

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

historic name Guthrie Historic District

other names/site number NA

## 2. Location

street & number Roughly Bounded by Ewing, Park and Cherry Street.

NA
X

not for publication

city or town Guthrie

vicinity

state Kentucky code KY county Todd code 219 zip code 42234

## 3. State/Federal Agency Certification

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

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national      \_\_\_ statewide      X local

Signature of certifying official/Title      Mark Dennen/SHPO      Date

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

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

Signature of commenting official      Date

Title      State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

\_\_\_ entered in the National Register      \_\_\_X determined eligible for the National Register

\_\_\_ determined not eligible for the National Register      \_\_\_ removed from the National Register

\_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper      Date of Action

## 5. Classification

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 Name of Property

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**Ownership of Property**

**Category of Property**

**Number of Resources within Property**

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

<u>Contributing</u>	<u>Noncontributing</u>	
25	3	buildings
2	6	sites
1		structures
		objects
28	9	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

NA

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Domestic/ single dwelling

Commerce/Trade/ business

Recreation and Culture/Theater

**Current Functions**

(Enter categories from instructions.)

Domestic/ single dwelling

Commerce/Trade/ business

Social/ Civic

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

Other: No Style

**Materials**

(Enter categories from instructions.)

foundation: Concrete

walls: Wood, Concrete Block, Brick, Aluminum

roof: Metal and shingles

other: \_\_\_\_\_

**Narrative Description**

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### Summary Paragraph

The Guthrie Historic District is located within a railroad town in the southeastern section of Todd County, Kentucky. Todd County sits on the southern border of Kentucky, one of several counties possessing extremely rich farmland. The district is being interpreted for its connection with the L & N railroad and its associations with transportation in that area. The area proposed for listing contains 12.3 acres, 28 contributing features (25 buildings, 2 sites and 1 structure) and 9 non-contributing features (3 buildings and 6 sites).

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### Narrative Description

#### Early Settlement in Vicinity of Guthrie

The spot that would become Guthrie was near the crossing of two early-19<sup>th</sup>-century travel routes. One of them, the Clarksville-Elkton Road, connected the county seats on either side of the state line—Todd County in Kentucky and Montgomery County in Tennessee—running roughly north-to-south. The more important corridor was the Hopkinsville-Nashville Road, running northwest to southeast. Where these roads crossed, Major John Gray built a hotel in 1809; a scattering of residences and commercial buildings soon joined Gray's structure. That house remains, listed in the National Register in 2004 as Gray's Inn (NR #04001254), and sits 1 mile west of current day Guthrie. This small locus of settlement and activity was called Graysville (Thomason, p. 7-1; [http://www.kentuckygenealogy.org/todd/graysville\\_todd\\_county\\_kentucky.htm](http://www.kentuckygenealogy.org/todd/graysville_todd_county_kentucky.htm).)

The first counties in the southern Pennyrile region of Kentucky were created at the time of statehood (1792) or shortly afterward: Logan (1792), Christian (1796), Warren (1796), and Muhlenberg (1798). Todd County was created in a second wave of county-making, which began around 1820 after settlers had populated areas distant from the county seats and campaigned to make new counties out of parts of the large existing counties. Todd County was created in 1819 from parts of Logan and Christian Counties.

Settlers who came to the area around Guthrie in 1820 were William Taylor, Andrew Coutler, Nathan Parker and "Pouchy" Anderson. They formed the community known as Pondy Woods, located two miles east of Graysville. This small set of individuals would eventually found the town of Guthrie. Nearer to Graysville flowed the Spring Creek; in 1841, Sportwood Smith of Virginia came to the area, along with other migrants: Williams Willis, Samuel Talifero, Cooksey and William King, John Roach, Daniel Hasser Frank Eddington, John P. Talor and Hook Madison (Williams 1972 pg 195). By 1844, Pondy Woods had a population of 500 people. The town was described as a small community with around a dozen businesses, five churches, and a school which had 50 to 60 pupils daily. (Lannom and Hall: pg 2).

#### Pondy Woods Becomes Guthrie

In 1867, the Louisville and Nashville Railroad was building a branch from Bowling Green to Clarksville, and planned to go through land owned by J.C. Kendall in the southern part of Todd County. Kendall had acquired the property through his wife, the daughter of John Gray. Kendall sold the land, believing a town would be formed there and that the railroad shops would create an income and a larger community (Williams 1972, p. 193). He named the town in honor of James Guthrie, then the president of the L & N Railroad. James Guthrie had been the United States Secretary of the Treasury and a key developer of Louisville before 1860 (Hall 2004, p. 1). A short-lived frenzy of development took place in Guthrie.

The advertising campaign for these new tracts of land was intense and it brought quite a few buyers. The receipts for the land were around \$10,000.00. Unfortunately the shops that were supposed to be built in Guthrie were not constructed, and more than two-thirds of the bidders of the land purchase failed to honor their contracts (Williams, 1972: p. 193). Still, the crossing of rail lines made Guthrie a viable town.

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In 1866 Thomas R Carneal opened a store, said to have been the first one located in Guthrie. He remained open for a short duration. William T. Spaulding purchased the building from Carneal, and began another business, continuing to run it until 1883 (William, 1972: p. 195). In 1868, when Guthrie had a population of some 300 individuals, the first railroad car was placed in service on the Kentucky side of the branch line. The following year, the Tennessee track of the Memphis branch was connected in Guthrie. In 1879, Guthrie officially received its charter as a city from the State of Kentucky.

The railroad line was strategically positioned to be an intersection of the Louisville brand line to Bowling Green, the Henderson and Nashville line, and the Edgefield and Nashville line. The MC & L railroads all intersected in Guthrie, creating a central intersecting hub of transportation for several different lines.

In 1881 Guthrie's post office was established. And in 1891 the L & N Railroad installed a water system which was supplied by Meriwether Spring through a series of underground pipes. W. E Rogers, Sr., E.O Norris and W.O Nelson were responsible for the system that pumped water from the spring into the houses of the city of Guthrie, a large engine providing the power (William 1972 pg 195).

The town expanded rapidly once the railroad was established. "In 1897 Guthrie's population had exceeded 1200. The town had many new businesses and was growing rapidly with the success of the railroad. The town had a water system, mineral wells, a chapter of the Knight of Pythias, a Masonic Lodge, an opera house, five grocery stores, four dry good stores, a millinery shop, an undertaking establishment, two hardware stores, three hotels, three salons, a restaurant, a saw and grist mill, a laundry, a carriage building establishment, two blacksmith shops and a race track." The next year an electric plant was established (Williams 1972 pg 195-196).

### **Abandonment of the Elkton-Guthrie Railroad Line**

From the latter part of the 19<sup>th</sup> century, Guthrie's population, support and business activities revolved around the railroad. The Elkton-Guthrie line closed in 1957, but because the L & N track remained in use, Guthrie continues to be at the center of modern-day rail service. CSX Transportation currently has offices located in Guthrie, and the rail lines remain active (Community Link). The railroad continues to play an important role in the community's identity. Many of the residents refer to their town as a "railroad town" because of how it came into existence. The adaption of this district has been logical with the implementation of electricity and other technological innovations (indoor plumbing, heating and cooling etc.). The town itself is located right next to the railroad line and the large depot that was built for the railroad intersection. Many of the buildings that were originally created for the town are still used for business or civic purposes and remain in fairly good condition. The houses that were constructed near the railroad are still located in their original spots, serving as small single family homes for residents of Guthrie today.

