

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

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting property groups relating to one or several historic contexts. See instructions in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items

New Submission Amended Submission

A. Name of Multiple Property Listing

Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Community Planning and Development of Crossroads Communities in Washington and Marion Counties, Kentucky, 1865-1961

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

(_____ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

Kentucky Heritage Council/State Historic Preservation Office

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper

Date of Action

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Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

Community Planning and Development of Crossroads Communities in Washington and Marion Counties, Kentucky, 1865-1961

Research Design

The crossroads community as a property type in Kentucky has not yet been closely examined or well defined. The full span of sources consulted to explore this subject is listed in Section H, Summary of Identification and Evaluation Methods, beginning on page 31. The best definition to date is Christine Amos' "The Bluegrass Cultural Landscape," a report examining the cultural landscapes of thirteen Inner Bluegrass counties. It sought to develop historic contexts and property types found in the Bluegrass Region. In the report, Amos noted that Outer Bluegrass counties—where Marion and Washington Counties reside—are ". . . known to contain historic resources with historic and physical attributes similar to those of the Inner region."ⁱ Amos described the crossroads community property type within the Inner Bluegrass, projecting its qualities to the entire Bluegrass Region. She noted that the period of significance for crossroads communities may begin in the settlement period and extend through the depression ". . . although the majority of these communities date to the antebellum or late periods when economic and social changes and improved local transportation resulted in new ways of commerce and trade in rural regions." Amos described that crossroads communities were most often found in predominantly agricultural areas and were often related to a manufacturing property type such as a mill or distillery, or a transportation property type such as a historic road alignment, stage station, or railroad. The crossroads community is considered an eligible district if the integrity of its components remains high enough.ⁱⁱ

Amos identified two types of small towns – the crossroads town and the linear village. Amos used the terms "village" and "town" interchangeably in her report. The crossroads town was described as "crowded into the corners of the intersection" while the linear village "extended irregularly along the turnpike right-of-ways." Although sometimes smaller towns and villages had street patterns replicating those of the county seat, the early street pattern of the crossroads town was often simply the crossed intersection of meeting streets. Buildings were crowded toward the intersection and the road edge. Importantly, Amos notes that "However urban such towns might appear on the surface, they were in reality not densely built since back lots extended to garden pasture and field, and the proximity of buildings to one another decreased with distance from the intersection."ⁱⁱⁱ In linear towns, however, buildings addressed both sides of a single main highway or turnpike road, extending for a short distance to over a mile. The pattern of open space in the linear town made it difficult to determine its boundaries.^{iv}

The crossroads community property type is distinguished from one type of Bluegrass region village often referred to as a "hamlet" by differences in each's cultural and landscape qualities. After the Civil War, some farmers with large land holdings carved hamlets out of their Inner Bluegrass estates. They hoped that this would entice newly-freed African American laborers to work yet again on the estates on which they had been enslaved. By carving out land on which African American laborers could live, the owners gave a place for laborers to live without being responsible for taxes or maintenance on the buildings. Ten- to twenty-acre tracts at the rear of the estate was divided into one to five acre lots; these lots were sold to African American laborers who needed a place to live and were often unable to find land elsewhere.^v In other cases, white entrepreneurs carved hamlets out of the land of destitute farmers for

ⁱ Amos, p. 1.

ⁱⁱ Amos, p. 3.

ⁱⁱⁱ Amos, p. 100.

^{iv} Amos, p. 101.

^v Smith and Raitz, pp. 226-227.

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purchase by African American laborers.^{vi} Many hamlets have survived, but with generally poor physical integrity. Like the crossroads community, the hamlet likely adjoins a road.^{vii} The main difference between the two property types is that, although the largest may contain a church and store, individual resources within hamlets are mainly residential in use. Historic expansion of the hamlet onto the associated estate lands was impossible and so they remained small.^{viii} Hamlets may also maintain a close association with the large, antebellum estate from which they developed. Individual parcels within hamlets are often compact. The hamlet property type is also considered eligible as a district if it has retained a high enough degree of integrity.^{ix} New Zion Historic District (listed 2008, NR ID #08001118) on the Scott and Fayette County line, is an example. Because African Americans have expressed disdain for the term, the word "hamlet" is falling out of professional use.

In *Morgan County: Survey of Historic Sites*, another rare Kentucky report describing the crossroads community, Karen Hudson wrote that in "most crossroad villages," county residents had access to a church, school, post office, and store; these communities served local farms from the mid-19th century through the 1930s. Stores and churches in crossroads communities formed the core of an important social and civic network, connecting geographically-distant rural neighbors. Hudson noted that, "Today the crossroad stores are often the only surviving remnant of these rural communities." Crossroads communities were typically located on major roads and, often, near streams. Communities were often named for members of the first postmaster's family, village storekeepers, respected local residents, or notable geographic features. Several served as the location of stations when the railroads were built.^x

Amos' use of the word "village" to describe crossroads communities ties the idea of the crossroads community to the early-nineteenth-century New England "center village." This village had its colonial meetinghouse, tavern, and converging town roads already in place. Commercializing agriculture and associated extra-local trade drew non-farm activities together at the town center in a way that they had not been before. Social, economic, and transportation factors facilitated the growth of these center villages across the landscape. Villages were described as "hubs of activity." These villages did not often form organically, but were created and designed in attempts to hold on to traditional ways of life during a time of expanding industrialization.^{xi} Although crossroads communities did develop more organically and were not officially platted or designed, Americans romanticize these small communities as nostalgic remnants of a happier, simpler, and not-so-distant time. Civil war-era family stories of John Hunt Morgan's men coming through town are still fondly repeated by longtime residents of Washington County crossroads communities. Marion County community residents are nostalgic about the L & N Railroad and the local distilleries as driving force in their communities.

An interesting component of the crossroads community property type is a resource the author refers to as the *crossroads farm*. The crossroads farm is more commonly found in Washington County crossroads communities and shares many of the same features as the "urban farmstead" described by historical archaeologist Leslie Stewart-Abernathy. Stewart-Abernathy notes that residents of nucleated settlements needed to perform many of the same tasks as rural residents in order to fulfill routine daily needs. These urban residents were often people employed in crafts or trades separate from farming. Stewart notes, however, that, "Each [urban] household thus when possible had to grow some of its own food, feed and

^{vi} Smith and Raitz, p.

^{vii} Amos, p. 7.

^{viii} Peter Smith and Karl B. Raitz, "Negro Hamlets and Agricultural Estates in Kentucky's Inner Bluegrass," in *Geographical Review*, vol. 64, no. 2 (April 1974), p. 218.

^{ix} Amos, p. 7.

^x Karen Hudson, *Morgan County: Survey of Historic Sites*, Kentucky Heritage Council, (West Liberty: Morgan County Historical Society, 1992), p. 8.

^{xi} Joseph S. Wood, "'Building, Therefore, Your Own World: The New England Village as Settlement Ideal,'" in *Annals of the American Geographers*, vol. 81, no. 1 (March 1991), p. 36.

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care for some of its own animals, acquire its own water through wells, dispose of its own organic and inorganic waste, and store its own fuel for cooking and heating.”^{xii} This gives us an idea of the range of domestic outbuildings we are likely to find on crossroads farms. The crossroads community is itself essentially a compromise between the dispersed-area farms it supports and larger county seat or river towns; the crossroads farm exhibits elements of both. Parcel sizes in crossroads communities were small – only originally about a quarter of an acre, for instance, in Willisburg. For this reason, on crossroads farms, domestic and agricultural buildings are compact. The crossroads farm will have a single family residence, usually a frame house more modest than the typical farm house or county seat dwelling. Directly behind the house are domestic outbuildings including (but not limited to) the garage, chicken house, meat house, and root cellar. Beyond the domestic outbuildings, in what would have been the agricultural zone, one or more tobacco or stock barns or stables may remain. It is these barns and associated surplus farming (typically tobacco) for profit that differentiate the crossroads farm and the urban farm.

In the introduction of a British study published in *The Geographic Journal* of 1985, author Adrian Phillips notes that, “. . . the village has become a desirable place in which to live for those with the money and mobility to commute elsewhere for work, or indeed in which to acquire a second home.” He notes that these residents help push housing prices beyond the reach of locals. New part-time residents have no need to support local businesses and, indeed, contribute to the demise of necessary and deep-rooted community services as post offices and schools. Strong agricultural ties to the village weaken as farming declines. Phillips notes that “unbalanced age structure” with many more old residents than young.^{xiii}

By the time of his 1955 article, Donald Brogue observes that, “Few of the settlements of rural-nonfarm populations are village or crossroad shopping centers for farmers, as was the case a generation ago.” Brogue notes, instead, that the nonfarm population was clustered along highways and at the urban fringe.^{xiv} Indeed, several crossroads community residents noted a general decline in their communities beginning around the mid-twentieth century. During the recent recession, housing prices in Marion and Washington County crossroads communities remained low enough to entice the jobless to relocate there. Several longtime residents commented on the high proportion of unemployed residents in their communities. This phenomenon has some parallels in Depression era Willisburg where Welch notes that, “Others moved into empty houses which rented for much less than any in the cities [Louisville]. It had been reported that every house, up and down every stream and hollow which had been vacant was filled.”^{xv}

These unemployed residents may, in a way, help to reverse the British trend reported above. Those unemployed residents would have a greater need than more affluent residents to depend upon the local businesses and services offered in the crossroads community itself. These residents would also have a lesser economic ability to make changes to their buildings. According to census figures, whether employed or unemployed, younger families in need of affordable housing may be helping to lessen Allen’s “unbalanced age structure” in Marion and Washington Counties. In fact, the 2010 median age in Mackville was 34.1, in Willisburg 38.8, and in Loretto 36.9.^{xvi}

^{xii} Leslie C. Stewart-Abernathy, “Urban Farmsteads: Household Responsibilities in the City,” *Historical Archaeology*, vol. 20, pp. 6-7.

^{xiii} Adrian Phillips, “Conservation at the Crossroads: The Countryside,” in *The Geographic Journal*, vol. 151, no. 2 (July 1985), p. 237.

^{xiv} Donald J. Brogue, “Urbanism in the United States, 1950,” in *American Journal of Sociology*, vol. 60, no. 5, World Urbanism (March 1955), p. 471.

^{xv} Bruce Welch, *History of Willisburg*, self published, p. 32.

^{xvi} U.S. Census Bureau, 2010 Census, 2010 Demographic Profile Data, DP-1, downloaded from American Factfinder website on February 2, 2012.

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Some surveyed resources were common to many, if not all, of the four crossroads communities. These become the component resources of the crossroads community property type as it appears on the landscape today. The lists on the following pages contains the resources someone would be likely to find in crossroads communities today and, in a separate list, the resources that have typically been lost in many of the four crossroads communities.

Objective

Preservation Kentucky set out to help correct the deficit in research and scholarly literature on crossroads communities by building on 2006-2007 Rural Heritage Development Initiative (RHDI) Survey data. The RHDI Survey project area included the two Bluegrass Cultural Landscape Region counties of Marion and Washington. Preservation Kentucky began by identifying the two most intact crossroads communities in each county. These communities would be researched, placed within their regional historic context, evaluated, and nominated as part of a new Multiple Property Listing. The methodology would compare and contrast the four communities not only with one another but also with the county seats and the next largest communities in their respective counties. These seven other communities were chosen based almost solely on comparable size and not on similar crossroads patterns of development or similarly high levels of integrity. Including information on these seven other communities provides both a broader picture of what a crossroads community in this region is (and is not) as well as an opportunity to test the registration requirements developed for this project.

