

Gravel Switch Historic District
Name of Property

Marion County, Kentucky
County and State

5. Classification

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

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

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

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

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

Contributing	Noncontributing	
27	15	buildings
		district
	1	site
		structure
		object
27	16	Total

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

Crossroads Communities in Kentucky's
Bluegrass Cultural Landscape Region MPS

none

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/single dwelling

RELIGION/religious facility

RELIGION/religious facility

COMMERCE/TRADE/business

COMMERCE/TRADE/business

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

Bungalow/Craftsman

foundation: stone, concrete, brick

walls: synthetics, concrete, metal, wood

roof: asphalt, metal

other: _____

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Narrative Description

Summary Paragraph

The proposed Gravel Switch Historic District is nominated as a crossroads community, in conjunction with the Multiple Property Submission, "Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region." Gravel Switch is located in Marion County, Kentucky, about one mile south of the intersection of Danville Highway (U.S. Route 68/KY-52) and Gravel Switch Road (KY-234). By road, Gravel Switch is about ten miles east of Lebanon, the seat of Marion County; four miles south of the Washington County line near the historic Logan community; three miles northwest of the Casey County line near the intersection of KY-243 and KY-37; two miles north of the North Rolling Fork River; and only a mile west of the Boyle County line near the community of Aliceton. The proposed Gravel Switch Historic District contains 27 contributing and 15 non-contributing buildings, and 1 non-contributing site, spread over approximately 211 acres, with several large tracts stretching to the east and west of the community's core. All these tracts have acreage fronting on Gravel Switch Road. Their inclusion provides an insight into the rural identity of a crossroad community.

Description of Gravel Switch Historic District as a *District*

North to south, the area that the current document proposes for National Register listing stretches south along Gravel Switch Road (KY-243) from a point near the Danville Highway (KY-68/KY-52) including the abandoned two-room Gravel Switch School, continuing south past the intersection of Gravel Switch Road and East and West Railroad Avenue, and continues further south past the intersection of Gravel Switch Road and Aliceton Road, around the dominant curve at historic Shaheen's Store to a point near Gravel Switch Baptist Church.

East to west, the proposed district generally stretches from the most westerly portion of West Railroad Avenue to the most easterly portion of East Railroad Avenue. A portion of Aliceton Road, from its intersection with Gravel Switch Road to the point where the new eastern historic district boundary line at the end of East Railroad intersects, is included. Additionally, a large tract which contains the historic Isaacs' farmstead, and which fronts on Gravel Switch Road, extends the boundary farther west of West Railroad Avenue and increases the total acreage of the district.

Because Gravel Switch is not an incorporated city, it does not have discrete population statistics. The Gravel Switch Census County Division (CCD) for the 2000 American Census is far larger and, in fact, included information for the surrounding county, the neighboring crossroads community of Riley, and the Rollertown area. The historic buildings in the Rollertown community were devastated by an October 1925 tornado.ⁱ The North Rolling Fork River, south of crossroads community of Gravel Switch, flows from near Junction City in Boyle County, continues west through Boyle and Marion Counties, and eventually empties into the Rolling Fork near Bradfordsville.

Gravel Switch is located near the boundary between the Outer Bluegrass and Western Knobs physiographic regions. Although the Gravel Switch community is built upon rolling Outer Bluegrass hills, it is located just at the edge of the more dramatic Western Knobs region to its south in Marion County and to its east in Casey County. This sense of the knobs surrounding and containing the crossroads community gives it a compact feel. This feeling is accentuated by the truncated line of sight created by the significant curve in Gravel Switch Road at Shaheen's Store. The curve not only draws the traveler's eye toward the historic store building, one of the most significant and intact in the community, but also visually separates Gravel Switch from the Rollertown area to its south. The two main intersections within the crossroads community of Gravel Switch are located at Gravel Switch Road (KY-243) and Railroad Avenue and at Gravel Switch Road and Aliceton Road.

The railroad right-of-way has been preserved as open space in Gravel Switch, extending along Railroad Avenue and continuing generally east and west.ⁱⁱ The old right-of-way is perhaps most apparent, extending along the southern boundary of the Isaacs' farm west of West Railroad Avenue. The depot, once located near the southeastern corner of Gravel Switch Road and East Railroad Avenue (near current Gribbin's Grocery), has been demolished; nothing has been built in its place. At least two historic section houses remain along East Railroad Street, thus preserving some of the feel

ⁱ Gravel Switch Community History Committee, Gravel Switch, Kentucky, Community History, (Utica, McDowell Publications, 2007), p. 4.

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of the L & N railroad corridor. In both communities, development remains concentrated at the important node, the intersection(s) of two streets. 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).

Gravel Switch, never incorporated, has curbless streets and no sidewalks. In 1944 the Tennessee Valley Transit Company began laying natural gas lines through the area.ⁱⁱⁱ Through the Marion County Fiscal Court, the Rural Electric Association installed street lights in September 1958.^{iv} The oldest extant single family dwellings, as they were historically, are concentrated along Railroad Avenue and at the Gravel Switch-Aliceton Road intersection. Older houses and stores retain shallow setbacks from the road – in fact, in the main curve, buildings sit practically on Gravel Switch Road. Fences and retaining walls are practically nonexistent and it seems that, even historically, residents crossed neighbors' properties to walk to the store. Mature trees are clustered around residences, but are generally lacking along Gravel Switch Road in what was the commercial hub of the community. Gravel Switch preserves two of its historic general stores – Johnston's Store (later Harmon's Funeral Home) and Shaheen's Store (now Village Store).