All of the features being nominated are manmade. The general physical relationships of the buildings are in the same location from when the city was founded. There are 6 vacant lots that are noncontributing. They are the location of businesses in the Guthrie district that are no longer standing or parcels of land where the history cannot be traced through proper documentation.

The historic **land use and activities** of Guthrie are evident in many ways. Many of the business and homes that were initially established as part of the Railroad town are still standing and used for the same residential/business purposes. They were built in a location which would serve as convenient for travelers and workers that were involved with the railroad.

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The district's **patterns of spatial organization remain** largely evident as they were during the period of significance. The roads that were developed to allow adequate transportation to the buildings in the district are located in their original positions. Buildings constructed after 1957 occur only in locations where earlier buildings had fallen or were removed. The overall pattern of the district centers around the historic depot that once stood here.

The district **responds to the natural environment**, taking advantage of the flat surfaces of the landscape. The railroad track was positioned on the planes that were naturally level and did not require an extensive amount of alteration to construct. The climate of the area is relatively mild. The mild climate of the region allowed for traveling to not be dependent on the weather; its mild winter and cool spring temperatures were well-appreciated when travelers were commuting by stagecoach or by train. Guthrie was fortunate to have a generous supply of fresh water from local springs, one of primary reasons that settlers located in the area as early as 1765 (Williams 1972 pg 192).

The Guthrie Historic District **circulation networks** are present which include the streets and sidewalks that connect all of the buildings together. All of these have been paved. The streets remain in their original positions, and so do many of the buildings and the houses that are included in the district. The roads, sidewalks and businesses themselves all were built to be convenient and close to the railroad line.

**Boundary demarcations** remain largely unaltered. Currently the district is bordered by the streets that surround the buildings which are the railroad line to the West, Park Street to the North East, Cherry Street to the West, and the railroad line to the South. The **vegetation** of the area has remained the same. There are a few trees that stand around the city district, grass, and flowers that were culturally planted for decorative purposes. The **clusters of the buildings** indicate their purpose; business buildings were located strategically next to the railroad line, so that travelers could take advantage of the location and goods. The businesses are located very close together, to provide access and convenience for walking in the downtown area.

All of the houses and the buildings in the district work together to form an integrated unit. The homes and the businesses are located to serve the individuals accessing the railroad or the workers that were part of the railroad system. Although many of the buildings remain intact and their integrity unaltered, there are modifications that have occurred. The main modifications to the buildings are as follows:

1. Installation of components that would allow the building to have electricity
2. Central heat and air
3. Facade changes such as adding vinyl siding
4. Installation of indoor plumbing

Many of the buildings retained their integrity by being in their same location and with the same use, with little modifications. For example, the Rose House, a contributing building, was converted back into a single family dwelling (its original purpose) after it was converted into apartments.

The buildings and sites that are non-contributing in this nomination are so because the structures were built after the Period of Significance, they are currently vacant with no record of what was once there, or they have been so heavily modified that the integrity was lost. A building is considered to be contributing if it was constructed over 50 years ago; retains its original structure, design and location; and maintains integrity of association by its continued connection to the railroads.

When all of these buildings are taken together, the identity of the district is clear. The layout of the buildings demonstrates their purpose, to serve the community and travels from the railroad that was entering their town. The nominated area includes the historic district of the downtown area of Guthrie with a few surrounding residences that were constructed near the district.

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NR #	KHC #	Address	Material	Date Built	Name/Modifications	Basic Form	Status
1		216 E. Park Street	Vinyl siding	1940		T-plan	C
2		214 E. Park Street	Vinyl siding	1920		T-plan	C
3		212 E. Park Street	Vinyl Siding	1930		T-plan	C
4		202 E. Park Street	Concrete	1890		T-plan	C
5		112 E. Park Street	Brick	1820	Rose House	T-plan	C
6		106 N Ewing Street	Stone	1898	Stone House	T-plan	C
7		202 Ewing Street	Brick	1900	McGhee Engineering	one story	C
8		204 S. Ewing Street	Brick	1900	McGhee Engineering	one story	C
9		210 S. Ewing Street	Empty Lot				NC
10		212 S. Ewing Street	Brick	1900		Facade of Building	C
11		214 S. E Street	Brick	1900		two story	C
12		218 S. Ewing Street	Brick	1900		two story	C
13		Ewing Street	Empty Lot				NC
14		230 S. Ewing Street	Brick	1900	Hardware Store/Vinyl Siding, used to be t	one story	C
15		232 S. Ewing Street	Empty Lot				NC
16		234 S. Ewing Street	Brick	1900	T & W Hardware Store	one story	C
17		236 S. Ewing Street	Monument		Historical Site of where Tobacco Farmers U	lot	C
18		238 S. Ewing Street	Brick	1896	Ashire Building/ was three stories	one story	C
19		307 Kendall Street	Brick		Divided into apartments and stores	one story	C
20		306 S. Ewing Street	Concrete block	1950	American Café	one story	NC
21		101 S. Ewing Street	Metal	1990	Sits on former Pullman Café site	one story	C
22		109 S. Edwing Street	Br	1900	Former Power Company/vinyl siding	two story	C
23		110 S. Ewing Street	Brick	1900	New bock added to the first story	two story	C
24		111 S. Ewing Street	Brick	1872	Ole Opera House	two story	C
25		201 S Ewing Street	Brick	1990	Salon	one story	NC
26		219 S. Ewing Street	Empty Lot				NC
27		217 S. Ewing Street	Empty Lot				NC
28		219 S. Ewing Street	Brick	1930	Electronic Repair Shop	one story	C
29			Empty Lot				NC
30		231 S. Ewing Street	Brick	1900	Longhurst General Store	one story	C
31		233 S. Ewing St.	Brick	1900	Senior Citizens Center	one story	C
32		235 S Ewing St.	Brick	1900	Senior Citizens Center	one story	C
33		237 S. Ewing St.	Brick	1910	Helen's Flowers	one story	C
34		116 Cherry Street	vinyl siding	1930	Many modifications	T-plan	NC
35		122 Cherry Street	Brick	1900	Robert Penn Warren Museum	T-plan	C
36		102 W. Park Street	Concrete block	1940	Joese Standard Station	one story	C
37		207 Kendall Street	Metal	1920	Railroad Museum	ailroad passenger ca	C

KEY: C = Contributing  
 NC = Non-contributing

NR# = property's identity number on district map  
 KHC # = SHPO's survey inventory number placed on property

**Additional information about some of the Properties:**

There are three properties in the downtown district that will be converted into a future railroad Museum that was funded by a multimillion dollar grant project. The design of this museum attempts to reinforce the character of the downtown district. The properties include NR # 10, 11, and 12. NR #10 is all that is left of the exterior front facade of a downtown building. Remarkably, the new museum that will be constructed will utilize these three properties in their entirety and it will include this wall as part of the future design. The purpose of the museum is to educate the community and visitors about the railroad. However, this plan also includes keeping all three of these buildings (the wall which will be part of the future courtyard area) in its most

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complete form. All of the exterior walls of the buildings will be reinforced with steel beams. This is due to the fact that the two remaining structures are collapsing from the inside and are condemned. The reinforcements will enable the exterior walls to remain intact and allow the new museum to be structurally sound. The exterior painted advertisements (Photographs 16 and 17) will also be part of the preservation process of the new project. Any of the brickwork that has crumbled will be restored and repaired. In compliance with federal laws, the museum will be handicap accessible. Considering that the interior of the structure has vegetative growth inside currently, and that this will be a productive and educational way to preserve what is left of the buildings, the alternations are necessary for the continued existence of these structures.