Survey forms and historic contextual information on the following were examined:

Fredericktown (Washington County)
Lebanon (Marion County)
Mooreville (Washington County)
Raywick (Marion County)
Saint Francis (Marion County)
Springfield (Washington County)
Texas (Washington County)

The hypothesis was that towns of Marion and Washington Counties, whether large crossroads communities, county seat towns or river towns, have undergone a similar evolution. These evolutionary phases, we believed, would be common among the towns compared in the list above, observable on the landscape, and documented in historical literature. In the earliest phase, we believed, almost all crossroads communities would have a school and a church in addition to scattered dwellings. Soon after, dwellings would begin to fill in among the commercial buildings and (in addition to the school and church) there would be at least one general store, manufacturing enterprise, post office, Masonic hall, specialty store, mill, hotel and livery. It would be the presence of larger institutions – a bank, jail, courthouse, depot, high school or institution of higher learning—which indicated a crossroads community in transition to a different evolutionary phase. Other signs might include the rise in more substantial construction methods such as brick.

Signs of continued progress into the twentieth century (but not necessarily town transition) are indicated by the telephone exchange, garage, and filling station. In the later twentieth and twenty-first centuries it is often the buildings which have been demolished or significantly altered which serve as indicators that residents are prosperous enough to keep up with current building trends. A crossroads community seems to be a phase in town evolution rather than a distinct type of town. These towns were then flavored by the distinct factors driving their development, contributing to their decline, or inspiring their heyday.

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History of Community Development in Washington and Marion Counties, Kentucky

Washington County was created when Kentucky became a state in 1792, and is the county from which Marion County was later divided. Both were previously part of Nelson County.^{xvii} Development in this area was encouraged by the sizable Salt River system, which led west to Ohio and south to New Orleans. Early stations, including 1776 Sandusky Station (established by James and Jacob Sadowski – later Sandusky) 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. In 1779, Charles and Edward Beavin established a settlement at Hardin's Creek. Other early settlers in the present Marion County area included John Simpson and Captain John Wilson (hunters near the site of present Bradfordsville) and Peter Bradford (for whom the town was eventually named).^{xviii} The Beech and Rolling Forks of the Salt River were then navigable and were used to transport goods to market.^{xix} The Salt River supported not only early settlement, but also provided shipping, local water supplies, and water power for milling. When shipping by water was not a possibility, travel occurred over the area's few roads. Taverns, meeting houses, courthouses, and schools developed in this pioneer period of development.

Most early settlers of Marion and Washington Counties came from Maryland and Virginia (especially Charles, Prince George, and St. Mary's counties in Maryland). Many were Roman Catholic and many of their descendants still live in the area.^{xx} People came by flatboats and barges; sometimes they came by raft down the Ohio River from Pittsburgh and, other times, by land through the Cumberland Gap.^{xxi} In 1785 sixty families formed a league in Maryland, with the goal of settling in Kentucky together for support and protection. Basil Hayden settled the first group of twenty-five families at Holy Cross on Pottinger's Creek in 1785. In 1792, the first Catholic Church in Kentucky, a "crude log church" was established at current site of Holy Cross in Marion County.^{xxii} Holy Cross later developed into a crossroads community based around the early settlement and church. In 1807 about 200 families made their home at the Pottinger Creek settlement near Holy Cross. In 1823, Father Nerinx built the current Holy Cross church out of brick fired on site. There is a large cemetery associated with the church. This site, and another including a shrine near the main intersection in town, are surrounded by impressive walls built of coral heads, or fossilized coral which is found locally. Holy Cross had a school through the late-twentieth century. The Holy Cross Mercantile opened around 1926 and there have been several stores in the community. There have also been a post office, cream station, blacksmith shop, scales, a sawmill, and a butcher shop in Holy Cross. In the late-twentieth century, the church faced declining attendance. Holy Cross still retains its twentieth century Cash Variety Store and church clustered at the main intersection of Holy Cross Road (KY-49), New Haven Road (KY-457), and North St. Francis Road (KY-527). Its historic dwellings are grouped between the two prominent curves in Holy Cross Road, much like other crossroads communities.^{xxiii}

Another group settled on Hardin's Creek in 1786 and yet another settled on Cloyd's Creek (near Calvary) in 1788. Robert Abell settled at the Rolling Fork Settlement around 1788 as well; Clement and Ignatius Buckman and Basil and John Raley are believed to have settled here earlier. In 1790-1791 Benedict

^{xvii} Marion County Historical Society, *History of Marion County, vol. 1*, (New Hope: St. Martin de Porres Lay Dominican Community: 2001), p. 1.

^{xviii} Ibid.

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

^{xx} William Henry Perrin, J.H. Battle, and G.C. Kniffin, *Kentucky: A History of the State* (Louisville, F.A. Battey and Company: 1887), p. 616.

^{xxi} Marion County Historical Society, p. 1.

^{xxii} Ron D. Bryant, "Marion County" in John E. Kleber, ed. *The Kentucky Encyclopedia*, (Lexington: The University Press of Kentucky, 1992), p. 609.

^{xxiii} Jane Ballard, "Holy Cross" in Marion County Historical Society, pp. 48-49.

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Spalding and Leonard Hamilton settled on the Rolling Fork. Between 1780 and 1795 many more people traveled to the area and settled. Prominent settlers included William Muldraugh (for whom Muldraugh Hill was named). He settled at New Market and attempted to found a community called "New Lystra" which never materialized.^{xxiv}

By 1800 the population of Washington County had already grown to over 9,000.^{xxv} The decade from 1800-1810 was prosperous for Washington County. Much desirable land had been claimed or bought. In 1827, Anderson County was created from northern portions of Washington County. Into the 1830s Matthew Walton, the founder of the Washington County seat of Springfield, remained the largest landowner in Washington County.

Marion County became Kentucky's 84th county in 1834, splitting off the southern half of Washington County. The new county was approximately twenty-eight miles east-west and fourteen miles north-south.^{xxvi} Marion County's seat is Lebanon, incorporated in 1815 and founded and named by Ben Spalding. Lebanon is situated at the head of Hardin's Creek and on the principal branch of the L&N Railroad; by turnpike it was 60 miles from Frankfort and twenty-seven miles from Bardstown. Its contemporary towns included New Market, St. Mary's, Loretto, Chicago (now St. Francis), and Bradfordsville.^{xxvii}

Commercial Development

Washington County products were shipped to southern markets and merchants and manufacturing businesses flourished. Principal late-19th-century products in the part of Washington County that later became Marion County included corn, wheat, cattle, and hogs – with tobacco on the rise.^{xxviii} Perrin mentioned that a large amount of whisky was produced in Marion County as well. He also noted that Marion County's farms were highly improved and the county was prosperous and flourishing.^{xxix} Just outside the corporate limits of Loretto, Star Hill Farm is the site of National Historic Landmark Maker's Mark Distillery, family owned and operated for many generations (NHLS/NRHP ID #74000893). A June 1981 article noted that liquor had been distilled there since 1805. Maker's Mark is Kentucky's oldest remaining distillery.^{xxx} The War of 1812 discouraged development and the Washington County Courthouse burned in 1814.^{xxxi} By 1820, Washington was Kentucky's third most populous county behind Fayette. There were 1,026 Washington County land owners, each owning an average of 419 acres.^{xxxii}

In Marion County, around the time of its formation in 1834, distilleries already dotted the county and almost every man "with a good farm and sufficient labor to cultivate it properly, had a still house on his farm and made more or less whisky." Distilling made sense for Marion County residents as a way to utilize surplus grain. The market for that whisky was Natchez, New Orleans, and other points south via the Mississippi River.^{xxxiii}

^{xxiv} Marion County Historical Society, p. 2.

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

^{xxvi} *Marion County, Kentucky, History and Biographies*, (Mountain Press: 2005), p. 1.

^{xxvii} Lewis Collins, *History of Kentucky*, (Covington: Collins & Company, 1874), p. 538.

^{xxviii} Collins, p. 538.

^{xxix} William Henry Perrin, J.H. Battle, and G.C. Kniffin, *Kentucky: A History of the State* (Louisville, F.A. Battey and Company: 1887), p. 616.

^{xxx} Kim Aubrey, "Oh! Kentucky...Marion County Is State's Historical 'Center,'" June 4, 1981.

^{xxxi} Washington County History Book Committee, *Washington County, Kentucky Bicentennial History, 1792-1992*, (Turner Publishing Company: 1991), p. 18-19.

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

^{xxxiii} W.T. Knott, *History of Marion County*, 1887, p. 22.

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Flatboats were the early means of transporting whisky as well as surplus bacon and flax seed. Most flatboats were built at Raywick, Marion County, and floated out at high tide to the Salt River toward the Ohio and then the Mississippi River. Around 1834, whisky brought ten to eighteen cents a gallon. The last flatboat was built by Joseph P. Knott; loaded with bacon and lard, it left Raywick around 1839.^{xxxiv} Trade in hogs and in horses was important at the time of the establishment of Marion County and remained important in Marion County through at least the 1920s. Hogs were initially driven south on foot paths by drovers, and brought \$1.75 to \$2.75 per 100 hogs [sic].^{xxxv}

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 numerous hardships during the Civil War including the burning of its bridges and property confiscations by both the Union and Confederate forces. The loss of southern markets set back the county's economy for several years following the war.^{xxxvi}

Distilleries remained an important force in the economies of Marion County crossroads communities through prohibition. A town of any size was, at that time, associated with a distillery and with an L & N depot to ship it out on the railroad. In 1907, John McCord wrote that corn, wheat, oats, hay, and tobacco were the principal farm products in Marion County. McCord also noted the "good flouring mills" and pointed out that livestock was "a leading feature" in the Marion County and that mules, sheep, and cattle were all raised and shipped in large quantities. The principal manufacturing interests outside of Lebanon, however, were "the numerous distilleries" which brought "thousands of dollars" to the county.^{xxxvii} In an interview with Grace Lyon, a Loretto resident since age twenty-five, she mentioned that in 1917 prohibition "killed" Marion County towns and crossroads communities. Distilleries were where the young people worked at that time. She believes Loretto was "lucky" to have kept Maker's Mark which built back up after this time.^{xxxviii}

In 1907, W.D. Claybrook noted that tobacco continued to be a popular crop in Washington County and had been so since the settlement era. Looking back fifteen years, he observed there had been a "wonderful increase in the acreage of this crop [white burley tobacco], and the necessary erection of hundreds of commodious tobacco barns."^{xxxix} Claybrook also noted that the chief exports of Washington County were mules, horses, fat cattle, lambs, wheat, corn, and tobacco.^{xl} By 1907 there were 300 miles of roads, all of which were free to public travel.^{xli} In the early-twentieth century, area farmers, who 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, the Washington County seat, declined as farmers lacked 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. Pooling disappeared and farmers were successful again,

^{xxxiv} Ibid.

^{xxxv} W.T. Knott, *History of Marion County*, p. 23.

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

^{xxxvii} John McCord, "Marion County" in *Kentucky Hand Book*, (Frankfort: State Department of Agriculture, 1906-7), pp. 531-532.

^{xxxviii} Telephone interview by author with Grace Lyon, February 17, 2012.

^{xxxix} W.D. Claybrook, "Washington County" in *Kentucky Hand Book*, (Frankfort: State Department of Agriculture, 1906-7), p. 627.

^{xl} Claybrook, "Washington County," p. 628.