Dominant Construction Materials

Dominant construction materials in Gravel Switch include frame, rusticated concrete block, masonry veneer, and metal. The earliest houses in Gravel Switch date to the turn of the twentieth century and are built of frame. These include early American Foursquares, T-plans, and later bungalows. Many have been sided in vinyl or aluminum. The 1914 Gravel Switch United Methodist Church, the J.W. Weatherford store, and the 1938 Gravel Switch School are all located along Gravel Switch road and are built out of rusticated concrete block. Later twentieth century buildings, such as the People's Bank, T.W. Wash Masonic Lodge, and Gravel Switch Baptist Church, are built with brick veneer construction. Both historic Shaheen's Store as well as later, non-contributing Gravel Switch Fire Department, are sided in metal. Shaheen's Store differs from the fire department in that it is built of true frame construction. The earliest extant commercial buildings in Gravel Switch tend to be frame with large display windows and shed roofs sloping to the rear. Later commercial buildings are smaller scale frame or concrete block buildings and tend to have false fronts.

Prominent Architectural Styles

Styles in Gravel Switch are, for the most part, simple versions of the Craftsman/bungalow style. The houses at 108 West Railroad and 10 Aliceton are larger scale American Foursquare houses, perhaps indicating the status of their original owners. The engineer's house at 127 Railroad Avenue and the house at 908 Gravel Switch Road are also anomalies, somewhat larger in scale and more stylish, indicating earlier construction dates. The engineer's house was designed in a folk Victorian style while the house at 908 Gravel Switch Road may be one of the oldest in the district. This house, with its Gothic Revival style, was apparently moved in the 1920s and had been a coal yard building.

Craftsman

These houses are often one or one-and-a-half stories with dormers, brick veneer integral front porches, and roofs with bracketed, wide eave overhangs. Craftsman style houses often had original multi-lite-over-one double-hung sash windows with either wooden muntins or leaded glass dividing lights. Good examples in the Gravel Switch Historic District include the Foursquare houses at 10 Aliceton and 108 West Railroad Avenue as well as the bungalow at 9705 Gravel Switch Road, which was historically the Gravel Switch Baptist Church parsonage.

ⁱⁱ Gravel Switch Community History Committee, p. 2.

ⁱⁱⁱ Gravel Switch Community History Committee, p. 7.

^{iv} John Sheperson, *The History of Gravel Switch, Kentucky*.

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Inventory of District Resources

Key:

- | | |
|--|--------------------------------|
| NC/A non-contributing (age) | D dryvit |
| NC/E non-contributing (empty lot) | F frame |
| NC/M non-contributing (modification) | L log |
| NA not applicable | PS permastone |
| U undetermined | RB rusticated concrete block |
| A aluminum | SC stucco |
| AB asbestos | SV stone veneer |
| BB board and batten | V vinyl siding |
| BV brick veneer | VB vertical board |
| CM corrugated metal | VR veneered |
| CB concrete block | W weatherboard |

Inv #	Site #	Street #	Street	Type	Description	Nom Status	Orig Exter Mtrl	Crnt Exter Mtrl	Signif Altertn During POS	Signif Altertn After POS	Date of Constr	Constr Methd
1	MN-676	10	Aliceton	Road	Foursquare Hs. - Raymond Sweazy	C	W	V	Y	Y	1900-1924	F
2	MN-1044	25	Aliceton	Road		NC/A	BV	BV		Y	1950-1974	VR
3	MN-32	34	Aliceton	Road	Harmon's Funeral Hm (Johnston's)	C	W	W			1900-1924	F
4	MN-677		Aliceton	Road	Gr. Sw. Lodge #430	NC/A	BV	BV			1950-1974	VR
5	MN-1045	201	Church	Street		NC/M	U	V		Y	1925-1949	F
6	MN-1046	205	Church	Street		NC/A	U	V			2001-present	F
7	MN-698	216	Church	Street	1960s log house	NC/A	L	L		Y	1950-1974	L
8	MN-697	220	Church	Street	Cumberland hs.	C	U	A			1900-1924	F
9	MN-668	240	Church	Street	Gravel Switch United Methodist Ch.	C	RB	RB		Y	1900-1924 (1914)	CB
10	MN-670	250	Church	Street	bungalow - renovated	NC/M	W	V		Y	1925-1949	F
11	MN-669		Church	Street	barn a/c from bungalow	C	VB	VB	Y		1925-1949	F
12	MN-1047	245	Church	Street	House	C	U	A	Y		1925-1949	F
13	MN-704	107	E. Railroad	Avenue		C	BB	V		Y	1875-1899	F
14	MN-1048	109	E. Railroad	Avenue	(trailer replaced!) MN-705 burned 2009	NC/A	CM	CM			1975-2000	P
15	MN-706	113	E. Railroad	Avenue		C	U	A	Y	Y	1900-1924	F
16	MN-1049	119	E. Railroad	Avenue		NC/M	U	V		Y	1925-1949 (1943)	F
17	MN-707	123	E. Railroad	Avenue	Aunt Zula's - engineer's house	C	U	V	Y		1900-1924	F

