

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Springfield Main Street District

other names/site number Springfield Historic Commercial District

2. Location

street & number Roughly Commercial Avenue to College Street (west-east) and

McCord/High Streets to E. Depot Street (north-south)

NA

not for

NA

publication

city or town Springfield

vicinity

state Kentucky code KY county Washington code 229 zip code 40069

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 Mark Dennen, SHPO

Date

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:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
125	52	buildings
	7	sites
3		structures
2		objects
130	59	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

34 (includes 3 outside original boundaries)

6. Function or Use

Historic Functions
(Enter categories from instructions.)

- COMMERCE/TRADE/business
- DOMESTIC/single dwelling
- RELIGION/religious facility
- GOVERNMENT/courthouse

Current Functions
(Enter categories from instructions.)

- COMMERCE/TRADE/business
- DOMESTIC/single dwelling
- RELIGION/religious facility
- GOVERNMENT/courthouse

7. Description

Architectural Classification
(Enter categories from instructions.)

- Italianate
- Queen Anne
- Romanesque
- Bungalow/Craftsman
- Georgian

Materials
(Enter categories from instructions.)

- foundation: stone, concrete, brick
- walls: brick, synthetics, concrete, wood
- roof: asphalt, metal
- other:

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Narrative Description

Summary Paragraph

This nomination for the Springfield Main Street District proposes an expansion of the original Springfield Commercial Historic District, listed in 1989 (NR ID 88003434). That original district included commercial buildings focused on the northwest-southeast running Main Street. The authors of this nomination will simplify the expression of direction, following the residents of Springfield, who refer to northwest as “west,” southeast as “east,” and so on. The original district encompassed an area stretching two blocks, from Doctor Street eastward to Walnut Street. That district contained thirty-nine buildings, thirty-one of which contributed. The area, which the current document proposes for listing, barely stretches beyond the original district’s two-block north-south width, and has greatly expanded east-west, spanning almost twenty blocks, from Commercial Street on the west to College Street on the east. The original district remains in roughly the center of the proposed new district. With the larger area containing a mix of commercial, residential, and institutional buildings, and with Main Street continuing to serve as the district’s spine, the new district name seems a more appropriate way to acknowledge the larger identity than it would to retain the 1989 district’s name.

The Springfield Main Street District, as proposed by this nomination form, covers approximately 83 acres total, 62 acres of which are proposed for addition to the previously listed acreage. In addition to the 31 sites listed within the Springfield Historic Commercial District, three sites outside the boundaries of this original district were individually listed before the start of this project. These include St. Dominic’s Church (WSS-3; Inventory #152), the Springfield Graded School (WSS-14; Inventory #34), and the Covington Institute Teacher’s Residence (WSS-19; Inventory #99). The Washington County Courthouse (WSS-2; Inventory #38) had been individually listed in addition to its inclusion as a contributing building within the boundaries of the original Springfield Historic Commercial District. This is a breakdown of the resource count:

	Currently listed	Proposed for new listing	Total
Contributing Buildings	40	125	165
Non-contributing Buildings	8	52	60
Non-contributing sites	1	7	8
Contributing Structures		3	3
Contributing Objects		2	2
Total	49	189	238

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Description of the Springfield Main Street District as a *District*

Springfield, with a 2009 population of 2,782, is located near the southern boundary of Washington County in the Outer Bluegrass region of Kentucky.ⁱ Main Street itself is a portion of U.S. Highway 150 (BUS) as well as Kentucky Route 152 and is located southeast of Kentucky Route 555. Kentucky Route 555 or the "Triple 5 Highway" is one of three AAA-rated trucking highways, including Kentucky Route 55 and U.S. Highway 150, which serve the Springfield area. Kentucky Route 555 provides direct access to the Bluegrass Parkway fifteen miles north. The Bluegrass Parkway, opened in 1965, connects Springfield with Lexington, I-64, I-75 and Elizabethtown, I-65, and the Western Kentucky Parkway. R.J. Corman Railway currently provides the nearest rail service at Bardstown, seventeen miles northwest.

Springfield is located fifty-seven miles southeast of Louisville, Kentucky; fifty-four miles southwest of Lexington, Kentucky; and 181 miles northwest of Knoxville, Tennessee.ⁱⁱ Road Run, a creek flowing along the southern boundary of the Springfield Main Street District, is an important natural feature. The portion of Road Run which runs through Springfield is known locally as Town Branch. Spanning Road Run at South Lincoln Park and South Walnut Streets are 1920s-era concrete bridges. A later, 1955 steel stringer bridge carries South Doctor Street over Road Run Creek. Paralleling the creek is the historic L & N Railroad right-of-way, a significant geographic feature. The L&N Railroad stopped service on this line around 1985 and the tracks were removed around 1987, but the 100-foot-wide right-of-way preserves both the feeling and setting of the historic transportation corridor.ⁱⁱⁱ The nearest rail service, located seventeen miles northwest of Springfield in Bardstown, has been provided by R. J. Corman since the L & N stopped service. The original public square, which was located northwest of the courthouse on North Cross Main Street, remains visible today as a widened section of the road. At the far southeastern end of the Springfield Main Street District boundary is Mackville Hill, the highest elevation on Main Street.

The topography of the district is influenced by Road Run Creek. North and south of Main Street within the original Springfield Commercial Historic District parcels are necessarily flat in order to provide level commercial entrances, whereas moving west of Doctor Street or east of Walnut Street parcels north of Main Street rise to a low hill. Concrete or stone retaining walls remain in place along the front parcel lines of the houses on this side of Main Street. East of Walnut Street parcels south of Main Street slope gently down toward the creek. Main Street itself is a two-lane, asphalt-paved road with concrete curbs and gutters. Twentieth century concrete sidewalks line both sides of the street. The only portion of Main Street without sidewalks is the short section beginning at 324 W. Main, running past 326, 332, and 334 W. Main, and continuing west to the Bluegrass Dairy complex at the intersection of W. Main Street and Kentucky Route 555. Mature trees are located in the residential portions of East and West Main; in the commercial center, street trees have been more recently planted.

Near the historic Springfield Graded School (WSS-14; Inventory #34), Perryville Road branches off to the southeast and continues past in this direction. Northeast of Main Street, the depth of the new district boundary is generally the same as the depth of current parcels. East and west of the original Springfield Historic Commercial District are historically residential portions of Main Street. Lots for these mainly twentieth century houses were typically subdivided out of larger parcels containing original residential buildings; some of these residential buildings remain and pre-date the commercial buildings of Main Street. Southwest of Main Street, the district expands to the historic L & N Railroad right-of-way and includes historic resources on intersecting streets South Locust, South Doctor, South Cross Main/Lincoln Park, and South Walnut. Also included is Ballard Street, a historic alley running west-east parallel to Main Street. These streets contain surviving examples of frame houses, shops, and

ⁱ Springfield-Washington County KY Economic Development Authority, "Community Data," <http://www.sweda.org/Demog.html>, accessed on May 28, 2011.

ⁱⁱ "Kentucky Resources for Economic Development – Springfield."

ⁱⁱⁱ Interview with Carroll Kelly by Jennifer Ryall, telephone interview, June 2011.

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manufacturing buildings associated with feed and lumber operations intentionally located in closer proximity to the railway right-of-way and farther from Main Street residences.

In the early 1800s, roads in Springfield were simply dirt with “foot bridges” over the areas where water encroached. Roads retained stumps and sink holes, leading the town founders to improve them. An 1838 act of the General Assembly ordered roads paved with flat stones or bricks. The northern side of Main Street from Walnut Street to the public square was the first to be paved in this fashion. Originally, Springfield’s water supply came from large springs which may have given the town its name. This 1802 Town Plat of Springfield shows the locations of the public well (lot #40) and public spring (lot #30); these were located on parcels. The town eventually outgrew these springs, updating to cisterns located along Main and Cross Main Streets.^{iv}

Most of the commercial area’s antebellum landscape has disappeared. The Washington County Courthouse (WSS-2; Inventory #38) is the oldest identified building within the district and encouraged future development centered on the node of Main and Cross Main. While the population of Springfield declined from 1830 to 1860, the business center of Springfield began to develop anyway.^v The 1893 Sanborn map for Springfield shows a pattern of dense, mixed-use development within the current Springfield Historic Commercial District NRHP boundaries. Two-story frame dwellings are located alongside brick two- and three-story commercial buildings and built on the same long, narrow urban lots; in rare cases a building may have a dual commercial residential function. Located just one block away are much larger, more widely-spaced frame houses. The earliest churches were rebuilt in the late-nineteenth century. For example, the Presbyterian Church of 1888 (WSS-9; Inventory #60) incorporates a tower from its previous 1838 church. Other nineteenth-century buildings of note include the 1896 Robertson’s Dry Goods - originally Robertson and McCord (WSS-22; Inventory #115), 1896 G.L. Haydon Building (WSS-23; Inventory #117), mid-1890s Cunningham’s Dry Goods (WSS-54; Inventory #58), and the Louisville Store (WSS-44; Inventory #116).

Main Street in Springfield historically developed in a linear fashion, dominated by a node at its intersection with Cross Main Street. This significant intersection still serves as the dividing line between West and East Main. At its northeastern corner is the Georgian, brick, Washington County Courthouse, completed in 1816 by Thomas H. Fletcher (WSS-2; Inventory #38). The courthouse cupola, although installed in 1840, has become an architectural feature synonymous with Springfield. To the northwest of the courthouse was the historic public square which has since been partially paved. It remains as a wider portion of North Cross Main. The courthouse is the focal point for Main Street in Springfield and was originally associated with a public square, located at the widened portion of North Cross Main Street. Across the original public square were civic and professional office buildings. These included the 106 North Cross Main location of the late 1870s, two story, brick Circuit and County Clerk’s Offices (WSS-106; Inventory #35); the frame, single-story office buildings at 108-110 North Cross Main (WSS-46 and WSS-47; Inventory #36 and #37); single-story, brick Progress Printing Office at 114 North Cross Main (WSS-48; Inventory #40), and single-story brick Pat Grigsby Law Office at 116 Cross Main (WSS-49; Inventory #41). An irregular boundary for the original Springfield Historic Commercial District was caused by the inclusion of the 201 Lincoln Park Road location of the William H. Hayes Law Office (WSS-32; Inventory #25), now belonging to the Springfield Woman’s Club. This building, due to its original inclusion, is also included in the Springfield Main Street District.

At the southwestern corner of the Main–Cross Main intersection is the prominent 1896 Robertson & McCord Building (WSS-22; Inventory #115). With its Romanesque Revival architecture and corner turret, this brick commercial building commands attention. The 1875-1899 Louisville Store (WSS-44;

^{iv} Washington County History Book Committee, p. 52.

^v Washington County Multiple Resource Area, National Register of Historic Places Nomination Form, 1988, Item #7, p. 8.

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Inventory #116), located at the northwestern corner of the intersection provides another commercial anchor.

During the nineteenth century economic and building boom in Springfield, Main Street businesses were typically housed in Italianate or Romanesque Revival style brick, two-story commercial buildings. Houses built during this period were predominantly of frame construction and often had Victorian decorative features. In the late-nineteenth century, the population of Springfield began to expand. Turn-of-the-century Main Street businesses tended to employ mass-produced features such as the George Mesker storefronts and metal cornices still well represented on Main Street in Springfield. From the 1880s through the second decade of the twentieth century, Mesker's Evansville, Indiana, company sold an estimated 5,000 manufactured facades to building owners across the country. These facades could imitate the look of brick, stone, or concrete block.^{vi} These were advertised in catalogs and could be used to update the look of older buildings or more cheaply and easily ensure that new commercial buildings featured current styles. They also indicated a certain level of prosperity on Main Street. Twentieth-century domestic architecture in the city consisted mainly of one- and two-story T-plan houses, with American Foursquares and bungalows also being built. In the later twentieth century, buildings were updated with new materials and streamlined architectural details aimed at luring the consumer. New buildings in the core were built on increasingly smaller lots. As land values increased and lots subdivided, Main Street became more densely developed. The building density along Main Street in the blocks near the courthouse increased into the first quarter of the twentieth century.

The telephone appears to have reached Springfield when the L & N reached Lebanon - well before the railroad arrived in Springfield itself. An 1883-4 *Gazetteer* noted the "connection by telephone with Lebanon."^{vii} An 1896 *Gazetteer* was more specific, noting Springfield's "W.U. telephone connection."^{viii} The original telephone exchange was housed on the second story of the brick Haydon and Robertson Drugs building (WSS-50; Inventory #52) at 111-115 East Main Street. Original telegraph lines, associated with the railroad, were removed about twenty years before the L & N Railroad tracks in Springfield were removed in 1987.^{ix} By 1890, gas lamps had been added, replacing the older oil lamps for street lighting.^x

The Springfield Electric Light and Water Company incorporated in 1900, and the city purchased twenty-five hydrants and twelve 2,000-candle power arc lamps which would burn until midnight. By December 1900, the local newspaper noted that most businesses had installed wires for incandescent lights and that owners of private residences were contracting for them. The new plant was in operation by January 1901. Water mains originally extended as far as Walnut Street from the western end of town; these four- to six-inch-diameter pipes appear on the 1903 Sanborn Fire Insurance map for the first time. The power house produced electricity by burning coal.^{xi} In 1907, a fire ravaged Main Street from what is now 125 East Main through the end of the block, destroying most of these buildings. The late-nineteenth century two-story Wall Building at 139 East Main (WSS-10; Inventory #61), originally frame with iron sheathing and brick veneer facade, was one of only two that survived the fire. Several of the buildings built in the early-twentieth century after that fire were themselves burned in the mid-1960s, replaced by the Springfield State Bank (WSS-111; Inventory #56). In 1912, residents on the south side of Main Street

^{vi} Tom Wyman, "Evansville firm becomes iron giant," *Indiana Preservationist*, volume 5, September/October 2005, p. 4.

^{vii} Kentucky State Gazetteer and Business Directory, vol. IV, (Louisville: R.L. Polk & Co.: 1883-4), pp. 788-789.

^{viii} Kentucky State Gazetteer and Business Directory, vol. VII, (Louisville: R.L. Polk & Co.: 1896), pp. 788-789.

^{ix} Interview with Carroll Kelly by Jennifer Ryall, telephone interview, June 2011.

^x Washington County History Book Committee, p. 52.

^{xi} Washington County History Book Committee, p. 53.

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from "Doctor Street to St. Dominic's crossing" were ordered to construct sidewalks by December 15.^{xii} In the early-1920s came the first section of blacktopped road in Springfield "from the railroad crossing up to the school house," which property owners (including Kelly Lumber) paid for.^{xiii} In 1930s, streets were paved with concrete.^{xiv} Also in the 1930s came the first taxi service, Ford taxi, operated by Lonnie and Earl Campbell. It was located on South Cross Main where Taylor Tire (WSS-221; Inventory #50) is now.^{xv}

By 1920 the Springfield Water and Electric Company had sold to the Springfield and Campbellsville Utilities Company.^{xvi} At some point the water company sold to the West Virginia Water Company, which operated the water mains, one water tank, and a water plant. In 1938 the City of Springfield acquired the water company, originally operating as the Springfield Waterworks. In 1951, water and sewer operations were consolidated into the current Springfield Water and Sewer Commission. The City of Springfield owns and operates the only water treatment plant in Washington County. The plant was constructed in 1971 and reached full capacity by 1991. Until the 1980s there were few water lines to serve customers outside the limits of Springfield. A major water expansion project in 1985 resulted in treated water piped from the Willisburg Lake to Mackville and Willisburg. In 1991, the City applied for and received a Community Development Block Grant as well as Farmer's Home administration grant and loan. The treatment plant capacity was doubled with these monies and water lines were extended to an additional 287 households.^{xvii} The Springfield Water and Sewer Commission currently has 1,257 sewer and 4,246 water customers. The Springfield Water and Sewer Commission maintains 89,628 total feet of sanitary sewer pipe. The largest proportion of this (65,480 feet) is eight inches in diameter; 40 percent of the pipe is clay and the rest is PVC. Sewage pipes twenty years old or older constitute 80 percent of the total. The Springfield Water and Sewer Commission maintains 971,992 total feet of water mains. The largest proportion of this (498,086 feet) is six inches in diameter; 85 percent of the pipe (within the city limits) is rest ductile iron. The original Springfield Waterworks lines were installed between the late-1930s and 1941; older lines were in place before this time. Water mains six-to-ten years old constitute the highest proportion, 35 percent, of the total.^{xviii}

In the mid-twentieth century, Springfield experienced a loss of several significant buildings including the 1904 Walton Hotel, the circa 1889 People's Deposit Bank, the twentieth-century Majestic Theatre, and many nineteenth-century homes. The Walton, an anchor of the Main and Cross Main intersection and a Springfield landmark, had been neglected and was demolished by the First and People's Bank for expansion room in October 1981. The El-Mar Motel (WSS-228; Inventory #102) on Main Street was left to provide for tourist accommodations. Spalding and Eddleman's Hardware Store burned in 1966, and the Springfield State Bank (WSS-111; Inventory #56) expanded, installing a drive-through in its location, for the modern bank.

The story of change on Main Street in Springfield is most apparent in some of its oldest buildings. Mid-to-late-nineteenth century commercial buildings often have heavily altered or "updated" storefronts. These range from mid-twentieth-century installations of large plate glass display windows and recessed entrances, to complete alteration in later years with brick veneer, replacement windows, or removal of original cast iron supports. In the 1960s, buildings were often updated with awnings and false mansard roofs with wooden shingles. Windows were replaced and facades were clad in vinyl and aluminum siding. Planning and zoning came to Springfield with the adoption of zoning laws in 1968 and the

^{xii} *News-Leader*, November 7, 1912, files of Mary Jo Maguire housed at County Clerk.

^{xiii} Washington County History Book Committee, p. 73.

^{xiv} Mrs. E.O. Kelly, Jr., "OUR TOWN: A Look at the City," *Springfield Sun*, 1967.

^{xv} Washington County History Book Committee, p. 75.

^{xvi} Washington County History Book Committee, p. 53.

^{xvii} Springfield-Washington County Chamber of Commerce, *Springfield: A Certified City. A Strategic Plan for the Twenty-First Century*, 1993, p. 12.

^{xviii} Unpublished data compiled by Springfield Water and Sewer Commission, Angela Culver, June 2011.

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subsequent creation of the Springfield Planning and Zoning Commission. In the 1980s, businesses modernized facades, removed old hanging signs, and installed new storefronts.

In 1987, as part of the city's Streetscape Improvement Plan and with funds from the Kentucky Main Street Program, the central business district was updated. Springfield planted its street trees; improved sidewalks with brick paver edging and sloped corners for handicapped access; improved streets; provided trash receptacles at regular intervals; and installed new high-powered street lights to supplement historic lights.^{xx} Additionally, streets were improved with the addition of concrete curbs and gutters and utilities were buried around this time.^{xx} Many of the current sidewalks and street lights in Washington County, outside the Springfield city limits, were installed in the 1960s and 1970s. As part of these 1990s improvements, a Springfield welcome sign was erected at the important entrance to town at the intersection of Kentucky Route 555 and U.S. Highway 150 Business Route, or Main Street.^{xxi} Kentucky Utilities again updated the street lights in Springfield around 2005.^{xxii}

Yet, even with the local willingness to upgrade and update, both the urban and suburban portions of Springfield illustrate its historic identity. Traditional architectural forms are present along with contemporary influences.

Dominant Construction Methods

Springfield, as the county seat, reflects the architectural styles of Washington County as well as provides a logical focal point for built exhibitions of county prosperity with higher style, more substantially-constructed buildings in its commercial core. The Rural Heritage Development Initiative (RHDI) survey, a 2006-2007 pilot project to survey the rural historic resources of Washington and Marion Counties, culminated with the documentation of 1,427 new sites as well as a substantial survey report. The survey results reveal building trends within the two-county survey area and confirm that the buildings within the district boundary indeed demonstrate those trends.