^{xli} Claybrook, "Washington County," p. 629.

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

In the early-twentieth century, telephone service arrived in Marion and Washington Counties. In the 1930s, rural electrification was initiated in Marion and Washington Counties, in the form of the the Inter County Rural Co-op Corporation. World War II halted progress, but electrification continued its spread in the late-1940s. Rural electrification first brought power to approximately 100 Washington county farms.^{xliv}

In the mid-twentieth century, the increasing popularity of the automobile played a major role in the commercial development of crossroads communities. The automobile encouraged people to travel more widely and brought new travelers through crossroads communities on improved turnpike roads. It seems obvious from the multiple garages and service stations in the communities of Mackville and Willisburg that the automobile provided new life for the town. New garages and filling stations, often located near the major crossroads intersection, served travelers along improved roads. Ease of travel had both positive and negative effects on the commercial development of crossroads communities. The ease of transportation meant it was also easier for people to commute to jobs farther away and, in turn, easier to move away. According to historian Gwynn Hahn, the exodus of young people from Washington County crossroads communities began, as residents moved to urban areas in the 1950s, such as to Louisville for jobs at the new G.E. Appliance Park and Ford plants.

The sewing factory came to Lebanon in 1946 and many women began to work outside the home for the first time (wages forty cents an hour); previously, women had only worked at the telephone companies or distilleries or as teachers or nurses.^{xlv} By the 1960s transport trucks had increased and the Greyhound bus lines had arrived in Washington County. In the 1970s Washington County schools were consolidated and Kentucky Route 555 was built to connect Springfield to the Bluegrass Parkway. In the 1960s new schools were built in Marion County.^{xlvi}

In the late-twentieth- and early-twenty-first centuries, urban renewal claimed many early commercial buildings residents considered unofficial local landmarks. New types of commercial enterprises began to establish themselves in the crossroads community. Chain and franchise stores, convenience markets, and branch banking locations began to infiltrate, drastically altering the built landscape. These modern businesses also provide convenience and comfort to residents whom, for many years, were forced to travel long distances to buy basic necessities. Residents are willing to sacrifice historic buildings for stores like Dollar General, viewed as overwhelmingly positive and important for the long term survival of their communities.

Transportation Development

Turnpike Road Construction

Settlement-era roads in the Bluegrass Region often simply linked the county seat or major road with a mill or river landing and were little more than a narrow path through the forest. Transportation routes were generally local and rough. Some, such as national roads established by stock drovers, were destined for eastern and southern markets. Local roads through the end of the settlement period connected churches or mills with "loosely defined" farming communities. Early commercial establishments were also associated with roads and with water transportation. These local roads were abandoned as the mills and

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

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

^{xliv} Washington County History Book Committee, p. 76.

^{xlv} Marion County Historical Society, p. 4.

^{xlvi} Marion County Historical Society, p. 4.

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stores closed or moved to locations nearer regional arteries.^{xlvii} The Ohio River remained the major transportation corridor during the settlement and antebellum periods. Until the advent of the steamboat and interstate railroads, the Bluegrass Region remained distant from this transportation artery. The Kentucky River, surrounding the Bluegrass Region to the south and west, connected the region to the Ohio River.^{xlviii}

During the 1820-1865 period, state and local governments as well as private groups spent large sums of money to establish and upgrade roads. Roads developed during this period were regional in nature, better planned and more substantially constructed. New toll roads became the primary means for new road construction throughout the state. Counties granted charters to private companies to build roads and fees paid by subscription and gathered through tolls paid for construction and maintenance.^{xlix} Counties also constructed public roads financed by special bonds and taxes. Part of the construction and maintenance costs were paid by the landowner, whose land lay adjacent to the road way. Toll houses were generally placed at five mile intervals. Many early toll roads were eventually taken over by county governments. Adjacent to new roads were taverns, post houses, and inns were dependent on the road's traffic. The Nugent's Crossroads Historic District (1994, NR ID #93001530) in Woodford County, for instance, at the intersection of Midway Pike and Frankfort Pike, includes the remnants of a historic Inner Bluegrass crossroads community. The district actually retains the settlement era tavern for the community. Nugent's Crossroads began as a small community called Leesburg but continued to grow into the twentieth century, becoming "a local center of trade." Nugent's Crossroads illustrates how a crossroads community is just one phase in the evolution of the town form.¹

The first turnpike roads were constructed by throwing earth from the sides of the right-of-way to the center, creating raised center beds and barrow pits to either side. Most roads built after 1830 were macadamized. The macadamized roads were superior, bedded with a layer of knapped stones to a depth of nine or ten inches, with three additional inches along the center. Travel along the roads leveled their surfaces. Regional turnpike road alignments often conformed to the natural topography. Most roads were approximately eighteen feet wide. Fields abutted road beds.^{li} Stations, community shipping points, and early towns grew alongside new railroad alignments.^{lii}

The wider acceptance of the automobile, along with better roads, linked rural areas with urban centers. Private toll roads were banned around 1900; toll gates were removed and many gate houses converted to exclusively residential use.^{liii} Macadamized roads were further improved; regional roads widened, covered with crushed stones, and oiled. State and local road departments were established to maintain public roads. Rural free mail delivery brought outside goods, ideas, and services to the rural population.^{liv}

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.^{lv} 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

^{xlvii} Christine Amos, *The Bluegrass Cultural Landscape: A Regional Historic Overview*, (U.S. Department of the Interior, National Parks Service: 1988), p. 157.

^{xlviii} Amos, p. 114.

^{xlix} Amos, p. 113.

¹ Nugent's Crossroads National Register Nomination, National Register ID # 93001530, 1994.

^{li} Amos, p. 116.

^{lii} Amos, p. 115.

^{liii} Amos, p. 157.

^{liv} Amos, p. 126.

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

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borders of the county.” The beginnings of the toll gate wars occurred in Washington County.^{lvi} These pikes were supplemented and fed by county roads which existed through the turnpike era.

By 1887, Marion County had 100 miles of “excellent” turnpike roads as well.^{lvii} Marion County’s first turnpike road was built over Muldraugh Hill in 1837; it was among the first macadamized roads in the state; the New Market Covered Bridge was built the next year. In 1850 the road from New Market to Lebanon and on to Springfield/Perryville was built and in 1856 the road to Bradfordsville was built; roads soon connected this area to Danville and Harrodsburg.^{lviii} These roads met continuous turnpikes already completed to Frankfort and Lexington.^{lix}

In 1907, John McCord wrote that the county roads were good in Marion County, but the turnpikes had deteriorated from their condition under the toll road system. McCord noted that the Knoxville branch of the L & N railroad entered the county at its western border at Dant, running directly east through the county, and leaving it a little beyond Gravel Switch at its eastern border.^{lx}

The Coming of the L & N Railroad

The Louisville and Nashville Railroad was a project undertaken to keep Louisville competitive in a growing southern market. Tobacco was one of its most important exports. Branch lines proposed as part of the L & N Railroad project suggested the influence of “downstate counties” in protecting their interests.^{lxi} During construction, farmers along the line did much of the grading and were paid in county bonds. The link with Lebanon Junction was especially important because it meant a source of income for counties to the south and east.^{lxii} By 1858 the Knoxville Branch of the L & N Railroad had reached Lebanon and by about 1882 the line extended to the Tennessee state line.^{lxiii} Once the railroad reached Marion County, businesses enlarged. The economic base of the railroad was its freight business as it was relatively cheap to ship. Marion County’s most important railroad exports were tobacco, whiskey, and corn.^{lxiv} By 1887, the L & N Railroad Company already owned forty-two miles of railroad in Marion County.^{lxv} As Young states, “The L & N formed the economic backbone of Marion County.”^{lxvi} The Knoxville branch of the L & N Railroad extended from Louisville, through Marion County, to Corbin and, eventually, to Knoxville. The L & N Railroad connection established with Springfield in 1888 had a significant effect there and in the other Washington County communities it reached, although only eleven miles of railroad were actually within Washington County. The Great Depression dealt a severe blow to the L & N, followed by the impact caused by the increase in automobile travel and trucking. The L & N focused increasingly on larger freight shipments between major cities, closing smaller depots. In 1991 the last train left Lebanon and a salvage crew removed the tracks.^{lxvii}

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

^{lvii} Perrin, p. 617.

^{lviii} Marion County Historical Society, p. 2.

^{lix} W.T. Knott, *History of Marion County*, p. 24.

^{lx} John McCord, “Marion County” in *Kentucky Hand Book*, State Department of Agriculture, Hubert Vreeland, Commnr., State Department of Agriculture: 1906-1907, p. 532.

^{lxi} Maury Klein, *History of the Louisville and Nashville Railroad*, (Lexington: University Press of Kentucky, 2003), p. 4.

^{lxii} Klein, *History of the Louisville and Nashville Railroad*, p. 11.

^{lxiii} W.T. Knott, *History of Marion County*, 1887.

^{lxiv} Todd Young, “The Old Reliable: Marion County, KY, and the L&N, 1900-1960,” Fall 2006, Marion County Public Library, p. 8.

^{lxv} W.T. Knott, *History of Marion County*, 1887.

^{lxvi} Young, “The Old Reliable,” p. 12.

^{lxvii} Young, “The Old Reliable,” p. 21.

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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 purchase goods by mail-order.^{lxviii}

As a new national manufacturing economy, dependent on transcontinental rail service and communication, developed 1866-1918, many crossroads communities and linear towns in the Bluegrass Region arose. Minor rail lines linked regional and local centers with larger markets and refrigerated cars made perishable transport possible. An interstate railroad network caused the eventual decline of commercial transportation on the Kentucky River. Newly-platted railroad communities reflected the earlier square grid, but with new ideas in design and outside traditional Kentucky forms.^{lxix}

A greater variety of goods was available to rural Kentuckians due to the growth in northern manufacturing and the improved national transportation networks. Markets for manufactured goods expanded and catalogs helped deliver manufactured pre-assembled building products, bringing similarities to the landscapes of the nation. Most county seats and smaller incorporated towns along the rail lines maintained commercial prosperity as area distribution centers.^{lxx} New stock yards, located away from urban living and commercial centers, were situated along railroads or spurs, built between major lines and the larger yards. Slaughtered animals were shipped aboard rails to larger commercial packing houses in Louisville and Cincinnati.^{lxxi}

Characteristics of Crossroads Communities

The development of crossroads communities occurred either in association with a turnpike or railroad, after which the crossroad pattern arose at the major crossroads intersection (not just along a single road). These communities have a density of development focused around the main intersection and a definite transition to farmland both at the rear of the parcels and at the boundaries of the community. As compared with river and county seat towns, crossroads communities are often not officially platted and usually lack a grid plan or alleys.

Complex Economic and Social Networks

Trade networks in crossroads communities were not just local, but often extended into nearby counties. When connected to the seat of a bordering county via early turnpike roads, crossroads community residents often chose to do business in these adjacent counties rather than in their own county seat. Transportation issues, family ties, and county politics also factored into their decision. Gravel Switch residents often chose to do business in Mercer County rather than in their own Marion County seat of Lebanon. An undated *Kentucky Advocate* article included in John Sheperon's *History of Gravel Switch* noted that ". . . a great deal of stock from that section [Gravel Switch] is driven by foot to Danville and other stock sale points." In observing that Gravel Switch was only eighteen miles from Danville, Sheperon said it was, "to all interests and purposes practically a Boyle County town."^{lxxii} Willisburg and Mackville residents did much business in Harrodsburg, Mercer County, instead of in the Washington County seat of Springfield. In the *History of Willisburg*, Welch notes that "The people of Willisburg and

^{lxviii} Jennifer Ryall, Springfield Main Street District National Register Nomination Form, June 2011.