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18	MN-1050	127	E. Railroad	Avenue	section house	C	U	V			1900-1924	F
19	MN-708	108	W. Railroad	Avenue	Hugh Lanham lived house	C	U	V		Y	1900-1924	F
20	MN-1051		W. Railroad	Avenue	Mobile Hm a/c frm Gr. Sw. Fire Dept.	NC/A	A	A			1950-1974	P
21	MN-1052	210	W. Railroad	Avenue	old Isaacs Farm House - Judy Holland	C	W	W		Y	1875-1899	F
22	MN-672		Gravel Switch	Road	Rusticated CCB House & Tob Bn.	C	RB	RB			1925-1949 (1946)	CB
23	MN-1090		Gravel Switch	Road	st. ven. Cape & tob. brns nr. Com. Cntr.	C	SV	SV		Y	1950-1974	VR
24	MN-1053	655	Gravel Switch	Road		NC/A	BV	BV			1975-2000	VR
25	MN-1054	685	Gravel Switch	Road	Sheperson Ranch Hs.	NC/A	BV	BV			1975-2000	VR
26	MN-671		Gravel Switch	Road	Gravel Switch School	C	W	W			1925-1949	F
27	MN-699		Gravel Switch	Road	J.W. Weatherford's Store	C	CB	CB			1925-1949	CB
28	MN-700	809	Gravel Switch	Road	Hs b/s J.W. Weatherford's	C	U	V		Y	1925-1949	F
29	MN-701	810	Gravel Switch	Road	bungalow	C	U	V			1900-1924	F
30	MN-702		Gravel Switch	Road	Isaacs Hall	C	U	M	Y	Y	1900-1924	F
31	MN-1055	835	Gravel Switch	Road	Mobile Home a/c frm Isaacs Hall	NC/A	CM	CM		Y	1950-1974	P
32	MN-703	880	Gravel Switch	Road	Gribbins Grocery	NC/A	CM	CM			1950-1974	F
33	MN-673	891	Gravel Switch	Road	Ppl's Bnk Bldng/Gr. Sw. P.O. (885)	C	BV	BV		Y	1950-1974 (1961)	VR
34	MN-1056	888	Gravel Switch	Road	Gr. Sw. Fire Dept	NC/A	CM	CM		Y	1975-2000 (1978)	F
35	MN-675	909	Gravel Switch	Road	T-plan - Funk house - teleph. Exchng.	C	W	V		Y	1900-1924	F
36	MN-674	908	Gravel Switch	Road	MOVED house - Ida Dorsey place	C	U	V	Y	Y	1875-1899	F
37	MN-678	925	Gravel Switch	Road	George Shaheen Hs.	C	U	V		Y	1900-1924	F
38	MN-33		Gravel Switch	Road	Shaheen's Store	C	M	M			1900-1924	F
39	MN-680		Gravel Switch	Road	Richard Wilson barn	C	VB	VB			1925-1949	F
40	MN-667	981	Gravel Switch	Road	Gravel Switch Baptist Church	C	BV	BV			1950-1974 (1952)	VR
41	MN-1057	1005	Gravel Switch	Road	br. veneer ranch - new parsonage	NC/A	BV	BV		Y	1950-1974	VR
42	MN-679	9705	Highway 337		Gr. Sw. Baptist Church Parsonage	C	W	V	Y	Y	1925-1949	F
43	MN-1091		Highway 243		Empty Lot	NC/E	NA	NA			NA	NA

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1865-1961

Significant Dates

September 7, 1934 – major fire in Gravel Switch

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Oberson, Frank (builder)

Period of Significance (justification)

The period of significance encompasses the 1869 construction date of the depot in Gravel Switch as well as the construction date of the extant residences. This period includes the construction dates of the twentieth century churches and the later People's Bank and T.W. Wash Masonic Lodge, replacements for earlier buildings housing these businesses.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph

The Gravel Switch Historic District meets National Register Criterion A and is important for its associations with events that have made contributions to broad patterns of local history. The district's significance is evaluated within the context developed within a Multiple Property Submission, "Crossroad Communities in Washington and Marion Counties, Kentucky, 1865-1961." This nomination will look at the Planning and Development decisions, as they were enacted in residential and commercial constructions, which resulted in a crossroads community. This building activity helps illustrate the characteristics of crossroads communities in Marion County, differentiating the village as a distinct town form from the county seat town of Lebanon, and the county's river towns, such as Raywick.

Narrative Statement of Significance

Historic Context: Community Planning and Development of Crossroads Communities in Marion and Washington Counties, 1865-1961

Gravel Switch Prior to the Arrival of the Railroad

Before the Civil War, the area that became Gravel Switch was located on land once part of the William Crowds Plantation.^v William owned 2,500 acres and thirty humans.^{vi} An 1855 Marion County court record shows that George Crowds' heirs inherited land from the plantation. James and Matthew W. Crowds purchased the section of land where town was later located.^{vii} Historically, Gravel Switch had one of the largest stands of virgin timber in Marion County. Through 1924, logging remained one of the main sources of income in the Gravel Switch area. Logs eighteen to thirty inches in diameter were hauled by horse-drawn wagons and shipped out by rail.^{viii}

Effect of the Railroad on Gravel Switch's Planning and Development

By March 1850, the L & N Railroad had reached Lebanon in adjacent Marion County by way of southern Nelson County.^{ix} By 1864, Gravel Switch was located on the main line of the Lebanon Branch of the L & N Railroad, already extending east to Danville. Additionally, a spur or switch line, built from Gravel Switch down to a terminus at the North Rolling Fork River, was used for cars hauling gravel or "borrowed material" for building the railroad bed. Cars, controlled only by the brakeman using the hand brake, were allowed to roll down to the Rolling Fork from Gravel Switch. Coal was loaded onto cars by hand and a small engine pushed or pulled cars back.^x The spur line ran from 1866 until about 1872. A portion of the Bannister Taylor property, south of Gravel Switch on Forkland Road, was condemned and sold to the railroad; Taylor was apparently not in favor of the railroad and took the L & N Railroad Company to court.^{xi}

On May 13, 1864, the L & N Railroad purchased two strips of land for a right-of-way from James Crowds, Matthew W. and Phebe Crowds. In August 1866, some of the land owned by James and Matthew W. Crowds was subdivided and sold to pay a judgment to Martin Bannister. One of the new landowners was John Q. Musson, a timber man who arrived after the war. According to 1864 Marion County deeds, the L & N also purchased land in the area from C. Glassock, Michael Harmon, R.H. Helm (Rachel Helm and Sallie Crowds), Nancy Hourigan, John C. and Mary Riley. A cattle pen and a log yard were built shortly after the depot.

On July 24, 1866, for its spur line, or Rolling Fork Railroad, the L & N purchased land near John Q. Musson and R.L. Dillingham's Mill which ran along the North Rolling Fork of the Salt River. On this land the L & N stipulated that it was permitted to store its gravel cars.^{xii} On August 21, 1869 the L & N Railroad bought land to build a depot from R.H. and Rachel Helm, Sallie Crowds, and John Q. Musson. This 6 X 12 pole lot was located on lots twelve and thirteen in Gravel

^v Ibid.

^{vi} Gravel Switch Community History Committee, p. 14.

^{vii} Ibid.

^{viii} Gravel Switch Community History Committee, p. 8.

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

^x Ibid.

^{xi} John Shepersen, *The History of the Lebanon Branch of the L & N Railroad*, 1993, Marion County Public Library, p. 8.