The following tables indicate the percentages of construction methods found in the Springfield Main Street District. The percentages are based on the number of each type of construction method identified out of the total number of buildings documented within the district. Table 1 includes all the stand-alone buildings, structures, and objects within the district and does not include associated outbuildings or sites. Table 2 is an analysis of the construction methods of only the associated objects or outbuildings. These tables tell the story of the entire evolution of Main Street in Springfield based on the resources remaining at the date of survey and are not meant to show that frame buildings were historically predominant. It should simply indicate that, within the period of significance for Springfield, frame building persisted longer than masonry. Also, as noted in the Washington County Multiple Resource Area NRHP nomination, "almost all post-war residential construction was of frame"^{xxiii}

^{xix} Springfield-Washington County Chamber of Commerce, *Springfield: A Certified City. A Strategic Plan for the Twenty-First Century*, 1993, p. 14.

^{xx} Interview with Glenn Mattingly by Jennifer Ryall, telephone interview, June 2011.

^{xxi} Springfield-Washington County Chamber of Commerce, p. 15.

^{xxii} Interview with Glenn Mattingly by Jennifer Ryall, telephone interview, June 2011.

^{xxiii} Washington County Multiple Resource Area, National Register of Historic Places nomination form, NR ID 64000261, listed 1989, section 7, continuation sheet # 1.

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Table 1

	Log	Frame		Masonry		Unknown, NA, or Anomaly (1 prefab)
		Nailed or Timber Frame	Brick Veneer	Brick	Concrete Block	
Number Identified	1	84	31	33	15	16
Percentage of Total (180)	1%	47%	17%	18%	8%	9%

Table 2

	Metal	Frame		Concrete Block	Unknown, NA, or Anomaly
		Nailed Frame	Brick Veneer		
Number Identified	3	37	2	4	12
Percentage of Total (58)	5%	64%	3%	7%	21%

Log

Log building construction in Kentucky most often involves stacking horizontal timbers which are joined with corner notches and the spaces between them chinked with wood or fieldstone. Few log buildings were identified in the RHDH survey although the author of the survey report noted that log construction was “very popular by the time Kentucky was settled and developed.”^{xxiv} The author suggests technological innovation in building, specifically the development of balloon framing, was the main contributor to log construction falling out of favor. The author does not discuss the reasons it is so under-represented on the landscape. In Washington County, “most early dwellings” were built in the “log building tradition in a region still devoid of sawmills and brickyards.”^{xxv} Only one house in the Springfield Main Street District, the William Platt House (WSS-7; Inventory #88) was conclusively identified as a log construction. This is a dog trot log house built around 1840 which retains its exterior weatherboards. On the other hand, other log houses definitely existed but did not survive. For instance, a 1912 *News-Leader* article notes that a log house long time residents described as “the oldest building in town” was demolished for the McClure and Mayes Building.^{xxvi}

Frame

The periods of construction for the frame houses on Main Street indicate the era of the lumber companies. Factories and sawmills produced building materials shipped by train to these local distributors which sold to builders. Frame construction represented 92 percent of houses documented in the RHDH survey; most were sawn wood joined by manufactured nails.^{xxvii} The frame houses built on Main Street, dating from the late-nineteenth through the mid-twentieth centuries, reflect this county pattern. One nogged timber frame house, the George Dudley Robertson Home (WSS-57; Inventory # 73) is of interest as being the only example of its frame sub-type identified on Main Street. As discussed on the Washington County MRA nomination form, brick-nogged timber frame construction was not

^{xxiv} William Macintire, “A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky,” ed. Janie-Rice Brother, Rachel Kennedy, & Jennifer Ryall, (Frankfort: Kentucky Heritage Council: 2008), p. 25.

^{xxv} Washington County Multiple Resource Area, National Register of Historic Places Nomination Form, 1988, Item #7, continuation sheet #2.

^{xxvi} *News-Leader*, June 20, 1912, files of Mary Jo Maguire housed at Washington County Clerk.

^{xxvii} Macintire, p. 26.

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uncommon in Washington County and several identified examples in the county dated to the late-antebellum period.^{xxviii}

There is an approximately equal representation in the numbers of frame buildings of the 1875-1899 and 1925-1949 time periods. The majority of the frame houses on Main Street date to 1900-1924, when the Pettus and Kelly Lumber Companies would have been active. Both companies were located within the boundary of the Springfield Main Street District. Pettus Lumber Company, founded by Joseph Franklin Pettus first as a branch yard for the Lebanon Lumber Company in 1901, was in business through 1974. His son John I. Pettus joined his father in the business later. The Pettus Lumber Company had both lumber yards and a general contracting business.^{xxix} The Kelly Lumber Company was organized by John R. Kelly in 1918.^{xxx}

Also of note, brick veneer-sided frame buildings and structural masonry buildings are represented in approximately equal numbers within the district. Although many date to the twentieth century, the Meekes/Craycroft Saddler's Shop (WSS-52; Inventory #55), the commercial building at 126 E. Main (WSS-112; Inventory #57), and the Wall Building (WSS-10; Inventory #61) are all brick veneer-sided frame commercial examples with 1875-1899 periods of construction. All three are located in the 100 block of East Main.

Masonry

Masonry buildings represented only about 8 percent of those documented in the RHDl survey. The author noted that the importance of masonry is greater than its numbers suggest "since each structure represents a relatively greater investment in permanence than a comparable frame building."^{xxxii} The author also describes the industrialization of brick which occurred in the late-nineteenth and early-twentieth centuries. Brick became increasingly standardized and easier to obtain. The core of the county seat would have been the ideal location to obtain brick to build commercial symbols of success and, thus, attract customers. The number of brick buildings in Springfield is proportionally higher than are represented in the county; this is not uncommon and would have helped differentiate the county seat and define the identity of Washington County. Structural brick was used for institutional, religious, and commercial buildings in Springfield. Brick was introduced early in Washington County – perhaps in the 1780s.^{xxxiii} Good examples include most of the late-nineteenth- and early-twentieth-century commercial buildings in Springfield as well as the 1877-1879 Clerks' Office (WSS-106; Inventory #35), the 1816 Washington County Courthouse (WSS-2; Inventory #38), and the 1888 Springfield Presbyterian Church (WSS-9; Inventory #34). A later example is the 1903 Springfield Graded School (WSS-14; Inventory #35). A good example of a structural brick building serving a religious function in Springfield is St. Dominic's Church (WSS-3; Inventory #152).

In addition to structural brick, concrete block as a construction method is included in the RHDl survey report as a "fully manufactured" masonry sub-type. Concrete block is represented in several later commercial and light industrial buildings in the Springfield Main Street District; most of these date from 1925-1949. Good examples of concrete block buildings in the district are the 1927 Haydon Coal & Oil Company Building (WSS-188; Inventory #170) and the 1949 Cowden Manufacturing Company Plant (WSS-105; Inventory #33).

^{xxviii} Washington County Multiple Resource Area, Item #7, p. 8.

^{xxix} Washington County History Book Committee, p. 373.

^{xxx} Washington County History Book Committee, p. 328

^{xxxii} Macintire, p. 28.

^{xxxiii} Washington County Multiple Resource Area, Item #7, continuation sheet #2.

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Prominent Architectural Styles and Associated Builders

The majority of the buildings listed within the original Springfield Commercial Historic District are brick commercial and frame residential buildings dating to either the last quarter of the nineteenth or first quarter of the twentieth centuries. At the prosperous turn of the century, one of the most prominent Springfield builders was John Barber, who often worked with architect Frank Brewer. The team of Barber and Brewer are responsible for most of the late-nineteenth-century landmark commercial and institutional buildings in Springfield.

Later, in the early decades of the twentieth century, a new type of prominent builder emerged. This builder worked as a contractor for either the Pettus or Kelly Lumber Companies which dominated building in Springfield during this period. Pettus and Kelly each had retail as well as contract building operations through the mid-1950s. Whereas Kelly Lumber Company focused its building efforts on houses, especially on West Main Street, Pettus Lumber Company built and updated commercial, religious, and institutional buildings as well. Pettus not only built the later porches on the Washington County Courthouse and updated several of the churches in Springfield but also built the important 1949 light industrial Cowden Manufacturing Company Plant. Numerous other Main Street buildings were likely constructed by Kelly and Pettus Lumber Companies, but no primary evidence has been uncovered to support this.

Romanesque Revival

That several of the most prominent buildings on West Main Street in the commercial core of Springfield exhibit Romanesque Revival architecture is no coincidence. This common element can be attributed to their shared builder and architect – the team of Barber and Brewer. These Romanesque Revival buildings include prominent arches, arched-top windows, and belt courses. Often textured brick or stone is used to accentuate these arches and one or more of the arched-top windows will be more prominent or off-center to call attention to that feature. Good examples of Romanesque Revival on Main Street include the Robertson & McCord Building (WSS-22; Inventory #115), the G.L. Haydon Building (WSS-23; Inventory #117), and the Springfield Masonic Lodge Building (WSS-38; Inventory #122).

Italianate

Another of the most prominent commercial styles reflected on Main Street is the Italianate. Italianate architecture on Main Street in Springfield is reflected in bracketed or modillioned cornices and narrow, false-shaped or round-top-sash windows. The roofs of these buildings did not project above the cornice line and gave a more unified appearance. The Italianate style was further promoted with the coming of the railroad and introduction of new, standardized building components for updating storefronts. This is reflected in proportionally high numbers of G.L. Mesker cast iron storefronts. In addition to storefronts, this company marketed cast iron cornices with bracket features. Good examples of the Italianate on Main Street include Haydon and Robertson Drugs (WSS-50; Inventory #52), the McCord and Robertson Store (WSS-51; Inventory #53), and the Wall Building (WSS-10; Inventory #61).

Gothic Revival

The Gothic Revival in the Springfield Main Street District is exhibited mainly in its churches. These religious buildings tend to exhibit a greater number of high style details. For instance, in the Springfield Christian Church (WSS-14; Inventory #67) we find large, pointed arched stained glass windows with Gothic tracery. The Springfield Presbyterian Church (WSS-9; Inventory #60) retains a pointed arched transom above its front entrances as well as lancet windows and pointed arched stained glass windows, sometimes with Gothic tracery.

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The Gothic Revival in its vernacular form is often expressed in steeply-pitched cross gables, quatrefoil windows or ventilators, pointed arched windows, window moldings, or porch details. There are few examples of vernacular Gothic Revival houses on Main Street, but good examples are the houses at 225 E. Main (WSS-117; Inventory #75), 302 W. Main (WSS-172; Inventory # 151) and 325 W. Main (WSS-184; Inventory #166).

Queen Anne

Queen Anne architecture is one of the most prominent on Main Street. It was popular throughout the most common period of residential construction, 1900-1924, though most of the buildings contain simplified versions of the style. Features included projecting, front-facing gables, gable roof wings, steeply-pitched hipped roofs, corner or wraparound porches and, of course, mass-produced wooden trim, fish scale shingles, and scrollwork which provided inexpensive yet stylish ornament to otherwise simple houses.

Good examples of the vernacular Queen Anne style in Springfield include the houses at 306 E. Main (WSS-122; Inventory #81), 402 E. Main (WSS-135; Inventory #100), 408 E. Main (WSS-137; Inventory #103), and 317 W. Main (WSS-179; Inventory #161). Although they have experienced a great deal of change through the years, the George Dudley Robertson Home (WSS-57; Inventory #73) and the Hale-Polin-Robinson Funeral Home (WSS-58; Inventory #74), almost directly opposite one another on East Main Street, are certainly two of the most elaborate examples of the vernacular Queen Anne style in Springfield. The William D. and Ella Craycroft McElroy House (WSS-131; Inventory #94) is one of the most unusual and best-preserved examples of the Queen Anne style on Main Street in Springfield. This house has a diamond-shaped footprint and has maintained a high level of integrity.

Craftsman

The Craftsman style on Main Street is apparent in one of its commercial buildings, the McClure and Mayes Building (WSS-30; Inventory #62), and in a number of its houses, especially the handful of frame bungalows at the far eastern end of Main Street. These homes are often one or one-and-a-half stories with dormers, brick veneer integral front porches, and roofs with bracketed, wide eave overhangs. Craftsman style houses often had original one-over-one double hung sash windows with either wooden muntins or leaded glass dividing lights. Good examples of the Craftsman style on Main Street include 420 E. Main (WSS-147; Inventory #113) and 422 E. Main (WSS-148; Inventory #114), and, at 326 West Main, the Tom and Kathleen Wheatley House (WSS-185; Inventory #167).

Colonial Revival

The Colonial Revival style is meant to hearken to Federal and Adam style architecture. Often these buildings exhibit symmetry and have fanlights, classical door and window surrounds, and gable roof dormers. The Colonial Revival style shows up in a number of residences constructed during the second quarter of the twentieth century and concentrated mainly at the far eastern and western ends of Main Street. Some of these are Cape Cod houses while others have a more Neoclassical look due to front porches with classical columns or square-sided supports. A majority of these houses on West Main Street were built by the Kelly Lumber Company. These include the Mary Hamilton House (WSS-164; Inventory #143), Frank and Louise Hamilton House (WSS-174; Inventory #156), 308 W. Main (WSS-175; Inventory # 157), Hamilton Barber House (WSS-176; Inventory #158), Clell Boblitt House (WSS-177; Inventory #159), and the Leon F. and Delina Simms House (WSS-183; Inventory #165). Colonial Revival architecture is also reflected in the 1939 Springfield Post Office (WSS-37; Inventory #69).

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INVENTORY OF DISTRICT RESOURCES

Key:

- blank| outside original district boundary
- L| outside original district boundary, listed NRHP
- NE| not evaluated
- NC/A| non-contributing (age)
- NC/E| non-contributing (empty lot)
- NC/M| non-contributing (modification)
- A| aluminum
- B| brick
- BB| board & batten
- BV| brick veneer
- CC| cast concrete
- CS| composite siding
- CB| concrete block
- CM| corrugated metal
- F| frame (TF – timber frame)
- HB| horizontal board
- L| log
- M| metal
- P – prefab
- PC| poured concrete
- S| stone
- U – undetermined
- V| vinyl siding
- VB| vertical board
- W| weatherboard
- WP| wooden paneling
- NA| not applicable

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	Street Add.	Site #	Name	Orig. Exter. Mat.	Crrnt. Exter. Mat.	Signif. Altn. During P.O.S.	Signif. Altn. After P.O.S.	Date of Constr.	Const. Mthd.	1989 Nom. Status	2011 Status
1	224 E. Ballard St.	WSS-197	U	CM	CM	NA	NA	1950-1974	P		NC/A
2	226 E. Ballard St.	WSS-95	U	CS	CS	yes	no	1900-1924	F		C
3	228 E. Ballard St.	WSS-96	U	U	V	no	yes	1900-1924	F		C
4	230 E. Ballard St.	WSS-97	U	CS	V	no	yes	1900-1924	F		C
5	232 E. Ballard St.	WSS-98	U	C	C	yes	no	1925-1949	F		C
6	E. Ballard	WSS-226	U	U	CM	yes	yes	1950-1974	F		C
7	E. Ballard St.	WSS-229	Empty lot	NA	NA	yes	yes	N/A	NA		NC/E
8	120 W. Ballard St.	WSS-198	Purina Feed Mill	CB	CB	no	yes	1900-1924	CB		C
9	120 W. Ballard St. - R	WSS-198.001	U	CM	CM	NA	NA	1950-1974	F		NC/A
10	128 W. Ballard St.	WSS-199	U	CB	BV	yes	yes	1950-1974	CB		NC/M
11	206 W. Ballard St.	WSS-200	U	U	CM	yes	yes	1900-1924	F		C
12	210 W. Ballard St.	WSS-201	U	V	V	NA	NA	1975-2000	F		NC/A
13	W. Ballard St.	WSS-230	Empty lot	NA	NA	yes	no	NA	NA		NC/E
14	101-103 Covingt on Ave.	WSS-99	Louis Carol Duplex	BV	BV	NA	NA	1975-2000	F		NC/A
15	114 S. Doctor St.	WSS-203	U	U	BV	no	yes	1925-1949	BV		C
16	S. Doctor St.	WSS-204	U	U	CM	no	yes	1925-1949	F		C

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17	114 S. Doctor St., Suites A & B	WSS-205	U	CB	CB	no	yes	1925-1949	CB		C
18	200 S. Doctor St.	WSS-206	U	U	V	no	yes	1925-1949	F		C
19	S. Doctor St.	WSS-207	U	U	CM	no	no	1925-1949	F		C
20	204 S. Doctor St.	WSS-208	U	U	CM	no	yes	1925-1949	F		C
21	206 S. Doctor St.	WSS-208.001	U	CB	CB	no	no	1950-1974	CB		C
22	226 S. Doctor St.	WSS-210	U	U	V	no	no	1925-1949	F		C
23	S. Doctor St.	WSS-211	Bridge Over Road Run Creek	NA	NA	no	no	1955	NA		C
24	101 Fairgro und Ln.	WSS-100	M & J Construction	BV	BV	no	no	2001	BV		NC/A
25	201 Lincoln Park Rd.	WSS-32	William H. Hayes Law Office	B	B	yes	yes	1850-1874	B	C	C
26	105 S. Locust St.	WSS-212	U	U	V	yes	yes	1875-1899	F		C
27	S. Locust St.	WSS-213	Pinky Thompson's Welding Shop	U	CM	no	yes	1925-1949	F		C
28	106 S. Locust St.	WSS-214	U	U	V	no	yes	1925-1949	F		C
29	101 Mackvill e Hill	WSS-101	U	U	V	yes	yes	1900-1924	F		C
30	103 Mackvill e Hill	WSS-102	U	U	V	yes	yes	1900-1924	F		C
31	105 Mackvill e Hill	WSS-103	U	U	V	no	yes	1900-1924	F		NC/M
32	107 Mackvill e Hill	WSS-104	U	U	V	no	yes	1900-1924	F		C
33	109 Mackvill e Hill	WSS-105	Cowden Manufacturing Company Plant	CB	CB	yes	no	1949	CB		C

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34	120 Mackville Hill	WSS-14	Springfield Graded School	B	B	no	yes	1903	B	L	C
35	106 N. Cross Main St.	WSS-106	Clerks' Office	B	B	no	yes	1875-1899	B	C (as pt. of Lville Store)	C
36	108 N. Cross Main St.	WSS-46	U	W	V	no	yes	1875-1899	F	C	NC/M
37	110 N. Cross Main St.	WSS-47	U	W	V	no	yes	1875-1899	F	C	NC/M
38	111 N. Cross Main St.	WSS-2	Washington Co. Courthouse	B	B	yes	no	1814-1816	B	C	C
39	112 N. Cross Main St.	WSS-107	Polin Building	BV	BV	no	no	1950-1974	BV	NC	C
40	114 N. Cross Main St.	WSS-48	Progress Printing Office	B	B	yes	yes	1875-1899	B	C	C
41	116 N. Cross Main St.	WSS-49	Pat Grigsby Law Office	B	B	no	yes	1875-1899	B	C	C
42	117 N. Cross Main St.	WSS-108	U	BV	BV	yes	yes	1900-1924	BV	C (w/o own site #)	C
43	100 S. Cross Main St.	WSS-215	U	B	B	yes	yes	1875-1899	B		C
44	100 S. Cross Main St.	WSS-216	U	B	B	yes	no	1875-1899	B		C
45	112 S. Cross Main St.	WSS-217	U	U	CS	no	yes	1925-1949	F		NC/M
46	116-120 S. Cross Main St.	WSS-218	G.L.H. Building	B	B	no	yes	1939	B		C