^{lxix} Amos, p. 149.

^{lxx} Amos, p. 125.

^{lxxi} Amos, p. 126.

^{lxxii} John Sheperon, *History of Gravel Switch*.

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northern Washington County had strong ties to Mercer County.” Even as early as the settlement era, Willisburg residents had friends and family in Mercer County. Families married and moved back and forth between the two counties frequently. Welch also noted that, “The services offered in Harrodsburg were also utilized as often as those in Springfield by many persons.”^{lxxiii} Geneva Jenkins Keeling, a longtime Willisburg resident born in 1923, said that she remembered residents shopping in Harrodsburg; however, she remembered this happening more after the school consolidation conflict with Springfield.^{lxxiv}

In addition to crossroads community residents taking their business into adjacent counties, according to the *Washington County Bicentennial History*, a “deep rivalry” and even “hostility” existed between Mackville and Springfield from the time of the formation of Marion County in 1834. One motivation for this rivalry was shared by the residents of Willisburg. When Washington County lost its southern half at the creation of Marion County, Springfield no longer stood at the center of the county. Subsequently, northern Washington County residents wanted to see the county seat relocated closer to them. Through repeated attempts to move courthouse, and even to create a new county called McDonald, Springfield remained the county seat.^{lxxv} Indeed, a great deal of friction was often apparent between the crossroads community and its own county seat; this has persisted to some degree among the older families. This friction was expressed in behaviors ranging from good-natured humor between neighboring crossroads community residents, to all-out boycotts of the county seat. In fact, as late as the 1960s, Willisburg, Washington County, residents fought consolidation and the closing of their high school, and believing Springfield wanted to dominate the county and “take” its schools. This led Willisburg residents to boycott Springfield businesses.^{lxxvi} Other reasons for this friction often included disputes over county boundaries, location of the county seat, religious or political affiliation, and water resources.

Goal of Self-Sufficiency

Crossroads communities, through the 19th and early 20th centuries, were nearly as self-sufficient as their residents. An important illustration of this occurred in 1857, when northern Washington County, desiring more control over local affairs, introduced a bill in Frankfort to relocate the county seat, placing it closer to Willisburg. The bill was eventually defeated.^{lxxvii} After the J. Speed Smith Masonic Lodge sold its first-floor space in 1911, Willisburg actually had its own courthouse for a few years.^{lxxviii} The school district had used the first floor of the lodge until it sold its half interest back to the lodge in 1909. In 1911, the J. Speed Smith Masonic Lodge (WS-176) sold a half interest in the building which became known as the Willisburg Court House. The first floor was used as a court house, the site of circuit court trials conducted by constables, and the upper floor was used by the Lodge.^{lxxix}

Other examples include the diversity in types of early commercial and manufacturing enterprises (see Property Types). Crossroads communities provided most of the services available in the county seat, but on a more modest scale. Longtime crossroads community residents noted that they were able to purchase all necessities within their communities as late as the mid-twentieth century. One reason this was possible was that residents grew and processed much of their own produce. Many remembered taking their grain to be processed into flour at the mill. Residents raised cattle, often sold to the general store and shipped out via the railroad if it was available. They raised chickens and sold the eggs at the store. Cash purchases at the store were few, and often included fabric, coffee, and sugar. A luxury in railroad-driven crossroads communities included white bread that arrived via the railroad in large wooden

^{lxxiii} Welch, *The History of Willisburg*, p. 4.

^{lxxiv} Interview by author with Geneva Jenkins Keeling in Willisburg, Kentucky, April 10, 2012.

^{lxxv} Washington County History Book Committee, pp. 33-34.

^{lxxvi} Bruce Welch, *The History of Willisburg*, self published, p. 36.

^{lxxvii} Baylor, p. 111.

^{lxxviii} Bruce Welch, *History of Willisburg*, self published, p. 28.

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

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boxes. Other purchases may have included building materials and specialty items crafted outside the community.

Dwellings and offices of local doctors tell an important story about self-sufficiency in crossroads communities. Doctors were also residents of the communities they worked in, delivering babies and providing care for the sick. Their residency established a level of trust among crossroads community residents. Often times, these doctors traveled to individual houses providing care. Having a doctor within the community meant both decreased travel and response times for those requiring emergency treatment. In Mackville, rural doctor's offices have been preserved in greater numbers than in the other communities researched. Two of these are modest frame buildings and one was an adaptively-reused larger Queen Anne-style doctor's residence. On Mackville Road, at 10752 Main Street (WS-768) is the small frame building which once housed Dr. W.S. Gabhart's office. At 10764 Main Street (WS-767) is the two-story house built by Dr. Cox; Dr. W.S. Gabhart purchased the building and practiced medicine here at one point. Finally, at 10773 Main Street are the Dr. William R. Thompson House and its adjacent frame office building. The building that once housed Dr. Thompson's office is a small front-gable frame building detached from the house and built at the front parcel line at the sidewalk in commercial fashion. Today, all the doctor's office buildings function as dwellings. In Loretto, Dr. Cissell, whose house remains at 4635 Main Street, delivered William Henry Lyon and Grace Lyon, grandchildren of W.H. Lyon. Dr. Cissell is remembered to have had the first automobile in town.^{lxxx}

Importance of General Stores

Interestingly, multiple general stores operated at one time within each crossroads community. Sometimes one family even operated multiple stores. In Loretto, for instance, the Bud Thompson, J.H. & J.L. Lyon and the W.H. Lyon Stores operated at the same time; two were owned and operated by the Lyon family. Apparently there was never any difficulty between the competing stores or family members operating them; sometimes this was because stores specialized in a certain product or service.

The general store not only sold groceries, dry goods, building supplies, tools, and luxuries but also served as a social hub of the community. Some stores even had specialized tools, allowing them to offer such services as shoe repair. They acted as bankers of a sort, extending credit and bartering for local goods. Owners of stores located in communities with a depot sometimes acted as stock brokers, taking charge of purchasing local livestock, storing it in a pen near the tracks, and shipping it out on the railroad to Louisville. Detailed numbers and weights of all products and livestock sold to the store were kept in the store register.

Many crossroads community residents grew tobacco which was sold in the winter. Until the time of the tobacco sale, purchases they made at the general store were typically on barter or credit. Crossroads community residents would sell raw produce, such as eggs and cream, and processed goods such as butter and hats. If what the customer sold to the general store was worth more than what was owed, she would be given a coin in that amount. This was a special coin, not legal tender, similar to the scrip money used as pay in company towns. Denominations were the same as that of U.S. silver. In fact, in Marion County crossroads communities, it was actually referred to as "scrip." In Washington County these coins served the same function but were referred to as "due bill coins." The coins were either aluminum or brass, stamped with the name of the general store and the amount. No one in the project area remembered the stores themselves having a machine to manufacture these coins; apparently they were ordered.

There was some disagreement over whether the coins could be spent at any general store or only at the one whose name was stamped on the coin. The consensus is that originally they could only be spent at

^{lxxx} Personal notes of Nancy Lyon from 1984 interview with Mabel Lyon.

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the issuing general store but were later accepted at multiple stores. Grace Lyon, of Loretto, noted that the owners of the Lyon stores believed it was a “favor to them [the customer]” to buy their farm products and that the coins were an early loyalty rewards program, bringing residents back to buy at the store that helped them.^{lxxxix} Additionally, it encouraged residents to spend money in their own communities rather than in the county seat town or even in an adjacent county.

F. Associated Property Types

Property Type Name: **Crossroads Community**

Description: Types of Crossroads Communities

Two main patterns of development, turnpike-driven and railroad-driven, are observed in crossroads communities across Marion and Washington Counties. These development patterns are linked with the transportation method which most substantially influenced the built landscape of each place. These patterns become useful as *types* of crossroads communities; it is hypothesized that these types will be found not only in Marion and Washington Counties but also across the larger Bluegrass Region. Detailed characteristics of the example crossroads communities within each type, including a section specifically on commerce, as well as landscape features useful in the identification of specific type, are listed below. Comparisons among several towns in the counties are included. The differences noted can help show which are distinctive features of crossroad communities. A list of essential features begins on page 24, below.

Turnpike-Driven Crossroads Community

Due to the lack of railroad access in most Washington County crossroads communities, turnpike roads featured more prominently in their development. The lack of rail access also meant that Washington County crossroads community residents needed to travel turnpike roads more regularly to pick up or ship goods via the railroad at Lebanon, visit family and friends in adjacent towns, and attend social or religious events. Mackville and Willisburg, the two largest crossroads communities in Washington County (its second and third largest communities of any kind) perhaps best illustrate the local patterns of the turnpike-driven crossroads community. Both Mackville and Willisburg were founded in the second quarter of the nineteenth century during the era of turnpike road construction. Resources in these turnpike-driven communities always had a close association with the roads they addressed. As the author of the Nugent's Crossroads National Register nomination notes, “During all periods of history, the transportation-related commercial resources are located immediately adjacent to the transportation corridor; most were integral or even pivotal elements of a small community or hamlet.”^{lxxxii}

By the 1870s, 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.^{lxxxiii} The former was chartered in 1869 and completed in 1873.^{lxxxiv}

In Willisburg, the Mackville-Willisburg-Louisville Pike encompasses two portions of Highway 433 - Polin Road north of Willisburg and Mackville-Willisburg Road south of Willisburg. 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.^{lxxxv} These two

^{lxxxix} Telephone interview by author with Grace Lyon, February 17, 2012.

^{lxxxii} Nugent's Crossroads National Register Nomination, National Register ID # 93001530, 1994.

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

^{lxxxiv} Ibid.

^{lxxxv} “Lawless Outbreak by Night Raiders Destroyed Kentucky's Toll Road System,” reprinted from 1896 *Courier-*

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turnpikes converge at the most densely-built portion of the community. The Springfield-Willisburg-Fox's Creek Pike (now Highway 53 or Lawrenceburg Road) intersects Route 433 (Mackville-Willisburg Road or the old Macxville-Willisburg-Louisville Turnpike) and was chartered in 1870.^{lxxxvi}

The rise of the automobile in the 1930s and 1940s is seen on the landscape of Mackville and Willisburg in the form of extant stores, gas stations, and garages built to serve the automobile traveler. Even the heavily railroad-driven crossroads community of Loretto acquired these automobile-specific buildings. By the late-nineteenth century, Mackville and Willisburg were considered "subsidiary centers" of Washington County. Continued development in these communities, usually a new branch banking location or franchise convenience or department store, occurred because of their locations along one or more of the turnpike roads. Turnpike-driven crossroads communities tend to suffer the greatest when their main roads are bypassed. 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."^{lxxxvii}

In the May 2003 Washington County Master Plan *Washington County: Footprints for Tomorrow*, developed by the University of Kentucky's Landscape Architecture program, indicated some interesting trends in its rural communities. Mackville, it noted, ". . . is surrounded by some of the most desirable agriculture in the county." This creates a conflict between prime farmland and land prime for future development. According to the study, "Many citizens of Washington County voiced the need for new housing developments in Mackville and Willisburg, the desire to preserve rich agricultural land, and a fear of uncontrolled growth."^{lxxxviii} The study also notes that development along current roadways weakens the core of the community and can create hazardous conditions with driveways connecting directly to the roadway in areas of decreased visibility. The study recommended strengthening the commercial core of Mackville as well as creating a new road alignment for safety, a Mackville Urban Expansion Limit, and agricultural easements to preserve the surrounding agricultural landscape.^{lxxxix}

Willisburg, highlighted in the report, is surrounded by prime agricultural land and borders the Willisburg Lake watershed. Issues they highlight include the following:

- the vulnerability of the Willisburg Cemetery to development around its borders;
- conflict between land uses: agricultural vs. residential development;
- the absence of an established commercial core;
- the unprotected nature of Willisburg Road;
- the fragile Willisburg Lake watershed.