^{xii} John Shepersen, *The History of Gravel Switch, Kentucky*.

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Switch or "Prairie City" on the waters of the Rolling Fork and south of the Knoxville Branch of the L & N Railroad.^{xiii} The use of lot numbers indicates that Gravel Switch, at some point, also had a plat.

On December 12, 1870, the Gravel Switch Post Office was established. It was originally located in the old W.H. Boswell (later Minor) Store and then moved to the L & N Railroad depot, R.O. Harmon's Store, Isaacs Hall, the Masonic Lodge building, and the current Post Office building.^{xiv} Matt Isaacs built a blacksmith shop in Gravel Switch in September 1878. There was a Pipes Mill in Gravel Switch near where Isaacs Hall is located – it was later owned by Jim Cox.

In May 1912, the L & N purchased land to build new section houses in Gravel Switch.^{xv} Section houses remain along East Railroad Avenue. In 1955, according to a deed from the L & N Railroad to Zula and Tom Manuel, the L & N sold the section houses to their residents. Livestock were driven to yards in town and shipped out on the railroad.^{xvi} In 1938 the old L & N Railroad stock pens, apparently located at the Rolling Fork end of the switch line, were sold and taken down.^{xvii}

Passenger trains through Gravel Switch included early #24 (5 a.m.) going west, the dinner train #23 going east bringing mail/parcel post and passengers; #22 (6 or 6:30 p.m.) train going west picking up cream, produce, and mail; and #21 (9:00 p.m.) going east - the last train. Trains number 23 and 24 were the mail trains on the Knoxville line and went only as far as London in 1883.^{xviii} In 1905, all freight trains on the Knoxville branch became double-headers, where two locomotives were used pulled trains of from forty to sixty cars.^{xix} There were only steam locomotives until 1947 or 1948. Hobos sometimes came into Gravel Switch on the train.^{xx} Gene Lanham's mother purchased all her groceries from R.O. Harmon's Store, just across the railroad tracks from where they lived. Harmon's Store was located next to the old People's Bank near the location of the later People's Bank building. Until the early 1940s, when Harmon installed an ice house between the store and hardware warehouse, customers entered the store through the back door. The railroad section gang gathered at R.O. Harmon's store before work. Many would eat lunch there, wait for the mail, or use Harmon's telephone.^{xxi}

Passenger trains no longer stopped at the Gravel Switch depot by 1948; instead, the depot agent would flag trains when items needed to be shipped. The depot closed in 1956. In July 1957, Tom Manuel (once the L & N Railroad Section Foreman in Gravel Switch) and Frank Orberon purchased the depot in Gravel Switch and razed it.^{xxii} The Lebanon Branch line of the L & N Railroad was abandoned in 1986 and the railroad tracks were removed in 1987. Sheperon's collected history of the Lebanon branch of the L & N Railroad explains why depots were closed and tracks abandoned in the twentieth century. After the closing of Springfield, Washington County's, L & N depot around 1931, representatives of the Springfield Chamber of Commerce called on the L & N Railroad headquarters in Louisville to protest the decision. In response, the agent asked them what form of transportation they had used to travel from Springfield to Louisville that day. When they answered, "The automobile," the agent calmly explained that this, along with the Depression, was the very reason their town's depot had been closed.^{xxiii} In January 1961, the Marion County Fiscal Court agreed to purchase the L & N Railroad right of way in Gravel Switch and straighten and level the approaches to prevent accidents.^{xxiv} The Knoxville branch of the L & N Railroad extended from Louisville, through Marion County, to Corbin and, eventually, to Knoxville. The last train left Lebanon in 1991 – 143 years after the first train arrived in Lebanon. The freight train cars were filled with ties from the abandoned track.^{xxv}

^{xiii} John Sheperon, *The History of Gravel Switch, Kentucky*.

^{xiv} Gravel Switch Community History Committee, p. 47.

^{xv} Gravel Switch Community History Committee, p. 11.

^{xvi} Interview by Jennifer Ryall with Judy Holland, Eula Ray Kirkland, and Aileen Sheperon, December 1, 2011, Gravel Switch, KY.

^{xvii} Gravel Switch Community History Committee, p. 11.

^{xviii} John Sheperon, *History of the Lebanon Branch of the L & N Railroad*, Marion County Public Library, 1993, p. 10.

^{xix} John Sheperon, *History of the Lebanon Branch*, 1993, p. 14.

^{xx} Gravel Switch Community History Committee, p. 763.

^{xxi} Gravel Switch Community History Committee, p. 761-763.

^{xxii} Ibid.

^{xxiii} John Sheperon, *History of the Lebanon Branch*, 1993, p. 21.

^{xxiv} Ibid.

^{xxv} John Sheperon, *History of the Lebanon Branch*, 1993, p. 51.

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Peak and decline periods are more obvious in Gravel Switch due to the strong, direct influence of the L & N railroad in its development. The community developed later and appears to have peaked 1900-1930, when railroad travel was still popular. The 1877 Beers map of Marion and Washington Counties shows the community of Gravel Switch bisected west-east by the L & N Railroad right-of-way. Gravel Switch Road is shown extending south from the historic Lebanon-Danville Pike, which today is the intersection of State Route 234 and US 68. Seven squares indicate buildings on the northern side of what would later become East Railroad Street. The "Depot & P.O." are indicated by a square located at the southeastern corner formed by Gravel Switch Road and the L & N Railroad right-of-way in the heart of Gravel Switch. Neither Aliceton Road nor Church Street, extending from West Railroad Avenue, existed yet. Aliceton Road was not created until 1932 when House Bill 756 established a primary road "beginning at Gravel Switch, Marion County, thence east via Aliceton, at Boyle County Line, thence north to connect with state highways No. 68 and No. 168, the Lebanon and Danville Highway."^{xxvi}