The Rose House (Feature #5 Photograph 5) is a red brick, two-story home which was built in the late-1800s for Mariah Watkins Northington Donnley. She was the daughter of William and Susan Watkins. The house was eventually converted from a single-family dwelling to a multi-family unit with four apartments. Mr. and Mrs. James Corns acquired the home in 1987 and have completed restoration to convert the house into a single family dwelling home again.

On vacant lot feature # 9 (Photograph 10) there is a plaque from the Kentucky Historical Society that reads, "Tobacco Farmers Unite. On May 29<sup>th</sup> 1911, the US Supreme Court ruled that the American Tobacco Company violated the Sherman Antitrust Act and directed James Duke to dissolve the association. Tobacco prices increased to a fair price and the association disbanded in 1914." This plaque sits on the site of a building where the association met.

T and W Hardware Store (Feature 14 Photograph 18) was the home of Joe Gray, a pharmacist in 1953, who used the building to house Hamill's Drugstore. Dr. Moody's dental office located upstairs. Mr. Gray was Guthrie's pharmacist until he retired in 2000.

The Abshire building was constructed in 1896 by J. M. Abshire (Feature 18 Photographs 19, 20, 21). The purpose of the building was originally a salon and gambling casino. According to oral sources, the salon was on the first floor, slot machines and gaming tables were on the second floor, and high stakes gambling on the third floor. In 1899, a severe fire occurred in the building. Guthrie was voted dry and the building was sold to J. W. Cook and Chester B. Stahl, Sr., who operated a hardware store in the structure. Stahl removed the upper two floors of the building and lowered the concrete nameplate to the first floor facade. Some of the bricks were used to construct another residence. It is now used as a marketplace for local produce.

This Auto repair shop (Feature 21) sits on top what was once Pullman Café, which opened for business in the 1930s. In the early 1940s, it became the Davis Restaurant. Mr. Jim Davis and his wife ran the business. Mr. Davis was a chef who had previously worked for the Barnum and Bailey circus. The tin-sided building now in this location is used as an auto repair shop.

Feature 22 or the former power company (Photographs 28, 29) was home to the South Kentucky Power Company. You can still see parts of the white letters on the façade of the building that read the name of the company followed by the words, "Electricity, Light, Heat, and Power".

In 1920 J.W. Cook purchased the building known as the Ole Opera House (Feature 24 Photographs 28, 31-33) for furniture and undertaking business. This building housed a stage upstairs where the citizens of Guthrie would go and watch silent movies. In 1949, after a purpose-built movie house had been erected in town, the stage was boxed in and the area was used for a casket display. In the early 1980s, Ben Harris purchased the building and he changed the name to "the Ole Opera House," which referred to the original use of the structure.

The Longhurst General Store (Feature 30, Photographs 36-38) was established in 1937 by Bill Longhurst, Sr. Six years later he moved the business to Ewing Street where it is located today, currently operated by his son, Bill Longhurst, Jr.

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This Robert Penn Warren Museum (Feature 35 Photograph 45) was the birthplace of the Robert Penn Warren. The museum houses memorabilia of Warren including items from his career as a poet and professor.

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1879-1957  
\_\_\_\_\_

**Significant Dates**

1879-1957  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

NA  
\_\_\_\_\_

**Cultural Affiliation**

NA  
\_\_\_\_\_

**Architect/Builder**

Unknown  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance (justification)**

The dates chosen begin with the year Guthrie officially became a Kentucky city (1879), and end when the passenger railroad lines were no longer used. The railroad line was abandoned in 1957, but Guthrie continues to be at the center of modern-day rail service. CSX Transportation currently has offices located in Guthrie, and the rail lines remain active.

**Criteria Considerations: NA**

**Statement of Significance**

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## Summary Paragraph

The Guthrie Historic District meets National Register Criterion A, and is significant within the historic context, “Railroad Towns in Todd County, Kentucky, 1865-1960.” Guthrie was an important railroad town at the intersection of the Louisville and Nashville Railroad and the Evansville, Henderson and Nashville Railroad. This nomination attempts to look at the importance of Guthrie as a place influenced by, and an indicator of, the impact of railroad transportation on town development. Any Kentucky town which pre-existed a railroad would be profoundly reshaped once railroad arrived in the town; new towns that emerged along a line would develop with a greater responsiveness to the commercial opportunities that such a corridor provided. Kentucky has a number of places where various regional and national rail lines crossed; those towns prospered from the business of transferring goods from one carrier to the other. These places include Junction City in Boyle County, Lebanon Junction in Bullitt County, Russellville in Logan County, Memphis Junction in Warren County, and Guthrie. For this nomination, Guthrie’s value as a place that developed in conjunction with rail traffic will be explained by comparing it with the half-dozen small towns on railroad lines in Todd County.

## Historic Context: Railroad Towns in Todd County, Kentucky, 1865-1960

### Research Design

To assess the historic significance of the Guthrie Historic District, this author examined railroad towns in Todd County such as Allensville, Hadensville, Trenton and Guthrie. She also surveyed other towns in Todd County that lacked railroad service historically, such as Elkton, Pinchem, Darnell, Zion and Bradshaw. The designs and layout of the towns was compared, searching for what was special and integral to the construction of a railroad town, how this was different from towns that were not created on the basis of the railroad, and how these factors would help us interpret what is important about the city of Guthrie.

### The Significance of Railroads in reshaping American society

Starting after the 1840s, Kentucky’s towns began to shift their primary mode of transportation, from steamboats on river routes and overland dirt roads accomplished by horse power, to rail traffic. This transition came about through numerous technological innovations, such as the development of new steel-making processes, through engineering accomplishments, and through the devotion of great amounts of capital and political interests to the task. As each new mile of rail line was laid, no longer would travelers and merchandise be at the mercy of the weather and other natural forces. Railroads created many new opportunities for both people and communities (Hall 2004 pg 1-2). Tony Judt expressed the impact of this new transportation mode, not just in terms of how people moved, but how it affected society, this way:

More than any other technical design or social institution, the railway stands for modernity. No competing form of transport, no subsequent technological innovation, no other industry has wrought or facilitated change on the scale that has been brought about by the invention and adoption of the railway.

The great geographic sweep of railroads on American society resulted from countless new opportunities for commercial exchange than existed before, forging a nation of consumers. But not everyone benefitted. As early as the 1920s, historians recognized that railroads, in allowing production and consumption to expand to a nationwide scope, severed many of the personal connections between craft producers and individual buyers who lived in the local market and purchased their goods directly from them (see, eg., Bidwell 1921, pp. 700-702).

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During the 19<sup>th</sup> century, as a railroad company would contemplate the route for its main or a new branch line, towns competed fiercely for the prize of having the rail line go through their community. Many towns would offer vast sums to court the decision in their favor. Once successfully landing the line in the town, land values would quickly escalate—higher values generally going to properties closer to the rails—would effectively create new commercial and industrial areas regardless of the character that those properties previously had.