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47	200 S. Cross Main St.	WSS-219	U	CB	CB	no	yes	1925-1949	CB		C
48	S. Cross Main St.	WSS-222	Bridge Over Road Run Creek	NA	NA	no	no	1923	NA		C
49	206 S. Cross Main	WSS-220	Wash. Co. Senior Center	BV	BV	NA	NA	1975-2000	BV		NC/A
50	207 S. Cross Main	WSS-221	Taylor Tire	CB	CM	yes	no	1900-1924	CB		C
51	100 E. Main St.	WSS-110	Washington Co. Judicial Center	BV	BV	NA	NA	2009	BV	NE	NC/A
52	111-115 E. Main St.	WSS-50	Haydon & Robertson Drugs	B	B	yes	yes	1850-1874	B	C	C
53	117 E. Main St.	WSS-51	McCord and Robertson Store	B	B	no	yes	1850-1874	B	C	C
54	120-124 E. Main St.	WSS-55	Leo Haydon Drugs	B	B	no	yes	1875-1899	B	C	C
55	121 E. Main St.	WSS-52	Meekes/Craycroft Saddler's Shop	BV	BV	no	yes	1875-1899	BV	C	C
56	125 E. Main St.	WSS-111	Springfield State Bank	BV	BV	NA	NA	1968-1969	BV	NC	NC/A
57	126 E. Main St.	WSS-112	U	BV	BV	yes	yes	1875-1899	BV	NC	C
58	128 E. Main St.	WSS-54	Cunningham's Dry Goods	B	B	no	yes	1893-1895	B	C	C
59	135 E. Main St.	WSS-53	U	B	BV	yes	yes	1900-1924	B	C	C
60	138 E. Main St.	WSS-9	Springfield Presbyterian Ch.	B	B	yes	no	1888	B	C	C
61	139 E. Main St.	WSS-10	Wall Building	BV	BV	yes	yes	1875-1899	BV	C	C
62	140 E. Main St.	WSS-30	McClure & Mayes Building	B	B	no	yes	1910-1916	B	C	C
63	140 E. Main St.	WSS-194	Empty Lot	NA	NA	no	yes	NA	NA	NE	NC/E

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64	145 E. Main St.	WSS-113	Simms Shell Station	BV	BV	NA	NA	1950-1974	BV		NC/A
65	145 E. Main St.	WSS-109	Empty Lot	NA	NA	no	yes	N/A	NA		NC/E
66	145 E. Main St.	WSS-196	Empty Lot	NA	NA	no	yes	N/A	NA		NC/E
67	201 E. Main St.	WSS-13	Springfield Christian Church	B	B	yes	no	1900	B		C
68	201 E. Main St.	WSS-114	Empty Lot	NA	NA	no	yes	NA	NA		NC/E
69	202 E. Main St.	WSS-37	U.S. Post Office – Springfield	B	B	no	yes	1939	B		C
70	206 E. Main St.	WSS-115	DX Gas Station	CB	CB	no	yes	1950-1974	CB		NC/M
71	206 E. Main St.	WSS-115.001	Garage					1925-1949	CB		C
72	210 E. Main St.	WSS-116	Wash Co. Public Library	BV	BV	NA	NA	1965	BV		NC/A
73	216 E. Main St.	WSS-57	George Dudley Robertson Home	CB	CB	no	no	1879	TF		C
74	221 E. Main St.	WSS-58	Hale-Polin-Robinson	W	V	no	yes	1893	F		C
75	225 E. Main St.	WSS-117	U	W	W	yes	no	1875-1899	F		C
76	226 E. Main St.	WSS-118	Bell South Building	BV	BV	no	yes	1950-1974	BV		C
77	226 E. Main St. – R	WSS-223	U	CB	CB	NA	NA	1975-2000	CB		NC/A
78	233 E. Main St.	WSS-119	Empty Lot	NA	NA	yes	yes	NA	NA		NC/E
79	301 E. Main St.	WSS-120	U	U	BV	no	yes	1900-1924	F/BV		C
80	302 E. Main St.	WSS-121	Washington County Health Center	BV	BV	NA	NA	1976	BV		NC/A
81	306 E. Main St.	WSS-122	U	U	V	yes	yes	1875-1899	F		C

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82	308 E. Main St.	WSS-123	U	U	V	yes	yes	1875-1899	F		C
83	309 E. Main St.	WSS-25	Methodist Episcopal Church South	B	B	yes	no	1911	B		C
84	309 E. Main St.	WSS-25.001	Methodist Episcopal Church South Rectory	U	V	no	yes	1900-1924	F		C
85	310 E. Main St.	WSS-124	U	U	BV	yes	yes	1925-1949	F		C
86	311 E. Main St.	WSS-125	U	U	V	yes	yes	1900-1924	F		NC/M
87	312 E. Main St.	WSS-126	U	U	A	no	yes	1900-1924	F		NC/M
88	314 E. Main St.	WSS-7	William Platt Hs.	W	W	yes	yes	1825-1849	L		C
89	315 E. Main St.	WSS-127	Yeager Apartments	U	V	yes	yes	1875-1899	F		C
90	319 E. Main St.	WSS-128	U	BV	BV	NA	NA	1950-1974	BV		NC/A
91	323 E. Main St.	WSS-129	U	U	A	yes	yes	1900-1924	F		C
92	324 E. Main St.	WSS-130	Reed's Foodland	CM	CM	NA	NA	1993	F		NC/A
93	324 E. Main St.	WSS-209	Empty Lot	NA	NA	yes	yes	NA	NA		NC/E
94	325 E. Main St.	WSS-131	William D. & Ella Craycroft McElroy House	W	W	yes	yes	1900-1924	F		C
95	327 E. Main St.	WSS-132	U	U	V	yes	yes	1875-1899	F		NC/M
96	328 E. Main St.	WSS-133	U	U	V	no	yes	1900-1924	F		C
97	329 E. Main St.	WSS-134	Haydon Duplex	V	V	NA	NA	2000	F		NC/A
98	329 E. Main St.	WSS-134.001	Haydon Duplex Unit #2	V	V	NA	NA	2000	F		NC/A

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99	333 E. Main St.	WSS-19	Covington Inst. Teacher's Residence	W	W	yes	no	1884	F	L	C
100	402 E. Main St.	WSS-135	U	U	V	yes	yes	1900-1924	F		C
101	405 E. Main St.	WSS-136	U	BV	BV	yes	yes	1900-1924	BV		C
102	406 E. Main St.	WSS-228	El-Mar Motel	S	S	no	no	1950-1974	F		C
103	408 E. Main St.	WSS-137	U	U	V	yes	yes	1900-1924	F		C
104	409 E. Main St.	WSS-138	U	U	A	yes	yes	1900-1924	F		C
105	410 E. Main St.	WSS-139	U	U	V	yes	yes	1925-1949	F		C
106	411 E. Main St.	WSS-140	U	U	V	no	yes	1900-1924	F		NC/M
107	412 E. Main St.	WSS-141	U	U	V	yes	yes	1900-1924	F		NC/M
108	413 E. Main St.	WSS-142	U	W	W	yes	no	1900-1924	F		C
109	415 E. Main St.	WSS-143	U	U	V	yes	yes	1900-1924	F		NC/M
110	417 E. Main St.	WSS-144	U	U	V	no	yes	1900-1924	F		C
111	418 E. Main St.	WSS-145	U	W	W	no	yes	1900-1924	F		C
112	419 E. Main St.	WSS-146	U	U	A	yes	yes	1900-1924	F		C
113	420 E. Main St.	WSS-147	U	U	V	no	yes	1900-1924	F		C
114	422 E. Main St.	WSS-148	U	W	W	yes	yes	1900-1924	F		C
115	100 W. Main St.	WSS-22	Robertson & McCord Building	B	B	yes	no	1896	B	C	C
116	101 W. Main St.	WSS-44	Louisville Store	B	B	yes	yes	1875-1899	B	C	C

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117	102-104 W. Main St.	WSS-23	G.L. Haydon Building	B	B	no	yes	1896	B	C	C
118	103 W. Main St.	WSS-149	Kelly's Drugs	BV	BV	NA	NA	1950-1974	BV	NC	NC/A
119	105 W. Main St.	WSS-61	David Bottom Chevrolet	B	B	no	yes	1900-1924	B	C	C
120	106 W. Main St.	WSS-36	Washington Bank Building	B	B	yes	yes	1860s	B	C	C
121	108-114 W. Main St.	WSS-41	U	B	B	yes	yes	1875-1899	B	C	C
122	116-122 W. Main St.	WSS-38	Springfield Masonic Lodge Building	B	B	yes	no	1900-1924	B	C	C
123	117 W. Main St.	WSS-150	Cecconi's Restaurant	U	V	yes	yes	1875-1899	F	NC	C
124	123 W. Main St.	WSS-151	U	BV	BV	yes	yes	1900-1924	BV	C (w/ dupl. site # WSS-32)	C
125	124 W. Main St.	WSS-12	Opera House	B	B	no	yes	1900	B	C	C
126	126 W. Main St.	WSS-152	Joe Mayes Barber Shop	BV	BV	no	yes	1950-1974	U	NC	C
127	127 W. Main St.	WSS-153	Springfield City Hall	BV	BV	NA	NA	1983	BV	NC	NC/A
128	127 W. Main St. - R	WSS-202	U	B	B	no	yes	1925-1949	B	NE	C
129	128-132 W. Main St.	WSS-154	U	U	U	no	yes	1925-1949	U	NC	C
130	133 W. Main St.	WSS-40	E.H. Campbell Building	B	B	no	yes	1926	B	C	C
131	137 W. Main St.	WSS-155	U	BV	BV	NA	NA	1975-2000	BV		NC/A
132	138 W. Main St.	WSS-21	Barber/Rice House	B	BV	yes	yes	1875-1899	B	C	C

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133	138 W. Main St.	WSS-42	L.A. Burns Building	B	B	yes	yes	1900-1924	B	C	C
134	144 W. Main St.	WSS-156	U	B	CB	yes	yes	1925-1949	B	C	C
135	146 W. Main St.	WSS-39	U	W	W	yes	yes	1875-1899	F	C	NC/M
136	200 W. Main St.	WSS-157	U	WP	WP	NA	NA	1984	BV	NC	NC/A
137	201 W. Main St.	WSS-158	Pontiac Garage	CB	CM	yes	yes	1950-1974	CB		C
138	208 W. Main St.	WSS-159	U	BV	BV	NA	NA	1980s	BV		NC/A
139	209 W. Main St.	WSS-160	Milburn Shoe Shop	CB	CB	yes	no	1950-1974	CB		C
140	213 W. Main St.	WSS-161	U	U	BV	yes	yes	1875-1899	F		NC/M
141	219 W. Main St.	WSS-162	Springfield Medical Associates	BV	BV	no	yes	1955	BV		C
142	220 W. Main St.	WSS-163	U	U	V	yes	yes	1925-1949	F		C
143	223 W. Main St.	WSS-164	Mary Hamilton House	U	V	no	no	1925-1949	F		C
144	226 W. Main St.	WSS-165	U	U	BV	yes	yes	1900-1924	BV		C
145	227 W. Main St.	WSS-166	U	U	V	yes	yes	1900-1924	F		C
146	228 W. Main St.	WSS-167	U	U	CM	NA	NA	1997	U		NC/A
147	229 W. Main St.	WSS-168	U	BV	BV	no	yes	1925-1949	BV		C
148	231 W. Main St.	WSS-169	Purdom House	U	V	yes	yes	1900-1924	F		C
149	300 W. Main St.	WSS-170	U	U	V	yes	yes	1875-1899	F		C
150	301 W. Main St.	WSS-171	U	U	V	no	yes	1925-1949	F		C

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151	302 W. Main St.	WSS-172	U	U	V	no	yes	1900-1924	F		C
152	305 W. Main St.	WSS-3	St. Dominic's Church	B	B	no	no	1890-1894	B	L	C
153	303 W. Main St.	WSS-3.001	St. Dominic's Rectory	U	V	yes	yes	1900-1924	F		C
154	309 W. Main St.	WSS-3.003	St. Dominic's School	BV	BV	yes	yes	1928-1929	BV		C
155	304 W. Main St.	WSS-173		U	V	yes	yes	1900-1924	F		C
156	306 W. Main St.	WSS-174	Frank and Louise Hamilton House	U	V	no	yes	1925-1949	F		C
157	308 W. Main St.	WSS-175		U	V	no	yes	1935	F		C
158	310 W. Main St.	WSS-176	Hamilton Barber House	U	V	no	yes	1925-1949	F		C
159	312 W. Main St.	WSS-177	Clell Boblitt House	U	V	no	no	1925-1949	F		C
160	314 W. Main St.	WSS-178		U	A	no	no	1900-1924	F		C
161	317 W. Main St.	WSS-179		U	W	no	yes	1875-1899	F		C
162	320 W. Main St.	WSS-180	Springfield Apartments	BV	BV	NA	NA	1960s	BV		NC/A
163	321 W. Main St.	WSS-181		U	V	yes	yes	1900-1924	F		C
164	323 W. Main St.	WSS-182		U	V	no	yes	1875-1899	F		C
165	324 W. Main St.	WSS-183	Leon F. and Delina Simms House	BV	BV	no	no	1925-1949	BV		C
166	325 W. Main St.	WSS-184		U	V	yes	yes	1875-1899	F		C
167	326 W. Main St.	WSS-185	Tom and Kathleen Wheatley House	BV	BV	no	no	1925-1949	BV		C

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168	327 W. Main St.	WSS-186	U	U	V	yes	yes	1925-1949	F		C
169	332 W. Main St.	WSS-188.005	Haydon Coal & Oil Tire Retread Building	CB	CB	no	yes	1950-1974	F		C
170	334 W. Main St.	WSS-188	Haydon Coal & Oil	CB	CB	yes	yes	1927	CB		C
171	401 W. Main St.	WSS-189	Springfield Wrhs. of the Burley Tobacco Grwrs. Co-Op. Wrhsng. Assn. No. 95	U	CM	no	yes	1900-1924	F		C
172	403 W. Main St.	WSS-190	U	U	V	yes	yes	1875-1899	F		C
173	403 W. Main St.	WSS-187	Historically Empty Lot	NA	NA	yes	yes	NA	NA		NC/M
174	405 W. Main St.	WSS-191	U	U	V	yes	yes	1900-1924	F		C
175	407 W. Main St.	WSS-192	U	BV	BV	no	yes	1950-1974	BV		C
176	501 W. Main St.	WSS-193	U	U	V	no	yes	1900-1924	F		C
177	503 W. Main St.	WSS-195	U	U	V	yes	yes	1900-1924	F		C
178	110 S. Walnut	WSS-224	U	CB	CB	no	yes	1950-1974	CB		C
179	114-118 S. Walnut	WSS-225	U	CB	CB	no	yes	1950-1974	CB		NC/M
180	S. Walnut	WSS-227	Bridge over Road Run	NA	NA	no	no	1900-1924	NA		C

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Outbuilding Inventory

	Street Add.	Site #	Descrip.	Orig. Exter. Mat.	Crrnt. Exter. Mat.	Signif. Altn. During P.O.S.	Signif. Altn. After P.O.S.	Est. Date of Constr.	Const. Mthd.	1989 Nom. Status	2011 Status
181	E. Ballard St.	WSS-226.001	U	U	A	U	U	U	F		NC/M
182	E. Ballard St.	WSS-226.002	U	U	CM	U	U	2001-present	F		NC/A
183	232 E. Ballard	WSS-98.001	U	M	M	NA	NA	1975-2000	P		NC/A
184	201 Lincoln Park Rd.	WSS-32.001	U	U	CM	U	U	U	F	NE	C
185	101 Mackville Hill Rd.	WSS-101.001	U	U	CM	U	U	U	F		C
186	103 Mackville Hill Rd.	WSS-102.001	U	U	CM	U	U	U	F		C
187	105 Mackville Hill Rd.	WSS-103.001	U	U	V	U	U	U	F		C
188	107 Mackville Hill Rd.	WSS-104.001	U	U	U	NA	NA	U	U		NC/A
189	120 Mackville Hill Rd.	WSS-14.001	U	NA	NA	U	U	1900-1924	PC		C
190	120 Mackville Hill Rd.	WSS-14.002	U	NA	NA	U	U	U	U		C
191	111 N. Cross Main St.	WSS-2.001	U	NA	NA	U	U	1900-1924	S	NE	C
192	111 N. Cross Main St.	WSS-2.002	U	NA	NA	U	U	U	CC	NE	C
193	226 E. Main St. - R	WSS-223.001	U	NA	NA	NA	NA	1975-2000	M		NC/A
194	226 E. Main St. - R	WSS-223.002	U	U	U	NA	NA	1975-2000	U		NC/A
195	301 E. Main St.	WSS-120.001	U	CB	CB	U	U	1950-1974	CB		C
196	310 E. Main St.	WSS-124.001	U	U	A	U	U	1925-1949	F		C
197	311 E. Main St.	WSS-125.001	U	V	V	NA	NA	2001-present	F		NC/A
198	314 E. Main St.	WSS-7.001	U	NA	NA	U	U	U	NA		C
199	314 E. Main St.	WSS-7.002	U	U	CS	U	U	1900-1924	F		C

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200	314 E. Main St.	WSS-7.003	U	U	WP	NA	NA	U	F		NC/A
201	325 E. Main St.	WSS-131.001	U	HB	HB	U	U	1900-1924	F		C
202	325 E. Main St.	WSS-131.002	U	CB	CB	NA	NA	1950-1974	CB		NC/A
203	333 E. Main St.	WSS-19.001	U	NA	NA	U	U	U	NA		C
204	333 E. Main St.	WSS-19.002	U	U	V	NA	NA	2001-present	F		NC/A
205	405 E. Main St.	WSS-136.001	U	NA	NA	U	U	U	MS		C
206	406 E. Main St.	WSS-228.001	U	NA	NA	U	U	1950-1974	M		C
207	409 E. Main St.	WSS-138.001	U	VB	VB	U	U	U	F		C
208	412 E. Main St.	WSS-141.001	U	CB	CB	U	U	1950-1974	CB		C
209	413 E. Main St.	WSS-142.001	U	U	U	U	U	U	F		C
210	418 E. Main St.	WSS-145.001	U	U	CM	U	U	1900-1924	F		NC/A
211	418 E. Main St.	WSS-145.002	U	VB	VB	NA	NA	1900-1924	F		C
212	419 E. Main St.	WSS-146.001	U	U	CM	NA	NA	U	F		NC/A
213	420 E. Main St.	WSS-147.001	U	U	CB	NA	NA	1950-1974	CB		NC/A
214	213 W. Main St.	WSS-161.001	U	U	CM	U	U	1925-1949	F		C
215	220 W. Main St.	WSS-163.001	U	U	CM	NA	NA	2001-present	F		NC/A
216	220 W. Main St.	WSS-163.002	U	VB	VB	U	U	1925-1949	F		C
217	227 W. Main St.	WSS-166.001	U	BB	BB	U	U	U	F		NC/M
218	227 W. Main St.	WSS-166.002	U	HB	HB	U	U	U	F		C
219	227 W. Main St.	WSS-166.003	U	BB	BB	U	U	U	F		NC/M
220	229 W. Main St.	WSS-168.001	U	NA	NA	U	U	U	NA		C
221	229 W. Main St.	WSS-168.002	U	U	V	U	U	1925-1949	F		C
222	231 W. Main St.	WSS-169.001	U	NA	NA	U	U	U	NA		C
223	300 W. Main St.	WSS-170.001	U	M	M	U	U	1950-1974	M		NC/A
224	317 W. Main St.	WSS-179.001	U	V	V	U	U	2001-present	F		NC/A
225	321 W. Main St.	WSS-181.001	U	V	V	U	U	2001-present	F		NC/A
226	325 W. Main St.	WSS-184.001	U	U	V	U	U	1925-1949	F		NC/M

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227	326 W. Main St.	WSS- 185.001	U	U	U	U	U	U	F		C
228	326 W. Main St.	WSS- 185.002	U	BV	BV	U	U	1950- 1974	BV		C
229	327 W. Main St.	WSS- 186.001	U	BV	BV	U	U	1925- 1949	BV		C
230	334 W. Main St.	WSS- 188.001	U	U	CM	U	U	1925- 1949	F		C
231	334 W. Main St.	WSS- 188.002	U	U	CM	U	U	1925- 1949	F		C
232	334 W. Main St.	WSS- 188.003	U	U	CM	U	U	1925- 1949	F		C
233	334 W. Main St.	WSS- 188.004	U	U	CM	U	U	1925- 1949	F		C
234	401 W. Main St.	WSS- 189.001	U	U	CM	NA	NA	1950- 1974	F		NC/A
235	403 W. Main St.	WSS- 190.001	U	BB	BB	U	U	U	F		C
236	405 W. Main St.	WSS- 191.001	U	VB	VB	U	U	1900- 1924	F		C
237	405 W. Main St.	WSS- 191.002	U	V	V	U	U	1900- 1924	F		C
238	501 W. Main St.	WSS- 193.001	U	VB	V	U	U	U	F		C

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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.)