Roads Help Gravel Switch Become a Crossroad Community

Gravel Switch residents helped organize the Danville Road (KY-52 which is now part of the Danville Highway) as the Lebanon, Gravel Switch, and Rolling Fork Turnpike Company in October 1883, with a subscription of 750 dollars per mile. This would fund five miles of a proposed road extension from Lebanon to Perryville. By 1888, the new Lebanon-Danville Pike had been completed.^{xxvii} By 1946, the state announced that the Danville Road would be blacktopped.^{xxviii} Gravel Switch Road itself appears on old deeds as the "Rolling Fork and Gravel Switch Turnpike." In 1947 or 1948 Gravel Switch Road was also blacktopped.^{xxix}

There has been a school in the Gravel Switch area since the nineteenth century. In 1876, J.R. Breeding was in charge of the early Gravel Switch subscription school. By 1878 the public school trustees asked for a tax to finance the purchase of a lot and construction of a school house in September.^{xxx} This early three-room Gravel Switch School, located between Gravel Switch and the Danville Highway, burned in 1937; school was continued that year at the old Masonic Lodge building. Construction began on a new two-room school building in 1938.^{xxxi} The two-room school was closed in 1949 when children were transferred to the new Glasscock Elementary.^{xxxii}

Due to a combination of factors—including transportation difficulties, geographic distance, family ties, and county politics—the crossroads community resident often chose to do business in an adjacent county rather than in her own county seat. In Gravel Switch, for instance, a majority of business was done in Danville, seat of Boyle County, sitting just east of Marion County. Why this happened must have to do more with social factors, as Danville is nearly twice as far from Gravel Switch as Lebanon is, and by rail involves a transfer to another line. An undated *Kentucky Advocate* article included in John Sheperson'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." It noted that Gravel Switch, eighteen miles from Danville, was "to all interests and purposes practically a Boyle County town."^{xxxiii} Interestingly, special passenger trains made stops twice daily to carry people from Gravel Switch, Riley, Penick, and Lebanon to the Aliceton Camp meeting in Boyle County. There was a tabernacle at Aliceton by 1898 and cottages built by 1900; there was also a dining hall and concession stand for people to purchase meals. A gate fee was charged to enter. The camp meeting was a source of entertainment for the surrounding community.^{xxxiv} Another source of entertainment was the early picture shows put on by a man nicknamed "Rabbit Foot." Curtis Bottoms built a plank wall on a rented space which was Mrs. Lizzy Isaacs' old garden spot in Gravel Switch. He had a screen on the wall and benches and charged twenty-five cents admission to watch.^{xxxv}

^{xxvi} Journal of the House of Representatives of the Commonwealth of Kentucky, vol. 3, 1932, p. 2200.

^{xxvii} Gravel Switch Community History Committee, p. 4.

^{xxviii} Gravel Switch Community History Committee, p. 5.

^{xxix} Interview by Jennifer Ryall with Judy Holland, Eula Ray Kirkland, and Aileen Sheperson, December 1, 2011, Gravel Switch, KY.

^{xxx} Gravel Switch Community History Committee, p. 6.

^{xxxi} Gravel Switch Community History Committee, p. 94.

^{xxxii} Gravel Switch Community History Committee, p. 94.

^{xxxiii} John Sheperson, History of Gravel Switch.

^{xxxiv} Gravel Switch Community History, p. 27.

^{xxxv} Ibid.

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In 1901, rural free postal delivery came to the Gravel Switch area; this was a boost to the local post office.^{xxxvi} Until John Q. Musson founded the People's Bank of Gravel Switch in 1909, the nearby Riley (or Riley Station) community remained the center of the area's commercial activity. The People's Bank was expected to begin business on January 1, 1910.^{xxxvii} George Shaheen purchased a town lot from J.Q. and Amelia Musson for 150 dollars for a store in January 1907.^{xxxviii} Tom Manuel, the section gang foreman, moved to Gravel Switch from Aliceton after the section houses were constructed on East Railroad Street.^{xxxix}

In 1907, John McCord wrote that Gravel Switch was one of a handful of "nice little villages" supporting "several general stores each."^{xl} In January 1907 George Shaheen, an immigrant from Syria to Lebanon (Kentucky), bought a town lot on the south side of the railroad tracks for a store and paid 150 dollars to J.Q. and Amelia Musson.^{xli} The front half of the store was built around 1908. It never had electricity during Shaheen's ownership; when the Wilsons had a store there, a refrigeration room was added. Shaheen's wife Amelia ran a millinery shop on the third floor. The building had a hand-operated elevator which still remains. The store received once daily deliveries of fresh bread and fish along with the mail and newspaper.^{xlii} Also in 1907, the T.W. Wash Masonic Lodge 430 F. & A.M. moved to Gravel Switch.^{xliii} D.T. Dorsey built the original T.W. Wash Lodge in Gravel Switch. The Pete Hays and Cole Miller barber shops, William T. "Tink" Mays Blacksmith Shop, Gratton Preston's Blacksmith Shop, and Ollie Guthrie's Body Shop were all once located on its first floor.^{xliv}

Apparently, lots for building houses were unofficially platted along the northwestern side of the depot in 1908. This may have been about the time the L & N section houses were built. In 1910 a tobacco warehouse was constructed near the depot.^{xlv} The Gravel Switch and Little South Telephone Company had been organized by at least 1910. By June 1912 there was discussion of building a new line from Perryville to Gravel Switch.^{xlvi} Gravel Switch had a telephone exchange at least by 1928; in 1939 the telephone switchboard was located in the property owned by Clay Isaacs, but later moved again. A new switchboard was installed in 1947.^{xlvii}

Gravel Switch United Methodist Church was founded in 1912 with the purchase of land, Lot #3, Block 13 in Gravel Heights, Gravel Switch, Kentucky. The building was completed in 1914 at a cost of \$3,000. In 1975, an arsonist damaged the church and spurred a major renovation completed by Frank Orberon of Lebanon. A fellowship hall was added in the mid-1980s.^{xlviii} Gravel Switch Baptist Church was organized on June 22, 1952. Members worshipped in the Isaacs Hall before the new church was built.^{xlix} Ground was broken for the new church building on July 31, 1951, and the first service was held in August 1953.^l Frank Orberon was the builder. In July 1956, the six-room house across from the church was dedicated as the parsonage.^{li}

By the 1920s, Gravel Switch had developed to such an extent that the election precincts changed from Haysville to Gravel Switch precinct #1 and Riley precinct #2. After 1920, Gravel Switch began to decline with the increase in automobile travel and decrease in passenger train travel. The amount of freight being shipped also dropped, as trucks were in greater use. The number of businesses declined substantially in the 1960s.^{lii} When Marion County announced,

^{xxxvi} Hugh Lanham, *Gravel Switch Post Office History*, self published, December 27, 196, p.

