

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

Historic name: Dawson Springs Historic District (Boundary Increase)
 Other names/site number: Dawson Springs Historic District
 Name of related multiple property listing: N/A

2. Location

Street: Generally bounded on the north by Keigan St., on the south by Water St. and Arcadia Avenue, the east by Hunter St., and west by Sycamore St.
 City or town: Dawson Springs State: KY County: Hopkins
 Not For Publication: NA Vicinity: NA

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 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 local

Applicable National Register Criteria: A B C D

Signature of certifying official/Title: Craig Potts/SHPO Date _____	
<u>Kentucky Heritage Council/State Historic Preservation Office</u>	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official: _____ Date _____	
Title: _____ State or Federal agency/bureau or Tribal Government	

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property

Private:

Public – Local

Public – State

Public – Federal

Category of Property

Building(s)

District

Site

Structure

Object

Number of Resources within Property

Contributing	Noncontributing	
<u>9</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>9</u>	_____	Total

Number of contributing resources previously listed in the National Register 20

6. Function or Use

Historic Functions

- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/business
- COMMERCE/TRADE/financial institution
- COMMERCE TRADE/restaurant
- LANDSCAPE/park
- TRANSPORTATION/road-related/rail-related
- GOVERNMENT/post office

Current Functions

- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/business
- COMMERCE/TRADE/restaurant
- LANDSCAPE/parking lot/park
- VACANT/not in use
- Entertainment/museum/exhibit

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7. Description

Architectural Classification

Late 19th Century and Early 20th Century American
Movements/Commercial Style

Materials:

Principal exterior materials of the property: Brick, Concrete, Concrete Block, Asphalt

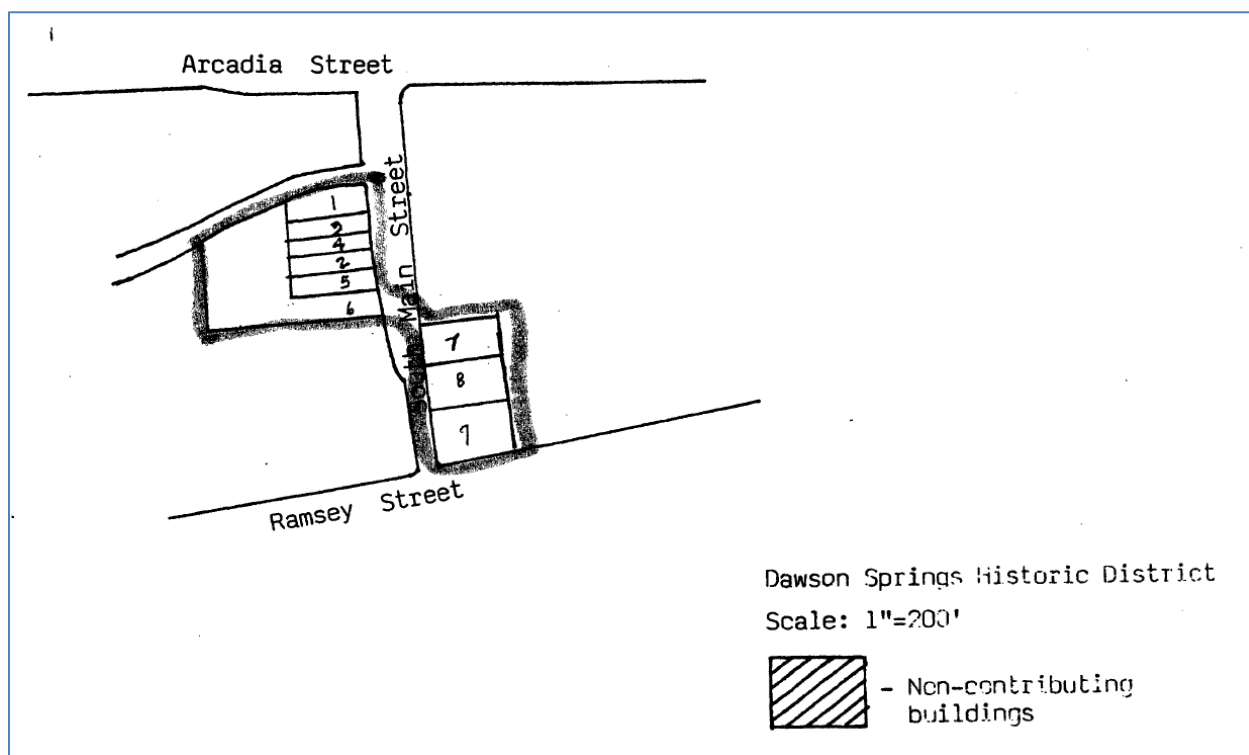
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Narrative Description

Summary Paragraphs

The Dawson Springs Historic District was listed on the National Register of Historic Places in 1988 (NR ID# 88002710) as a two-block commercial historic district on South Main Street. In 1988, the district was deemed eligible under Criterion C for its architectural character and Criterion A for its association with Dawson Springs' important health resort activities. That listing involved 9 resources, 8 contributing buildings and one contributing site. The primary factor in the selection of the district boundary in 1988 was to include the traditional commercial core of Dawson Springs during its apex as a health resort and mineral water town (1898-1922). The nomination narrative generally focuses on the extant architectural resources and mineral well sites along South Main Street, considered to be the center of the town's resort operations and the commerce associated with this designation. Between 1998-2020, three of the buildings within the original district were razed. This reduced the original number of buildings contributing in the district to five.