## History of Guthrie

Oral tradition holds that pioneers in 1765 erected a fort within a hundred yards of Agent Spring, a community southeast of Guthrie. Because of this, the town is considered one of the oldest settlements in the history of Todd County. In 1844, Guthrie Kentucky was known as Pondy Woods, a mere stopping point two miles east of Graysville. In 1867, J. C. Kendall helped to establish Guthrie in its current location. The Louisville and Nashville Railroad (L&N) was built on land owned by Kendall in the southern section of Todd County.

Kendall agreed to have the farm dissected by the railroad because he believed the railroad shops would be located there would be beneficial. He named the community in honor of James Guthrie, president of the L. and N. Railroad and divided the new town into building lots (Williams 1972 pg 193). During the early 1900s, the 11-mile rail line was busy, with three round trips daily between Elkton and Guthrie. The line was abandoned in 1957, but Guthrie continues to be at the center of modern-day rail service. CSX Transportation currently has offices located in Guthrie, and the rail lines remain active today (Community Link).

The economy of Guthrie has depended on the railroad business and trade from other modes of transportation. Guthrie became a hub for the railroad during the 1850s. In 1870, the Elkton-Guthrie Railroad was incorporated, with rail service between the two cities beginning in 1885 (Williams 1972 pg 193). Later, US 41 plotted its course through the town, putting Guthrie on a main highway route between Chicago and Miami. The decline in rail transportation and the development of the interstate highway, which re-directed traffic from the area, have presented financial challenges for the community (Todd County Kentucky Family History 1995 pg 23).

## Comparison Towns in Todd County

**Allensville** was one of the first communities in Todd County. Around 1810, the name was given to the settlement, at the crossing of the Russellville-Clarksville Road (now U.S. Highway 79) and the Elkton-Allensville Road (State Route 102). Allensville was chosen as the name of the town because one of the earliest families who settled the area carried that name. In 1860 the L&N Railroad constructed a branch of the railroad system through the town of Allensville. The town was relocated closer to the railroad which formed “New Allensville.” This community surrounded the new depot, built to accommodate the products and people who came by the railroad. In other words, the railroad line greatly shaped the town’s new spatial development. The line was a main stopping point between Bowling Green and Memphis shipping both products and passengers. On October 8th, 1947 because of lack of use of the line, the Allensville depot ceased officially (Williams 1972 pg 97).

The town of Allensville is comparable to Guthrie in that the railroad is central in the location of the town itself. The line runs through the center and many of the businesses are constructed around the line. Allensville has a street that parallels the railroad line, which means the line affects the town’s flow. The identity of this community, like Guthrie, is centrally connected to the railroad.

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Historic **Hadensville** was located where Guthrie, Clarksville, Russellville, Hopkinsville, Trenton, Keysburg and Adams Roads all crossed. This small community was primarily a development of a Smith family, Dr. James R Grady, and the Hammon family. In 1860, the Memphis branch of the L&N Railroad was planned to go through the town. With the creation of its depot, the first Hadensville ceased and New Hadensville was formed to be more centrally located around the railroad depot (Williams 1972 pg 214-215).

Hadensville shares similarities with Guthrie and Allensville. The line is what is central to the formation to the small community, with the buildings and residences being constructed around its path. Like Guthrie and Trenton, the central downtown area was constructed around the depot that was built for the train, and this was the primary center of the town.

**Trenton** is a town that was founded around 1819 by Lewis Leavell, one of the most extensive real estate owners in Todd County. He platted some 59 lots centered on the intersection of Hopkinsville Road and Clarksville Street. After the L&N Railroad was laid in 1867, he created 30 additional plots of land to provide an expansion for business and residences that would be needed as the result of the railroad line being incorporated into the town (Williams 1972 pg 216-217).

Trenton is also constructed with one predominant side of the railroad being used for commercial or residential purposes and the other being focused on agriculture. This was not the case in Hadensville but this community is quite small and this may be an important factor in why it is laid out in its distinctive way. In Trenton, the L&N passenger depot remains standing. It is more common that after the railroad abandons its line, that these stations are destroyed, left to decay, or converted into other business ventures.

When looking at towns that do not have a railroad line passing through their borders, there are drastic differences in the layout and construction of both the community and businesses. **Elkton** Kentucky is designed with the court house being the center and the downtown area and businesses circling this central building. The streets all form a grid pattern that is centered around the courthouse. **Pinchem**, Kentucky, by contrast, is a string town. The main road going through the small community, SR 848, serves as the focus of activity. There is a bit more construction where SR 848 intersects Guthrie Road, SR 181. Surrounding the main roadway are houses and farms not in the grid pattern found in the larger towns. These privately-owned properties appear to be agriculturally based and have several acres for each homestead.

In **Darnell** the main road is also SR 848. The road serves as the life line with a few business and houses scattered about. The locations of the houses are sporadic and not close together. They also appear to have several acres per house. Many of the houses appear to have an agriculture function, with field surround many of the homes. **Zion**, Kentucky, is created at the intersection where Guthrie Road, SR 181, meets the Elkton-Trenton Road, SR 1753. The intersection of these roads becomes the primary hub of the small community's activity. A few businesses center on the intersection of these roads, though without a grid pattern. The houses are spaced several miles apart and appear to be involved with farming. **Bradshaw** is formed where Old Allensville road meets with Old Railroad Lane. Again, the road intersection becomes the center of the town, with a few businesses located at this nexus, and houses sited further from this location.

### **Analysis of the comparisons**

All of the railroad towns in Todd County seem to have three primary characteristics. First, most obviously, they are located around the railroad itself. This condition becomes the most important influence over their spatial organization. Other towns gain their form from other focal points: the courthouse or the intersection of

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road(s). The streets in the county seat, Elkton, connect with the town square to create a grid pattern. If the town is larger, then the courthouse or down town area forms the center. With railroad towns, the rail line forms the central basis of the town, with businesses sited along the line.

A second characteristic of the railroad towns in Todd County is that the business district of the town tends to be on one side of the railroad line, but not both. The side that does not contain the majority of the businesses is relatively undeveloped. The side containing the majority of the business is also the same side of the railroad where the depot is or would have been originally located. The undeveloped side of the railroad is usually farmland or land that is used for various agricultural purposes.

And third, the railroad towns of Todd County all seem to have streets with the main business district that run parallel to their railroad versus being perpendicular or in the grid line pattern that many towns are normally constructed with. The perpendicular pattern is found in larger cities where the center of the town is the courthouse with the streets and downtown area connecting to other streets for various business. Further out from the business area are residential properties.

### **Evaluation of the Significance of the Guthrie Historic District within the context of Railroad Towns in Todd County, Kentucky, 1865-1960**

Guthrie is significant for several reasons. One important factor is that the railroad is still active. In all of the communities discussed here, Guthrie is the only one where the railroad remains in operation. The rail company continues to ship goods to several destinations across the state of Kentucky through Guthrie. The town is the primary place in the County to witness this relationship between a town and the rail line.