3.

^{xxxvii} Gravel Switch Community History Committee, p. 7.

^{xxxviii} Gravel Switch Community History Committee, p. 7.

^{xxxix} Gravel Switch Community History Committee, p. 11.

^{xl} John McCord, Marion County section in Hubert Vreeland, *Commnr, State Dept. of Agriculture, Kentucky Hand Book, 1906-7*, p. 534.

^{xli} Gravel Switch Community History Committee, p. 7.

^{xlii} Gravel Switch Community History Committee, p. 52-53.

^{xliii} Ibid.

^{xliv} Gravel Switch Community History, p. 45.

^{xlv} John Sheperon, "Gravel Switch Community" in *History of Marion County, vol. 1*, (Marion County Historical Society: 2007) p. 56.

^{xlvi} Gravel Switch Community History Committee, p. 15.

^{xlvii} Gravel Switch Community History Committee, p. 16.

^{xlviii} Gravel Switch Community History Committee, p. 28.

^{xlix} Gravel Switch Community History Committee, p. 618.

^l Gravel Switch Community History Committee, p. 34.

^{li} Gravel Switch Community History Committee, p. 618.

^{lii} Gravel Switch Community History Committee, p. 2.

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in July 1938, that high school students from Gravel Switch and Riley would attend school in Bradfordsville instead of Lebanon, seventy-five citizens protested.^{liii} In April 1935, Merchants Creamery, a cream station, opened.^{liv} By 1938 rural electrification began in Gravel Switch and residents were buying electrical appliances; by 1945 it was completed.^{lv} Residents with electricity before that time would have used an old Delco Battery system. Virgil Daughtery apparently used a horse team to pull the light poles for the crew to set.^{lvi} At this time, tanks or barrels were still used to collect water.^{lvii} In the 1970s or 1980s Gravel Switch got city water; before this time, water came from wells, cisterns, or the Rolling Fork.^{lviii}

Fires have altered the built landscape of Gravel Switch. In March 1924, J.R. Johnston's store burned; he had moved into his new store by December of the same year.^{lix} In October 1931, R.O. Harmon purchased J.R. Johnston's store and "began remodeling it for a modern funeral parlor."^{lx} A major fire in Gravel Switch on September 7, 1934, at the old W.H. Boswell (later Clarence A. Boswell) General Store leveled four buildings including three public business houses and a private residence. Boswell later sold the lot where the store was located to James Cox, Chester Coyle, and Mr. C.C. Buster.^{lxi} The old People's Bank building burned on December 21, 1959, and moved its operations to Isaacs Hall. The new People's Bank building was built in 1960 and closed September 30, 2008.^{lxii} In 1960, the old T.W. Wash Masonic Lodge building burned when a car in the first floor Guthrie's Body Shop business caught on fire. A new T.W. Wash Lodge was then built across the road from the original building on Aliceton Road.^{lxiii}

Modern buildings have also altered the landscape to some degree. The Gribbins Grocery, a modern concrete block convenience market and gas station built in 1961, is located close to the historic location of the mill near the southeastern corner of East Railroad Avenue and Gravel Switch Road. In 2000, Gravel Switch (through the Marion County Fiscal Court, because it was not incorporated) received state grant money and Gene Montrude Lanham donated a lot off KY-243 north of Gravel Switch for the Gravel Switch Community Center. The Gravel Switch Community Center had been a shared space with the Gravel Switch Fire Department until this arrangement was no longer possible. A fifty-by-eighty-foot metal framed building was erected on the donated lot.^{lxiv} The Gravel Switch Fire Department was organized in 1976 and the current building was constructed around 1978. Because there was no city water at the time, the truck, purchased from Sonny Kirkland, carried a 1,000 gallon water tank.^{lxv} A few single-wide trailers are now located on what had been empty parcels.

Identifying Gravel Switch as a member of the Property Type

Evaluating the significance of Gravel Switch Historic District within the Historic Context

The Gravel Switch Historic District meets the definition of a Crossroad Community as set forth in the Multiple Property Submission, "Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region." It meets the terms of National Register Criterion A for its associations with events that have made contributions to broad patterns of local history. The district's significance is evaluated within the context, "Community Planning and Development of Crossroads Communities in Washington and Marion Counties, Kentucky, 1816-1961." This building activity in the town helps illustrate the characteristics of crossroads communities in Marion County, differentiating the village as a distinct town form from the county seat town of Lebanon, and the county's river towns such as Raywick.

Gravel Switch, due to its location on the critically-important main line of the Knoxville branch of the L & N Railroad, illustrates the patterns of development in a railroad-driven crossroads community. Railroad era commercial

^{liii} Gravel Switch Community History Committee, p. 6.

^{liv} Gravel Switch Community History Committee, p. 16.

^{lv} Gravel Switch Community History Committee, p. 5.

^{lvi} Gravel Switch Community History Committee, p. 761.

^{lvii} Gravel Switch Community History Committee, p. 59.

^{lviii} Interview by Jennifer Ryall with Judy Holland, Eula Ray Kirkland, and Aileen Shepersen, December 1, 2011, Gravel Switch, KY.

^{lix} Gravel Switch Community History Committee, p. 8.

^{lx} Gravel Switch Community History Committee, p. 8.

^{lxi} Gravel Switch Community History Committee, p. 16.

^{lxii} Gravel Switch Community History Committee, pp. 46-47.

^{lxiii} Gravel Switch Community History Committee, p. 45.