Dawson Springs Historic District sketch map, 1988

In 1998, the district was expanded to include an additional adjacent six-block area along Railroad Avenue and Arcadia Avenue (NR ID # 98000934). The period of significance was expanded to 1930 for the district expansion under Criterion A in the area of community planning and development as opposed to the original nomination that met Criterion A and C in the areas of Architecture and Commerce as a mineral water resort town. At the time the district was created in 1998, all but two of the buildings contributed to the district's historic character. The newly added resources were counted as 10 contributing buildings, one contributing site, 2 non-contributing buildings, and one non-contributing structure. The newly expanded district contained 22 properties: 17 contributing buildings, 2 non-contributing buildings, 2 sites, and 1 non-contributing

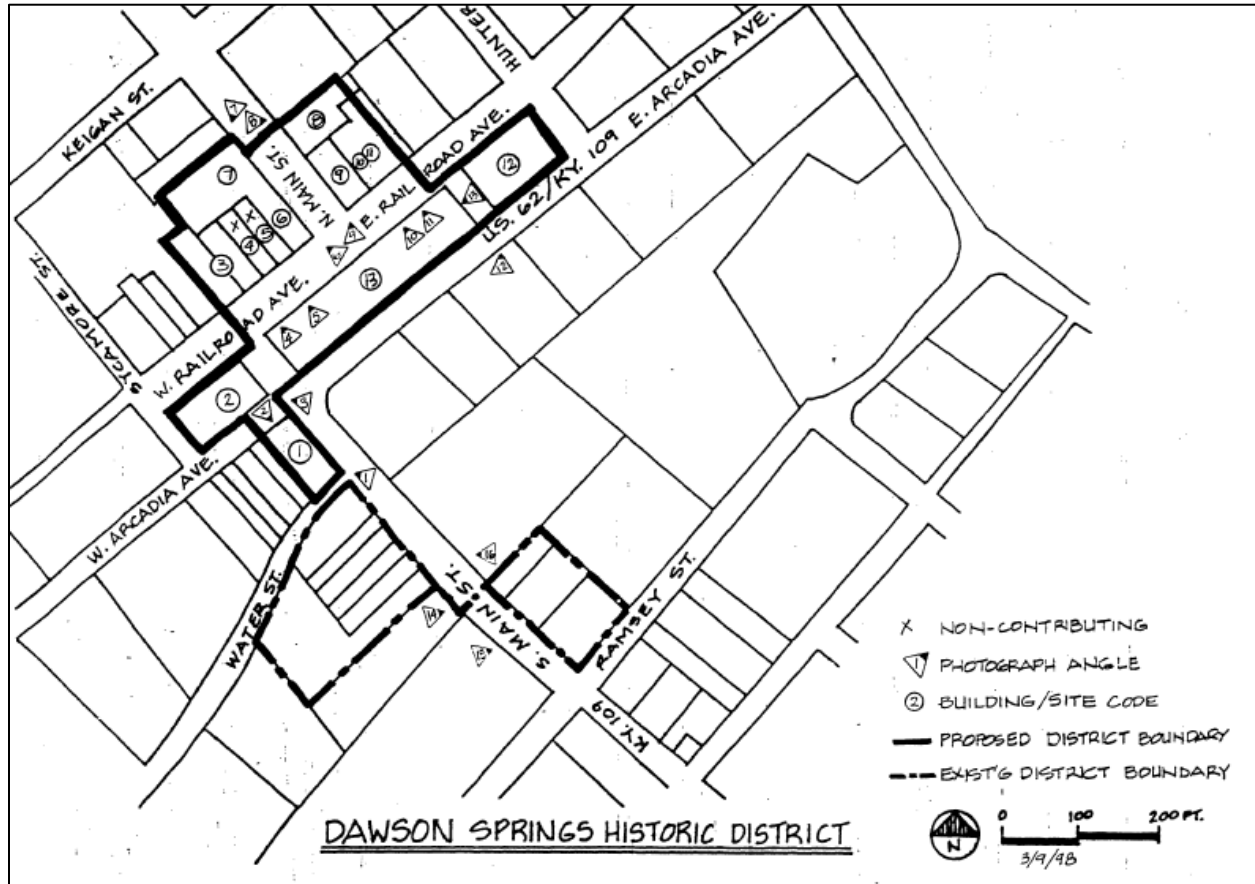
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structure. In December of 2021, an EF4 tornado hit the commercial historic district of Dawson Springs causing significant damage to several of the buildings. The Hays Hardware Warehouse Building (HKD 14) located at 103-105 N. Main Street was demolished. This reduced the original number of buildings contributing in the district to 16.



Dawson Springs Historic District sketch map, 1998 Boundary Increase

This present application is supported by a Paul Bruhn Historic Preservation grant received by the City of Dawson Springs to assist with the recovery and rehabilitation of the historic district. The nomination proposes updating the existing district documentation and expanding the district boundary with a focus on Criterion A in the area of Commerce. This cohesive group of buildings is important in Dawson Springs' commercial history, contributing to a sense of place and time for the period 1890-1969. This update to the previous nomination is necessary because of various demolitions and damage to or loss of structures due to the December 2021 EF4 tornado. It offers the opportunity to include more mid-twentieth-century buildings which have become important through the passage of time and their continued commercial significance. The expansion of the district also gives additional property owners the ability to apply for grant funds and rehabilitation tax credits. The expansion includes 9 buildings adjacent to the current district located at the north and south ends of Railroad Avenue and West Arcadia and one building on S. Main Street. These buildings achieved commercial significance to the proposed district after 1930 or due to the removal of non-historic material from the facades that were present in 1998 (listing for the first boundary expansion). The proposed enlarged district, including the additional buildings, contains