- 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.)

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1816-1961

Significant Dates

1816 – courthouse constructed

1888 – railroad arrives

1896 – Robertson & McCord Building

1907 – fire on East Main

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Frank Brewer, architect

Thomas H. Fletcher, builder

John Barber, builder

Period of Significance (justification)

The period of significance for the Springfield Main Street District begins in 1816, with the completion of the county courthouse (WSS-2), and ends at the conventional point, 50 years prior to the listing date. The district and community continue to be the most important planning, development, and commercial entities in Washington County, Kentucky, through the present.

Criteria Considerations (explanation, if necessary): NA

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Statement of Significance Summary Paragraph

The Springfield Main Street District meets National Register Criterion A for its associations with events that have made contributions to broad patterns of local history. The district's significance is evaluated within the context, "Community Planning and Development in Washington County, Kentucky, 1816-1961." This nomination proposes expansion of the area listed on the National Register as the Springfield Historic Commercial District (1989, NR ID 88003434). The current nomination will draw heavily upon the commercial activity that resulted from planning and development decisions and it expands that focus to include residential and institutional uses of land as well – indeed encompassing activity of the entire town into the consideration. Two distinct periods of town planning and growth occurred on either side of the town's main development event, the arrival of the Louisville and Nashville Railroad in 1888. Though a small community, Springfield's efforts to urbanize and distinguish itself from similarly-sized Washington County towns and villages are understood through the buildings in this historic district. These comparisons show that Kentuckians were well aware of national development trends, and when conditions presented themselves, opportunistic citizens worked together to erect a community more complex than its small size might suggest.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historic Context: Community Planning and Development in Washington County, Kentucky, 1816-1961:

The spot that became Springfield was located along the Wilderness Trace, the road connecting Bardstown and Danville, which supported its initial settlement. This road appears on the 1784 Filson map of the area, running along Cartwright Creek and entering Washington County where Cartwright emptied into the Beech Fork. From here, it followed the creek for several miles, branching off along Road Run in the area which would become Springfield. From there it extended toward Danville.^{xxxiii} In 1785, this portion of the road between Danville and Bardstown was developed for wagons and named "The Big Road." Such improvements provided early development opportunities for people coming to Kentucky at that time – land speculators, veterans of the Revolutionary War with land grants, people disadvantaged by primogeniture, and others looking for a fresh start. Counties and towns along the Wilderness Road are some of the oldest and most heavily populated in an area that had been wilderness just a decade before.

Additionally, development was encouraged by the sizable Salt River system in Washington County which led west to Ohio and south to New Orleans. Early Washington County stations, including 1776 Sandusky Station located on Pleasant Run and 1779 Cartwright's Station (about halfway between Springfield and Lebanon) located on Cartwright Creek, were established near Salt River tributaries. The Beech and Rolling Forks of the Salt River were then navigable and were used to transport goods to market.^{xxxiv} The Salt River encouraged not only early settlement but also later shipping, excellent water supply and power. When shipping by water was not a possibility, livestock was driven over roads. Taverns, meeting houses, courthouses, and schools developed in this pioneer period of development. Many buildings were multi-purpose and initially-large urban house lots also contained work buildings. Sales were conducted from the home or the shop before an actual downtown emerged. Located near what later became Springfield, on or near West Main Street, was the 1785 tavern of Elizabeth Grundy. Grundy was issued a deed for town lots 3, 4, and 5 when Springfield was first platted in 1795.^{xxxv}

In the 1780s Matthew Walton, a Revolutionary War veteran who attained the rank of general, became the largest landowner in Washington County, amassing thousands of acres under a surveying license from the Commonwealth of Virginia. In 1784 Walton settled on Cartwright Creek on a large holding west of Springfield.^{xxxvi} Walton was later elected as Nelson County representative to the Virginia Legislature and Nelson County delegate to the 1792 Constitutional Convention in Danville. As a member of the new Kentucky General Assembly, Walton introduced the bill creating 400,000-acre Washington County from a portion of Nelson.^{xxxvii}

^{xxxiii} Washington County Multiple Resource Area, National Register of Historic Places nomination form, NR ID 64000261, listed 1989, section 7, continuation sheet # 17.

^{xxxiv} Orval W. Baylor, *Early Times in Washington County*, (Cynthiana: The Hobson Press: 1942), p. 68.

^{xxxv} Washington County History Book Committee, *Washington County, Kentucky Bicentennial History, 1792-1992*, (Turner Publishing Company: 1991), p. 9.

^{xxxvi} Washington County Multiple Resource Area, section 7.

^{xxxvii} Baylor, p. 9.

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The community which would become Springfield had tapped its transportation advantage to become a crossroads community lying near the center of the county with its original boundaries. It was Springfield's central location which made it the site of the county courthouse in 1793. By 1800 the population of Washington County had already grown to over 9,000.^{xxxviii} The decade from 1800-1810 was prosperous for Springfield and Washington County. Desirable land had been claimed or bought. Local products were shipped to southern markets and merchants and manufacturing businesses flourished. A building representative of this period but outside the boundaries of Springfield Main Street District is the house at 301 North Walnut Street. The house is within the Walnut Street Historic District and the boundaries of early Springfield. This log house was built in 1800 by John Thompson and operated as the John Bainbridge tavern from 1817-1830. The house was later owned by well-known silversmith David H. Spears and, even later, by James P. Calhoun. This house remains the oldest extant house identified in Springfield.^{xxxix} The next decade brought setbacks - the War of 1812 discouraged building and the courthouse burned in 1814.^{xl}

As the county's fortunes increased, citizens further from Springfield campaigned for greater control over local affairs. By 1820, Washington County was the third most populous behind Fayette County. There were 1,026 Washington County land owners, each owning approximately 419 acres.^{xli} In 1827, Anderson County was created from northern portions of Washington County. When Marion County was carved from its southern half in 1834, the population of Washington County decreased once again, but Springfield's commerce was still expanding. Into the 1830s Matthew Walton remained the largest landowner in Washington County.

By March 1850 the L & N Railroad had reached Lebanon in adjacent Marion County by way of southern Nelson County.^{xlii} In 1857 came a challenge from the northern portion of the county. A bill was introduced in Frankfort to submit the question of whether the county seat should be centrally relocated closer to Willisburg. In 1858 the governor signed a bill calling for a referendum. The county judge was ordered to open a poll on the issue at the August election. W.E. Bell was appointed as surveyor to run a line to determine the new central location for a court house if the bill passed.^{xliii} A vote was taken and resulted in 679 in favor and 840 against. The bill was defeated.^{xliv} According to a state vital statistics survey report from 1859-1860, Washington County was the fourth largest and was the location of twenty-nine stores. Washington County experienced hardships during the Civil War caused by the burning of its bridges and from property confiscations by both the Union and Confederate forces. A setback for its economy was caused by the loss of southern markets for several years following the war.^{xlv}

By 1890 Washington County had 253 miles of toll roads. Less than twenty Kentucky counties at that time had such a well-developed toll road system.^{xlvi} By the time an 1896 *News-Leader* article about the Kentucky toll gate raids was written, Washington County was described as having "almost as many miles of turnpikes as any other in the state." Eight pikes, each seven to fifteen miles in length, radiated out from Springfield. Others wound around the hills and valleys between the "twenty-five smaller towns within the borders of the county." The beginnings of the toll gate wars occurred in Washington County.^{xlvii} These pikes were supplemented and fed by county roads which existed through the turnpike era.

In the early-twentieth century, farmers that had originally sold tobacco in Louisville or to the American Tobacco Company began organizing into local county units of the Kentucky Union of the American Society for Equity. Farmers pooled their tobacco instead of selling it, and those farmers refusing to join the pool were threatened. Businesses in Springfield declined as farmers were without money to buy their goods. A compromise was made where farmers would be able to sell tobacco to the highest bidder at the new Washington County Warehouse Company Warehouse. Pooling

^{xxxviii} Washington County Multiple Resource Area, section 7, continuation sheet #2.

^{xxxix} Springfield Tourism Commission, "Footprints to the Park," Historical Walking Tour and Arboretum.

^{xl} Washington County History Book Committee, pp. 18-19.

^{xli} Washington County History Book Committee, p. 21.

^{xlii} Washington County History Book Committee, p. 23.

^{xliii} Washington County History Book Committee, p. 34.

^{xliv} Baylor, p. 111.

^{xlv} Washington County History Book Committee, pp. 35-37.

^{xlvi} Washington County History Book Committee, p. 51.

^{xlvii} "Toll Road Wars," *News-Leader*, December 1896, private files of Mary Jo Maguire housed at Washington County Clerk.

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disappeared and farmers were successful again, increasing the value of farm and town land.^{xlviii} In the early-1920s tobacco warehouses closed due to poor sales; land values, along with the economy of Washington County, again declined.^{xlix}

In 1938 rural electrification came to Washington County and brought power to approximately 100 county farms.¹ By the 1960s transport trucks had increased and the Greyhound bus lines had arrived in the county. In the 1970s schools were consolidated and Kentucky Route 555 was built to connect Springfield to the Bluegrass Parkway.

Patterns of Development in Washington County

Mackville and Willisburg, the county's second and third largest communities, illustrate the patterns of local development. In the late-nineteenth century, Mackville and Willisburg were considered "subsidiary centers" of Washington County. Continued development in these communities occurred because of their location along one or more of the turnpike roads. The Washington County Multiple Resource Area nomination, however, notes, "While Springfield grew, Mackville and the other smaller villages decreased in population or remained almost stationary."ⁱⁱ Like Springfield, both were later incorporated. Unlike in Springfield, however, there was never a direct rail connection and neither ever served as the county seat. Interestingly, in a late-twentieth-century interview, Alexander Hamilton "Ham" Barber describes remembering three Springfield blacksmiths and three livery stables. He states that "over half the houses in Springfield had barns" and remembers fondly the barn where the horses the pupils rode to the Springfield Graded School were stabled.ⁱⁱⁱ This quote provides additional evidence that Springfield developed along similar tracks as did other communities within the county at large. The stunted development of Mackville and Willisburg likely also has something to do with the construction of the Kentucky Route 555. KY-555 was completed in the 1970s and almost definitely resulted in automobile travelers bypassing these small cities on the new faster and more direct connection to Springfield. Interestingly, the degree of prosperity in the three cities seems to be directly related to their distances from KY-555. Although downtown Springfield was also technically bypassed by the new route, it lies the closest.

Mackville

Mackville, originally Maxville or Macks ville, was established in December 1818 on the lands of John McKittrick and Matthew Flournoy.ⁱⁱⁱⁱ It was named for early settlers John McKittrick, a Revolutionary War soldier from Virginia, and twins Alexander and Richard McDonald. John McKittrick initially settled on the outskirts of Mackville and owned 2,000 acres of land; he eventually moved to what is now the center of Mackville. Possibly the first house in what is now Mackville was McCowan's Tavern, an eighteenth century stage coach stop on the route from Mackville to Bardstown to Louisville. The Old Hotel or Thompson Hotel was another business important for early stage coach travelers.^{lv} The hotel had an associated livery stable and catered to the "drummers" who brought their wares in trunks from Louisville to Springfield on wagons.^{lv} The McKittricks had the hotel built; it was located on the northern side of Main Street. Its rooms were later used as individual apartments and it was finally razed in the 1970s.^{lvi} McKittrick donated land as early as 1832 for the site for a church for use by all denominations. The Methodists bought this site and demolished a previous church for its present building (the third in that location). McKittrick also donated land for the first school house in 1832. It was called the Rocky Hill School. The school was demolished for a later college built on the lot where the present adaptively-reused high school is located. The college, too, was demolished for the first high school in Mackville.^{lvii} By 1860, Mackville was the second largest community in Washington County second to Springfield. Springfield's population was

^{xlviii} Washington County History Book Committee, p. 69.

^{xlix} Washington County History Book Committee, p. 71.

¹ Washington County History Book Committee, p. 76.

ⁱⁱ Washington County Multiple Resource Area, Item #7, continuation sheet #14.

ⁱⁱⁱ Washington County History Book Committee, p. 73.

ⁱⁱⁱⁱ Washington County History Book Committee, p. 123.

^{lv} Violet Elliott and Helen Gabhart, *Mackville, Kentucky: A Pictorial Review*, (Harrodsburg: The Harrodsburg Herald, 2002), p. 11.

^{lv} Elliott and Gabhart, p. 421.

^{lvi} Violet Elliott and Helen Gabhart, *Mackville, Kentucky: A Pictorial Review*, (Harrodsburg: The Harrodsburg Herald, 2002), p. 35.

^{lvii} Elliott and Gabhart, pp. 13-14.

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497 and Mackville's was 216.^{lviii} After the Civil War; however, as Springfield continued to expand, the population of Mackville had decreased to 158 by 1880.^{lix}

By 1870, the Maxville, Willisburg, and Louisville Turnpike (now Route 433 or Mackville-Willisburg Road) as well as the Maxville and Perryville Turnpikes (now Route 152 or Mackville-Harrodsburg Road) had been completed.^{lx} There was a toll house in Mackville. An 1896 *Courier-Journal* article included a description of the Mackville, Willisburg, and Louisville Turnpike, or Louisville and Mackville Turnpike, as extending from Mackville and continuing through a number of intervening communities, including Willisburg and Maple Hill (Mt. Zion), before reaching Louisville.^{lxi} These two turnpikes converge at the most densely-built portion of the community.

References to lot numbers indicate that Mackville had a numbered plat although it has not been located. Although they provide no reference or copy of the plat, the authors of the 2002 *Mackville Pictorial* History note that,

When the town was surveyed it was laid off like other towns. It had two streets running parallel with Main Street and two streets running parallel with Rochester Avenue, now the alley next to the Baptist Church.^{lxii}

The 1877 Beers map of Washington County, however, included a map of "Mackville" Precinct No. 5 which shows the general layout of the town as well as the names of its property owners. It is obvious from this map this Mackville still lacks a well-defined core and appears as a crossroads community with residential, religious, and commercial functions interspersed in a mixed use fashion. Interestingly, four churches, one identified as African American, are indicated on the 1877 map. Churches actually outnumber the identified commercial entities – a drug store and a Masonic hall. We know, however, that as early as the nineteenth century, Mackville included an 1820 hotel, an 1830 cigar factory, stores, shops, a post office, furniture and basket makers, Daughter's College (later purchased for a county school), and a toll house.^{lxiii} Additional early businesses include a cabinet maker, carding factory, tanning yard, tobacco manufacturer, hat maker, tailor, and photography studio. The first drug store was located at the corner where the Masonic building is today and sold lamps and kerosene.^{lxiv} The comparatively low number of commercial entities indicated on the map as compared with the previous list likely indicates that many of the property owners were operating in businesses still serving as primary residences.

A present day look at Mackville shows that, if it was indeed platted it was not on a grid system. Mackville is devoid of true alleys and, besides where major roads cross one another, has no cross streets. South Church Street appears to have originally functioned as an access alley for two houses built between it and KY-152 (Mackville-Harrodsburg Road), but has no development along it. Larger lots with a rural crossroads feel exhibit its pattern of development through present day. Many sites retain domestic outbuildings and even barns. Instead of another row of narrow urban lots, farmland forms the northern and southern boundaries of most parcels fronting on Mackville Road, the main artery. The oldest houses remaining today are late-nineteenth century and retain low rock walls along their front parcels lines. Houses are larger, closer to the road, and maintain a high level of integrity. Lack of alterations may indicate a lesser economic ability to make these changes. Many of the large parcels these older homes remain on were never subdivided further, indicating a truncated period of development for the community. Its dominant period of construction appears to have been at the turn of the twentieth century.

Twentieth-century business included the 1902 Farmer's Bank of Mackville, a roller mill, an undertaker and a garage. The bank was later purchased May 1947 by Springfield State Bank; it is now called the Mackville Branch Springfield State Bank. The Mackville Roller Mill was operated by Otis Milton and Harry Wright; it not only supplied flour and meal but the mill engine was used to pull a dynamo to supply electricity until 9 p.m.^{lxv} The mill burned in 1923. A sign on the front of the mill read "The Farmer's Friend Mackville Roller Mill—Electricity for Light and Power—Supplies of All

^{lviii} Washington County Multiple Resource Area, Item #7, continuation sheet #8.

^{lix} Washington County Multiple Resource Area, Item #7, continuation sheet #14.

^{lx} Washington County History Book Committee, p. 40.

^{lxi} "Lawless Outbreak by Night Raiders Destroyed Kentucky's Toll Road System," reprinted from 1896 *Courier-Journal* article, *Kentucky Explorer*, November 1995, p. 3.

^{lxii} Elliott and Gabhart, p. 15.

^{lxiii} Washington County History Book Committee, p. 123.

^{lxiv} Elliott and Gabhart, p. 12.

^{lxv} Washington County History Book Committee, p. 124.

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Kinds.” Jessie may was in charge of the power generation.^{lxxvi} In 1905 the first automobile was driven through Mackville. Mackville always seems to have had a high proportion of general stores, garages, and service stations. From the turnpike era through the automobile era, the prosperity of Mackville has depended heavily upon travelers moving through needing to stop for necessities. By 1913 the first telephone exchange service came to Mackville. A new automatic telephone exchange was constructed in 1938 on Oakie Graham’s property on the western side of the Old Hotel. This telephone exchange served the community through the 1970s when the current building was erected.^{lxxvii} In 1914 the first high school opened in Mackville and in 1935 the new Mackville High School and gym were built. In the 1940s and 1950s, Mackville may have been at its height. The town had numerous groceries, restaurants, stores, a creamery, and garages. Resident Ollie Gray Clark described Mackville as “a booming little town on Saturday nights back in the 1940s” and noted a wait to get served at the Don Rogers Restaurant.^{lxxviii} In 1959, a modern post office was built by the Masons and leased to the federal government.^{lxxix} The city of Mackville incorporated as a sixth class city in 1967 and the fire department was formed in 1968 after the burning of the Corner Store, an important store and landmark in Mackville.^{lxxx} The 1970s brought urban renewal to Mackville with the demolition of some of its oldest residential and commercial buildings including the McKittrick or Thompson Hotel and the Berry House, Mackville landmarks.^{lxxxi} A new fire department was built in 1976.^{lxxxii} In the late-1990s, Mackville was without a high school for the first time since the turn of the twentieth century. Mackville Community Development, Inc. was formed to raise funds to purchase the Mackville Elementary School building for use as a community center.^{lxxxiii} In 1995, the Mackville School gave land for the 1995 fire house.

The remaining Mackville Bank and neighboring store serve as rare examples of adjacent commercial buildings today. Closer to the center of Mackville the old high school (now the community center) and the later fire department are neighbors; the post office is directly across from them. Most of the twentieth-century commercial buildings, including a concrete block garage and a concrete block service station remain at or near the intersection of Routes 433 and 152 showing that this crossroads development pattern persisted even into the automobile era.