During the last part of the 19<sup>th</sup> century, the railroad was a major contributor to the foundation of the nation. As early as 1870, railroad equipment accounted for 20% of all machinery produced in the United States and its fabrication consumed some 40% of all domestic rolled steel (Faith 1990 pg 130). It revolutionized transportation in numerous ways that led to the formation of communities based on its existence. Guthrie is one of those railroad towns—the best instance remaining to observe that identity among other towns in Todd County. Its main purpose was to accommodate the railroad track and the individuals that utilized the railroad system. The power of the railroad in the town's history is seen by the remove, from its original position as Pondy Woods, so that it might be in a more advantageous location for the planned railroad line. Guthrie's downtown area has no Main Street, as until the 1950s, the rails were the main street of transport. As the railroad came into existence, it helped Guthrie to grow and expand. Houses and business were established and the community flourished. Today, because of the railroad, Guthrie is so much more than it would be had it remained Pondy Woods; it is indeed a railroad town.

Another important part of Guthrie's past is that, for its size and population, a considerable number of railroads intersected in that single community. At one point in history, five railroads served the city; one Class I Railroad and one short-line railroad still pass through Guthrie on a daily basis.

Trains first reached Guthrie around 1850. Over the next 30 years Guthrie was hub for the railroads system and a marvel of transportation. Trains left Guthrie, connecting to almost anywhere in the Eastern United States, a situation that was not readily found in the State of Kentucky and especially in a smaller community (Railfanning).

The first, and most famous railroad to come to Guthrie, was the Louisville & Nashville Railroad, and it operated until Dec. 31, 1982. The second railroad that served Guthrie was the Memphis, Clarksville &

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Louisville Railroad, which received its charter from Tennessee in 1852. The line connected with the Memphis & Ohio Railroad and the Louisville & Nashville Railroad in Guthrie to provide connecting service between Memphis and Louisville (Railfanning). The line operated, excluding the years during the Civil War, until 1871, when it was purchased by the Louisville & Nashville Railroad (Railfanning).

The third railroad to reach Guthrie was the Edgefield & Kentucky Railroad. This railroad was incorporated in 1852, and completed "in the latter part of 1859," notes historian Kincaid Herr. The Edgefield & Kentucky Railroad connected Guthrie with Nashville, Tennessee and offered connections to regionally important cities, including Henderson, Kentucky and Memphis, Tennessee. The Louisville & Nashville Railroad later purchased the Edgefield, Henderson & Nashville on Dec. 6, 1879 (Railfanning).

A fourth road, the Evansville, Henderson & Nashville Railroad, began serving Guthrie in 1871. It was taken over on Oct. 1, 1872, by the St. Louis & Southeastern Railway Company. The Louisville & Nashville Railroad purchased the road on Dec. 6, 1879 (Railfanning).

A fifth road serving Guthrie never operated as an independent entity. The Elkton & Guthrie Railroad was incorporated on Feb. 10, 1871, as the Elkton Railroad Company (Railfanning). On May 12, 1957, the Interstate Commerce Commission granted the Elkton & Guthrie Railroad permission to abandon its tracks. The Elkton & Guthrie never owned any rolling stock and never operated its own railroad; the line was leased to the L&N (Railfanning).

Rail travel and shipping declined during the mid-20<sup>th</sup> century. The rail companies labored under out-of-date FCC regulations, a loss of travel and shipping to the new Interstate highway system, an increase in air travel, and the loss of railway post offices. These problems led to major restructuring and consolidation. Many railroad lines closed in the 1960s, 1970s, and 1980s (Prairiebluestem).

Congress could not agree whether to subsidize, nationalize, or deregulate the remaining passenger lines, so nothing was done. Finally, in 1970, Amtrak was formed and most of America's railroads turned their passenger service over to it. In 1980, an important railroad bill, the Staggers Rail Act, was passed, and with deregulation, freight lines were able to operate and continue to produce a profit. The City of Guthrie's website states that the population of Guthrie dropped by 50% in a single year, sometime (no year given) during the reconstruction of the lines (Prairiebluestem).

Today, the railroad's history can be seen in the town's layout, other portions of the unique history of Guthrie are not visible. The station and many of the tracks leading to town can only be found in the history books or old photographs of the way the city once was (Railfanning).

Many of the business in Guthrie are still operating because of the continuing use of the railroad as well. Koppers, a business that creates railroad ties, is Todd counties largest and oldest employer which has been serving the city of Guthrie for over 100 years. The CSX and Dow Corning chose Guthrie as an area to establish their business because of the railroad access that borders the historic district.

Because Guthrie was the intersection of more than one line, it appears to have grown larger than some of the other communities where the railroad merely intersected the borders of the community. The traffic flow that the railroad introduced undoubtedly had something to do with this. This trend is also found in Trenton which had an intersection of more than one line and is fairly large when compared to the other communities that are found in this comparison. The primary reason that Guthrie's railroad line remains active today, where many of the other communities in the area have ceased, is that the railroad had so many intersecting lines at this particular point. The lines that passed through Guthrie formed a linkage to other portions of the state and many

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regions of the US. Because of the success of this location, Guthrie's railroad today remains active and beneficial to community.

When asked, Guthrie's citizens recall other important associations their town has with important events of national concern. The first that comes to mind for people in almost any town in Kentucky is how the Civil War touched their town. Guthrie played an important role when aiding efforts to supply the Civil War, due in large measure to the numerous rail and roads passing through the town. The MC & L line that was incorporated into the Guthrie intersection served as an important artery for defense of West Tennessee and Southern Kentucky. Principally because of the railroad itself, Clarksville and Guthrie were an important staging point for the Confederate orders of famous individuals such as Buckner, Pillow, Floyd and others. The strategic location of the railroad intersection and the nearby river made Clarksville a prominent objective to General Halleck's success. After the fall of both Fort Henry and Fort Donelson to the Union forces in February 1862, General Halleck ordered that there be a cut in the MC & L bridges over both the Tennessee and Cumberland Rivers. When the Civil was over, there were many efforts to renew transportation facilities. There was an amendment to the act of 1852 which created a system of internal improvements in 1866 for bonds of state funds for railroads needing repair. The MC & L line received \$400,000. In May 1866, there was even further legislation to restore the railroad line that intersected in Guthrie. Bonds were divvied out for the purchase of machinery, rolling stock, and other needed materials from the US Military Depot located in Nashville, Tennessee (Hall 2004 pg 11-12).

Guthrie was also part of the nation's history in a very prominent way that involved commerce and trade. J.C W. Beckman, former governor of Kentucky, was involved in what was known as the Black Patch Tobacco Wars. During the late-19<sup>th</sup> and early-20<sup>th</sup> centuries, farmers received very low prices for their tobacco. Companies purchasing tobacco for European markets, such as the American Tobacco Company, the Imperial Tobacco Company; and the Regees—an Italian firm—were controlling prices by buying the crop directly from the farmers and colluding to underpay for the product. In Western Kentucky and Northern Tennessee, one agent would get each farmer to sign a contract to sell the crop to him at a fixed price at the end of the harvest. The consequence was that prices forced farmers to sell their crop for much less than it cost to produce.

To break this system, the farmers in the Black Patch Tobacco Belt united in an effort to sell their products collectively and directly to the manufacturer. On September 24<sup>th</sup> 1904, 5,000-6,000 farmers came together at a meeting in Guthrie and organized the Dark Tobacco Protective Association. Later the name was changed to Planters Protective Association of Kentucky, Tennessee, and Virginia (PPA). The purpose was to regulate prices by combining their harvests and holding them for an amount that was agreed upon by the farmers.