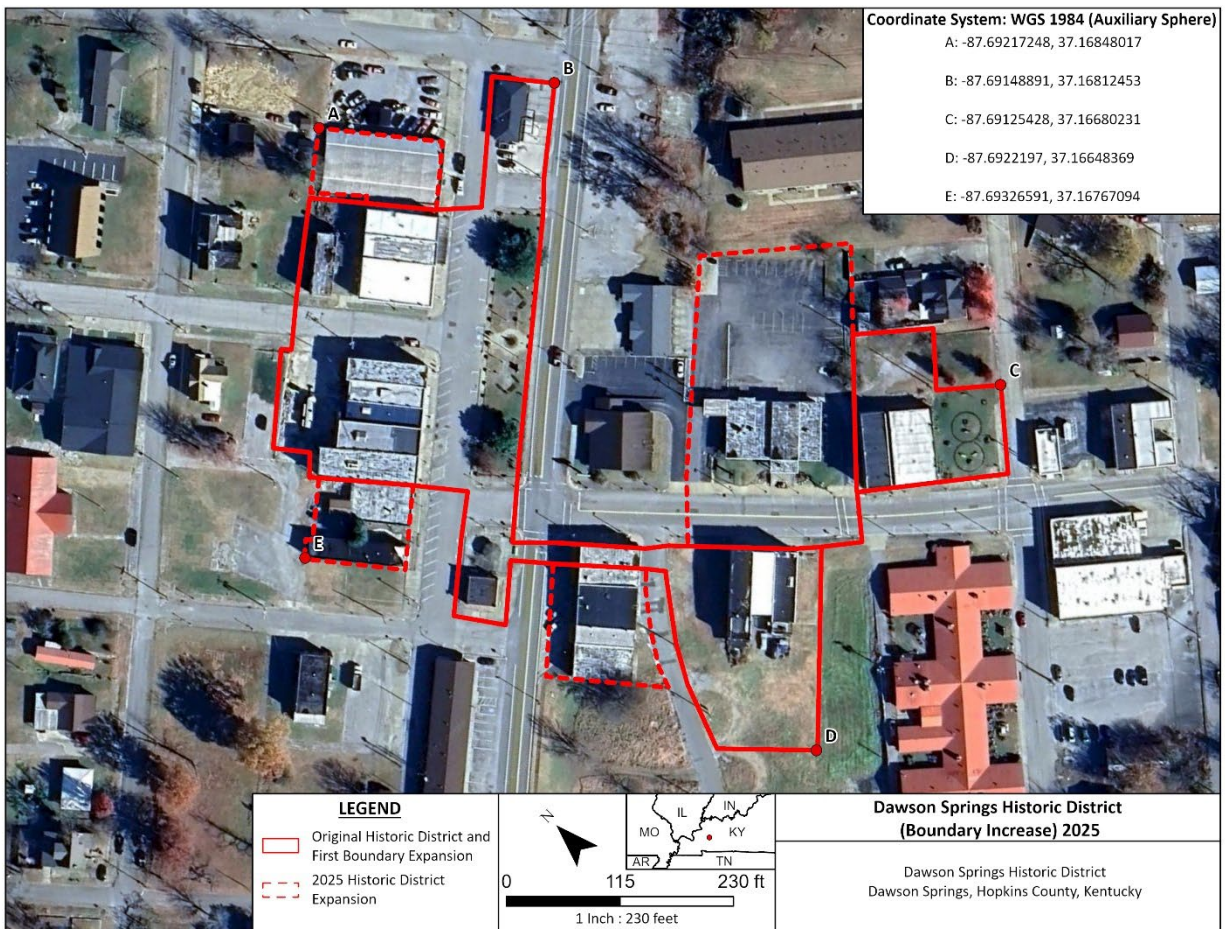
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27 properties: 22 contributing buildings, 2 non-contributing buildings, 2 non-contributing sites, and 1 non-contributing structure.



Dawson Springs Historic District map, 2025 Boundary Increase

Narrative Description

Dawson Springs is located in the southwest portion of Hopkins County, Kentucky occupying approximately 3.6 square miles. The Tradewater River runs along the city's southern and western borders and defines the Hopkins and Caldwell County lines. U.S. 62 passes through the center of the Dawson Springs Commercial District and intersects with State Route 109 (South Main Street). Interstate 69 runs parallel to U.S. 62, touching the northern end of Dawson Springs' city limits. Historically, the commercial core of the city developed along either side of the Elizabethtown & Paducah Railroad corridor which ran through the center of town. The original 1988 nomination focused on two blocks of late 19th century and early 20th century buildings along South Main Street, associated with Dawson Springs' significance as a mineral water town in the areas of Architecture and Commerce from 1887-1910. The 1998 boundary expansion was nominated for only Community Planning and Development and emphasized an additional six-block area of commercial development significant to the development of Dawson Springs as a "Health Resort of the South 1890-1930". The 1998 expanded district is roughly bound by Keigan

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Street on the north, Hunter Street on the east, Sycamore Street on the west with Water Street and Arcadia Avenue on the south.

The proposed district expansion encompasses the same street boundaries as the 1998 expansion but incorporates eight commercial buildings on each end of the blocks of East and West Railroad Avenue and West Arcadia Avenue. Six of the buildings (HKD 40, HKD 41, HKD 42, HKD44, HKD45 and HKD 48) were developed after 1930, and show the continued strength of the commercial district between 1931-1969. Constructed ca. 1909 and 1925, HKD 43 and HKD 49 were not included in the original boundary due to non-sympathetic materials added to their façades. These materials have been removed since the 1998 NRHP listing. The inclusion of these additional resources provides a cohesive contiguous boundary and a better understanding of the continued commercial role of downtown Dawson Springs, which leads to a proposed extension of the district's Period of Significance in this document.

District Characteristics and Commercial Development of Dawson Springs

Settled by the Riley and Bryant Dawson families in 1869, Dawson Springs originally was a small railroad village referred to as Tradewater Station. Located some 20 miles southwest of the county seat of Madisonville along the Elizabethtown & Paducah Railroad, the village became an important center for commerce for rural southwest Hopkins County by 1881. The commercial buildings in the historic district constructed between 1880 and 1909 display the common two-part commercial block form with a variety of architectural detailing, from simplistic to high-style Victorian features. Early commercial development was influenced by proximity to the east-west running railroad tracks. An 1898 plat map depicts nine blocks of various-sized lots laid out on the north side of the railroad corridor facing Railroad Avenue, one block on Arcadia Avenue facing the southside of the tracks and one block facing Main Street. The 1909 Sanborn map shows the continued development of the Dawson Springs commercial district with cohesive groups of brick and wood commercial buildings constructed along both sides of the corridor (Arcadia Avenue and Railroad Street) extending south on Main Street for several blocks.

The railroad transportation corridor in Dawson Springs shifted in 1917, when the Illinois Central Railroad relocated the tracks from Arcadia Avenue a few blocks south of the commercial district to Depot Street. The following map indicates the changed path of line. In addition, the original Elizabethtown and Paducah depot on Arcadia Avenue was destroyed by fire in 1925. The Elizabethtown and Paducah Railroad Depot site (HKD-53) was rehabilitated into Veteran's Park in 1988, providing a green space for the commercial district. Although the depot and railroad tracks are no longer extant, the original commercial space, a response to the railroad corridor, continues to be evident.