^{lxiv} Gravel Switch Community History Committee, p. 39.

^{lxv} Gravel Switch Community History Committee, p. 42.

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buildings are represented by square-fronted "community markers" J.R. Johnston's and Shaheen's Stores. The route of Gravel Switch Road (KY-243) has remained intact, preserving its historic intersection with the Lebanon Danville Pike as well as with Railroad Avenue and Aliceton Road in the heart of the community. Reflecting original community development patterns, extant commercial buildings remain clustered at the two main intersections at Gravel Switch Road (KY-243) and Railroad Avenue and at Gravel Switch Road and Aliceton Road. Many of the oldest, most substantial and stylish remaining houses remain clustered near the Gravel Switch Road-Aliceton Road intersection and were built in the early 1900s. The dominant curve in Gravel Switch Road near Shaheen's Store and Gravel Switch Baptist Church has also been preserved. The curve remains a distinctive and significant landscape feature. A definite transition from dense, crossroads community development to farmland has been preserved. Gravel Switch retains the Masonic lodge, general store, school, bank/post office, church, parsonage, and single family dwelling component resources which identifies it well within the crossroads community property type.

Evaluation of Integrity: how the Gravel Switch Historic District meets the Registration Requirements

Individual resources in Gravel Switch maintain integrity of location and design by retaining a close relationship with the roads they address. The roads, in fact, have helped defined the identity and boundary of the town. The dominant curve in Gravel Switch Road and the crossroads intersection with Aliceton Road have helped concentrate residences. Buildings front either on Gravel Switch Road, Aliceton Road, or Railroad Avenue. Additionally, buildings on Railroad Avenue continue to address the historic L & N Railroad right-of-way (now at least partially Railroad Avenue). More recent buildings tend to have larger setbacks while older buildings are located at the front edges of parcels. Gravel Switch does preserve a density of individual resources, although that density has been affected by historic fires. Modern commercial buildings, including Gribbin's Grocery and the People's Bank, were built on the larger parcels consolidated after these fires. Although these fires have affected the integrity of materials in Gravel Switch, the pattern of fire and rebuilding is also represented in the Marion County crossroads community of Loretto. These modern buildings, along with the modern Gravel Switch Fire Department, serve as indicators that Gravel Switch has remained a healthy community well into the twentieth century. Although Gribbin's Grocery and People's Bank buildings are commercial intrusions, and compromise the feel of Gravel Switch as a historic community, these businesses also help preserve the mixed use character of the crossroads community. The two twentieth-century churches, both geographically and visually near the edges of the boundary, compromise integrity of feeling to a lesser degree; at least one of the churches operated in shared space in multi-purpose commercial buildings until it was built. Continuity of scale and setback has been preserved at the denser concentrations of historic buildings at the Gravel Switch Road/Railroad Avenue intersection and at the Gravel Switch Road/Aliceton Road intersection. There is a definite and recognizable change from community to rural landscape. This change actually defines the district boundaries and is indicated by a change from small parcels to much larger farm parcels which usually have a dwelling, outbuildings, agricultural buildings such as barns, and agricultural fields. Occasionally a farm was included within the district boundary due to its parcel fronting on the main road or its location along the railroad right-of-way; these farms also usually provided land for adjacent later parcels.

The prominence of the railroad in this railroad-driven crossroads community remains well represented on the landscape of Gravel Switch. The historic L & N Railroad right-of-way continues to serve as an important landscape feature, paralleling Railroad Avenue and then curving away. The large public well, where everyone in the community obtained their water, remains at the southeastern corner of East Railroad Street and Gravel Switch Road; it would have been close to the L & N Depot. Section houses, once owned by the L & N Railroad and occupied by its section foreman (123) and section hands (127), remain near the end of East Railroad Street. The current owner Justin Qualls, whose family owned these properties, believed the house at 123 East Railroad to have been the L & N engineer's house. Aileen Sheperson; however, noted that the house was owned by her Aunt Zula Manuel whose husband was Tom Manuel, the L & N Section Foreman for many years. Also according to Qualls, the house at 127 East Railroad was a house for L & N section hands. In the 1950s, the railroad sold the section houses. One of these houses still retains its original heavy brass door hardware with "L & N" cast in.

Although integrity of feeling and materials have been compromised to some degree, these patterns are common among crossroads communities in the Bluegrass Cultural Landscape Region. Gravel Switch follows the patterns of other Marion and Washington County crossroads communities in that it has experienced the losses of its local manufacturers – the log/coal yard and blacksmith shops – as well as several original stores (R.O. Harmon. W.H. Boswell, Curtis Burns/Hafley), original Masonic Lodge building, mill, toll house, cream station/poultry stations, and depot. Many have burned or been razed. On the other hand, Gravel Switch, like Loretto, has preserved some of its original general stores. General stores in the turnpike-driven crossroads communities of Washington County have not fared as well.

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Switch retains Shaheen's (now Village Store), J.W. Weatherford's (abandoned), and Johnston's Store (later Harmon Funeral Home) as well as the multi-purpose, frame commercial Isaacs Hall building which served as a store at one point.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Beers, D.G. and J. Lanagan. Map of Marion & Washington Counties, KY, (Philadelphia, D.G. Beers & Co.: 1877).

Gravel Switch Community History Committee. *Gravel Switch, Kentucky, Community History*, (Utica, McDowell Publications: 2007).

Sheperson, John. History of Gravel Switch, self published.

Sheperson, John. History of the Lebanon Branch of the L & N Railroad, Marion County Public Library, 1993.

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): new site numbers include MN-1044 through MN-1060 _____

10. Geographical Data

Acreage of Property approximately 211
(Do not include previously listed resource acreage.)

UTM References

Gravel Switch Quad

All Coordinates calculated via GIS (ArcGIS)

All coordinates below expressed according to NAD27

1	<u>16N</u> Zone	<u>671 158</u> Easting	<u>4159 974</u> Northing	3	<u>16N</u> Zone	<u>672 051</u> Easting	<u>4161 681</u> Northing
2	<u>16N</u> Zone	<u>672 536</u> Easting	<u>4160 750</u> Northing	4	<u>16N</u> Zone	<u>670 653</u> Easting	<u>4160 957</u> Northing

Verbal Boundary Description (Describe the boundaries of the property.)
See sketch map

Boundary Justification (Explain why the boundaries were selected.)