A small group of vigilantes emerged from the PPA to coerce unsigned farmers to join. These vigilantes were called Night Riders, as they approached the unwilling farmers during the night. These men, typically in hoods to protect them from the law, would employ terroristic tactics to encourage compliance, such as whipping, bullying, burning barns, raking crops, and sometimes murder (Clarksville Online). The Riders had three motives for their actions: (1) the farmers who refused to join the tobacco pool weakened the chances for higher prices for the crop; (2) There was the possibility of immunity from prosecution afterwards; (3) There might be an opportunity to settle personal grudges of debts.

The association's methods were successful, as prices began to rise. The P.P. A. held its second meeting again in Guthrie on September, 26, 1906. Ten brass bands played and barbecue was served at a table around 1500 feet. The farmers were urged to sign new contracts, but many independent growers opposed the organization. The operation of the Night Riders organization was all held in secret and each member pledged an oath of silence

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(Williams 1972, pg 58-61). As with the Civil War, the Night Rider episode begins with a powerful interest who disadvantages individual interests, which leads the individual to respond with force—outside of legal channels—to gain an upper hand in deciding his fate.

Guthrie also witnessed another episode in which one powerful force subdued another group. The northern route of the Trail of Tears passed through Guthrie, continuing on west to Hopkinsville. The Trail of Tears was the journey taken by 17,000 Cherokee and other tribes of Indians, forced to migrate on foot from their homelands in Georgia, Tennessee, North Carolina, and Alabama to Indian Territory in Oklahoma, after President Andrew Jackson authorized the Indian Removal Act of 1830. Thousands of Native Americans perished during the 1,200-mile march through Tennessee, Kentucky, Illinois, Missouri and Arkansas (Guthrie Heritage Days).

### **Evaluation of the integrity of Guthrie Historic District's significance by assessing its physical qualities**

A property that meets Criterion A and is significant within the context "Railroad Towns in Todd County, Kentucky, 1865-1960," must first and foremost show attributes that help us understand that identity as a railroad town and transmit the important story of those towns' significance. A property will do that if it has integrity of location and setting, and a sufficient amount of design and materials to evoke the railroad town identity. Any town or district which has these 4 integrity factors will have integrity of association, which enables it to meet the terms of Criterion A—that the "property is *associated* with events that have made a significant contribution to the broad patterns of our history."

The district has integrity of **location** because it has occupied the same place since its establishment in 1879. The fact that the railroad line is still active within the city also adds to its integrity because most of the other lines that served the city have been abandoned. Guthrie's line remains active under the CSX Transportation Company; thus contributing further to its identity as a railroad town and to its significance. The location of the railroad line and the fact that it intersects other lines is also significant. It was a creation of necessity for travel that the lines be placed in ways where transportation could be mitigated to the northern and southern portions of the United States. This location also played a part in the Civil War, as supplies went through Guthrie to support the Southern armies (Williams, 1972 pg 197).

The district maintains its integrity of **setting** through the retention of its connection to the physical environment. The flat area of Guthrie provided a convenient area for the railroad location because little work would have to be done in order to make the terrain level. This fact remains true of Guthrie today making the roads pleasant accessible to travelers by foot, vehicle, or train. The internal setting of the Guthrie Historic District has not changed by the construction of numerous newer buildings that are out of keeping with the primary theme, nor lost a significant number of buildings, such that the setting no longer indicates the town's historic identity.

The historic **materials** of Guthrie's District are evident because they are still intact within many of the buildings. New buildings have been constructed and others altered using modern materials such as vinyl siding, however, the underlying foundation and structure of the buildings remain the same. The new buildings in the district support the enduring purpose of the district: to provide commerce to the citizens of Guthrie, and in some parts of the district, to provide housing. Many of the homes and downtown businesses retain their original materials from when they were constructed.

The **design** of Guthrie's Historic District remains intact because the same streets are in their original position and the spatial organization of the site has not changed since the period of significance. Many of the buildings that were added to the district were done in a sympathetic fashion which allowed for the district to continue

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functioning as a commercial area. Thankfully several of the businesses and houses are located in their original position, next to the railroad and comprising the majority of the downtown area that permitted Guthrie to accommodate the railroad and the individuals that it carried to them. The centrality of the district around what was the depot is still evident even though that building is no longer standing. From this point, the business and residences were formed around the railroad and expanded as the population of the city grew.

The Guthrie Historic District gives one the **feeling** of a historic railroad town. This sensation is evoked by the presence of its historic buildings and homes all serving as a reminder of what life was like when Americans depended on the railroad. One can still view the old advertisements painted onto the buildings, visit the historic Longhurst General Store, and ask the locals about their families who worked on the railroad or were employed by part of its industry. They will tell you about a different time, one that was composed of steel and the steam of the trains as they came to a halt, a time that created their little town.

Guthrie's Historic District is **associated with** events that are indeed part of our nation's history, the development of the railroad as a means of transpiration within the United States. These events led to the development of the town itself and the inspiration for its name. As this district has integrity of association, it is therefore eligible for listing in the National Register.

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## **9. Major Bibliographical References**

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67 has been requested)  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** 12.9 acres

**UTM References**

**Guthrie Quadrangle**

**Coordinates calculated by GIS (KYGeonet)**

**Coordinates below according to NAD 27**

1	<u>16</u> Zone	<u>485 161</u> Easting	<u>4055 901</u> Northing	3	<u>16</u> Zone	<u>485 104</u> Easting	<u>4055 440</u> Northing
2	<u>16</u> Zone	<u>484 960</u> Easting	<u>4055 611</u> Northing	4	<u>16</u> Zone	<u>485 490</u> Easting	<u>4055 550</u> Northing

**Verbal Boundary Description** See the attached District sketch map.

**Boundary Justification:** These boundaries were selected to include the twelve acres of the Guthrie district because they border the businesses and homes that are presently still being used or occupied for their historic purposes. The portions of the downtown district that are not in the nomination are omitted because numerous buildings have been demolished. The current boundary attempts to limit the listing to those acres and properties that have a high concentration of their structures intact.

**11. Form Prepared By**

name/title L. RaShae Jennings  
organization \_\_\_\_\_ date May 31, 2011

Guthrie Historic District  
Name of Property

Todd County, Kentucky  
County and State

street & number 1738 O'Shea Street Apt D telephone \_\_\_\_\_  
city or town Bowling Green state KY zip code 42104  
e-mail [lauren.jennings@topper.wku.edu](mailto:lauren.jennings@topper.wku.edu)

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**Photographs:**

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## Photo Log

**Name of Property:** Guthrie Historic District  
**City:** Guthrie, KY  
**County:** Todd County  
**State:** KY  
**Photographer:** L. RaShae Jennings  
**Date of Photographs:** April 14<sup>th</sup>, 2011  
**Location of Original Files:** Guthrie Downtown District

Note: There are 48 photos taken to document the Guthrie Historic District and 20 were selected to be printed. The original photo numbers are used in the photo log because all numbers were referenced in the Nomination Register Nomination document.