Infrastructure improvements to the commercial district became a priority to ensure that Dawson Springs adapted and thrived as a center of commerce for the region. In March of 1921, the Dawson Springs City Council authorized the paving of South Main Street from the old railroad track to the new railroad track at Depot Street. That same year six more streets in Dawson Springs were paved. Additionally, a 13-mile hard surfaced road was completed from Earlington to Dawson Springs in 1924. By 1932, U.S. Route 62 (Arcadia Avenue) was authorized for construction to upgrade local and county roads in Hopkins County. The new highway followed the same path as the historic rail bed through the center of the Dawson Springs Commercial District. As this new automotive mode of transportation grew in popularity and affordability, Route 62 provided new commercial opportunities and a vital connection for Dawson Springs to other towns throughout Hopkins County including the county seat Madisonville. With the shift to automobile traffic, the

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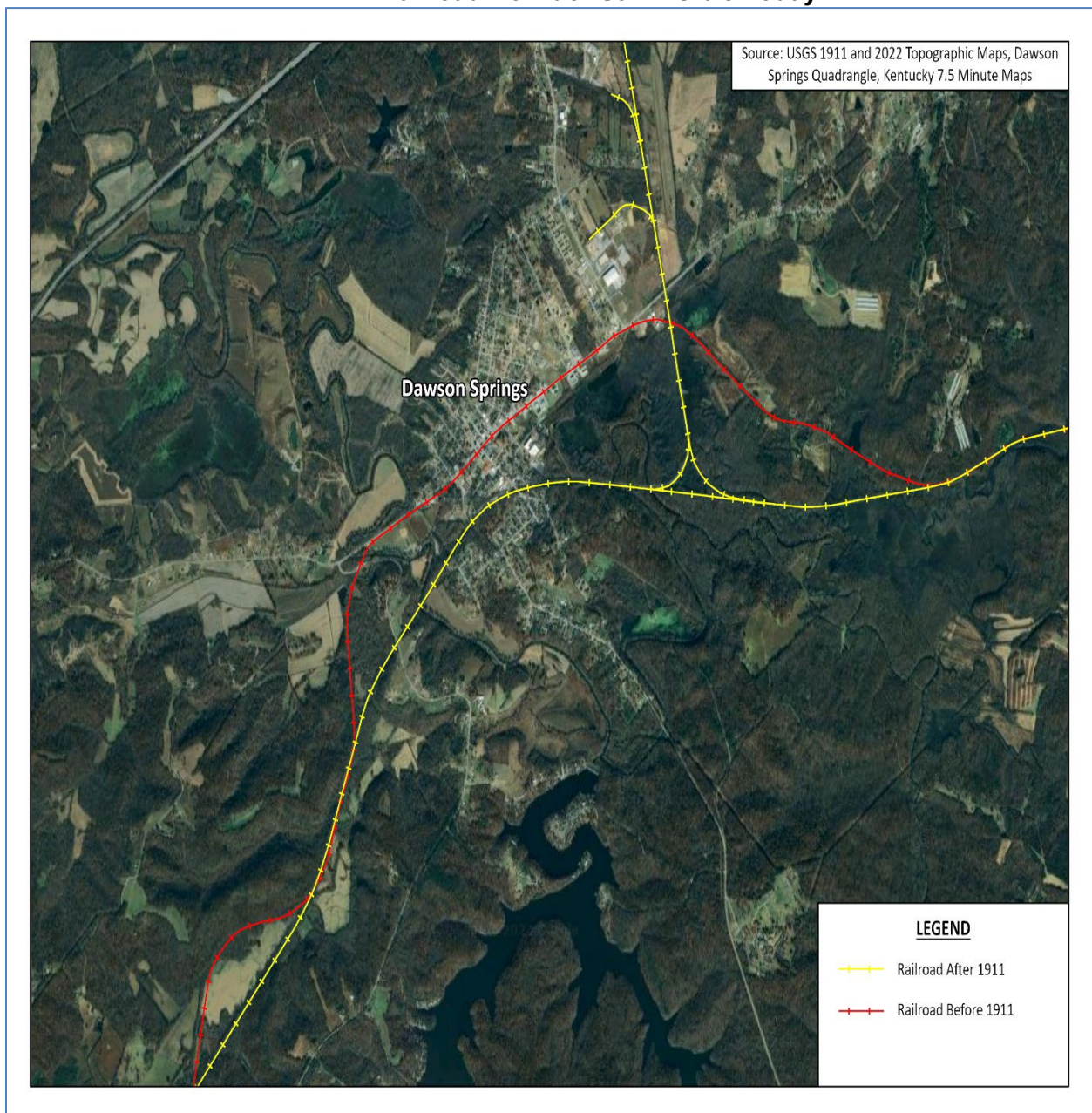
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commercial district began to accommodate the demands of the automobile patron. Railroad Avenue became a one-way street with angled parking in front of the commercial storefronts and additional angled parking was added in front of the commercial storefronts along the south side of Arcadia Avenue. Concrete curbs and wider concrete sidewalks lined the commercial storefronts. Main Street was redesigned to become the new State Route 109, providing easier access to the recreational areas of the Pennyrile Forest State Resort Park and the Outwood Veterans Hospital Complex. The road width was also widened to include horizontal parking, new concrete curbing, and wider sidewalks for the commercial businesses along Main Street.

Railroad Corridor Still Visible Today



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Between 1931 and 1949, the overall building forms in the district became more utilitarian in design, primarily one- and two-story concrete block or brick buildings with unadorned cornice lines, terra cotta coping on the parapets, and larger storefront display windows. The one-part commercial block building form rose in popularity within commercial districts in the early to mid-twentieth century. Most examples were constructed for use as retail or specialty stores with narrow street frontage, a simple box form, and facades comprised primarily of plate glass windows, and centered entries surmounted with a parapet or cornice.¹

This form continues to be evident in many of the buildings constructed in Dawson Springs Commercial District from 1931-1949 that functioned as service garages, filling stations, automobile sales, retail shops, and small diners. The expanded boundary includes four examples of the one-part commercial block form (HKD 41, HKD 42, HKD 44, and HKD 45) constructed between 1931 and 1949. The topography of this block allows for rear façades that face Water Street. Many of these buildings had additional businesses that operated from this side of the block. This design continues to be evident. An earlier example of the one-part commercial block form is located at 111 East Railroad (HKD 43). Constructed in 1908, the Barnes Building has continually housed a variety of specialty shops and professional services. The building received significant damage to its roofline, parapet and façade cornice during the recent tornado.