The study strongly recommended no further development in the Willisburg Lake watershed, establishing a commercial core, creating a buffer around Willisburg Cemetery, and connecting Mackville and Willisburg with agricultural scenic easements.^{xc}

Railroad-Driven Crossroads Community

While turnpike roads were the major transportation feature in the two Washington County crossroad communities, in the two Marion County communities it was the railroad. Loretto and Gravel Switch in Marion County, due to their locations on the important mainline of the L&N RR's Knoxville branch,

Journal article, *Kentucky Explorer*, November 1995, p. 3.

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

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

^{lxxxviii} U.K. Department of Landscape Architecture, *Washington County: Footprints for Tomorrow*, (Lexington: University of Kentucky, 2003), p. 80.

^{lxxxix} U.K. Department of Landscape Architecture, *Washington County: Footprints for Tomorrow*, p. 83.

^{xc} U.K. Department of Landscape Architecture, *Washington County: Footprints for Tomorrow*, p. 85.

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accurately illustrate the patterns of development here. The first train ran through Lebanon on March 8, 1858, and an October 31, 1859, schedule lists the stops as Lebanon Junction, Boston, Nelson Furnace, New Haven, Gethsemane, Chicago, St. Mary, and Lebanon.^{xci} Four passenger trains, in addition to the many freight trains, arrived and left the station at Loretto.^{xcii} After Loretto, the line passed through St. Mary's and Lebanon. In 1864, the L & N Railroad purchased land for its right-of-way and, in 1869, the railroad purchased more land to build a depot in Gravel Switch. In May 1912, the L & N purchased land on which to build section houses in Gravel Switch.^{xciii}

In railroad-driven crossroads communities, residents often rode passenger trains to nearby towns and cities for recreational and business purposes. At the turn of the twentieth century in Gravel Switch, for instance, a special passenger train made stops twice daily to transport people to the popular Aliceton Camp Meeting in the nearby crossroads community of Aliceton.^{xciv} Loretto resident, postmistress and milliner Mary Buckler, rode the train to Louisville seasonally to research the latest styles and attend millinery classes.^{xcv} Travel to Louisville by train seems to have been reserved for special occasions.

Both communities have a Railroad Avenue which was either the historic railroad bed or paralleled the railroad. In both cases, Railroad Avenue is the site of one or more L & N Railroad section houses. In both communities, the tracks have been removed and historic railroad right-of-way preserved as a landscape feature - either becoming an automobile road or remaining as open space, either wholly or in part.

In all four communities, development remains concentrated at the important node, the intersection(s) of two major roads. Loretto and Gravel Switch both have more traditional Main Street appearances due to the concentration of commercial buildings directly at depot locations (usually near the crossroads intersection). In Loretto, for instance, there are adjacent historic commercial buildings remaining including Cissell's Garage and the Bank of Loretto. Loretto retains the J.H. Lyon Store (now Hawk's Place), the most recent and only extant Lyon store, as well as the Bud Thompson Store (now Loretto Lumber & Hardware). Gravel Switch would also have had adjacent commercial buildings, but many buildings have been burned or razed. Instead, extant commercial buildings are scattered and include Shaheen's (now Village Store), J.W. Weatherford's (abandoned), and Johnston's (later Harmon Funeral Home) as well as Isaacs Hall, a multi-purpose, frame commercial building which served as a store at one point. Mackville and Willisburg retain fewer of their original general stores and they are more recent constructions. The Sutton store remains in Mackville and a small store remains in Willisburg beside the old Willisburg Baptist Church. Historically, Willisburg had a section of adjacent commercial buildings near the Willisburg Baptist Church and across from current Larry's Tire & Auto; these businesses would have included the J.A. Johnson Store (later James Jenkins & John Kays stores in this location), the Seay Hotel, and Brumley's store.^{xcvi} These commercial buildings are no longer extant in Willisburg.

Physical Patterns of Development

Crossroads communities in the Bluegrass Region often evolved around settlement era-taverns, generally located adjacent to major roadways and providing inn accommodations to travelers. Although often bypassed by new turnpike roads, some settlement-era crossroads communities were able to establish a

^{xci} "Loretto" in Montage Magazine, Lebanon Enterprise, Summer 1991, p. 22.

^{xcii} National Railway Publication Company, Travelers' Official Guide of the Railway and Steam Navigation Lines in the United States and Canada, June 1893.

^{xciii} Gravel Switch Community History Committee, *Gravel Switch, Kentucky, Community History*, (Utica, McDowell Publications, 2007), p. 11.

^{xciv} Gravel Switch Community history, p. 27.

^{xcv} Mary Buckler, *The Flame from Within*, 1974, self published.

^{xcvi} Interview by author with Bobby Cheser and Bruce Welch in Willisburg, Kentucky, January 20, 2012.

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local trade network which continued to sustain them after early commerce waned. In the 1820-1865 period, a growing Bluegrass crossroads community might contain its original tavern, a small general store with second floor professional office space, specialty retail shops run by saddle or harness makers, blacksmiths, coopers, and tailors; a few residences; and a stable.^{xcvii} Taverns and other early buildings were often enlarged during this period. Commercial buildings located in crossroads communities, and built during this period, still strongly resembled residential buildings.^{xcviii} During most of the antebellum period, traditional or folk types and styles characterized buildings in these towns. Some commercial buildings began to acquire non-folk forms toward the end of this period. Antebellum small town commercial buildings were often similar in appearance – single-story or two-story log, brick, or frame buildings, with gable ends to the street or in townhouse or row house fashion. Their footprints roughly filled their narrow lot widths. Until the railroads arrived at local distribution points, rural towns did not use much cast iron. After this time, cast iron was used for decorative details on storefronts, helping to distinguish commercial from residential buildings.^{xcix}

Although plat maps were apparently developed for both Mackville and Willisburg, these may never have been recorded. Linda Anderson, local historian and resident of Mackville, believes she found its plat at the Washington County Clerk's Office in a folder labeled "unrecorded plats." Mackville was apparently unofficially platted with two streets paralleling Main Street and two streets paralleling Rochester Avenue (the alley adjacent to the Baptist Church).^c This plat has not been relocated. In the *History of Willisburg*, Welch notes that the boundaries of Willisburg were determined 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 apparently 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.^{ci} It appears neither of these plats went into effect, as neither Mackville nor Willisburg actually developed on a grid system. No plats have been discovered for Gravel Switch or Loretto.

Today, Mackville lacks true alleys and has no cross streets except where major roads cross one another. 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 is relatively undeveloped. 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 parcel lines. Houses are larger and 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. Without a strict grid plan to channel development, Willisburg has farm fields abutting the rear parcel lines of many homes built along the main travel artery, the town's Main Street.^{cii}

Railroad-era commercial buildings had square facades fronting either a single- or two-story building or covering a gable end in a false front. This replaced the antebellum commercial building and created new rhythm along the street. Buildings became more specialized in larger towns. Rather than general stores, new commercial buildings functioned as millineries, bakeries, and tailor shops. Banks presented the "most materially solid and imposing facades of all known rural commercial examples." Amos notes that turn-of-the-century country stores in crossroads communities may have been taken for granted and seem

^{xcvii} Amos, p. 95.

^{xcviii} Amos, p. 98.

^{xcix} Amos, p. 101.

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

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

^{cii} Jennifer Ryall, Springfield Main Street District National Register Nomination Form, June 2011.

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to have survived less frequently than expected.^{ciii} Country stores served as “community markers,” according to Amos, and as post offices, social centers for the agricultural communities now looking to larger towns for the majority of their commercial purposes.

In the 1866-1918 period, steam power gained widespread use and roller mills replaced earlier water powered mills. Larger twentieth-century mills did local milling, processed and sold commercial quantities under their own brand name, and were located adjacent to a railroad or on a spur line. Many steam mills were later converted to electricity toward the end of this period.^{civ} Automotive industries gradually replaced the blacksmith and wheelwright's shops in small towns. In fact, the blacksmith shops often became local garages. The number of small local manufacturers declined, as did stone quarries, brick works, and tanneries. Frequently built in the postbellum period, country stores located at crossroads or alongside railroad sidings functioned more like taverns or stage stations than their less isolated counterparts in larger towns within the Bluegrass Region. Farmers often used credit for necessities at these stores, paying the principal debt plus interest after harvesting their crops.^{cv} Stores were multi-purpose. Second-story space often served as a voting location or was rented to lodge halls, secret societies, and churches. Amos writes that “The turn-of-the-century rural country store was then a commercial, political, social, and perhaps other nucleus for the rural communities that spread across the landscape.” Lumber millyards tended to replace small local lumber mills.^{cvi}

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.^{cvii} This quote provides evidence that Springfield developed along similar tracks as did other communities within the county at large. The stunted development of Mackville and Willisburg can be partially explained by 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.^{cviii}

As compared with other railroad-driven Marion County crossroad communities, Gravel Switch and Loretto have preserved about the same proportion of their historic resources. The L & N Railroad, reaching many more communities in Marion County than in Washington County, seems to have helped preserve a higher number of Marion County's communities and kept them sustainable. These towns all show development into the twentieth century with later stores, garages, and gas stations. Some communities also acquire post offices and schools in the later-twentieth century. In all cases, the railroad tracks have been removed but this important landscape feature remains and integrity of feeling and design are preserved through the orientation of buildings to the railroad right-of-way, as well as the right-of-way itself, often becoming a street or remaining as open space.

Crossroads communities tell an important story of each county's rural residents. Their general store acted as small-scale market center and bank, purchasing local produce and livestock to ship out on the railroad, extending credit and even using its own currency. Raw hides, wood, grain, and cream were processed here. Crossroads community manufacturers crafted harnesses, metal tools, buggies, and furniture. Female residents contributed their skills by operating beauty parlors, boarding houses, and millineries – often in private dwellings. Local builders and carpenters constructed houses. Resident

^{ciii} Amos, p. 149.

^{civ} Amos, p. 124.

^{cv} Amos, p. 147.

^{cvi} Amos, p. 148.

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

^{cviii} Jennifer Ryall, Springfield Main Street District National Register Nomination Form, June 2011.

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crossroad community doctors brought babies into the world while resident undertakers provided funerary services for the deceased. In the Marion County crossroads community of Loretto, liquor was distilled. Crossroads communities were sustainable through the mid-twentieth century; residents made the trip into the county seat of their choice mainly to network, socialize and visit family, and sell surplus farm products.

River Towns

Crossroads communities are distinguished from river towns such as Fredericktown in Washington County or Raywick in Marion County. These two communities developed early during the heyday of flatboat transportation and became important shipping hubs during this period. River towns were often formally platted and developed on a more compact, grid system. A few early, more substantial, brick, log, or timber frame residential and commercial buildings usually remain today. In general, a higher proportion of surviving commercial buildings are likely to be earlier. Like railroad-driven crossroads communities, river towns built warehouses, stables, stock yards, hotels, and manufacturing buildings for county farmers bringing raw goods destined for shipping. These buildings seem to survive more often in river towns - perhaps because there were more of them to begin with or perhaps due to their more substantial construction methods. The river town may feel closer to a county seat than to a crossroads community. Most importantly, river towns are located along a river (or its tributary) which is presently or was historically navigable. This important geographic influence tends to keep the river town more compact than the crossroads community. Although a crossroads intersection may also be present in a river town, other important factors (such as the orientation of most buildings to two major cross streets and the lack of density at the rear of these parcels) do not apply. Residential parcels in river town are typically smaller than those in crossroads communities and do not often contain agricultural buildings or fields.