Willisburg

Willisburg, established in February 1838, is located on Route 433 just off Kentucky Route 555. Its original name was Paeola due to its location in the election district of the same name. Willisburg was named for Captain Henry Willis, a Revolutionary War veteran and member of the Kentucky Militia. Lots for houses and businesses were already being sold before the Civil War. At this time, Willisburg already had businesses, physicians, a church, school, cemetery, post office, and Masonic lodge. The Willisburg Post Office was established in 1844 and the Christian Church built in 1888. Due to the 1834 severing of the southern portion of Washington County to create Marion, the northern portion of the county believed the county seat should be centrally relocated. Springfield, as a result of the modified county boundaries, was no longer located at its center but only four miles from the southern border of Washington County. Willisburg had a court house (later occupied by the J. Speed Smith Masonic Lodge) and an attempt was made in 1858 to move the county seat here. The proposition was defeated.^{lxxxiv} By 1859, the population of Willisburg had increased significantly. By the 1870s there were two toll houses, several turnpikes, and a steam mill in Willisburg.^{lxxxv} The turnpikes roads were such that, due to a lack of a bridge at the Beech Fork at Mackville, travelers had to go through Willisburg to get to Springfield.^{lxxxvi} The J. Speed Smith Masonic Lodge later sold a half interest in its building; the first floor would become a courthouse, the site of court trials conducted by constables, and the upper floor would remain the Masonic lodge. The first floor had previously been used by the school district.^{lxxxvii} In the early-twentieth century, the population of Willisburg increased again. In 1910

^{lxxvi} Elliott and Gabhart, pp. 37-38.

^{lxxvii} Elliott and Gabhart, p. 72-73.

^{lxxviii} Elliott and Gabhart, p. 417.

^{lxxix} Elliott and Gabhart, p. 69.

^{lxxx} Elliott and Gabhart, p. 15.

^{lxxxi} Elliott and Gabhart, pp. 34, 45.

^{lxxxii} Washington County History Book Committee, p. 123.

^{lxxxiii} Elliott and Gabhart, p. 20.

^{lxxxiv} Washington County History Book Committee, p. 131.

^{lxxxv} Bruce Welch, *The History of Willisburg*, p. 24.

^{lxxxvi} Violet Elliott and Helen Gabhart, *Mackville, Kentucky: A Pictorial Review*, (Harrodsburg: The Harrodsburg Herald, 2002), p. 14.

^{lxxxvii} Bruce Welch, *The History of Willisburg*, p. 28.

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the Willisburg Graded School was founded and in 1914 the first high school in Willisburg began.^{lxxviii} The Highland Park subdivision opened in 1916. During the Great Depression there was an influx of population due to relatives returning home and “doubling up” with family members. Few businesses in Willisburg closed during this time; however, a serious drought exacerbated the poor economic situation in the 1930s. From 1936-1937, the WPA built the new school with its gym and cafeteria. In 1938, the Salt River Electric Company purchased easements for electrical lines and soon electricity was available to all residents of Willisburg. Before this time, businesses had electricity provided by generators.^{lxxix}

Early Willisburg may have had a brick yard and a distillery. It definitely had a drug store and furniture store as well as a hotel, general store, an undertaker, and multiple doctors’ offices in the late-nineteenth century. By the early-twentieth, it had a flour mill and multiple churches. Willisburg had a large cemetery in which land was donated for an internal road and expansion room in 1906. The Bank of Willisburg was chartered in 1906 and closed in April 1935.^{lxxx} In 1963, Willisburg’s high school closed and in 1965 the town incorporated. In 1967, the town sponsored the Willisburg Lake project to dam an area as a base for the new Kentucky Route 555 and as a way to create a recreational lake.^{lxxxi} Willisburg Lake also provides the drinking water for the county, treated at the plant in Springfield.

Willisburg, too, apparently had an original plat, although it has not been located. In the *History of Willisburg*, Welch notes that the boundaries of Willisburg were settled on and surveyed soon after its establishment. Robert A. Mitchell laid out the town in blocks and lots. Each block apparently contained several lots, most of which were one quarter of an acre. A plat was used to record deeds. The town acquired some of the lots not yet built upon and later sold these lots and placed the money in the town treasury.^{lxxxii} The 1877 Beers map again provides a glimpse into the development of this small town with its map of the “Willisburg Precinct No. 4.” Willisburg developed near the junction of the Mackville-Willisburg-Louisville Pike (now two portions of Highway 433 - Polin Road north of Willisburg and Mackville-Willisburg Road south of Willisburg) and the Springfield-Willisburg-Fox’s Creek Pike (now Highway 53 or Lawrenceburg Road). The former was chartered in 1869 and completed by 1873, and the latter was chartered in 1870.^{lxxxiii} Without a strict grid plan to channel development, Willisburg has farm fields abutting the rear parcel lines of some homes built along the main travel artery, the town’s Main Street. Before Springfield’s connection with the L & N, residents of Willisburg received shipments from Lebanon, the nearest L & N depot. The post office in Willisburg was not established until 1844.^{lxxxiv} After World War II, there were two auto repair shops, a furniture shop, two funeral homes, three general stores, two restaurants, a barber shop, billiard room, Masonic lodge, three churches, a school for high school students, cemetery, and a drug store. The 1950s saw young people leaving Willisburg due to a lack of local employment. In the early 1950s, the Lion’s Club installed street lights.^{lxxxv} In the 1960s, Willisburg residents fought school consolidation and the closing of their high school. Springfield businesses were boycotted due to a local belief that Springfield wanted control of the schools. Willisburg ultimately lost its battle and its high school.^{lxxxvi} In 1965, Willisburg incorporated as a sixth class city in order to sponsor the Lick Creek dam project which created recreational Willisburg Lake and provided a platform for KY-555.^{lxxxvii}

In Willisburg, unlike in Mackville, a longer period of development can be observed. Buildings on the 1877 plat began at the dominant curve on Main Street near the location of the Masonic Lodge and continued south, ending at the intersection of Main Street and present Highway 53. Beyond these end points, development appears to have continued into the 1940s with evidence of early-twentieth-century T-plan houses, along with narrower lots subdivided to make way for later Craftsman and Cape Cod houses. Also unlike in Mackville there is evidence of later-twentieth-century development at the Highway 433-Highway 53 junction. A modern bank, gas station/convenience market, and post office occur at this node.

^{lxxviii} Washington County History Book Committee, p. 66.

^{lxxix} Bruce Welch, *The History of Willisburg*, p. 33.

^{lxxx} Bruce Welch, *The History of Willisburg*, p. 27.

^{lxxx} Washington County History Book Committee, p. 131.

^{lxxxii} Bruce Welch, *The History of Willisburg*, p. 17.

^{lxxxiii} Washington County History Book Committee, p. 40.

^{lxxxiv} Ibid.

^{lxxxv} Bruce Welch, *The History of Willisburg*, p. 35.

^{lxxxvi} Bruce Welch, *The History of Willisburg*, p. 36.

^{lxxxvii} Bruce Welch, *The History of Willisburg*, p. 37.

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At the dominant curve in Main Street remain the Masonic Lodge building and an early-twentieth-century commercial building, apparently a store, next to it. These have been preserved, although both are clad in aluminum siding. Larry's Tire and Auto, a current business housed in a modern metal-clad commercial building, is located directly across from these historic buildings. Demolitions are evident at this curve as well. Twentieth-century residences have replaced many of the residences and livery stables indicated on the 1877 map; remaining homes from this period are concentrated near what was the center of Willisburg in 1877. The twentieth-century Willisburg Church of Christ, as well as a twentieth-century brick commercial building, are located near what was indicated in 1877 as a small nineteenth-century core of commercial buildings including a store and post office, drug store, and cabinet shop. Houses in Willisburg generally do not retain as high a level of integrity as those in Mackville – many have been vinyl- or aluminum-sided with replacement windows and roofs. Later demolitions and alterations, the subdivision of earlier lots, the small groupings of commercial buildings, and the extended period of development in Willisburg indicate a more thriving town. On the other hand, with many houses remaining on large lots as well as the lack of a distinct commercial core, it is obvious that Willisburg did not have the manufacturing and marketing advantages of the county seat.

History of the Growth of Springfield as a Town

Although there were improvements present within the limits of what would become Springfield as early as 1776 there did not appear to be any additional settlement there for several years after that.^{lxxxviii} In 1793, a bill was passed establishing the beginnings of "Springfield" on fifty acres of Matthew Walton's land.^{lxxxix} David Caldwell was appointed to determine the geographic center of the county. The center, by his measurements, was located nearest the crossroads community called Washington Courthouse which would soon be platted as the town of Springfield. After the location of the court house was decided, the court proceeded to establish roads extending in various directions from the site. The second road established by order extended from the courthouse to Walton's Lick to the mouth of David's Run (later Frankfort Road). Along this road stagecoaches and mail traveled from Frankfort to Nashville.^{xc}

As early as 1794 Hugh McElroy, Sr. built the first courthouse, fronting on Cross Main Street or "Walton's Lick Pike." McElroy died of smallpox shortly after. The original public buildings burned quickly and a new court house, clerk, and jail had been constructed by 1802. Matthew Walton, the largest land holder in Washington County, provided fifty acres of land for the town. Both Walton as well as the town's first trustees apparently sold lots early on and, as Walton was often out of town and record keeping was poor, lots were accidentally sold multiple times. Original lots were apparently about 80 feet wide and 192 feet deep. Title holders often only sold portions of the lots which caused disorder within the orderly system of planning streets and lots.^{xc} No brick or stone residences were built on the original town lots. Early businesses in Springfield included tanyards, tinware and iron shops, and taverns. Town trustee William Pile marked the four corners of each town lot with stone blocks and checked that they were clear of "rubble" for erecting a 16' X 16' building with a stone or brick chimney. The law stipulated that a building must be erected within five years or the lot would be resold.^{xcii}

The 1802 Town Plat of Springfield produced by Samuel Williams shows rows of regular blocks, measuring five poles wide and twelve poles deep. These blocks stretched from two blocks east of Walnut Street to one block west of what would become Locust Street. From one block east of Walnut Street to what would become Locust Street the regular-sized platted lots stretched two blocks north and south of Main Street. Surrounding these regular-sized lots were larger out-lot parcels which remained at lot numbers one through twenty. The eight lots to the north and south of the single blocks fronting on Main Street (lots 6-9 and 16-19) were 1 7/8 acres each. Those lots surrounding the main portion of the plat (lots 1-5, 10-15, and 20) were four acres each. Cross streets were laid out at regular intervals to form a grid. These cross streets, in addition to the regular platted widths and depths of the lots on Main Street encouraged a more standardized appearance in the county seat as well as defined the maximum depths of the lots.

The 1794 courthouse fronted on Cross Main Street or "Walton Lick Pike."^{xciii} By the time the 1814 courthouse was commissioned, its position had been changed so that it would front on Main Street, a portion of the Big Road. It would

^{lxxxviii} Baylor, p. 30.

^{lxxxix} Washington County History Book Committee, p. 13.

^{xc} Baylor, p. 31.

^{xc} Washington County History Book Committee, p. 13.

^{xcii} Washington County History Book Committee, p. 14.

^{xciii} Washington County History Book Committee, p. 13.

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occupy no ground south of the original site.^{xciv} The public square containing the courthouse implied permanence and encouraged the development of the office buildings along the public square at Cross Main Street. In fact, citizens believed that the prosperity of the town “depends much upon the attendance to its [courthouse] elegance.”^{xcv} With the establishment of the courthouse came taxes levied on county residents. County-levied taxes increased the economic base and stimulated building. Two clerk’s office buildings, including the 1878 Circuit and County Clerk’s office remaining at 106 Cross Main Street (WSS-106; Inventory #36), were constructed with these funds. The 1878 Clerks’ office building was used through 1940 by which time the current, late-1930s stone annex to the courthouse had been built as the new Clerk’s office.

Early Springfield merchants, such as Elias Davison, chose to invest in more up-to-date sophisticated inventories from larger cities rather than relying on regional market centers. Davison first rented his business from Henry Hilton on original town lot number 19 (east of the courthouse square). Davison became one of Springfield’s most successful early merchants, owning a two-story log house on original town lots number 86-88 and, later, Hilton’s brick store building. When Davison died in 1843, his widow and four children inherited thirty town lots, five out-lots, and the John Reed plantation which became Kalarama Farm (listed 2010, NR ID 10000528). The old house on East Main Street was demolished in 1976; its drive later became Grundy Avenue.^{xcvi}

In 1854, a private secondary academy was opened by Alva Covington. It was the only graded school in the county until 1903 and the only secondary school in Springfield until 1914. The school was associated with the frame 1884 Covington Institute Teacher’s Residence which remains today (WSS-19; Inventory #99). By 1837 a bridge had been completed across the Little Beech Fork River between Springfield and Harrodsburg. By 1840 Springfield was a county seat of only 598 people. By the 1840s, Springfield had a wool carding plant, haberdashery, hat maker’s shop, harness and saddle shop, tanneries, a pork packing plant (near the old depot), blacksmith shop, wagon shop, rope walk, silversmithing, watchmaking, and cigar manufacturing. William Platt’s log house (WSS-7; Inventory #88), built around 1840 on West Main Street, is one of the remnants from this era of early residential development in Springfield.

The completion of the Bardstown and Louisville Turnpike in the early 1840s contributed to the survival of both Bardstown and Springfield. Springfield became a stopping point for travelers with goods going to market in Louisville. The James P. Barbour 1841 Town Plat of Springfield indicated lot owners and illustrated the locations of the court house, seminary, jail, and original Presbyterian Church. On this plat, larger original lot numbers 16, 17, 18, and 19 have each been subdivided into five smaller, approximately equal-sized lots – the standard number of lots per block in early Springfield. Although these blocks appear extremely standardized, Main Street businesspeople often owned only a portion of these lots. There were, in fact, a number of buildings with varying widths to a single lot. The 1841 plat also indicates that the official boundaries of Springfield have expanded by one block to the west of what is now Locust Street.^{xcvii}

The turnpike stimulated commerce in what would have been an already-commercializing Springfield. Roads also meant the end of much of the early river transportation and associated warehousing. According to Orval Baylor, at the eve of the Civil War, Springfield already had approximately 130 buildings.^{xcviii} Between the 1865-66 and 1879-80 issues of the *Kentucky State Gazetteer and Business Directory* the expansion of commerce in Springfield is obvious; listings more than tripled, jumping from just sixteen to fifty-one. Three listings in the 1879-80 issue were printed in bold; these included the Springfield Hotel, Washington County Watchman (newspaper), and Benjamin F. Wilson, proprietor of the Springfield Hotel and livery. Also in the 1879-80 Gazetteer was a note that Springfield had daily mail deliveries and a daily stage to Lebanon. There was a tri-weekly stage to Bardstown.^{xcix} By the 1906-7 issue, eighty-seven businesses were listed. Those printed in bold were Allen & Begemann (harness and strap manufacturers), E.A. Cox (photographer/flowerist), W.F. Grigsby (attorney at law), J.A. Johnston (fine cigar manufacturer), People’s Deposit Bank, Red Cross Drug Store, Smock & Haydon (proprietors of Red Cross Drug Store), George B. Taylor (shoemaker, general repair, picture frames), and the Walton Hotel.^c

^{xciv} Baylor, p. 92.

^{xcv} Washington County History Book Committee, p. 19.

^{xcvi} Washington County History Book Committee, p. 16.

^{xcvii} Washington County History Book Committee, p. 30.

^{xcviii} Baylor, p. 121.

^{xcix} Kentucky State Gazetteer and Business Directory, (Louisville: R.L. Polk & Co.: 1879-80), pp. 479-480.

^c Kentucky State Gazetteer and Business Directory, (Louisville: R.L. Polk & Co.: 1906-7), pp. 587-589.

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Construction of a Cumberland and Ohio Railroad line linking Springfield with Louisville and Cincinnati began in the 1870s but was abandoned in the 1880s. Due to the efforts of William Caldwell McCord, who knew Springfield needed the railroad to remain competitive in the Louisville market, the L & N began a spur line from Bardstown to Springfield in 1887. McCord successfully negotiated for the twenty miles of track with Milton Smith, President of the L & N Railroad. The railroad eventually reached Springfield in January 1888. Approximately 11.37 miles of the track lay within Washington County and only .45 miles in Springfield itself. There were two other stations in Washington County including one in Valley Hill and one in Booker to serve Mooresville; later, one was added at Croaks' Station to serve Fredericktown.^{ci} The arrival of the railroad stimulated both Springfield and Washington County's most prolific building period. The Springfield Historic Commercial District began to acquire its current form.

To rural areas, the railroad brought industrialization, time-keeping, new building materials, and the first telegraph lines. The railroad usually followed the courses of rivers and previously-established roads. The railroad expanded markets for county residents, brought new customers to Main Street, and made available new supplies from urban manufacturing centers. Traditional town centers retained their importance, but the railroad also had a draining effect on some retailers on Main Street as townspeople, eager to acquire products from eastern urban centers, began to purchase goods by mail-order. This is at least one of the factors which contributed to the decline of specialized tradespeople on Main Street in Springfield, while it expanded dry goods and department store businesses such as the Louisville Store and Robertson & McCord. While these businesses had close ties to the railroad, they still had to keep abreast of trends and stock the latest merchandise if they wanted to compete with the emerging catalog retailers such as Sears. The railroad also helped diffuse new social ideas, such as the designs found in architectural pattern books. This allowed building designs to become more uniform from county-to-county, while at the same time new styles of architecture were adopted more rapidly. During this period, many commercial buildings on long, narrow lots, expanded to the rear to fill those lots and ancillary buildings were demolished.

By 1891, Springfield had about twenty businesses, but a flour mill was its only manufacturer. About six churches had been constructed. The L & N Railroad was called the city's "grand point." About 100 carloads of tobacco were shipped annually, along with 15 to 25 carloads of mules, 30 carloads of lambs, and 100-200 carloads of cattle and hogs.^{cii} Springfield typically received at least one carload of merchandise daily year round. There were two trains each day. The railroad helped farmers create a viable dairy industry in Washington County. An explosion in tobacco resulted from the combination of the new rail line and the new white burley tobacco, introduced in the Bluegrass Region in 1864. There was no loose leaf market for tobacco until around 1908, however. Much tobacco was packed into hogsheads and shipped to Louisville, but much was also sold at individual farms to traveling tobacco company agents. Tobacco money fueled Washington County and flooded commercial banks in the late 1800s. New businesses such as warehouses, hotels, department stores, grocery stores, hardware stores, high schools, movie theaters, an opera house, and public utilities were constructed.^{ciii}

Apparent on the 1893 Springfield Sanborn Fire Insurance Map, the first to indicate parcel lines and numbers, is development which has radiated in all directions from the Washington County Courthouse, expanding to completely build up half a block to the east and west of the courthouse with approximately two to three commercial buildings per each original parcel. Original parcel boundaries are apparent, but so are consolidations and divisions of those original parcels. In general, commercial buildings are of even widths, ranging from twenty to thirty-six feet wide, and sized to fit fairly neatly within original parcel boundaries.^{civ} One notable Springfield merchant in the post-railroad period was Isaac Curry. Curry opened the largest "retail staple and fancy grocery" in the Cunningham's Dry Goods building (WSS-54; Inventory #58) in 1895.^{cv}

The railroad, running southeast of Main Street, also encouraged the development of twentieth-century warehouse and lumber operations located on adjacent alleys such as Ballard and on cross streets like South Locust, South Doctor, South Cross Main, and South Walnut. These buildings existed within the framework of railroad commerce which brought

^{ci} Washington County History Book Committee, p. 47.

^{cii} Washington County History Book Committee, p. 48.

^{ciii} Washington County History Book Committee, pp. 48-49.

^{civ} Sanborn-Perris Map Co., Limited of New York, Springfield, Washington County, KY, February 1893.

^{cv} *News Leader*, *News Leader Pictorial*, *Historical and Industrial Supplement*, 1896, files of Mary Jo Maguire housed at Springfield County Clerk.

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commercial development to Springfield. They encouraged builders within a tobacco-prosperous county by supplying them with the products they needed to build more efficiently and stylishly. This level of commercial development is reflected not in the commercial district of Main Street but in its residential areas.