The District has several longstanding automotive-related businesses whose building form easily distinguishes their function. The C&C Garage, located at 111 East Railroad Street, is an anchor at the north end of the proposed expansion of the Dawson Springs Commercial District. Constructed in 1920, in response to the increase of automobile ownership and transportation needs, it operated until 1980, after which the Dollar General Corporation moved into the building. Currently the building houses autos and motorcycles. After 1998, new owners removed the non-sympathetic materials applied to the façade by Dollar General. This building did sustain damage during the 2021 tornado, but the owners are in the process of stabilization and repair. Another example of the district's shift in commercial functions is the Standard Oil Service Station (HKD 18) constructed in 1924 at 111 East Arcadia Avenue. It continues to function as a service station for the Dawson Springs Commercial District. The DX Gas Station (HKD-15) is situated at the west end of the commercial district at 100 West Arcadia Avenue. Constructed in 1930, it served the district in an automotive capacity until the 1970s when it was rehabilitated into a restaurant. Both of these resources were listed as contributing resources to the 1998 boundary expansion.

The current nomination seeks to widen the Period of Significance, to 1890-1969, under Criterion A in the area of Commerce. This will enable a number of new resources to be seen as significant and be eligible for entry into the district, as they were not incorporated in the first boundary expansion due to their construction date or non-sympathetic materials applied to their facades--changes which have since been removed. The majority of these lots were developed in the late 1930s and 1940s, as indicated by their location at the ends of the blocks, on lots that were open then. The expansion of the Period of Significance enables us to add the Commercial Bank of Dawson (HKD 336) located at 119 South Main Street. Its addition to the district will help give a truth to a later closing year for the Period of Significance and will help create a more contiguous boundary for the South Main Street part of the district.

The level of integrity of location, setting, design, feeling, and association in relation to Commerce remains sufficient for the Dawson Springs Commercial Historic District. The overall streetscape, building forms, setbacks, and density show the town's gradual shift from a railroad-dependent health resort town to a diversified commercial center. All of the historic buildings in the district

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have integrity of location and setting, providing a sense of a cohesive commercial district that continues to serve as a center of commerce. The original design of the one-part commercial block form is evident and the buildings along each block continue to retain original scale, massing, and setbacks which expresses the close relationship and historic character of the commercial district. Overall, the district continues to maintain integrity of feeling and association as it has continuously been the commercial and civic hub of Dawson Springs.

The 1998 boundary expansion outlined a system for evaluating the integrity of the district in light of alterations to buildings. That evaluative system identified the physical factors that reinforced the theme of Community Development, and which could be present for the evaluation:

- 1) Alterations to the exterior fabric including original façade material covered with stucco, Perma stone, plywood, fiberglass panels, glass or other non-historic materials.
- 2) Alterations to original window and/or door openings including the installation of new windows, infilling existing openings, or making new openings in exterior walls
- 3) Alterations or additions to a canopy, awning, or balcony including replacement of original elements such as support columns or railing.
- 4) Additions to the building keeping scale and using similar materials as the principal buildings.

The nomination author determined that a building's individual contribution to the district's sense of Community Development would be plausible, even if the building had undergone two of the four alterations outlined.

This 2025 boundary increase proposal has evaluated the status of properties in the district on the following considerations, based on its significance within the context of local Commerce. Properties are considered to contribute within this district if they meet one of the following judgments:

- 1) Alterations to building have not resulted in a substantial loss of historical character or modifications that use like-kind materials and rebuild original design intent.
- 2) A building without distinguishing architectural elements may contribute if its form and character reveal historical building trends consistent with the development of commercial districts and retain original scale, massing, and setbacks.
- 3) A building that substantiates the history and the commercial development of Dawson Springs or had an important function in the commercial district's development.

All of the buildings proposed for inclusion into the district as contributing resources retain original exterior materials of brick and concrete block along with original scale, massing, and setbacks. Overall, the resources as a whole form a cohesive commercial business district with 93% of the resources in the inventory classified as contributing.

Inventory of Resources: Amended and Expanded Historic District

The following information for the Dawson Springs Commercial Historic District Expansion was collected from previous nominations in the years of 1988 and 1998, current PVA records and tax records located at the Hopkins County Courthouse. Some of the construction dates are a range based on historic Sanborn maps. Each property description begins with an inventory number and the Kentucky Historic Survey Number. The table data includes property address, resource

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description, construction date, status of eligibility for each nomination and reason for status change if applicable.

NR #	HKD #	Address	Description	Date	1988 C/NC	1998 C/NC	2024 C/NC	Reason for Status Change
1	1	120 S. Main	Hamby Building Mineral Well Site	ca. 1895	C	C	C	
2	3	112 S. Main	Two-part commercial block brick structure.	ca. 1895	C	C	NC	Non-extant-razed
3	4	114 S. Main	Two-part commercial block brick structure. There has been very little change since 1998 listing. Two 2 nd story windows were removed due to damage.	ca. 1895	C	C	C	
4	6	118 S. Main	Two-story commercial building. There has been very little change since 1998 listing.	ca. 1890	C	C	C	
5	7	127 S. Main	Historically the Commercial Bank of Dawson Springs. Still houses the Dawson Springs History Museum. There has been very little change since 1998 listing. Some damage to roof from storm.	1907	C	C	C	
6	8	129 S. Main	Historically the McDonald Building- Two-Part Commercial Block. There has been very little change since 1998 listing.	1922	C	C	C	
7	9	131-133 S. Main	Merit Sanatorium	1913	C	C	NC	Non-extant-razed
8	10	107 E. Railroad	Two-part commercial block building. There has been very little change since 1998 listing except the wooden panels have removed from the original transom which is intact.	ca. 1925		C	C	
9	11	105 E. Railroad	Historically the Dawson Springs Post Office from 1903-1961. Built by I.N. and James E. Day. Two-part commercial block building. There has been very little change since the 1998 listing.	1903		C	C	
10	12	101-103 E. Railroad	Historically, Day Brothers built two-part commercial block with Sheet metal cornice volute brackets. There has been very little change since the 1998 listing except the 1980s metal awning has been removed.	1898		C	C	
11	13	106 N. Main	Historically the Wilburn Building, a Two-Part Commercial Block. There has been very little change since the 1998 listing.	1918		C	C	Significant Damage to roofline and parapet by tornado
12	14	103-105 N. Main	Hayes Hardware Building	1909		C	NC	Demolished by tornado
13	15	100 W. Arcadia	Historically the DX Station. There has been very little change since the 1998 listing.	1930		C	C	