Fredericktown (Washington County)

Fredericktown, established as "Fredericks Burg" in 1818, lies in the valley where the Beech Fork meets Cartwright's Creek. One of its most prominent residents was George Connor who, in the early-nineteenth century, built the substantial brick house (WS-15) which remains to represent the heyday of water transportation in Washington County. Another early-nineteenth-century dwelling remaining in Fredericktown is the Dr. J. Coleman Shaunty Home (WS-105) which is partially log; Shaunty's dwelling is indicated on the 1877 Beers map of Fredericktown. George Connor owned the gristmill, wool carding shop, and a general store. In addition to these Connor enterprises, the 1877 Beers map shows a sawmill (in addition to the gristmill) as well as dwellings, an "estate," a hotel, a blacksmith shop, and the log Blenko/later Mudd Store & post office (see WS-333).^{cix} Buildings are mainly located along what is now Old Fredericktown-Bardstown Road. By 1877, other crossroads communities in Washington County already had more of a mixed use nature – perhaps due to the need to produce more of their own goods rather than receive them by water. It is obvious that development in Fredericktown was limited geographically by the river along its western edge. Similar to the other communities, Fredericktown is visually contained by a dominant curve in Old Fredericktown-Bardstown Road; this main road through Fredericktown has been bypassed by US-150/Bardstown Road. Fredericktown retains the frame ell of its historic tavern (WS-334) that later served as a restaurant. Most extant dwellings are frame. Although a few dwellings date to the late-nineteenth and early-twentieth centuries, most extant dwellings were built in the second quarter of the twentieth century. Indicative of the automobile's influence on Fredericktown, in the 1930s and 1940s a mill (later Pontiac garage and creamery – WS-339) and a grocery store (later candle factory – WS-335) were built. Expansion in the mid-twentieth century is indicated by the construction of Holy Trinity Catholic Church (WS-342) in 1955 and the Fredericktown Elementary School (WS-341) in 1962. The 1997 flood took a heavy toll on buildings nearest the river in Fredericktown.

^{cix} Washington County History Book Committee, p. 122.

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Raywick (Marion County)

Raywick, originally incorporated in 1838 and located along the Rolling Fork River in Marion County, received its current name from the 1811 marriage of Lloyd Ray and Nancy Wickliffe. A nearby spring provided water for early tanning industries. The Rolling Fork itself provided a water source for the early Head Distillery which is no longer extant. As previously stated, one of the most important early industries in Raywick was flatboat building. When Marion County was created from Washington County, Raywick was a contender for the new county seat and was, in fact, the largest town in Marion County at the time.

The current town form of Raywick indicates that it was originally platted on a grid system much like larger towns; even its street names are similar to those of county seat towns. Early Raywick had two blacksmith shops, two churches (Catholic and Methodist), a post office, a school, a hotel, a bank, a jail (basement of a dwelling), and a mill (later a broom factory – MN-497). In the mid-20th century there were five stores and two gas stations in operation in Raywick. In the 1970s, urban renewal claimed a block of historic buildings in the heart of Raywick to provide space for the Raywick City Park.^{cx} Raywick has retained its early-nineteenth-century brick St. Francis Xavier Church (MN-2) and associated St. Francis School, a dwelling with the stone-walled jail in its basement (MN-489), and the mill/broom factory building (MN-497). Most extant dwellings in Raywick are frame and date to the late-nineteenth and early-twentieth centuries, although there is one mid-nineteenth century timber frame house (MN-504). The modern 5th Wheel Lounge (MN-496), as well as a modern metal-clad convenience store building housing the Raywick Post Office, indicates growth in the mid-twentieth century. A new phase of building/demolition after re-incorporation as a sixth class city in 1981 is represented on the landscape by the Raywick City Park and by buildings such as the Raywick City Hall, Raywick Fire Department, and Charlie's Bar & Grill.

County Seat Towns

Crossroads communities are differentiated from their county seats. Until the railroad reached county seat towns in Washington and Marion Counties, Springfield and Lebanon were physically differentiated from crossroads communities mainly by their courthouse squares and associated county buildings, grid-like plans, and alleys. In their early phases of development, the county seats appeared more like large crossroads communities. For instance, besides the county buildings, most early county seat buildings were frame and fronted on the main road. Early county seat business owners would often purchase and combine multiple narrow platted lots for their large buildings. This practice resulted in more of a crossroads appearance early in the county seat's development. Residences were often spaced far apart on large lots toward the edges of the town's platted boundaries and included outbuildings. Due to the efforts of influential and persuasive county seat residents, the railroad did arrive in Lebanon and Springfield, encouraging an increase in building density and permanence as more brick commercial buildings were constructed at the important nodes and older frame complexes were demolished. At this phase in its development, the county seat was the farthest removed from its early crossroads character. After the arrival of the railroad, both Springfield and Lebanon acquired the large hotels, opera houses, and movie theaters not found in crossroads communities. As in crossroads communities, both Springfield and Lebanon suffered from disastrous fires which shaped their present form.

Springfield

Springfield, established by a 1793 bill, is the county seat of Washington County. Surveyor David Caldwell was appointed and determined that Washington Courthouse (later Springfield) was nearest the geographic center of the county. Matthew Walton, the largest landholder in the county, provided fifty

^{cx} Rose Marie Cecil Lee, "Raywick" in *History of Marion County, vol. 1*, Marion County Historical Society, (New Hope, St. Martin de Porres Lay Dominican Community: 2001), pp. 44-47.

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acres of land for the town. Roads were then established to and from the chosen site. Original lots were 80 feet wide and 192 feet deep.

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 as 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.

Early lots were often sold as portions of lots or sold multiple times, which gave a less regular appearance to the early town. Like crossroads communities, before the railroad arrived, the biggest stimulus to Springfield was the completion of the Bardstown and Louisville Turnpike in the 1840s. 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 in Springfield removed manufacturing and warehouse buildings from its commercial and residential Main Street.^{cxix}

Lebanon

In 1815, Lebanon was established as a town on land belonging to John Purdy and “. . . three streets: Main, Mulberry, and Water, running east and west and four or five cross streets were laid off by John Handley.”^{cxii} A plat included in the *History of Marion County* shows the three named streets in addition to Market and Republican Streets running north and south. Ben Spalding named Lebanon for the surrounding cedar trees. Lebanon's grid plan is slightly irregular due to “divided ownership along the National Road, as well as several early structures” A courthouse was built on a square on the south side of Main Street and a clerk's office and jail were built within five years of the formation of Marion County in 1834. The northern side of Main Street opposite the courthouse was the primary commercial block. The southern side of the street and the block west of Proctor Knott did not support development until later in the nineteenth century. To compare its size to that of Springfield, by 1875 there were six hotels in Lebanon.^{cxiii}

Other Communities

Crossroads communities are also distinguished from one another. As compared with other turnpike-driven Washington County communities, Mackville and Willisburg are much larger today. Mackville and Willisburg have also retained more of their late-nineteenth- and early-twentieth-century frame dwellings, as well as more of the interspersed commercial, social, and religious buildings that contribute to the

^{cxix} Jennifer Ryall, Springfield Main Street District National Register Nomination Form, June 2011.

^{cxii} Marion County Historical Society, p. 28.

^{cxiii} Marion County Historical Society, p. 29.

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feeling of the crossroads community. Stone retaining walls, historic landscape features extant in Mackville, help retain the feel of the crossroads community as well as provide visual continuity. The communities listed below are without these types of features. In the Texas community, Texas Academy, a girl's boarding school, as well as the 1920s-era Texas school, indicated a higher level of early community development there. Mooresville and Texas are without automobile-era buildings such as gas stations and garages. Not surprisingly, they are also without modern buildings such as franchise convenience and department stores. Although Mooresville retains a mid-twentieth-century telephone exchange, neither has a post office or a bank.

Mooresville (Washington County)

Mooresville, located at the intersection of Bloomfield Road (KY-55) and Mt. Zion Road (KY-458), was named for the Moore family and was apparently developed around a distillery run by a Mr. Grigsby and Henry Moore in 1879. Henry Moore's brick house burned at some point. Also in 1879, B.J. Ross & F.L. Terrill ran general stores. In the nineteenth century a Dr. Daniel Carney lived and practiced in Mooresville. Later, there was a cooper, several other general stores (including one with a post office), a distillery, and a blacksmith shop. Also near Mooresville is the tunnel blasted for the Cumberland & Ohio Railroad. The railroad line was proposed in 1868 but never materialized.^{cxiv} Instead, the L & N Railroad line took a course near Fredericktown to Valley Hill. Mooresville retains a historic store (now Tom Greer Equipment & Auctions – WS-390) as well as the Mooresville Feed Store (WS-395). There are no late-nineteenth- or early-twentieth-century commercial buildings remaining. Both extant commercial buildings were built in the second quarter of the twentieth century and hint at Mooresville's heyday. This heyday likely was likely before the automobile era as there were no garages or filling stations surveyed here. The physical form of Mooresville no longer reflects compact crossroads community development, although the extant commercial resources are located near the main crossroads intersection. There are many twentieth-century ranch houses interspersed with scattered frame late-nineteenth- and early-twentieth-century dwellings.

Texas (Washington County)

Located on Texas Loop Road near its intersection with Texas-Mackville Road is the community of Texas. Texas Loop Road has now been bypassed by Perryville Road (KY-150). The post office for the community of Texas was established in 1879. Locals campaigned to have the railroad pass through Texas, but this was not to be. Texas apparently once had three general stores, a blacksmith shop, a mill, an ice house, and a barber shop. There was also the Texas Academy, a boarding school for girls. There were several churches and several doctors in Texas. A tollbooth was located near Texas on the Texas-Mackville turnpike road. Farmers in the Texas area raised dairy cattle and tobacco. There were at least two general stores, one of which housed the post office, and there was a blacksmith shop. In 1928, Texas school (WS-54) was built; it housed both a high school and a grade school. Today, Buck Goode's Store (now a dwelling – WS-709) remains as a reminder that Texas has continued to expand into the mid-twentieth century.^{cxv} Although Texas retains a compact development pattern, it appears to have been more of a linear town, located mainly along Texas Loop Road rather than being built up along both of the main cross roads. Its integrity of materials is low. Nearly all the historic commercial buildings are gone. Only one identified resource (possibly a frame commercial building – WS-713) dates from its period of establishment. Most dwellings are frame with periods of construction in the early-to-mid-twentieth century.

^{cxiv} Washington County History Book Committee, p. 125-126.

^{cxv} Washington County History Book Committee, p. 129.

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Gravel Switch (Marion County)

In Gravel Switch, the smallest community of the four, peak and decline periods are more obvious due to the direct influence of the L & N railroad in its development. The community developed later and appears to have peaked in the 1900-1930 period, when railroad travel was still popular. Reflecting original community development patterns, extant commercial buildings remain clustered at the two main intersections—at Gravel Switch Road (KY-243) and Railroad Street, and at Gravel Switch Road and Aliceton Road. Many of the oldest, most substantial, and stylish of the extant houses are clustered near the important Gravel Switch Road-Aliceton Road intersection and were built in the early 1900s. The historic railroad right-of-way continues to serve as an important landscape feature, paralleling Railroad Street and then curving away. Several section houses associated with the railroad remain near the end of East Railroad Street.