KY\_Todd County\_Guthrie Historic District\_0001  
South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0002  
South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0003  
South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0004  
South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0005  
South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0007  
South Façade (left) and east elevation (right), camera facing northeast

KY\_Todd County\_Guthrie Historic District\_0011  
South Façade (left) and east elevation (right), camera facing northeast

KY\_Todd County\_Guthrie Historic District\_0015  
South Façade (right) and east elevation (left), camera facing southwest

KY\_Todd County\_Guthrie Historic District\_0017  
South Façade (left) and east elevation (right), camera facing southwest

KY\_Todd County\_Guthrie Historic District\_0018  
South Façade (left) and east elevation (right), camera facing northeast

KY\_Todd County\_Guthrie Historic District\_0019  
South Façade (left) and east elevation (right), camera facing northeast

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KY\_Todd County\_Guthrie Historic District\_0022

South Façade (left) and east elevation (right), camera facing southwest

KY\_Todd County\_Guthrie Historic District\_0028

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0035

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0036

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0040

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0041

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0042

South Façade (left) and east elevation (right), camera facing northwest

KY\_Todd County\_Guthrie Historic District\_0046

South Façade (left) and east elevation (right), camera facing northeast

KY\_Todd County\_Guthrie Historic District\_0048

South Façade (left) and east elevation (right), camera facing northwest

Supplemental: Description of all 48 Photographs, by number:

- 1 of 46. Photograph 1: Feature 1, Railroad house #1.
- 2 of 46. Photograph 2: Feature 2, Railroad House #2.
- 3 of 46. Photograph 3: Feature 3, Railroad house # 3.
- 4 of 46. Photograph 4: Feature 4, Concrete House.
- 5 of 46. Photograph 5: Feature 5, The Rose House.
- 6 of 46. Photograph 6: Feature 6, The Stone House.
- 7 of 46. Photograph 7: Feature 7, McGhee Engineering both buildings.
- 8 of 46. Photograph 8: Feature 7, First building of McGhee Engineering.
- 9 of 46. Photograph 9: Feature 8, Second Building of McGhee Engineering.
- 10 of 46. Photograph 10: Feature 8, Memorial site of where the tobacco farmers united.
- 11 of 46. Photograph 11: Features 10, 11, 12, Three properties where the railroad museum will be build.
- 12 of 46. Photograph 12: Feature 10, Wall that will be incorporated into the railroad museum.
- 13 of 46. Photograph 13: Feature 11, Second building that will be incorporated into the railroad museum.
- 14 of 46. Photograph 14: Feature 12, Third building that will be incorporated into the railroad museum.
- 15 of 46. Photograph 15: Feature 10, Area behind the wall that will be part of the railroad museum.
- 16 of 46. Photograph 16: Feature 12, Area behind the building that is in ruins.
- 17of 46. Photograph 17: Feature 12, Coco-cola ad on the side of feature 12 (will remain when the museum is built)
- 18 of 46. Photograph 18: Feature 14, Building that is part of the original historic District.
- 19 of 46. Photograph 19: Feature 18, Abshire Building.
- 20 of 46. Photograph 20: Feature 18, Abshire Building close up of architecture detail.
- 21 of 46. Photograph 21: Feature 18, Abshire Building close up of architecture detail.
- 22 of 46. Photograph 22: Feature 19, Former Antiques store.
- 23 of 46. Photograph 23: Feature 19, Former Antiques store facade.
- 24 of 46. Photograph 24: Feature 19, Side of the Former antiques store.
- 25 of 46. Photograph 25: Feature 19, Side of the Former antiques store.

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- 26 of 46. Photograph 26: Feature 20, American Café.
- 27 of 46. Photograph 27: Feature 20, Side of American Café.
- 28 of 46. Photograph 28: Features 22, 23, 34 series of buildings on Guthrie's downtown district.
- 29 of 46. Photograph 29: Feature 22, Former South Kentucky Electrical Company building.
- 30 of 46. Photograph 30: Feature 23, Business building in downtown Guthrie.
- 31 of 46. Photograph 31: Feature 24, Ole Opera House.
- 32 of 46. Photograph 32: Feature 24, Painted advertisement on the side of the Ole Opera House.
- 33 of 46. Photograph 33: Feature 24, Doors of Ole Opera House.
- 34 of 46. Photograph 34: Feature 25, Beauty Salon.
- 35 of 46. Photograph 35: Feature 28, Electronic Repair Shop.
- 36 of 46. Photograph 36: Feature 30, Longhurst General Store.
- 37 of 46. Photograph 37: Feature 30, Longhurst General Store.
- 38 of 46. Photograph 38: Feature 30, Detail of Longhurst General Store.
- 39 of 46. Photograph 39: Features 31, 32, The Guthrie Senior Citizens Center.
- 40 of 46. Photograph 40: Feature 31, First building of the Guthrie Senior Citizens Center.
- 41 of 46. Photograph 41: Feature 32, Second building of the Guthrie Senior Citizens Center.
- 42 of 46. Photograph 42: Feature 33, Helen's Flower Shop.
- 43 of 46. Photograph 43: Feature 33, Close up of Helen's Flower Shop.
- 44 of 46. Photograph 44: Feature 34, Private Residence.
- 45 of 46. Photograph 45: Feature 35, Robert Penn Warren Museum.
- 46 of 46. Photograph 46: Feature 16, Former hardware store.
- 47 of 47. Photograph 47: Feature 37, Railroad Museum
- 48 of 48. Photograph 48: Feature 36, Joes' Standard Station.

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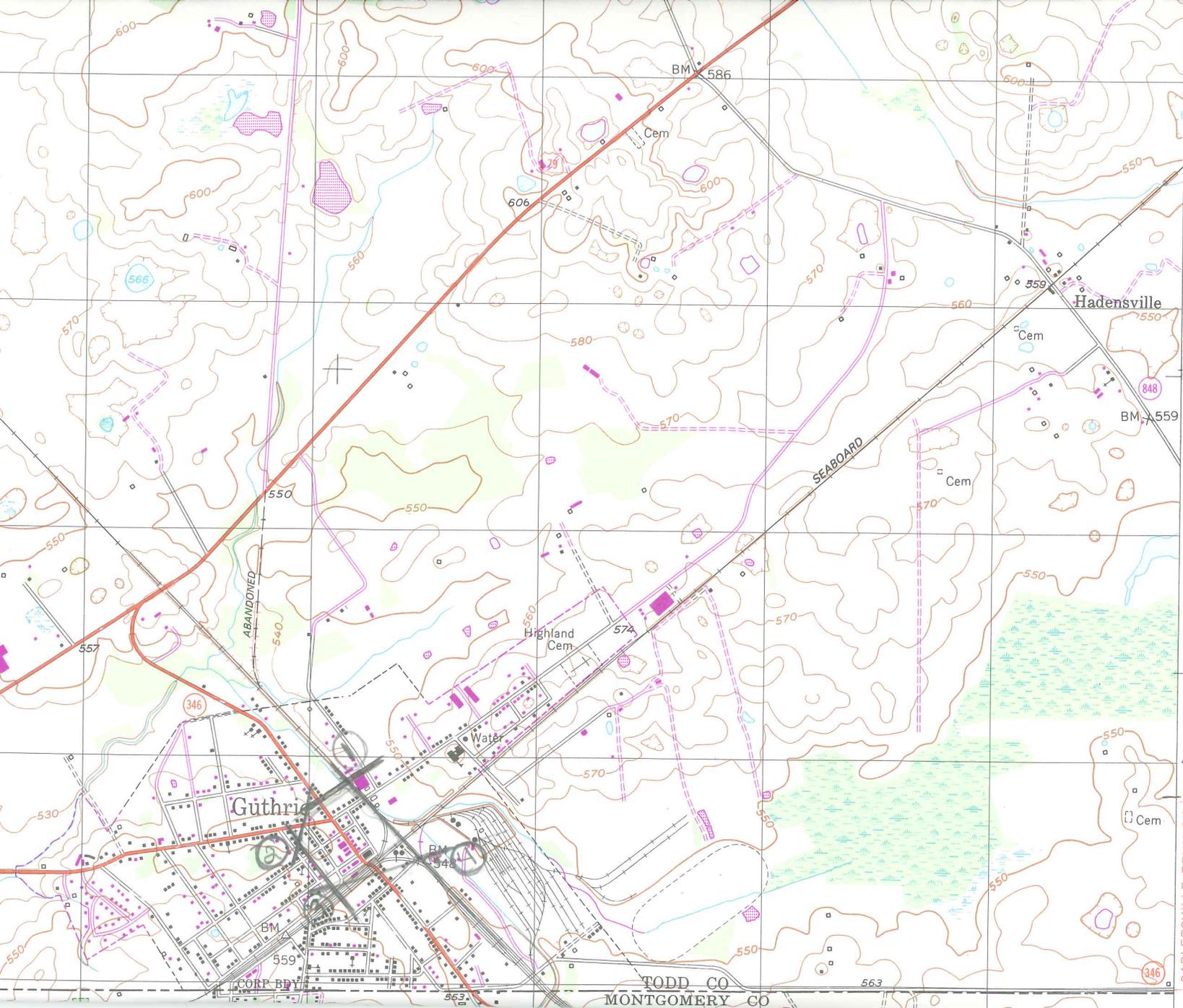
**Property Owner:**

