fayette Co, Ky
Lexington West quad

Zone 16
1927 NAD
Easting 717 515
Northing 4214 9[illegible]

1983 NAD
Easting 717 512
Northing 4215 [illegible]

Produced by the United States Geological Survey

Control by USGS, NOS/NOAA and Kentucky Geodetic Survey

Topography by photogrammetric methods from aerial photographs taken 1949. Field checked 1950. Revised 1965

Projection and 10,000-foot grid ticks: Kentucky coordinate system, north zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue
1927 North American Datum (NAD 27)

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks
The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are given in USGS Bulletin 1875

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

SCALE 1:24 000

1 MILE | 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET | 1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MN GN
3½° 62 MILS | 1°30' 27 MILS
UTM GRID AND 1993 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092,
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

KENTUCKY
QUADRANGLE LOCATION

Revisions shown in purple and woodland compiled in cooperation with State of Kentucky agencies from aerial photographs taken 1988 and other sources. Contours not revised. This information not field checked. Map edited 1993

Purple tint indicates extension of urban areas

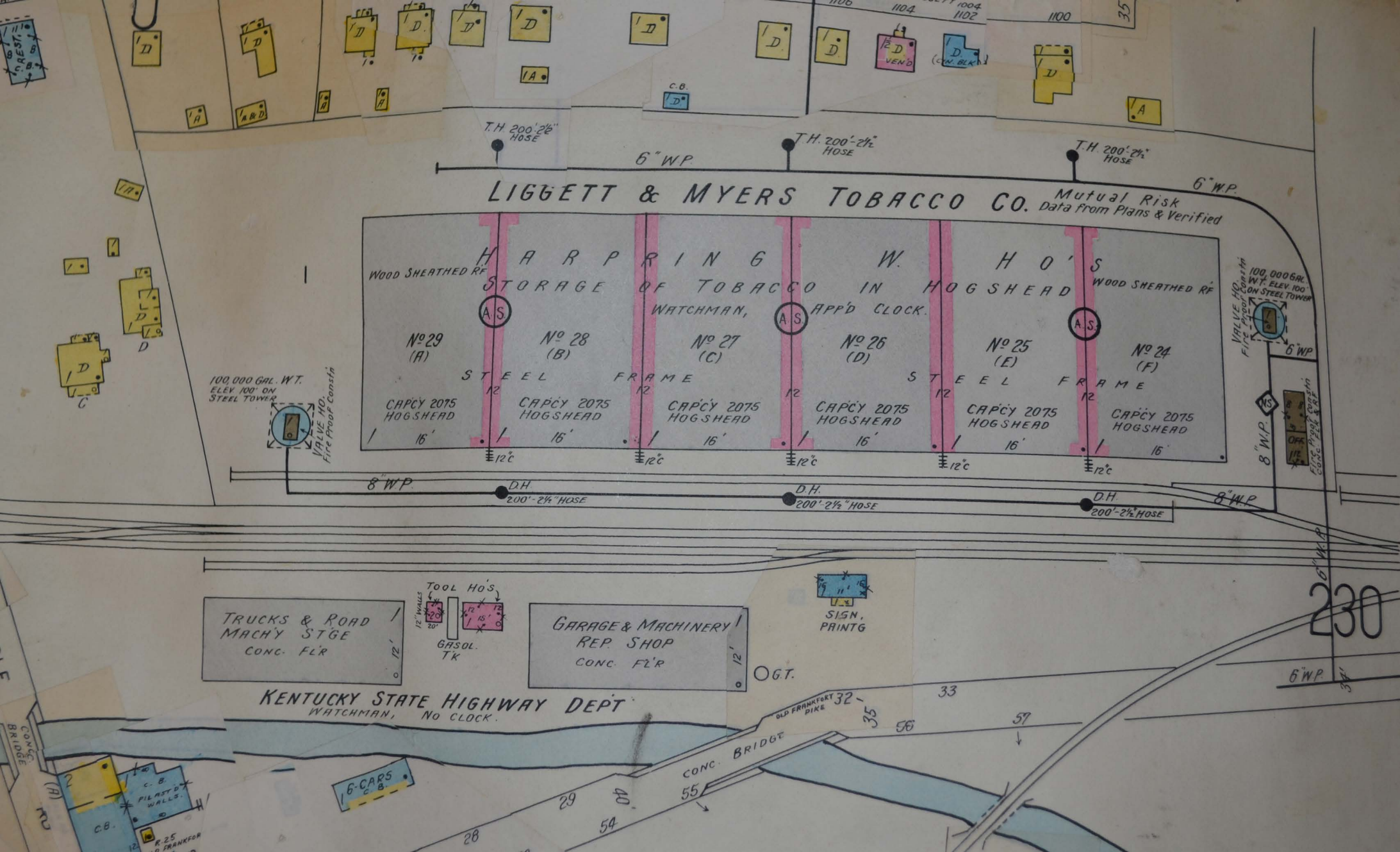
ROAD CLASSIFICATION
Heavy-duty | Light-duty
Medium-duty | Unimproved dirt
Interstate Route | U. S. Route | State Route

LEXINGTON WEST, KY.
SE/4 GEORGETOWN 15' QUADRANGLE
38084-A5-TF-024

1965
REVISED 1993
DMA 4060 II SE—SERIES V853

ISBN 0-607-22148-8
9 780607 221480

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1993


LIGGETT & MYERS TOBACCO CO.
Mutual Risk
Data from Plans & Verified
HARPING W. HO'S
STORAGE OF TOBACCO IN HOGSHEAD
WATCHMAN, APP'D CLOCK.
WOOD SHEATHED RF
WOOD SHEATHED RF
No 29 (A)
No 28 (B)
No 27 (C)
No 26 (D)
No 25 (E)
No 24 (F)
STEEL FRAME
STEEL FRAME
CAP'CY 2075 HOGSHEAD
T.H. 200'-2½" HOSE
6"W.P.
8"W.P.
D.H. 200'-2½" HOSE
100,000 GAL. W.T. ELEV. 100' ON STEEL TOWER
VALVE HO. Fire Proof Constn
TRUCKS & ROAD MACH'Y STGE CONC. FL'R
TOOL HO'S
GASOL. TK
GARAGE & MACHINERY REP. SHOP CONC. FL'R
SIGN, PRINTG
O.G.T.
KENTUCKY STATE HIGHWAY DEPT
WATCHMAN, NO CLOCK.
OLD FRANKFORT PIKE
CONC. BRIDGE
6-CARS C.B.
C.B. PILAST'D WALLS.
230

Liggett St
Texaco Rd
Clyde St
Liggett St
Liggett St
Wilton Ave
1681
Manchester St
1681

PARKING
WAIT
FOR
SHUTTLE

EXIT