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14	16	100 W. Arcadia	Originally the Hayes Hardware Building, a Two-part commercial block with highly ornate Victorian Cornice. The second-floor windows have been removed due to damage by the tornado and the rear wall and roof have been damaged due to the rear warehouse building being hit by the tornado.	1893		C	C	Significant Damage to roofline and rear elevation due to tornado
15	17	106-108 W. Railroad Ave	Clark, Beshear, & Clark Furniture & Undertakers Building & the Ben Franklin store- Two Part Commercial Block. There has been very little change since the 1998 listing.	1913		C	C	
16	18	111 E. Arcadia Ave	Standard Oil Service Station- one-story commercial block with garage bay and metal awning. There has been very little change since the 1998 listing.	1913		C	C	
17	24	101 W. Arcadia Ave	Historically the two-part commercial block brick structure housed the First National Bank. In the 1998 survey, the lower storefront had aluminum and glass infill and perma-stone applied to the upper portion. The rear façade features a centered wood storefront system with a centered wood entry door flanked by wood display windows. The second floor has a pair of one-over-one windows centered on the elevation flanked by single one-over-one windows. A small, fixed window is centered in the eave.	ca. 1890		C	C	The Perma-stone covering has been removed, the brick repointed, and the lower storefront rebuilt to a historic photo with a wood storefront system with centered entry door, flanked by large windows, and a transom spans the full width of the storefront.
18	25	110 S. Main Street	Two-part commercial block brick structure	Ca. 1875	C	C	NC	Non-extant-razed
19	26	108 S. Main Street	Two-part commercial block brick structure	ca. 1900-1924	C	C	C	
20	40	111 W. Arcadia Ave	Two-part commercial block-concrete block building. The façade contains two aluminum and glass storefronts and four symmetrically spaced sixteen light windows in the original openings on second floor. The rear facade contains an overhead garage door, symmetrically paced sixteen light windows with concrete sills and a storefront on the north end with an aluminum and glass entry door flanked by two aluminum and glass display windows with concrete sills. The exterior is painted concrete block walls.	1934			C	Non-sympathetic roofline application removed, and new windows with historic profile installed into original window openings

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21	41	113 W. Arcadia	One-part commercial block building with a painted brick exterior and centered aluminum and glass storefront on front façade. There is a concrete cap on the parapet. The rear lower façade is painted brick with centered entry door flanked by pairs of display windows. The upper half is unpainted brick with two one-over windows.	1934			C	
22	42	115 W. Arcadia Ave	One-part Commercial block building constructed of painted concrete block with a centered aluminum and glass entry flanked by pairs of aluminum and glass display windows with transom. A terra cotta coping is on top of the parapet. The rear façade is painted concrete block with a single double metal door and two one-over-one windows with concrete sills and lintels on second level.	1934			C	
23	43	118 W. Railroad Ave	Known as the Barnes Building, this one-part commercial block building is constructed of red brick with a flat roof and stepped parapet. The storefront features a recessed entry with a wood door and paneled transom. It is flanked by large wood display windows with a wood paneled kickplate and transom that spans the width of the façade. Signage has been applied to the transom area. Sometime after 1997, the Permastone panels were removed that covered the front façade.	1908			C	Significant Damage to roofline and parapet by tornado
24	44	114 W. Railroad Avenue	Historically known as Morris Barbershop and the Aussenbaugh Cafe, this one-part commercial block brick building was constructed by builder J.B. Aussenbaugh. It has a brick exterior with a glass curtain wall storefront that features centered aluminum and glass entry door flanked by display windows. In 1951, black Carrera glass panels were installed to surround the storefront.	1931			C	
25	45	112 W. Railroad Ave	One-part commercial block brick, historically associated with Aussenbaugh Café.	1931			C	The lower storefront had aluminum and glass in the 1998 survey. It has been rebuilt to replicate a historic photo with the wood storefront

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								system, transom and display windows.
26	46	104 W. Railroad Ave	Family Drugs-Two-part commercial block-	1893		NC	NC	Full façade altered with new material
27	47	102 W. Railroad Ave	Britts Chiropractic Center-Two-part commercial block	1893		NC	NC	Full façade altered with new material
28	48	109 E. Railroad Ave	Historically, the Squeeze-In Restaurant was constructed between the two adjacent brick buildings on a 9' x 110' lot. It has a wood frame with a flat built-up roof and glass and aluminum storefront. Originally this was a wood storefront but was changed in 1961.	1931			C	
29	49	111 E. Railroad Ave	Historically the C&C Garage, this one-part commercial block brick building provided automotive service to the district. It is a 66' x 120', five bay building with a metal barrel roof. The east elevation has six bays. Three of the openings have been infilled with brick, but are still evident. Three openings have garage doors. A brick parapet projects from the front façade and is capped with terra cotta tiles.	1925			C	Significant Damage to roofline and parapet by tornado. Non-sympathetic materials installed in the 1908s when Dollar General leased building have been removed from the facade.
30	53	Railroad & Arcadia Ave	Elizabethtown & Paducah Railroad Depot Site- Veteran's Park			C	C	
31	336	119 E. Main Street	Commercial Bank of Dawson				C	

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8. Statement of Significance