The Gravel Switch Historic District boundary was chosen to encompass all significant historic residential, religious, and commercial resources within the period of significance. The district is focused along the historic L & N Railroad right-of-way. The boundary is defined by the fairly well-preserved transition between denser crossroads parcels and larger

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farmsteads. The boundary encompasses residential concentrations along Railroad Street – houses that would have historically fronted on the tracks. The boundary also encompasses the houses built around the important crossroads intersection at Aliceton Road and Gravel Switch Road.

11. Form Prepared By

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

Photograph Log

Name of Property: Gravel Switch Historic District

City or Vicinity: Gravel Switch, KY

County: Marion County

Photographer: Jennifer Ryall

Dates Photographed: December 1, 2011

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

Description of Photograph and Number:

1. Streetscape view of the northern side of E. Railroad Street, looking west, showing the historic L & N Railroad right-of-way which has become Railroad Street and (R-L): 113 E. Railroad (Inventory #15; MN-706) and 109 E. Railroad (Inventory #14; MN-1048).
2. Streetscape view of W. Railroad Street, looking west, showing (L-R): Gravel Switch Fire Department (Inventory #34; MN-1056), 108 W. Railroad (Inventory #19; MN-708), and a mobile home (Inventory #20; MN-1051).
3. Streetscape view of Aliceton Road near Harmon Funeral Home (Inventory #3; MN-32) looking west, showing (L-R): Harmon Funeral Home, a portion of 909 Gravel Switch Road (Inventory #35; MN-675), and a portion of 908 Gravel Switch Road (Inventory #36; MN-674)
4. View near boundary edge on Aliceton Road, looking west, showing (L-R): Gravel Switch Lodge #430 (Inventory #4; MN-677) and Harmon Funeral Home (Inventory #3; MN-32)
5. Streetscape view of Church Street, looking north, showing (R-L): Gravel Switch United Methodist Church (Inventory #9; MN-668), barn (Inventory #11; MN-669), and 250 Church Street (Inventory #10; MN-670).
6. Streetscape view of Gravel Switch Road near Isaacs Hall (Inventory #30; MN-702), showing: (L-R): Isaacs Hall (Inventory #30; MN-702) and Gribbins Grocery (Inventory #32, MN-703).
7. Streetscape view of Gravel Switch Road, looking west, showing (R-L): J.W. Weatherford's Store (Inventory #27; MN-699) and 809 Gravel Switch Road (Inventory #28; MN-700).
8. Streetscape view at Gravel Switch Road-Railroad Avenue intersection, looking east, showing (R-L): Isaacs Hall (Inventory #30; MN-702) and 810 Gravel Switch Road (Inventory #29; MN-701).
9. Streetscape view of Gravel Switch Road, looking south toward dominant curve, showing (L-R): 908 Gravel Switch Road (Inventory #36, MN-674), 10 Aliceton Road (Inventory #1; MN-676), Shaheen's Store (Inventory #38; MN-

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- 33), 925 Gravel Switch Road (Inventory #37; MN-678), 909 Gravel Switch Road (Inventory #35; MN-675), and Peoples Bank (Inventory #33; MN-673).
10. View near boundary edge on Gravel Switch Road, looking southwest, showing (L-R): Gravel Switch Baptist Church (Inventory #40; MN-667) and Gravel Switch Baptist Church parsonage (Inventory #42; MN-679).
 11. View near boundary edge on Gravel Switch Road, looking northeast, showing (R-L): Gravel Switch Baptist Church (Inventory #40; MN-667), Richard Wilson barn (Inventory #39; MN-680), Shaheen's Store (Inventory #38; MN-33), 10 Aliceton Road (Inventory #1; MN-676), and 925 Gravel Switch Road (Inventory #37; MN-678).
 12. View near boundary edge on E. Railroad Avenue, looking east, showing historic L & N Railroad right-of-way (now Railroad Avenue) and a portion of the historic section house at 127 E. Railroad Avenue (Inventory #18; MN-1050).
 13. View near boundary edge on E. Railroad Avenue, looking west, showing historic L & N Railroad right-of-way (now Railroad Avenue) and 113 E. Railroad Avenue (Inventory #15; MN-706).
 14. Streetscape view of W. Railroad Avenue, looking west toward Church Street, showing (L-R): 245 Church Street (Inventory #12; MN-1047), barn (Inventory #11; MN-669), 250 Church Street (Inventory #10; MN-670), Gravel Switch United Methodist Church (Inventory #9; MN-668), 220 Church Street (Inventory #8; MN-697) and, in the foreground, a mobile home (Inventory #20; MN-1051).
 15. Streetscape view near boundary edge at historic L & N Railroad right-of-way, looking southeast, showing (L-R in distance): Richard Wilson barn (Inventory #39; MN-680), Gravel Switch Baptist Church parsonage (Inventory #42; MN-679), new parsonage (Inventory #41; MN-1057), and Gravel Switch Baptist Church (Inventory #40; MN-667).
 16. View near boundary edge on Gravel Switch Road looking east from hill at 685 Gravel Switch Road (Inventory #25, MN-1054) toward two barns (Inventory #23; MN-1090.001 and MN-1090.002).
 17. View near boundary edge on Gravel Switch Road looking north from hill at 685 Gravel Switch Rd. (Inventory #25; MN-1054), showing (R-L): a rusticated concrete block house (Inventory #22; MN-672) and associated barn (Inventory #22; MN-672.002).

Property Owner:

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

name Multiple Owners

street & number _____ telephone _____

city or town _____ state _____ zip code _____



Gravel Switch Historic District



Gravel Switch Structures
Eligibilit

-  Contributing structure
-  Non-contributing structure
-  Parcel boundary
-  Non-contributing site
-  Gravel Switch Historic District Boundary



