Twentieth-century commercial buildings of note include the 1900 Opera House (WSS-12; Inventory #125), 1903 Springfield Masonic Lodge (WSS-38; Inventory #122), 1904 Walton Hotel (demolished), 1910 McClure and Mayes Building (WSS-30; Inventory #62), and 1926 E.H. Campbell Building (WSS-40; Inventory #130). Several earlier commercial building facades were altered to match current architectural styles. In 1903, the Springfield Graded School (WSS-14; Inventory #34), designed by Frank Brewer, was built. In 1907 a fire ravaged Main Street, claiming a number of frame commercial buildings from 125 East Main southeast to the Walnut-Main intersection. The courthouse was altered with porch additions designed by architect Frank Brewer in 1918. In 1908 Springfield was one of only five loose-leaf tobacco markets in the state. By fall 1910 there were four tobacco companies and warehouses. A notable early-twentieth century businessperson was Miss Effie Foster, who operated a millinery in the Springfield Masonic Lodge Building (WSS-38; Inventory #122) from 1913 through at least 1968.^{cvi}

The construction of the Walton Hotel in Springfield, once located at the southeastern corner of the Main-Cross Main intersection and a Springfield landmark, was due directly to the demand arising from tobacco buyers in town for the market. To lure traveling salespeople, the Walton also provided a "sample room" in the basement. Here, local buyers had the opportunity to view the goods these salespeople offered.^{cvi} A 1975 *Springfield Sun* article noted that horse-drawn carriages housed at local liverymen would haul the salespeople's sample trunks to local merchants. The Walton ceased operation as a hotel in 1964. About five hotels had been located in Springfield from its founding through 1975. These included the "Old Berry Hotel" on the site of the Haydon Building, a "large hotel" on the site of the Walton Hotel, the Rawlings Hotel on a large lot later housing the Springfield Locker Plant, a hotel located on the spot occupied by the I.G.A. grocery (it and the Berry Hotel burned in the early 1900s). There was also the large Springfield Hotel, with its "huge wooden canopy," removed in the late 1920s. By the 1970s, the Walton and Springfield Hotels were used for offices and rental rooms.^{cvi}

Also fueling residential development on Springfield's Main Street during the twentieth century were improvements such as street lighting, electricity, and city water services. Churches formed an integral part of the commercial network in Springfield. Churches were an important part of commercial Springfield. It was here that business connections were maintained and family ties secured. In fact, even in the twentieth century on Main Street in Springfield, Catholic-operated businesses and Protestant-operated businesses were grouped either to the north or south of Main Street. Examples of Catholic-operated businesses included First and People's Bank (demolished for the new Washington County Judicial Center), Willet and Mudd Drugs (was in Opera House), and Kelly's Drugs. The Springfield State Bank, among other businesses on the opposite side of Main Street, was apparently Protestant-operated.^{cix}

By 1900 there were no automobiles in Washington County and by 1921 there were 611.^{cx} Automobiles placed higher demands on the local government and people's ability to travel. Apparently in 1921 Mr. John Pettus of Pettus Lumber had the first delivery truck in Springfield. People still came to town to buy supplies. By the 1930s, Sanborn maps show that auto garages or dealership had nearly replaced liverymen; indeed, Alexander Hamilton "Ham" Barber observes that by 1929-1931 wagons had been mostly replaced with automobiles.^{cx} Springfield, in fact, was able to support multiple auto dealerships at a time, indicating that it served a much larger regional market area. Significant businesses that stimulated residential building at the eastern and western ends of Main Street in the twentieth century were the Kelly and Pettus Lumber Companies. The Pettus Lumber Company was founded in 1901 by Joseph Franklin Pettus and the Kelly Lumber Company was founded in 1918 by John R. Kelly. These two businesses were stimulated by the railroad and the new ability to easily transport building components from urban centers. These two lumber companies would have provided the building supplies necessary to build homes at either end of Main Street and, in fact, had their own builders.

^{cvi} "Miss Foster in Same Location a Half Century," *Springfield Sun*, January 1968, files of Mary Jo Maguire housed at Springfield County Clerk.

^{cvi} "The Walton: It's Gone, but Film Doesn't Forget," *The Springfield Sun*, Section B, November 18, 1981.

^{cvi} *The Springfield Sun*, August 28, 1975, vol. 71, no. 44, private files of Mary Jo Maguire housed at Washington County Clerk.

^{cix} Interview with Hamilton Simms by Jennifer Ryall, Springfield, April 2011.

^{cx} Washington County History Book Committee, p. 70.

^{cx} Washington County History Book Committee, p. 75.

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The Kelly Lumber Company was located in the 200 block of West Main Street. The railroad ran at the rear of that parcel and, via the railroad, they received sand for mixing concrete. The sand was stored in an elevator. There were five buildings including their own cabinet shop operated by Ed Dowling. Kelly constructed quite a few of the homes on West Main Street and certainly sold building components to other general contractors for these homes. Interestingly, Kelly Lumber constructed many homes during the Great Depression.^{cxii} Kelly Lumber Company operated through 1980.

Pettus Lumber Company was located at the rear of the 100 block of West Main near Cross Main and West Ballard but did not have Main Street frontage; it did, however, encompass the entire block bounded by West Ballard, South Locust, South Cross Main, and the railroad right-of-way. This was another large building operation focused not only on residences but also on commercial buildings. In 1918, Pettus was awarded the contract to build the new courthouse porches. In the early 1920s, a spark from the L & N Railroad spur caused a fire at the Pettus Lumber Company, but the business was rebuilt. By 1923 J.F. Pettus had become the President of the Kentucky Retail Lumber Dealers Association. In 1942, Baylor wrote that, "No public movement for about a quarter of a century in Springfield or Washington County has been projected or carried out without the aid of Mr. Pettus."^{cxiii} Much later, Pettus Lumber Company remodeled churches within Washington County; provided the materials for the Springfield Baptist Church; and built the concrete block Armour Creamery on West Main Street and the Cowden Manufacturing Company Plant (WSS-105; Inventory #33) on Mackville Hill. Pettus worked to gradually buy out the company during World War II and completed the buyout in the 1950s.^{cxiv} The Pettus Lumber Company was sold out of the Pettus family around 1974; in the ten to fifteen years before this, Pettus moved out of larger construction and focused on building houses and smaller commercial buildings. Johnny Pettus, grandson of Joseph Franklin Pettus, the founder, stressed that Pettus Lumber Company's primary business had always been retail sales. Another business dependent on rail shipping would have been 1920s Haydon Coal and Oil, which received the coal to stock their piles via a special rail siding and tipple. The coal company was owned by Charles J. Haydon, Sr. and his son.

In the 1930s and 1940s commerce in Springfield may have been strengthened by federal government aid programs. Through its post-1934 Modernization Credit Plan and "Modernize Main Street" initiative, the FHA encouraged the updating of historic commercial storefronts with mass-produced, widely marketed, easily purchased, instantly recognizable, and up-to-date stylings. Updated storefronts in this period reflect an investment on the part of Main Street merchants in hopes of acquiring increased business and stimulating the American economy. These storefronts may be recognizable by the stark division between the styles of their storefronts and their upper stories, typically retaining earlier architectural features. The focus at this time, due to the rise of consumer culture and increasing dominance of the automobile, shifted more to a horizontal scale, making the storefronts the image that mattered. Carrara marble, structural glass, terracotta tile, ribbon windows, streamlining, and Art Deco or Art Moderne features. One example of an updated storefront within the Springfield Main Street District is the Washington Bank Building at 106 West Main Street (WSS-36; Inventory #120). This 1860s brick commercial building has been updated with an early-twentieth-century Art Deco sandstone storefront.

In the 1980s and 1990s, Springfield's commitment to its historic Main Street businesses was expressed through the Industrial Authority acquiring land and selling it to the Armour Food Company (in Springfield since 1929) for the expansion of that plant. Additionally, a Community Development Block Grant allowed the purchase of the Cowden Manufacturing Company (WSS-105; Inventory #33), in Springfield since 1949, and saved 100 sewing jobs.^{cxv} From 1980 through 1990, Springfield's population declined, but census figures for its housing stock showed that 75 percent of houses in Springfield were single-family residences and 98.4 percent were owner-occupied. Apartments and detached rental properties in the city all had waiting lists.^{cxvi}

Change continued into the twenty-first century as façade matching grants were offered through the Main Street-Renaissance Program, a statewide initiative that attempted to fuse the values held both by preservation and development communities. Several Main Street building owners obtained grants to make necessary rehabilitations. While the eligible activities on these façade grants' included "demolition/gutting," there is no evidence that owners undertook projects that

^{cxii} Interview with Hamilton Simms by Jennifer Ryall, telephone interview, March 5, 2011.

^{cxiii} Baylor, p. 140.

^{cxiv} Interview with Johnny Pettus by Jennifer Ryall, telephone interview, March 4, 2011.

^{cxv} Springfield-Washington County Chamber of Commerce, p. 19.

^{cxvi} Springfield-Washington County Chamber of Commerce, p. 29.

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extreme in Springfield.^{cxvii} Many historic buildings that once housed businesses in the commercial core now serve professional office functions. A number of owner-occupied single-family residences on East and West Main Street have become rentals.

Evaluation of the Historic Significance of Springfield Main Street District within the context “Community Planning and Development in Washington County, Kentucky, 1816-1961”

The Springfield Main Street District is significant within the context listed above because it shows how a Washington County crossroads community evolved as an early county seat and, after the 1888 arrival of the L & N Railroad, expanded into a market town. As James Lane Allen wrote, in the court square the county resident “had the centre of his public social life, the arena of his passions and the amusements, the rallying-point of his political discussions, the market-place of his business transactions, the civil unit of his institutional history.”^{cxviii} Development was drawn to Springfield from the surrounding county and encouraged by court day activities and merchants supplying necessities. The Springfield Main Street District exhibits at least one log house from its early period of settlement, when initial town lots were purchased and its first houses built. County seat status encouraged an additional layer of development after the settlement period. This is reflected in the stately frame Victorian houses on larger lots.

After the coming of the railroad, the dispersed commercial entities on Main Street began to develop in a central core. As development continued, the commercial core expanded slightly. Larger lots for early residences were subdivided for smaller turn-of-the-century houses. These lots, in turn, were further subdivided for houses built 1920-1940. The residential portions of Main Street are important in illustrating the continued period of development in Springfield. As development in Mackville wound down around the turn of the century, development in Springfield continued, encouraged by local lumber companies which operated at the same time. This continued period of development is most obvious in the expansion along its principal artery, Main Street.

Alleys tell another part of the story of Springfield. Where Mackville and Willisburg lacked alleys, in Springfield they performed an important function. Alleys were the locations for activities that kept Springfield thriving but which the town chose to make less visible. These were the locations of tobacco and other warehouses, lumber companies, and some pockets of African American housing. Obviously, alleys were useful for a variety of service-related purposes.

Where, in the county, few brick buildings were documented, in Springfield there were proportionally more. This was where prominent county citizens chose to display their wealth. After the coming of the railroad, Washington County expressed its prosperity in the Main Street of Springfield. The economy boomed and so did new businesses catering to the prosperous residents. Large hotels opened as well as prominent retail establishments and banks. Although some of these buildings have been demolished, this is just another part of the story of prosperity on Main Street. Where there was little demolition in Mackville and, less so, in Willisburg, Main Street in Springfield has been built and rebuilt in several phases. In addition to fires, many buildings have simply been demolished to make way for larger and more modern buildings. Many of the first commercial buildings in the original core of Springfield were demolished at the turn of the twentieth century for larger, more permanent, and deeper brick buildings that filled their lots from Main Street back to the alleys behind. This is a story that continues from the railroad days. With the coming of the railroad and access to new markets, merchants were forced to keep larger inventories and remain constantly up-to-date as customers saw catalogs and demanded new merchandise. The same is true of Main Street. To show continued prosperity in the mid- to late-twentieth century meant revitalization by replacing old with new, by updating storefronts, replacing windows, demolishing neglected buildings. This change is evidence of continued prosperity in the community as residents had the ability to make these changes.

Evaluation of the Integrity of Springfield Main Street District according to this view of its Significance

The significance of Springfield’s Main Street District is interpreted through the terms of Criterion A. The district possesses significance from the way it displays the primary theme, Community Planning and Development, by virtue of

^{cxvii} “Façade Matching Grant Pre-Application Form,” 2002, Mary Jo Maguire files, private collection housed at Springfield County Clerk.

^{cxviii} James Lane Allen, *The Bluegrass Region of Kentucky and Other Kentucky Articles*, (New York: Harper & Brothers, Publishers: 1892), p. 90.

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the two watershed events in the community's life: the eighteenth-century establishment of the town as the county's seat and the arrival of the railroad in 1888. Each of these events highly influenced the way that the town's subsequent physical development, for nearly a century after each event. By comparison, the county's other towns of any size—Mackville and Willisburg—lacked the advantage of both the county governmental function and the railroad corridor, and so have much different developmental patterning. Three other small named places in Washington County stood along the old L & N line--Valley Hill, Booker, and Croakes—and have been affected by the reduction in railroad use over time. Springfield, by comparison to these other towns, has thrived even through the downscaling of railroad transport. It has continued to thrive and develop, which means that physical change continues to happen to the community, including on buildings within the historic district.

This nomination attempts to establish which part of Springfield retains the strongest evidence, among all Washington County locales, of the most locally complex planning and development decisions during the historic period. The boundary of the district provides that judgment. The integrity factors that are essential to conveying the significance in the historic context are location, setting, materials, and design. Any district in Washington County possessing those four integrity factors will be said to have integrity of associations. Integrity of association is equivalent to eligibility, as Criterion A is expressed in terms of the ability of the property to maintain **associations** with the important event, which here is the chain of planning and development decisions.

All of Springfield's growth and physical changes until the end of the Period of Significance (1961) are seen as positive changes. Due to the community's overall economic health, property growth and change continued after 1961. Those changes after 1961 are considered, by definition, as not contributing to our understanding and appreciation of this district's value in telling a *historic* story of planning and development change. In alignment with the National Register guidelines, each property was evaluated so that it could be given an overall status, either contributing or non-contributing, to identify which areas of the district are the most intact and which spots make it more difficult for us to see the valuable historic planning and development information.

The Springfield Main Street District possesses integrity of **Location**, obviously, because it hasn't moved. But further than that, this location delivers a great deal to the story of the district's significance. As the county seat, Springfield became an important local market center shortly after its period of settlement. Early businesses appealed to those passing through town on their way to larger cities to sell agricultural products. Money continued to flow into the civic and commercial enterprises on Main Street. The arrival of the L & N Railroad spur from Bardstown in 1888 meant that development in this location would undergo radical change, propelling Springfield into another version of town, very distant from its previous era when it was more like Washington County's other crossroads communities. New businesses were built, properties were subdivided, and the town became a commercial hub whose citizens became consumers of goods from as far as the national rail network stretched. Main Street continued to be built up and formed a true commercial core centered on the Washington County Courthouse.

The district provides a portrait of stable property areas, which resulted from planning decisions, enough to suggest that the district retains integrity of **setting**. From its earliest days, the town's plan channeled choices for where new buildings would be placed on the landscape. With the development opportunities provided by the county seat, and later by the railroad, the town experienced denser growth over time. We can see some variety in Springfield over how lots were subdivided from the larger parcels. The town's landscape, particularly the district's internal setting, exhibits qualities which tell the values which Kentuckians prize, and still cling to today. On one hand, the subdivision of one property into two of unequal size, satisfies the impulse to make more individualistic choices, that the larger property owner has the freedom to dispose of his or her property according to his or her own wishes without the dictates of a rigid land division system calling for equal-sized lots. On the other hand, the creation of small subdivisions, whose lots have greater regularity, is a second approach to development, more communal than the first, which Kentuckians also have embraced. Both approaches are seen in Springfield's Main Street District. By the end of the Period of Significance, most of the subdivision of properties within the district had been completed, so that the post-1961 the residential development of the town occurs outside of the district.

To have integrity of **design**, the district must exhibit sufficient retention of overall design so that at the least, the properties collectively are recognizable as historic products, as creations from the Period of Significance. The houses and business buildings in the district exhibit modifications both during and after the Period of Significance, as Springfield's citizens have possessed the economic ability and the social desire to continue expanding and updating their properties.

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Establishing the dividing line between a contributing vs. a non-contributing property occurred in a different place than it would have had this nomination selected Criterion C, with a focus upon architectural significance. The emphasis in this nomination is upon the way that these properties' design continues to inform us about the process of Springfield's development and growth. That perspective makes changes to a building's original design less problematic than a perspective holding a higher value on the purity of the original architect's design.

The continuing evolution of design through the Period of Significance testifies to the reality that Springfield was a place where image was important. Just as local merchants were forced to keep the latest products in stock to compete with new catalog business, store owners felt the need to update storefronts with the latest architectural styles. The commercial fortunes of Main Street are encoded in the ways, places, and times that houses were built in the residential areas beyond the central business core. Thus, this nomination will look at a Springfield house from 1895 that has a 1935 addition to give greater evidence of a community that thrived during the Great Depression, than the story that house might tell of how successfully those builders in the 1930s adapted their work to Victorian-era aesthetics.

Springfield's Main Street District has integrity of **materials** because the great majority of building materials is present and remains visible. Quite sufficient amount of materials remain to render legible the story of the town's planning and development. There has been loss of materials in Springfield after the Period of Significance through front-projecting additions, enclosed front porches, replacement windows, and brick veneer siding. Most post-1961 demolitions in Springfield have been the result of fire damage; a few others have been due to neglect and perceived needs for commercial expansions. There are eight non-contributing sites (vacant lots), many of which now serve as surface parking lots. As automobiles became the dominant method of transportation, Main Street has evolved and the amount of available parking on or near Main Street today corresponds with economic development. The Main Street Program in Springfield began in 1986. In circa 1990s *Main Street Kentucky* it was noted that "despite overall recessionary trends, six buildings in downtown Springfield have undergone major rehabilitation in 1990 and 1991.^{cxix} Included in the list of contributing and non-contributing resources are outbuildings as well as buildings. On their own, outbuildings accounted for 37 contributing and 21 non-contributing resources. Outbuildings, like barns, tend to be altered based on their functions. Many new garages account for the high number of non-contributing outbuildings.

Insofar as Springfield Main Street District has integrity of location, setting, materials, and design, it has integrity of association, and thus is eligible for National Register listing.

LIST OF FIGURES

(Figures appear on continuation sheets)

- Figure 1.1 The 1802 Town Plat of Springfield
- Figure 1.2 The 1841 Town Plat of Springfield
- Figure 1.3 1877 Beers Map Section of Springfield
- Figure 1.4 1877 Beers Map Section of "Macksville"
- Figure 1.5 1877 Beers Map Section of Willisburg
- Figure 1.6 Aerial View of Mackville
- Figure 1.7 Aerial View of Willisburg
- Figure 1.8 Aerial View of Springfield

^{cxix} "Springfield" in *Main Street Kentucky*, Kentucky Main Street Program, Kentucky Heritage Council, 1990 & 1991, p. 33.

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9. Major Bibliographical References

Baylor, Orval W. *Early Times in Washington County*, (Cynthiana: The Hobson Press: 1942), p. 68.

Elliott, Violet and Helen Gabhart, *Mackville, Kentucky: A Pictorial Review*, (Harrodsburg: The Harrodsburg Herald, 2002), p. 15.

Macintire, William. "A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky," ed. Janie-Rice Brother, Rachel Kennedy, & Jennifer Ryall, (Frankfort: Kentucky Heritage Council: 2008), p. 25.

Washington County History Book Committee, *Washington County, Kentucky Bicentennial History, 1792-1992*, (Turner Publishing Company: 1991), p. 83.

Welch, Bruce. *The History of Willisburg*.