Applicable National Register Criteria

- 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

- 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

Commerce

Period of Significance

1881-1969

Significant Dates

1890, 1922, 1936, 1962, 1969

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Significant Person

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

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Statement of Significance

Summary Paragraph

The Dawson Springs Commercial Historic District nomination proposes expansion of the Dawson Springs Historic District (listed 1998, NR ID # 98000934). The proposed expanded district meets Criterion A and is locally significant for its role as the center of commercial activity for Dawson Springs from the city's inception as a small railroad village in 1881, through the period of significance of 1969, the completion of the last contributing resource (HKD 336) in the district. The significance of the district has been evaluated within the historic context, "Commerce in Hopkins County, Kentucky, 1930-1969" and has been compared to "Commerce of Incorporated Places in Hopkins County, Kentucky 1930-1969". Dawson Springs Historic District remains as the primary commercial district in Dawson Springs and continues to be a significant area of commerce as late as 2024. The 1998 district listing ended consideration of Dawson Springs' important development in 1930, which corresponded with the end of the period of significance for Mineral Water Towns in Western Kentucky. However, due to the onset of other local industries, recreational opportunities, and institutions, Dawson Springs continued to exert an important commercial effect on the surrounding area, even after the popularity of the mineral era had ended. The leadership of Dawson Springs has been proactive with commercial prospects and infrastructure improvements which helped maintain the district's commercial relevance throughout the period of significance. In widening the Period of Significance of this application from 1881-1930 to 1881-1969, we can further depict the district's role as a significant center of commerce and incorporate those buildings that are a part of that history. The Dawson Springs Commercial Historic District, in its expanded boundary, continues to have sufficient intactness so that there is an integrity between the built environment and the commercial values that the district possesses.

Historic Context: Commerce in Hopkins County, KY 1930-1969

Dawson Springs is located in the heart of the Pennyryle Region at the gateway of the Western Water Land Region of Western Kentucky, about 20 miles southwest of the county seat Madisonville. Due to the proximity of Dawson Springs along the Tradewater River, its origins began as an early trading post among the Indian tribes and early settlers. By 1872 it had evolved into an important railroad village with a depot station and water stop along the Elizabethtown & Paducah Railroad. By 1874, the town establishments included Galloway Brothers commissary and saloon, a small hotel, and blacksmith shop. The village was incorporated in 1882 and renamed Dawson Springs in 1898.

Two factors had the greatest effect on the town's growth from 1881-1930: the discovery of mineral water and the arrival of the railroad. These factors enabled the downtown to arise as an important commercial area by turn of the twentieth century, several later factors supported Dawson Springs' ability to maintain its commercial significance until the close of the 1960s, including the Coal Mining Industry, Transportation enhancements, and new industry. These events will be discussed in the historic context.

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Founding and Early Economic Activity

Established in 1807 and named after General Samuel Hopkins, Hopkins County became a key component in Kentucky's early development. Located in the Western Coal Fields region, the county's initial economy was agrarian, sustained by small-scale farming and local craftsmen. Coal production and tobacco were the two major economic influencers for Hopkins County's early development. Coal mining began in earnest in the 1850s and became Hopkins County's most influential industry for over a century. The Western Kentucky Coal Field, rich with bituminous coal, drove an economic boom as demand for fuel skyrocketed with the Industrial Revolution and the expansion of the railroad system. The arrival of railroads in the 1870s, including the Louisville and Nashville (L&N) Railroad and the Illinois Central Railroad, allowed Hopkins County communities to transport coal efficiently to national markets (Kebler, 375-376). Numerous mines were opened in the county along coal seams primarily southward from the Madisonville vicinity to the Christian County Line which brought an influx of people to the county to meet labor demands. The towns of Earlington, Morton's Gap, Nortonville, and St. Charles developed along these seams due to the establishment of the mines (Thomason, E3). Coal mining remained a vital industry, although mechanization and declining demand for coal in some markets led to workforce reductions. By 1970, Hopkins County was the second-largest producer of coal in the Western Coal Field, after Muhlenberg County, and the third-largest coal producer in the entire state after Muhlenberg and Pike County (Kentucky Coal Facts, 13).

While coal mining dominated the economy, agriculture—specifically tobacco—had emerged as one of the county's leading crops by the mid-19th century. Fertile farmland stretches across the north central section of Hopkins County, created prime farmland for tobacco cultivation. Large quantities of dark burley tobacco were produced by area farmers in the late 19th century as worldwide demand increased (Thomason, E14). The towns of Hanson and Nebo became prominent centers for shipping and processing tobacco goods for the local farmers. In the early 1900s, Hopkins County's dark burley tobacco market began a general decline due to drops in demand. Many of the tobacco factories were razed after the 1920s and never rebuilt. However, communities in Hopkins County began to lessen their dependence on coal and tobacco production with the emergence of several diverse industries and manufacturing plants in the 1960s.

By 1910, the census depicts eight incorporated places within Hopkins County. Each location played an integral part in the county's commercial development.

Population of Madison County's Incorporated Towns										
Town	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970
Dawson Springs	-	525	935	1,350	1,762	2,311	2560	2,374	3,002	3,009
Earlington	907	1,748	3,012	3,931	3,652	3,309	2,858	2,753	2,786	2,321
Hanson	217	376	549	509	216	411	364	393	376	378
Madisonville	1,544	2,212	3,628	4,966	5,030	6,908	8,209	11,132	13,110	15,332
Morton's Gap	241	548	885	1,266	1,061	1,068	1,072	1,081	1,308	1,169
Nebo	174	183	237	298	265	329	272	282	338	274
Nortonville	49	-	-	254	773	829	989	909	755	699
St. Charles	356	449	753	660	604	634	536	534	421	373

*Year of population peak indicated by **bolded** population figure

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Historic Context: Commerce in Incorporated Places of Hopkins County, KY 1930-1969

The Earlington Mine was opened in 1869 by John Baylis Earle. It was the first commercial underground mine in the county (Somerset, 21). In 1870, the St. Bernard Mining Company purchased large amounts of land in Hopkins County and opened Mine No. 9 and Mine No. 11 which superseded the Earlington Mine in production. The town of **Earlington** was also established in 1870 and



Figure 1- Earlington railroad corridor facing west

became a center of mining operations under the St. Bernard Mining Company. Earlington's early growth was directly tied to its proximity to the Evansville, Henderson & Nashville Railroad and the St. Bernard Mining Company, who was the driving financial instrumental in Earlington's development. It not only was the primary employer but a provider of infrastructure, housing, and public services. To accommodate the miners, the company constructed frame residential structures in perimeter neighborhoods and along Main Street on both sides of the rail corridor that bisects the town. Evidence of this residential built environment remains today (Figure 1). The company also established commercial businesses to meet the needs of the community, including a company general store, a school, and company offices. The establishment of nine mines around Earlington led to its steady population growth into the early nineteenth century. During its peak, Earlington was one of the largest coal mining communities in Kentucky. As coal production mechanized in the mid-20th century, the town faced economic challenges due to workforce reductions. This is reflected in the population declines beginning in the 1920s. Several of the

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mines closed in Earlington after 1924. (Thomason, Section E, page 9). Due to its close proximity to Madisonville (less than 5 miles), Earlington was able to transition toward a residential community with a few private businesses along the main corridor. Today, there is no evidence of a historic commercial district within Earlington along the rail corridor and all of the buildings historically associated with the coal company are no longer extant.