Loretto (Marion County)

In Loretto, a portion of the railroad right-of-way is now Railroad Avenue and the rest simply became open space. The 1877 Beers map shows that, even by this time, development was clustered directly at the depot and the crossroads intersection of KY-49 and KY-52. Outside this small area were widely-spaced residences. A toll house was indicated on KY-49 outside the heart of Loretto. Loretto never had its own church, although in the twentieth century, the small Loretto Chapel was donated by a member of the Lyon family. The attendance was not regular enough to support its continued operation, and it was later reused as a day care facility. Although it experienced a great deal of change, due to its grouping of adjacent historic commercial buildings, Loretto has a more traditional Main Street look than the other communities.

St. Francis (Marion County)

Only about two miles southwest of Loretto at the intersection of KY-52 and St. Francis-Raywick Road (KY-527) is the crossroads community originally called Chicago (officially renamed St. Francis in 1938) and also a stop on Knoxville branch of the L & N Railroad. Although only a general guideline due to it being a subscription map, the 1877 Beers map shows more than twice as many buildings as Loretto clustered around the crossroads intersection at Chicago. These included the depot, multiple store buildings (including one housing the post office), a hotel, a blacksmith shop, a doctor's office, St. Francis Church and St. Claire Academy. Like many Marion County communities, St. Francis seems to have been dominated by the Smith Blair & Company Distillery which had buildings right in town. According to Nancy Lyon, shipments accidentally sent to Chicago, Illinois, rather than Chicago, Kentucky, meant costly delays for the Smith Blair & Company Distillery; the company had a big part in petitioning for the town's name change. The hotel also appears to be labeled "Smith Blair & Co." but was apparently later owned by G.E. Knott. The Earl Miles and Ballard grocery stores as well as the J.H. Smith general store, the hotel, doctor's office, and two service stations operated simultaneously in the twentieth century.^{cxvi} St. Francis has preserved about the same number of its early commercial buildings as the other crossroads communities it is compared to here, but a lesser proportion of its historic dwellings. Although St. Francis does not retain its compact, crossroads community form, what remains of its historic buildings are still grouped at the main intersection. The St. Francis of Assisi church has been shared between the Loretto and St. Francis communities for many years and still remains (MN-28) along with its late-nineteenth-century Parishioner's House (MN-310). Earl Miles' Store building (MN-301) still remains. Two of the Smith Blair & Company buildings have been preserved including the Smith, Blair & Company store & Post Office building (MN-304) as well as the first story of the Smith Blair Hotel (MN-303). An early double pen log dwelling also remains (MN-300). Development into the twentieth century is indicated by the later, concrete block, Earl Miles Store building (MN-306) and the circa 1960s St. Francis Post Office (MN-314).

^{cxvi} Nancy Lyon, *St. Francis of Assisi Beginnings, 1896-1996*, 1996, pp. 67-69.

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Crossroads Community Property Type Historic Component Resources:

- Agricultural

Crossroads farm - small farm within the boundaries of the town and containing a house, domestic outbuildings, and at least one agricultural building. Most crossroads farms would have included a barn or stable, meat house, chicken house, garage, and sometimes a root cellar. Crops grown on these small farms included wheat and tobacco.

- Civic or Fraternal

Masonic lodge - original lodge or historic replacement for burned lodges; older lodge buildings were typically two story frame buildings with space that could be rented for various purposes.

- Commercial

Garage or filling station - typically concrete block, single story, early- to mid-twentieth-century buildings with one or more service bays on the façade.

General store - original or historic replacement for original store; usually a historically multi-purpose building with rented commercial or professional office space in the upper story and shops or businesses renting space in the basement, rear, or in an addition; often housed the original post office. Older general store buildings are typically of frame construction with large display windows.

Professional office - small single-story doctor's office building usually of frame construction and resembling a small dwelling.

Specialty store - operating auto shop, beauty shop, lumber and hardware store, florist; non-operating repair shop, carpentry shop, gift shop, ice cream shop, feed store (now house). Shops are typically one story.

- Educational

School - early school or 1930s, WPA-built school; early schools are typically one to three rooms and frame; WPA-era schools are typically large, brick veneered concrete block, multi-section buildings with ribbons of windows and, often, with round-roofed attached gymnasiums.

- Financial

Bank - typically of masonry construction and built in the early-twentieth century; these single-story buildings often have false fronts with details such as metal cornices, and cast concrete arches and finials.

- Funerary

Cemetery - either within the community or on its outskirts; these are typically large community cemeteries which began on a donated parcel of land.

- Public

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Post office – in a freestanding building or leasing space in a community building

Telephone exchange – resources identified are 20th-century single-story brick second locations and modern concrete block exchanges. Modern concrete block exchanges are often vinyl-sided. Exchanges are typically windowless.

- Religious

Church - Baptist, Christian, Church of Christ most frequently encountered; also United Methodist, Roman Catholic, Presbyterian. Resources identified are either of frame or masonry construction and typically, but not always, have a steeple. Older churches typically have stained glass windows. Entrances are either at the front or corner depending on the location of the church.

Parsonage – typically differentiated from a single family residence (see below) only through its occupation by a community pastor and family and its close proximity to the associated church. This resource appears indistinguishable from the single family residence. A parsonage can be a historic or modern, modest single family dwelling.

- Residential

Single family residence (some historically commercial-residential) - houses and associated domestic outbuildings, most dating to the heyday of the community or after; some served a dual commercial function as a boarding house, funeral home, millinery, telephone exchange, or restaurant. All identified resources are of either frame or masonry veneer and no more than two stories in height.

Historic Resources Typically Demolished in Crossroads Communities:

- **Church** - African Methodist Episcopal (AME) in Washington County communities
- **Depot** - gone from both Marion County communities
- **Garage or filling station** - usually demolished for newer garages
- **General store** - 19th-century general stores have burned or been razed, but a few 20th-century stores remain
- **Hotel** - gone from all four communities due to decrease in travelers
- **Manufacturing building** - including carding factory and yard (brick, coal, log, tanning)
- **Mill** - often steam converted to roller mill; now gone from all four communities
- **Specialty store** - including blacksmith shop, cabinet shop, cooper shop, cream station, drug store, feed store, hardware store, harness shop, livery, wagon shop
- **Tavern** - early taverns do not remain in any of the four communities
- **Toll House** - located along historic turnpike roads within communities or on their outskirts

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Significance: Criterion A

Area of Significance: Community Planning and Development

The crossroads community property type is significant within the above theme because, as a type of small town, it exhibits an important phase in the evolution of town building in Washington and Marion Counties. Without a plan to guide growth, the crossroads community evolved more organically, with development tending to follow the main roads and usually clustering at a major crossroads intersection. As compared with the linear town, focused along only one main road, the crossroads community was able to draw more travelers and was often more prosperous. These advantages manifested themselves in a new phase of building during the automobile era. Linear towns seem not to have developed to the same level. Crossroads communities provide insight into the ways transportation and commerce shape town development and offer valuable glimpses into those phases of evolution.

Crossroads communities also display their theme through the types of buildings present on the landscape. While these communities were always mixed use in nature, an additional phase of town development was evident in certain crossroads communities, making them appear even more similar to the county seat towns. Large crossroads communities are considered the highest form of town development possible outside of the river town or county seat. In these communities a bank, courthouse, depot, or high school may be present. In 1911, for instance, the Washington County crossroads community of Willisburg actually had its own circuit courthouse in the lower level of the Masonic lodge building. Court trials were only conducted here for only a short time, however. Willisburg also later acquired its own high school – as did Mackville in Washington County and Loretto in Marion County. Loretto and Gravel Switch both had an L & N depot. Gravel Switch, Loretto, Mackville, and Willisburg all have banks indicating a certain level of prosperity in these communities as well as a higher level of crossroads evolution. Mackville also had Daughter's College, an institution of higher learning.

Registration Requirements

The nominated resources must be located within the present geographic boundaries of Washington or Marion Counties, Kentucky. To be considered eligible, nominated resources must have been built during the period of significance. Crossroads communities should include the components described in the historic component resources described in the Property Types section above and continue to function as the support system for surrounding farms without convenient access to city stores and services. In addition, Christine Amos has described important characteristics of crossroads communities which should be considered requirements of registration. These include:

- the close relationship between individual resources and the roads they address
- a density of individual resources
- a continuity of scale and setback
- a mixture of residential and commercial properties (mixed use character)
- a recognizable change from community to rural landscape.

Amos notes that the introduction of non-historic resources, loss of physical qualities of integrity, and loss of a substantial percentage of original individual resources would greatly compromise the integrity of the crossroads community property type.^{cxvii}

Integrity

To be eligible for registration under Criterion A, crossroads communities should maintain a high proportion of the basic components identifying the crossroads community property type. The most basic components, as defined by Amos, include the church, school, post office, and store. Additional components which contribute to the integrity of a crossroads community include the community bank,

^{cxvii} Amos, *The Bluegrass Cultural Landscape: A Regional Historic Overview*, p. 3.

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cemetery, parsonage, telephone exchange, Masonic lodge, doctor's office, auto shop or garage, filling station, funeral home, single family residence (with or without domestic outbuildings), and crossroads farm. The period of significance provides for continuing development, encouraged by increased prosperity within crossroads communities. Continuing development in crossroads communities often included the construction of later chain stores as well as modern public buildings such as modern banks and fire departments. Continuing development is also indicated by subdivision of lots and construction of later houses. Focus areas within this theme should include commerce and transportation.

Location: The crossroads community as well as its components and landscape features must retain their historic location.

Design: The basic form and organization of the crossroads community, as defined by historic maps or plats, should remain evident on the landscape. The orientation of most buildings to the major roads or to the railroad right-of-way should remain.

Setting: The physical environment of the crossroads community includes its relatively compact mixed-use pattern of development; surrounding, and sometime abutting, farmland; and at least one major crossroad within its boundary. Railway rights-of-way, if present, should be preserved, although tracks may have been removed. These aspects should remain intact for a high degree of integrity of setting.

Materials: A majority of individual resources, as components of the crossroads community property type, must retain basic form, character-defining features, and enough historic fabric to demonstrate the original function.

Workmanship: High quality workmanship may be evident in details such as original foundations, windows, supports, columns, dentils, brackets, modillions, and cornices. These details may be hand-crafted locally or ordered and shipped to the building site via the railroad. These details are instrumental in identifying local builders and in determining the period of construction for the crossroads community. An abundance or lack of these aspects of workmanship may also provide general indications about the prosperity of the crossroads community. Integrity of workmanship will enhance the historic feel of a crossroad community, but possession of this integrity factor is not generally selected as a basis for eligibility.

Feeling: The retention of stores and churches contributes highly to maintaining the original feeling of the crossroads community. The reason(s) for the original and continued existence of that crossroads community should be evident in order for a crossroads community to have a high degree of integrity of feeling. These likely include transportation elements – location on original settlement routes or later turnpike roads, the coming of the railroad, or the presence of a body of water for shipping or milling. These aspects typically have a lasting influence on the feeling, and on the appearance, of a community. The modern intrusion of franchise and chain stores, such as Dollar General, already negatively affects integrity of feeling within the two largest of the four crossroads communities - Willisburg and Loretto. Another common modern intrusion negatively affecting the integrity of feeling in crossroads communities is the late-20th-century concrete-block corner convenience store, with its gas pumps and large, associated awning out front. Finally, the modern telephone exchange—typically flat-roofed, windowless, vinyl sided, and unwelcoming—negatively impacts the integrity of feeling in these communities.