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:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): WSS-95 through WSS-230 (new site numbers assigned)

10. Geographical Data

Acreeage of Property about 62 acres added

UTM References

Springfield Quad

All Coordinates calculated via GIS (KYGeonet)

All Coordinates below expressed according to NAD 27

1	<u>16N</u> Zone	<u>656 024</u> Easting	<u>4172 251</u> Northing	3	<u>16N</u> Zone	<u>657 752</u> Easting	<u>4171 850</u> Northing
2	<u>16N</u> Zone	<u>657 608</u> Easting	<u>4171 540</u> Northing	4	<u>16N</u> Zone	<u>656 175</u> Easting	<u>4172 608</u> Northing

Verbal Boundary Description: See sketch map

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Boundary Justification

Through the years, the boundary of the Springfield Historic Commercial District has remained clearly defined. On East Main the boundary is delineated by its intersection with the historic Springfield and Perryville Pike (now U.S. Highway 150 Bus. or Perryville Road) and by its extension (and accompanying name change) as it extends farther east, curving northward into Mackville Hill and then Mackville Road (historically the Springfield and Mackville Pike). On West Main the district is defined by a change in use from residential and light industrial to larger, heavier industrial operations at its far western end. These heavier industrial uses include the Bluegrass Dairy complex to the south as well as the Springfield Water Treatment Plant to the north. To the south, the district is defined by Road Run Creek and the historic L & N Railroad right-of-way and to the north by historically-African American High Street.

11. Form Prepared By

name/title Jennifer Ryall
organization University of Kentucky/Kentucky Archaeological Survey date June 7, 2011
street & number 1020A Export Street telephone _____
city or town Lexington state KY zip code 40506-9854
e-mail bluebug70@gmail.com

PHOTOGRAPH LOG

Springfield Main Street District
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Name of Property: Springfield Main Street District

City or Vicinity: Springfield, Kentucky

County: Washington County

Photographers: Jennifer Ryall and Janie-Rice Brother

Dates Photographed: 2/9/2011, 2/17/2011, 2/18/2011, 3/7/2011, 3/29/2011, 4/25, 2011, 4/29/2011

Location of Original Photographs: CD housed at the Kentucky Heritage Council (SHPO)

Description of Photograph and Number:

1. Streetscape view of the northern side of East Main Street showing (L-R): a portion of 225 East Main Street (Inventory # 75) as well as 301 (Inventory #79), 309 (Methodist Episcopal Church South and Methodist Episcopal Church South Rectory - Inventory #83 and Inventory #84), 311 (Inventory #86), 315 (Yeager Apartments - Inventory #89), and 319 E. Main Street (Inventory #90), looking northwest.
2. Streetscape view of the northern side of East Main Street showing (L-R): a portion of 125 East Main Street (Springfield State Bank – Inventory #56) as well as 135 (Inventory #59), 139 (Wall Building – Inventory #61), and 145 East Main Street (Simms Shell Station – Inventory #64), looking northwest.
3. Streetscape view of the northern side of East Main Street showing (L-R): 109-115 (Haydon & Robertson Drugs – Inventory #52), 117 (McCord and Robertson Store – Inventory #53), 121 (Meekes/Craycroft Saddler's Shop – Inventory #55), and a portion of 125 East Main Street (Springfield State Bank – Inventory #56), looking northwest.
4. Streetscape view of the northern side of East Main Street showing (L-R): 111 North Cross Main Street (Washington County Courthouse – Inventory #38) as well as 111-115 (Haydon & Robertson Drugs – Inventory #52), 117 (McCord and Robertson Store – Inventory #53), 121 (Meekes/Craycroft Saddler's Shop – Inventory #55), 125 (Springfield State Bank – Inventory #56), and a portion of 139 East Main Street (Wall Building – Inventory #61), looking northwest.
5. Streetscape view of the northern side of East Main Street showing (L-R): 323 (Inventory #91), 325 (William D. & Ella Craycroft McElroy House – Inventory #94), and 327 East Main Street (Inventory #95) as well as a portion of 329 East Main (Haydon Duplex – Inventory #97), looking northeast.
6. Streetscape view looking northwest down Mackville Hill toward the 300 and 400 (closest to the viewer) blocks of East Main Street. The southern side of East Main Street is at the left side of the photograph and the northern side at the right.
7. Streetscape view of the southern side of East Main Street showing (L-R): 422 (Inventory #114), 420 (Inventory #113), 418 (Inventory #111), 412 (Inventory #107), and 410 East Main Street (Inventory #105), looking southwest.
8. Streetscape view of the northern side of East Main Street showing (L-R): 409 (Inventory #104), 411 (Inventory #106), 413 (Inventory #108), 415 (Inventory #109), 417 (Inventory #110), and a portion of 419 East Main Street (Inventory #112), looking northeast.
9. Detail photo of 146 West Main Street (Inventory #135) showing its northeastern (façade) and southwestern (right side) elevations.
10. Streetscape view of the 100 block of West Main Street, looking west, showing the buildings on the southern side of Main Street at the left side of the photograph and those on the northern side at the right. The three buildings closest to the viewer on the left side include (L-R): 108-114 (Inventory #121), 116-122 (Springfield Masonic Lodge Building – Inventory #122), and 124 West Main Street (Opera House – Inventory #125). The three buildings closest to the viewer on the right side include (R-L): 101 (Louisville Store – Inventory #116), 103 (Kelly's Drugs – Inventory #118), and WSS-61 (David Bottom Chevrolet – Inventory #119).

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11. Streetscape view of the southern side of East Main Street showing (L-R): 140 (McClure & Mayes Building – Inventory #62), 138 (Springfield Presbyterian Church – Inventory #60), 128 (Cunningham's Dry Goods – Inventory #58), and a portion of 126 East Main Street (Inventory #57), looking west.
12. Streetscape view of the southern side of East Main Street showing (L-R): a portion of 138 (Springfield Presbyterian Church – Inventory #60) as well as 128 East Main (Cunningham's Dry Goods – Inventory #58), 126 East Main (Inventory #57), 120-124 East Main (Leo Haydon Drugs – Inventory #54), the roof of 100 East Main (Washington County Judicial Center – Inventory #51), and a portion of 100 West Main (Robertson & McCord Building – Inventory #115) looking west.
13. Streetscape view of the southern side of East Main Street showing (R-L): 100 (Washington County Judicial Center – Inventory #51), 120-214 (Leo Haydon Drugs – Inventory #54), 126 (Inventory #57), 128 (Cunningham's Dry Goods – Inventory #58), the roof of tower at 138 (Springfield Presbyterian Church – Inventory #60), and 140 East Main Street (McClure & Mayes Building - Inventory #62), looking southeast.
14. Streetscape view of the western side of North Cross Main Street showing (L-R): the southeastern (right) elevation of 101 West Main (Louisville Store – Inventory #116) as well as 106 (Clerks' Office – Inventory #35), 108 (Inventory #36), 110 (Inventory #37), 112 (Polin Building – Inventory #39), 114 (Progress Printing Office – Inventory #40), and 116 North Cross Main Street (Pat Grigsby Law Office – Inventory #41), looking southwest.
15. Streetscape view of the 100 block of North Cross Main and the 200 block of Lincoln Park Road, looking northeast. The western side of the street is at the left side of the photograph and the eastern side of the street at the right. Closest to the viewer on the right side of the photograph include (R-L): the stone annex to 111 North Cross Main Street (Washington County Courthouse – Inventory #38), 117 North Cross Main (Inventory #42), and 201 Lincoln Park Road (William H. Hayes Law Office – Inventory #25).
16. Streetscape view of the southern side of West Main Street showing (L-R): 100 (Robertson & McCord Building – Inventory #115), 102-104 (G. L. Haydon Building – Inventory #117), 106 (Washington Bank Building – Inventory #120), 108-114 (Inventory #121), 116-122 (Springfield Masonic Lodge Building – Inventory #122), and a portion of the roof of 124 West Main Street (Opera House – Inventory #125), looking west.
17. Streetscape view of the southern side of West Main Street showing (L-R): a portion of 100 (Robertson & McCord Building – Inventory #115), 102-104 (G.L. Haydon Building – Inventory #117), 106 (Washington Bank Building – Inventory #120), 108-114 (Inventory #121), 116-122 (Springfield Masonic Lodge Building – Inventory #122), 124 (Opera House – Inventory #125), 128-132 (Inventory #129), and 138 West Main Street (L.A. Burns Building, Barber/Rice House – Inventory #133 and 132), looking west.
18. Streetscape view of the northern side of West Main Street showing (R-L): 101 (Louisville Store – Inventory #116), 103 (Kelly's Drugs – Inventory #118), 105 (David Bottom Chevrolet – Inventory #119), 117 (Ceconni's Restaurant – Inventory #123), 123 (Inventory #124), 127 (Springfield City Hall – Inventory #127), 133 (E.H. Campbell Building – Inventory #130), and 137 West Main Street (Inventory #131), looking northwest.
19. Streetscape view of East Ballard Street showing (R-L): 226 (Inventory #2), 228 (Inventory #3), 230 (Inventory #4), and 232 East Ballard Street (Inventory #5), looking southeast.
20. Streetscape view of the northern side of East Main Street showing (L-R): a portion of 233 (Empty Lot – Inventory #78), 225 (Inventory #75), 221 (Hale-Polin-Robinson – Inventory #74), 201 (Empty Lot – Inventory #68), and 201 East Main Street (Springfield Christian Church – Inventory #67), looking northwest.
21. Streetscape view of the southern side of East Main Street showing (L-R): 226 (Bell South Building – Inventory #76), 210 (Washington County Public Library – Inventory #72), 216 (George Dudley Robertson House – Inventory #73), 202 (U.S. Post Office – Springfield – Inventory #69), and 140 East Main Street (McClure & Mayes Building – Inventory #62), looking northwest.

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22. Streetscape view of the southern side of East Main Street showing (R-L): 306 (Inventory #81), 308 (Inventory #82), 312 (Inventory #87), and 314 East Main Street (William Platt House – Inventory #88), looking southeast.
23. Streetscape view of the 300 block of East Main Street showing the southern side of East Main at the left side of the photograph and the northern side of East main at the right side. Visible at the left side of the photo (L-R) are 324 (Reed's Foodland – Inventory #92), 314 (William Platt House – Inventory #88), and 312 East Main Street (Inventory #87). Visible at the right side of the photo (R-L) are 325 (William D. and Ella Craycroft McElroy House – Inventory #94), 327 (Inventory #95), and 329 East Main Street (Inventory #98).
24. View looking southeast from the bridge over Road Run Creek at South Doctor Street (Inventory #23) toward the bridge over Road Run Creek at South Cross Main Street (Inventory #48). Visible at the left side of the photograph is the southwestern (rear) elevation of the modern garage associated with 120 West Ballard Street (Inventory #8). Visible straight ahead, near the bridge at South Cross Main Street, is the modern Farmer's Market Pavilion, constructed on the location of the demolished L & N Railroad Depot at what is now East Depot Street.
25. Streetscape view of the southern side of West Main Street showing (L-R): 226 (Inventory #144), 228 (Inventory #146), 300 (Inventory #149), 302 (Inventory #151), and 304 West Main Street (Inventory #155), looking southeast.
26. Streetscape view of the southern side of West Main Street showing (L-R): 304 (Inventory #155), 306 (Frank and Louise Hamilton House – Inventory #156), and 308 West Main Street (Inventory #157), looking southeast.
27. Streetscape view of the southern side of West Main Street showing (L-R): 308 (Inventory #157), 310 (Hamilton Barber House – Inventory #158), 312 (Clell Boblitt House – Inventory #159), and 314 West Main Street (Inventory #160), looking southeast.

SUPPLEMENTAL IMAGES

Photographer: Jennifer Ryall

Date Photographed: 5-10-2011

Location of Original Photographs: CD housed at the Kentucky Heritage Council (SHPO)

Description of Photograph(s) and Number:

- 1-4. Streetscape views of Mackville, Kentucky.
- 5-9. Streetscape views of Willisburg, Kentucky

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

Name Multiple Owners
street & number _____ telephone _____
city or town _____ state _____ zip code _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property Springfield Main Street Historic District

County and State Washington County, Kentucky

Name of multiple property listing (if applicable)

Section number Figures Page 1

FIGURES

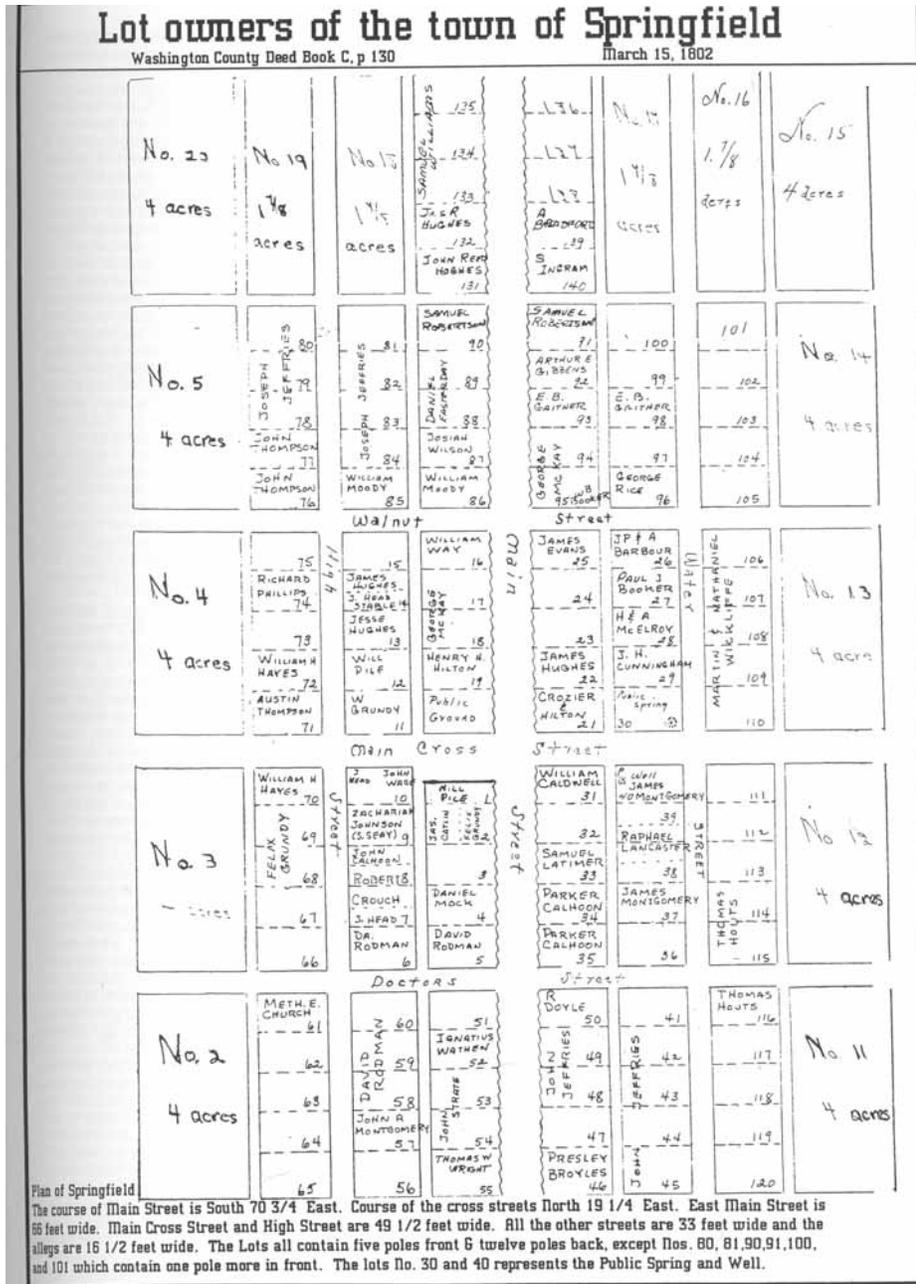


Figure 1.1 The 1802 Town Plat of Springfieldⁱ

ⁱ Washington County History Book Committee, Washington County, Kentucky Bicentennial History, 1792-1992, (Turner Publishing Company: 1991), p. 15.

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

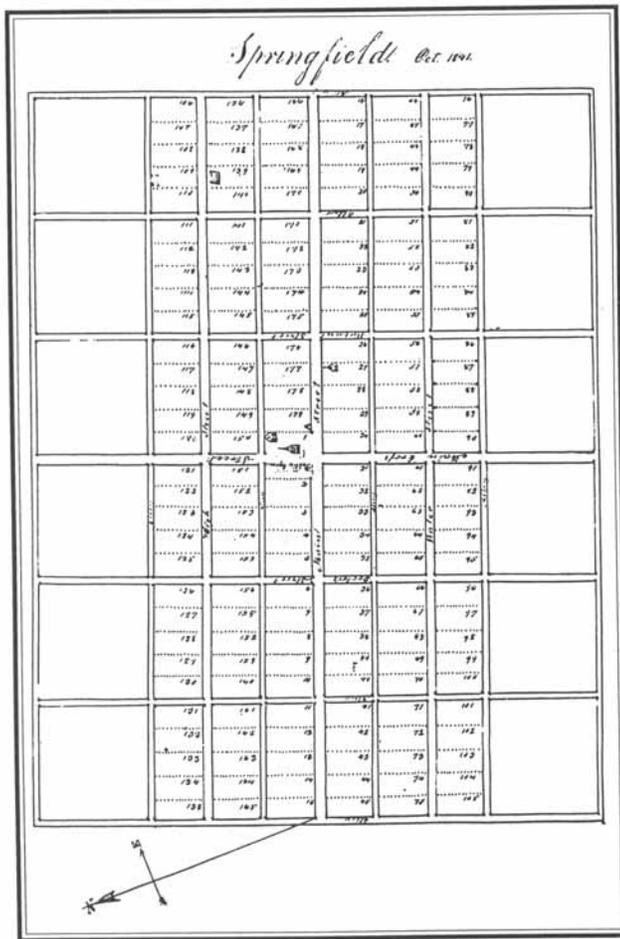
Name of Property Springfield Main Street Historic District

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Name of multiple property listing (if applicable)

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Springfield — October 1841



This map shows that post-pioneer pre-railroad Springfield at its height. Note also the small symbols on the map indicating the courthouse (with cupola), the jail, seminary, and Presbyterian Church:

- 1. The public ground contains a lot and a half including the courthouse, old clerks office, jail and stray pen
2. Contains lot 2, half of lot 1, and half of lot 3, belonging to John C. Moffett and G.W. Sansbury Druggist and hotel keeper
3,4,5 Half of the lot three, all of lot four, and half of lot 5 belonged to Fost and Co.
5 Half of lot five belonged to Conley and Hoggan
6 John Robertson
7 John Taylor
8,9 Dudley Robertson
10 L.B. Casey (Wagon Maker)
11 John Hayes
12 Edmund Cruze (man of color)
13,14 Mary A. Sansbury
15 G.W. Sansbury
16 John Vaughn
17,18 Sara Knott
19,20 William Platt (merchant)
21 Elias Davidson (merchant)
22,23 John B. Smith
24 E.B. Gather
25 Presbyterian Church Parsonage
26 J.P. and A. Barbour
27 Half of this lot was the Presbyterian Church
28 Half of this lot was W.C. Carmock
Hugh and Anthony McElroy and D.H. Spears (Silversmith)
29 J.H. Cunningham
30 John C. Riley, William Blackwell, John Stack, Thomas Hagh
31 H & A McElroy, P. Berry, Montgomery Starks and Freeman and Simms
32 Half lot to Simms, half lot to Elias Davidson
34,35 John Bolin and S. Knott (Lawyer)
36,37 James Maratta (Wood Carding Factory)
38 Robert Nance
39,40,41 Presley C. Broyles (Blacksmith Shop)
42,43,44,45 G.W. Taylor (Merchant)
46,47,48,49,50 E.B. Gather (believe to have been the cotton gin)
51,52,53,54 Davidson and Smith (Merchant)
55 Phillip Walker
56 W.B. Rooker
57 H & A McElroy (Merchants)
58,59 Sam and W.E. Head
60 Sam A. Montgomery
61,62 Montgomery Heirs
63,64 H.T. McElroy
65 L.T. Simms
66,67,68,69 Prestly C. Broyles (Blacksmith)
70,71 G.W. Taylor (merchant)
72,73,74,75 Elias Davidson (Merchant)
76,77,78,79,80 William Platt (Merchant)
81 Presbyterian Church (Parsonage)
82,83,84,85 H. and A. McElroy (believe to be pork packing plant)
86,87,88,89,90 William S. Booker
91,92,93,94,95 William Platt (merchant)
96,97,98,99,100 L.B. Casey (Wagon Maker)
101,102,103,104,105 Elias Davidson (Merchant)
106,107,108,109,110 John C. Riley (believe to have been Tannery)
111,112 Moses Linton
113,114 John C. Cozine - residence still standing and one-half of 118 Hugh McElroy (Merchant)
115 and one-half of 118 John C. Moffett (Druggist)
116,117 C.A. Rudd
119,120 Methodist Church
121,123,124,125 Levi J. Smith (Merchant)
126 G.L. Thurman
127,128,129,130 Seminary
136,137 John C. Moffett (Druggist)
138,139 John C. Riley (believe to have been Tannery of James Riley)
140 John Pope - residence still standing
141,142 Way's Heirs
143,144,145 Anthony McElroy (Merchant)
146 J.H. Cunningham (Merchant)
147,148,149,150 P.J. Booker
151,152,153 Levi Smith
154 Free Jenny
155 John Pope (Politician)
156,157,158 G.L. Thurman
159 Methodist Church
160 John C. Moffett (Druggist)
161,162,163,164,165 Commonwealth Bank
166,167,168 James Woods
169 Elias Davidson (Residence stood until recently)
170 Way's Heirs
171 Crouch's Heirs and John C. Riley
172 Elias Davidson (Store)
173,174,175
176
177,178
179

Peripheral Lots 1-12 contain four acres

Figure 1.2 The 1841 Town Plat of Springfield

ii Washington County History Book Committee, Washington County, Kentucky Bicentennial History, p. 30.