---

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_



Guthrie Historic District  
 Todd Co, Ky  
 Zone 16

All points = NAD 27

Eastings/Northings

- 1) 485161/4055901
- 2) 484960/4055611
- 3) 485104/4055440
- 4) 485490/4055550

Coordinates NAD 83

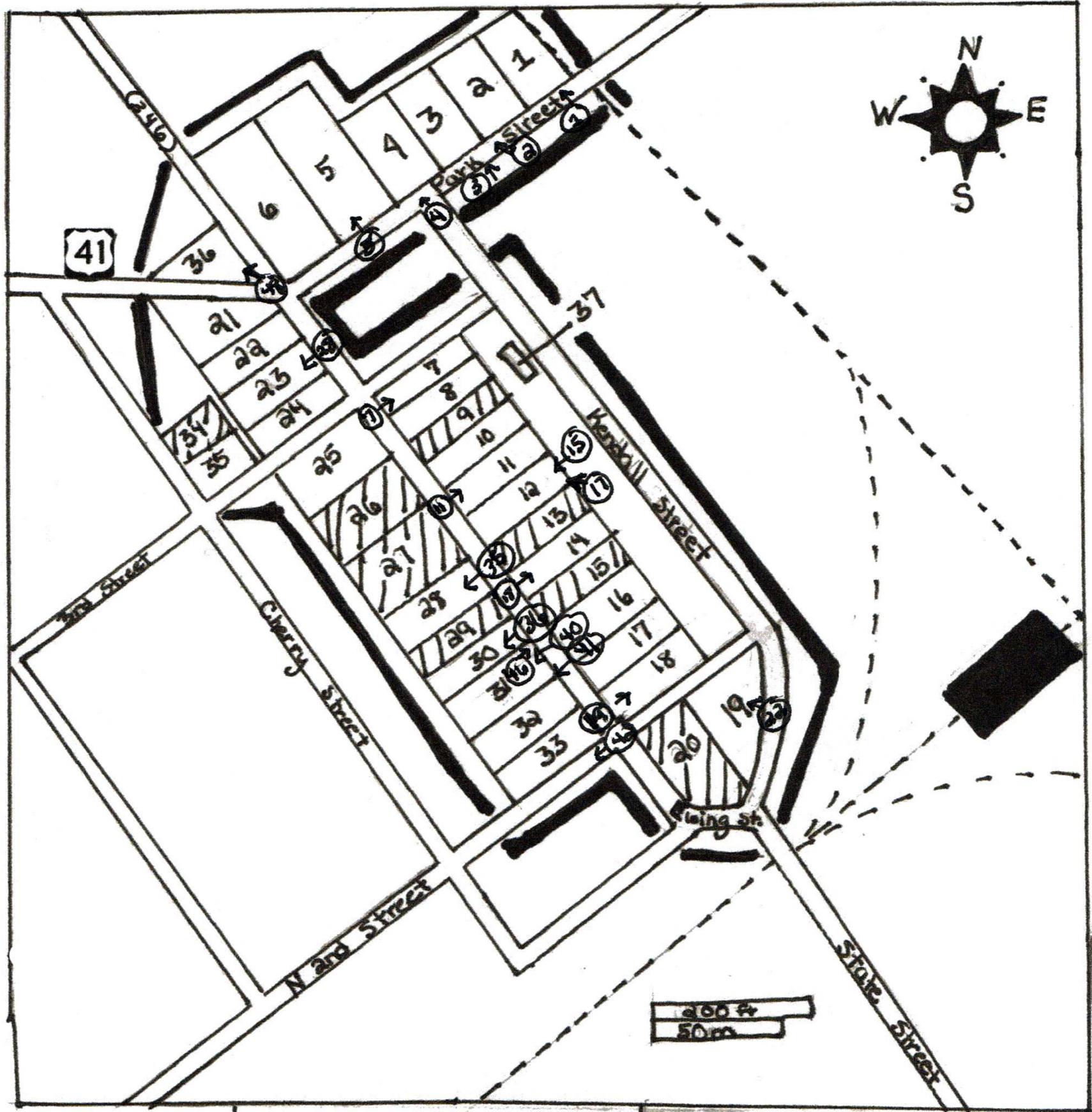
- 1) 485161/4056108
- 2) 484961/4055917
- 3) 485104/4055647
- 4) 485490/4055757

SADLERSVILLE, TENN. 3.6 MI.

TODD CO  
 MONTGOMERY CO

# Guthrie Historic District

Photo Identification Map  
Todd County, Kentucky



← 15  
Photo ID #  
& Direction

	Contributing		Rail Line
	Non-Contributing		Potential District Boundary



Area: 12.196939 ac  
Perimeter: 4,642.566354 ft

### Guthrie Historic District

Easting	Northing
1. 485180.43	4056072.18
2. 485043.86	4055841.35
3. 485251.76	4055730.22
4. 485439.85	4055804.38

200 m















McCook Enterprises, Inc.



McGraw-Hill Construction Inc.















AGENTS FOR  
LYNN'S PRODUCTS  
Canadian-Pendleton  
LEADING  
DRUGGISTS



Delicious-Refreshing

DRINK

Coca-Cola

5¢

RELIEVES FATIGUE SOLD EVERYWHERE





**OLD TOWN**  
**Marketplace**

Shop Local. Support Local.

















STOP



OPEN 7 DAYS 5:30 A.M.+



















PEPSI

LONGHURST  
GENERAL  
STORE

RC

RC







Senior  
Citizens



GUTHRIE  
SENIOR  
CITIZENS

GATHRIE  
SENIOR  
CITIZENS

RESTAURANT













GUTHRIE



Joe's  
STANDARD

375  
407

375  
407