Association: Integrity of association means that the crossroads community continues to function as the local business center, supply outlet, and social hub for that part of the county. A crossroads community should retain its relationship between itself and the larger rural county area it serves as well as between itself and the county seat. Retaining businesses within crossroads communities is crucial to integrity of association. Association may also be reflected in the way the individual builders tied these buildings to the larger community or to a region they emigrated from. Buildings may reflect an association with a significant period of development (such as the coming of the railroad).

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G. Geographical Data

The eventual scope of this phased MPS includes crossroads communities within the entire Bluegrass Cultural Landscape Region of Kentucky. The Bluegrass Cultural Landscape Region encompasses Inner and Outer Bluegrass physiographic regions and their sub-regions. In the early 1980s, Kentucky Heritage Council (KHC) staff member Bob Polsgrove developed an overview map of the Cultural Landscape Regions of Kentucky on which he defined a boundary for the Bluegrass Cultural Landscape Region. This map became a way for the KHC to synthesize early survey data; physiographic and cultural regions; and demographic patterns across Kentucky.^{cxviii}

Phase I of this MPS focuses on Marion and Washington Counties, located squarely within the Outer Bluegrass physiographic region. The Outer Bluegrass Region exhibits more steeply undulating terrain than the Inner Bluegrass due to its more erosionally-susceptible limestone and shale bedrock.^{cxix} Outer Bluegrass soils are also more clayey and less fertile than soils of the Inner Bluegrass.^{cxx}

The topography of Washington County, according to a Kentucky Geological Survey publication, is typical of the Outer Bluegrass Region with its upland containing irregular hills and ridges. There is little flat land except in the stream valleys, in the Mooresville area, and on the ridge dividing Cartwright and Hardins Creek. The highest elevation in Washington County occurs near its southeastern corner on a ridge south of US-150. The lowest elevation is at the confluence of Brush Fork and Hardins Creek at the northwestern corner of the county.^{cxxi}

Although Marion County is usually described as a "Knobs county," this is actually true of only about three fifths of the county, mainly at its south and west. The remaining two fifths of the county, including all of the area north of the Lebanon parallel east and north of Loretto is a broad, undulatory limestone plateau – a portion of the Outer Bluegrass region.^{cxxii} Encompassing the western portion of the Knobs region, the topography of Marion County is more topographically variable than that of Washington.^{cxxiii} The Knobs are a series of cone-shaped hills which form a transition zone at the western, southern, and eastern edges of the Bluegrass Region. Knobs, *monadnocks* separated by erosion from the Muldraughs and Pottsville Escarpments, consist of shale with more resistant limestone or sandstone caprock. The caprock wears away more slowly and protects the rock immediately beneath.^{cxxiv} A Kentucky Geological Survey publication states that, in addition to the western Knobs, Marion County also includes a portion of the Mississippian Plateaus Region. Northern Marion County is more rolling. Southern Marion County, near Muldraugh Hill, contains knobs and irregular upland areas separated from the main part of the plateau by the North Rolling Fork and Big South Fork. The highest elevations in Marion County are near the Casey County line in the southeastern corner of the county and in the upland area between Big South Fork and North Rolling Fork at the eastern edge of the county. The highest point in Marion County is Putnam Knob, about six miles east of Lebanon. Rohan Knob is another prominent feature located on the Nelson County line north of Holy Cross. The lowest elevation in Marion County is where Hardin Creek leaves the northern tip of the county.^{cxxv}

^{cxviii} Personal communication with Bob Polsgrove, December 7, 2011.

^{cxix} Kentucky Geological Survey website, Geology of Kentucky - Bluegrass Region, <http://www.uky.edu/KGS/geoky/regionbluegrass.htm>, accessed December 27, 2011.

^{cxx} Richard Ulack, Karl Raitz and Gyula Pauer. *Atlas of Kentucky*, (Lexington, University Press of Kentucky: 1998), p. 21.

^{cxxi} Preston McGrain and James C. Currens, *Topography of Kentucky*, Kentucky Geological Survey Special Publication 25, Series X (Lexington, University of Kentucky: 1978), p. 73.

^{cxxii} Willard Rouse Jillson, *Geography of Marion County, Kentucky*, (Frankfort, Roberts Printing Co.: 1956), p. 26.

^{cxxiii} McGrain and Currens, p. 53.

^{cxxiv} Ibid.

^{cxxv} Ibid.

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H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

Preservation Kentucky, seeking to build upon recent field data collected in Marion and Washington Counties during the Rural Heritage Development Initiative (RHDI) Survey, selected these two Outer Bluegrass counties as the geographic area for Phase I of this MPS. The intensive RHDI Survey of historic agricultural resources and landscapes was undertaken during 2006-2007 and was part of the larger, three-year, eight-county RHDI pilot project. The RHDI project was funded by a grant from the W.K. Kellogg Foundation and was conducted by the Kentucky Heritage Council, Preservation Kentucky, and the National Trust for Historic Preservation. The author of this MPS was one of two full-time consultants hired to complete RHDI Survey work. The four crossroads communities selected by Preservation Kentucky were chosen as representative examples with sufficiently high levels of integrity to exhibit the historic patterns of development of crossroads communities across the two-county RHDI Survey region. The four communities were chosen for their similarities as well as their differences. On a smaller scale, their extant resources and patterns of development will be compared with at least four additional crossroads communities – two more from each county – to give a fuller picture of crossroads communities in Washington and Marion Counties.

The research for this MPS began with a review of all relevant information at the Kentucky Heritage Council, including an examination of original survey quadrangle maps, survey forms, and NRHP nominations. Original RHDI project survey forms and associated digital images for all RHDI survey sites within the boundaries of the four crossroads communities selected was acquired at KHC. For comparative purposes, survey forms for several other crossroads communities in both counties were also scanned. Additionally, a search was undertaken at KHC for relevant historic contexts within Marion and Washington County cultural resource reports as well as in reports across the state. The *Section 106 Evaluation of the Proposed Nextel Partner's Inc. Tower: Gravel Switch – KY320P Near Pottsville, Washington County, Kentucky*^{cxxvi} as well as *A Cultural Historic Survey of the Proposed Wireless Communications Facility, Fredericktown Vicinity, Washington County, Kentucky*^{cxxvii} reports were located. The search for contextual information on crossroads communities across the state uncovered several reports by Helen Powell which all cited the information from Karen Hudson's survey report *Morgan County Survey of Historic Sites*.^{cxxviii} Another valuable source on crossroads communities was found in Christine Amos' *Bluegrass Cultural Landscape* report.^{cxxix} Newspaper articles, county and community histories were examined at the Marion and Washington County Public Libraries as well as at the Kentucky Room at the Central Branch of the Lexington Public Library. More general Kentucky histories were consulted for background information on the development of the two counties. Useful county and community maps were located at the University of Kentucky's Map Library. Journal articles discussing rural development as well as, more specifically, the development of villages and towns were acquired through the University of Kentucky library system. The *Mackville Pictorial History* was examined at the Kentucky Heritage Council, the *History of Willisburg* at the Kentucky History Center, and the *Gravel Switch Community History* borrowed from a resident of Gravel Switch. Without a history book, Loretto's unofficial historian Nancy Lyon's research was consulted during a number of visits to her home in Loretto through April 2012.

^{cxxvi} Jayne Fiegel, P.I. for South Winter Research, Section 106 Evaluation of the Proposed Nextel Partner's Inc. Tower: Gravel Switch – KY320P Near Pottsville, Washington County, Kentucky, April 12, 2006.

^{cxxvii} Celine Finney, Karen Hudson P.I. for Cultural Resource Analysts, Inc., A Cultural Historic Survey of the Proposed Wireless Communications Facility, Fredericktown Vicinity, Washington County, Kentucky, June 4, 2002.

^{cxxviii} Karen Hudson, *Morgan County Survey of Historic Sites*, Kentucky Heritage Council, (West Liberty, Morgan County Historical Society: 1992).

^{cxxix} Christine Amos, *The Bluegrass Cultural Landscape: A Regional Historic Overview*, (U.S. Department of the Interior, National Parks Service: 1988).

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Following the literature review, draft boundaries were determined and resources not previously documented during the RHDl Survey were recorded. The initial phase of survey work in Mackville, Willisburg, Gravel Switch, and Loretto was completed during the weeks of September 18-24, 2011, and September 25-October 1, 2011. The next phase of survey work involved field checking sites already documented during the RHDl Survey. The Willisburg field check was on November 4, 2011. The Gravel Switch field check was completed on December 1, 2011, and the Mackville field check was completed on December 7, 2011. The much greater number of sites in Loretto meant its field check was not completed until January 24, 2012. During the week of December 18-24, 2011, the author obtained individual parcel and corporate limit boundaries, when applicable, from the Washington and Marion County PVAs for the four crossroads communities. Deed work in all four communities was initiated in January 2012. Draft district boundaries were slightly revised in February 2012.

This project was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (National Park Service 1983). In addition, the following documents were consulted: *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin #24* (National Park Service 1990), *Kentucky Historic Resources Survey Manual* (Kentucky Heritage Council); and *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports Specifications* (Kentucky Heritage Council 2001).

All resources have either already been recorded or will be recorded on Kentucky Historic Individual Building Survey Form (2011-1). Resources having changed since the RHDl Survey will be updated with continuation sheets. Digital photographs were taken of the exterior of each resource, including each elevation if visible and any noteworthy architectural features, and any associated historic outbuildings on the property. Resources were closely examined on the exterior in order to fully capture the current condition of the historic resources but also to determine changes in configuration, major additions or renovations, and alteration of character-defining features. A site plan was prepared for each resource that includes outbuildings; any distinctive outbuildings included in the survey have been recorded on Kentucky Historic Resources Barns/Outbuildings Survey Form (KHC 2006). A waypoint and UTM coordinate was taken for each resource using a hand held GPS device; the sites were then mapped using ESRI's ArcMap software. Many waypoints taken during the original RHDl Survey were in an incorrect projection and needed to be individually re-projected to either NAD27 or NAD83, re-checked, and positioned above appropriate building footprints on the aerial map before draft boundaries could be developed or field checks completed.

In order to obtain historic/archival information and oral history, property owners have been consulted at small, information-gathering meetings. These meetings helped identify residents for future individual site visits and interviews. In December 2011, there were meetings in Gravel Switch and Mackville. In Gravel Switch, Eula Ray Kirkland, Aileen Sheperson, and Judy Holland were interviewed. In Mackville, at a larger meeting of the Mackville Boosters, several residents were interviewed; on the same day, the author individually interviewed Helen Gabhart, a longtime resident. Additional meetings were held in January 2012 in Loretto and in Willisburg. Nancy and Bill Lyon, Eunice Lyon Bowling, and Mary Ann Thompson were interviewed in Loretto. Bobby Cheser, Bruce Welch, and Pat Kirsch were interviewed in Willisburg. In April 2012, longtime Loretto residents and funeral home owners Junie and Alan Mattingly were interviewed as well as 89-year-old Willisburg resident Geneva Jenkins Keeling. In June 2012, Jim Powell and Mayor Carl Gabhart, longtime residents of Mackville, were interviewed.

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I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

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