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

Name of Property Springfield Main Street Historic District

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Section number Figures Page 3



Figure 1.3 1877 Beers Map Section of Springfieldⁱⁱⁱ



Figure 1.4 1877 Beers Map Section of "Macksville"^{iv}



Figure 1.5 1877 Beers Map Section of Willisburg^v

ⁱⁱⁱ D.G. Beers & Co., "Map of Marion and Washington Counties, KY," 1877, hard copy housed at Washington County Clerk's Office.

^{iv} D.G. Beers & Co., "Map of Marion and Washington Counties, KY," 1877.

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

Name of Property Springfield Main Street Historic District

County and State Washington County, Kentucky

Name of multiple property listing (if applicable)

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Figure 1.6 Aerial View of Mackville^{vi}

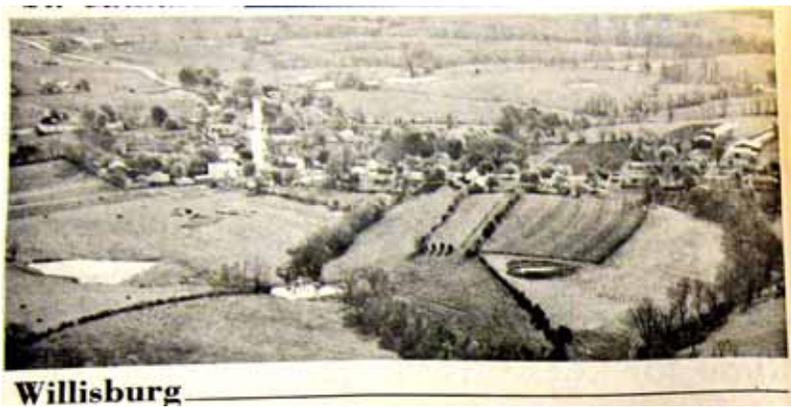


Figure 1.7 Aerial View of Willisburg^{vii}

^v D.G. Beers & Co., "Map of Marion and Washington Counties, KY," 1877.

^{vi} Richard RoBards, "Bird's Eye View of Washington County" in *The Springfield Sun*, Thursday, November 20, 1975, section two.

^{vii} Ibid.

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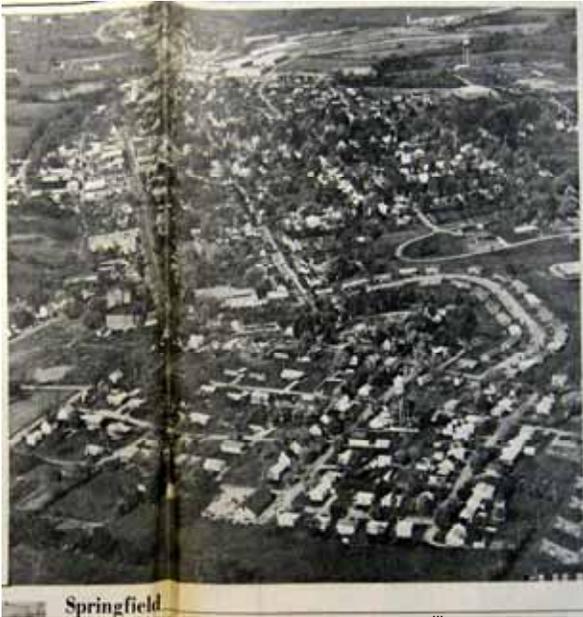


Figure 1.8 Aerial View of Springfield^{viii}

^{viii} Ibid.

Springfield Main St
Historic District
Springfield, KY
Washington County
Springfield quad
Zone 16

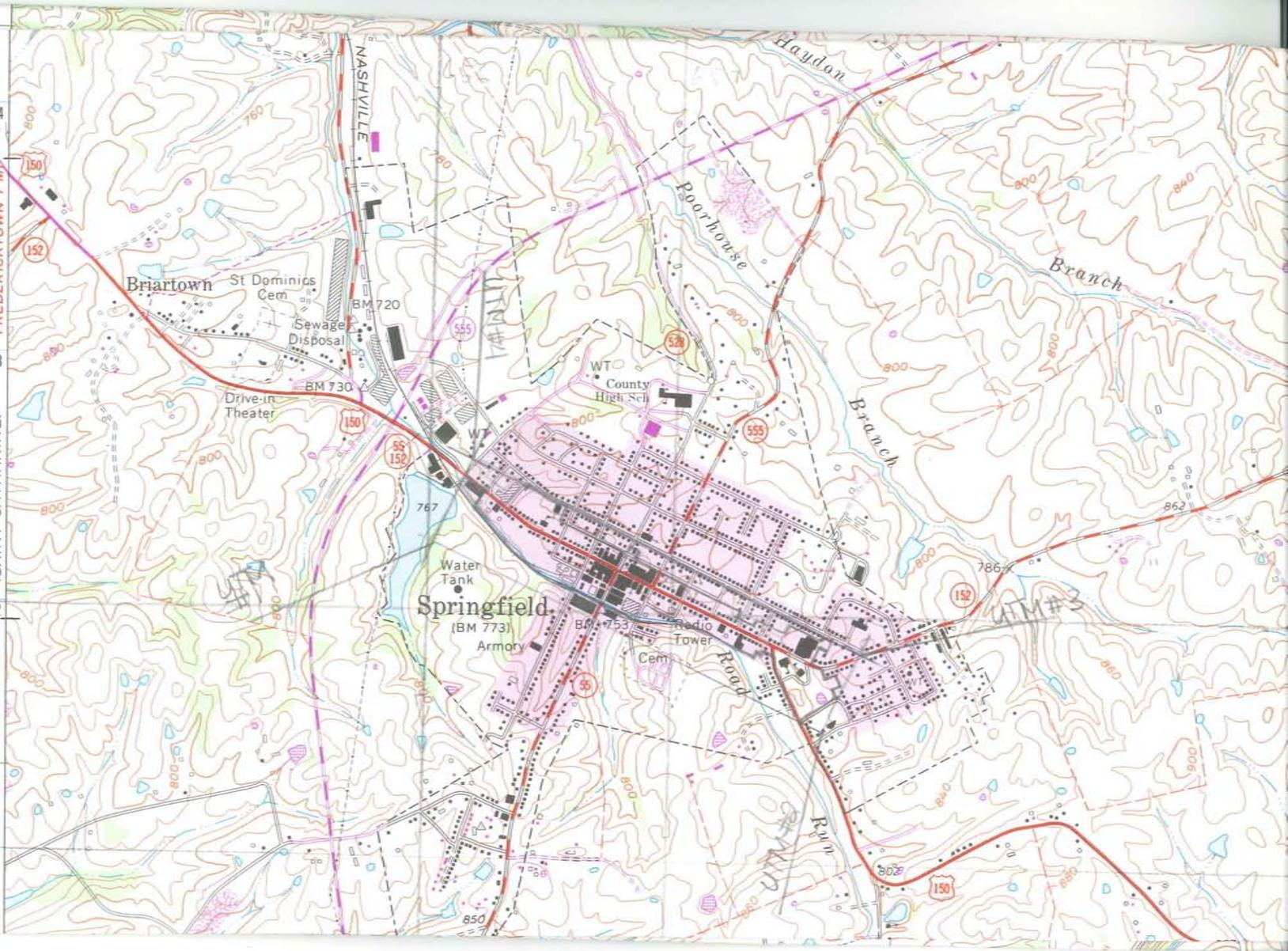
All Coordinates = NAD 27

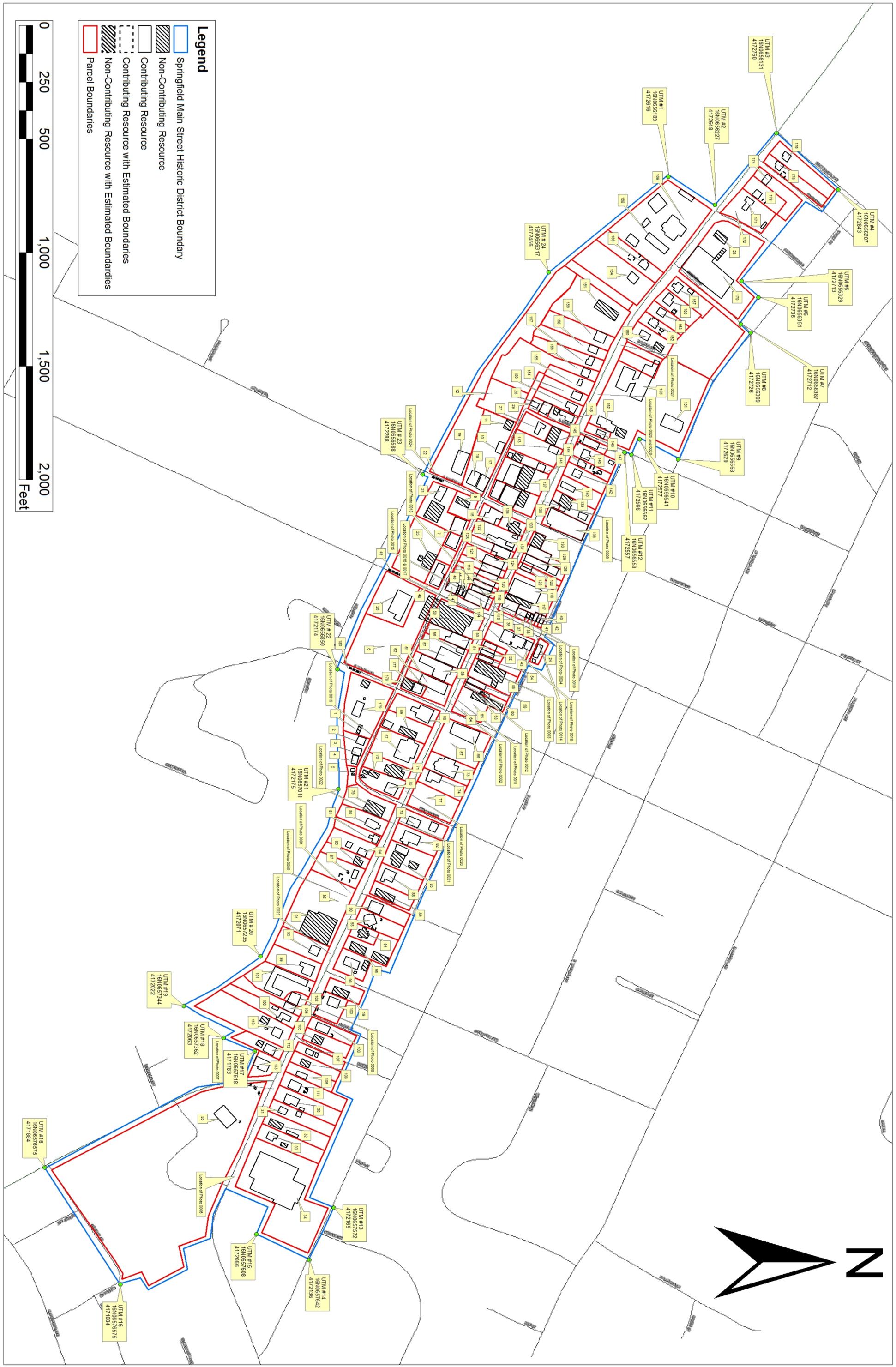
Easting/ Northing

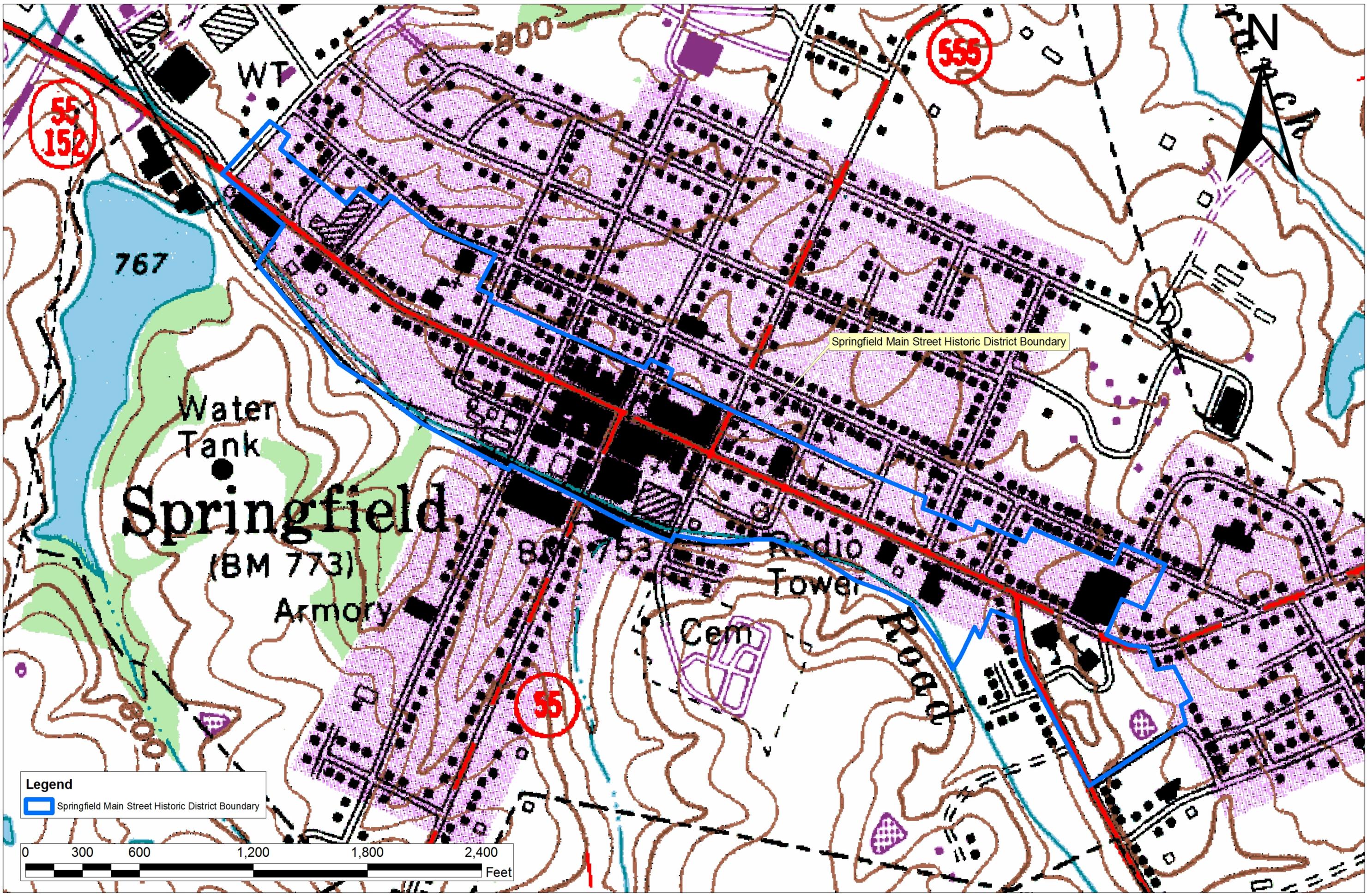
- 1) 656 024 / 4172 251
- 2) 657 608 / 4171 540
- 3) 657 752 / 4171 850
- 4) 656 175 / 4172 608

Coordinates = NAD 83

- 1) 656 024 / 4172 463
- 2) 657 607 / 4171 752
- 3) 657 751 / 4172 063
- 4) 656 174 / 4172 820







55
152

555

55

767

800

WT

Water
Tank

Springfield

(BM 773)

Armory

Radio
Tower

Cem

Springfield Main Street Historic District Boundary

Legend
Springfield Main Street Historic District Boundary

0 300 600 1,200 1,800 2,400 Feet

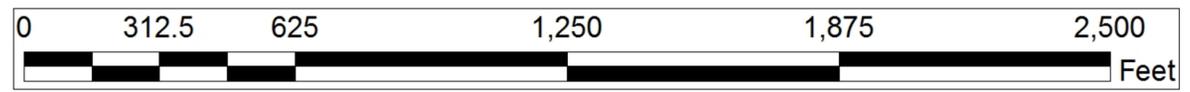






Legend

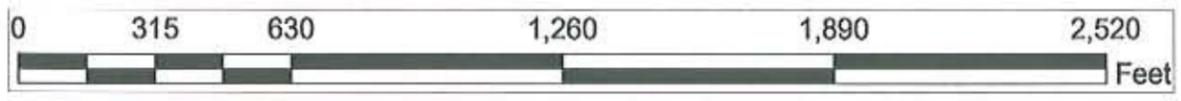
- Springfield Main Street Historic District Boundary
- Springfield Structures**
- Non-Contributing Resource
- Contributing Resource
- Contributing Resource with Estimated Boundaries
- Non-Contributing Resource with Estimated Boundaries
- Parcel Boundaries





Legend

- Springfield Main Street Historic District Boundary
- Springfield Structures**
- Non-Contributing Resource
- Contributing Resource
- Contributing Resource with Estimated Boundaries
- Non-Contributing Resource with Estimated Boundaries
- Parcel Boundaries







Springfield
Public Plaza
25.1

JAY B. HARRIS, CPA
139

WELCOME
SPRINGFIELD
ORIGINAL LINCOLN COUNTY
HOME OF
ST. CATHERINE COLLEGE

Service Center

Save
10¢
per
gallon



Springfield Station

NO PARKING

ATM



CROSS MAIN







MVA
MARYLAND COUNTY
BOARD OF
EDUCATION

MVA

STOP

35

35







CAPITAL REALTY SHOP





872

528



TWO
HOUR
PARKING





MCLURE
&
WATTS

THE PRESBYTERIAN
CHURCH OF
WHEELING, WEST VIRGINIA

THIS SIDE
PARKING











W. K. ROBERTSON
1896

ROBERTSON'S
SINCE 1880
We Keep Up Our
-QUALITY-
We Keep Down Our
PRICES



us bank





W. RANDON

1896

187

us bank
us bank
us bank

STREET



Mondex's

BARBER SHOP

528

TWO HOUR PARKING





White sedan

White Victorian house

Brick church

1584

HALL-FORREST
REALTY

JET
AUTO
859-41