Hanson was established in 1869, as a railroad town along the Louisville & Nashville Railroad. Its growth was closely tied to the tobacco industry and its role as a transportation hub for local farmers shipping tobacco and other crops to larger markets. The town was known for an inclusive tobacco brand produced known as the "Hanson Twist". The dark burley chewing tobacco was shipped out from Hanson to markets across the country. By 1900, six tobacco factories were operating near the railroad crossing and the commercial district. Hanson's decline was tied to falling demand for products made from dark burley in the decade before World War I due to the rising popularity of light burley and cigarettes (Rice-Brother, 2). In addition, Hanson suffered four fires that devastated the commercial district and many of the buildings associated with the tobacco industry, these fires occurred in April 1889, September 1894, March 1905, and September 1906. These structures were not rebuilt, and Hanson's population began decreasing by 1910, hitting its lowest population during the Depression.



Figure 2 - Hanson Commercial District- looking north

In 1988, the Hanson Commercial Historic District was listed on the National Register of Historic Places, which included 11 buildings constructed between 1896-1905 significant to Hanson's importance as a rail center. Today, the town remains primarily agricultural with a few of the original buildings associated with the town's early history remaining along Sunset Avenue. Unlike Dawson Springs, whose commercial development continued through the late 1960s, new commercial infill in Hanson has been recent with prefabricated metal buildings for the Hanson City Hall and

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Volunteer Fire Department, as well as a one-story brick veneer building for the post office. Similar to Earlington, Hanson is approximately 6.5 miles north of Madisonville, which enables it to remain a small residential community on the outskirts of the county seat.

As the county seat of Hopkins County, **Madisonville** played a pivotal role in the region's development. Founded in 1807 and incorporated in 1810, the town served as a center for governance and trade from its inception. Madisonville's early growth was driven by its strategic location along the Louisville and Nashville (L&N) Railroad and its proximity to major coal mining operations. The arrival of the Evansville, Henderson & Nashville Railroad in the 1870s significantly boosted Madisonville's economic development, transforming it into a transportation hub for the county. By the mid-19th century, it featured a mix of government buildings, commercial establishments, hotels, retail businesses, and warehouses to accommodate increased trade. These businesses also served local farmers and began forming networks with nearby counties, expanding Hopkins County's reach in Kentucky's growing frontier economy. The integration of railroads into the economy encouraged the growth of industries beyond mining, such as lumber and brick manufacturing, which utilized the county's natural resources. In the early 20th century, Madisonville's growth accelerated due to the expansion of the coal mining industry in Hopkins County (Somerset, 603). The demand for supplies, housing, and services for miners spurred further commercial development. Notable businesses included mining supply stores, banks, and a variety of professional services.

From the 1920s through the 1950s, Madisonville experienced significant urbanization. Paved streets, electric streetlights, and modern infrastructure underscored its transformation into a modern small city. The post-World War II era brought an expansion of healthcare facilities, schools, and industrial development, solidifying Madisonville's role as a regional commercial and governmental hub (Kelber, 603). Diversification of its economy allowed Madisonville to continue to grow and provide employment opportunities for the surrounding communities. The city had recruited the Speed Queen Plant in 1969 which manufactured the first tumble dryer. General Electric arrived on scene in 1970 manufacturing fluorescent ballasts. It was converted in 1979 by the Aircraft Engine Business Group to manufacture turbine air foils for military aircraft. (Kebler, 420). By the 1970s, Madisonville had evolved into a regional center for commerce, healthcare, and education. New shopping centers, hospitals, and schools underscored the county's modernization. Civic organizations and local government promoted economic development by attracting new businesses and industries to the area. By 1988, the city had 14 new manufacturing plants and five shopping centers (Hopkins County, 26). Similar to Dawson Springs' efforts in the mid-twentieth century, this diversification of industry and manufacturing is a key factor in the continued growth and success of Madisonville's commerce.



Figure 3- Morton's Gap City Hall-1922

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Morton's Gap, a small town established near a gap in the surrounding hills, grew as a result of its location along the Louisville and Nashville Railroad and the opening of four major mines in its vicinity in the late 19th century. The most influential mine to Morton's Gap growth was the White City mine operated by W.W. Kington. It opened in 1907, which accounts for the town's significant jump in population. Kington also impacted the growth of the town by the establishment of Planters Bank of Morton's Gap.



Figure 4 - Morton's Gap- looking west

Many of the commercial businesses along Main Street catered to miners and farmers in the surrounding areas (Thomason, E10). By 1925, Kington had closed his mines in the area which caused a decline in the population of the town. Shortly after the closures, the Homestead Coal Company began strip mining in the hills between Morton's Gap and St. Charles. This operation continued until 1955 when it was sold to Peabody Coal Company, who expanded operations in 1959 to the White City Mine east of Morton's Gap. Peabody continued its strip-mining operation until 1965 (Carnal). While Morton's Gap never grew as large as Madisonville or Earlington, its strategic location along transportation routes and its association with the coal mining industry allowed it to maintain a steady population and commercial activity through 1965. Morton's Gap benefited from road improvements, including the construction of U.S. Route 41, which connected the town to Madisonville (less than 9 miles) and other parts of the county. Today, the commercial district consists of new commercial infill structures and a few of the early 20th century buildings

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which are still evident but have been altered dramatically (Figure 4). The Morton's Gap City Hall building ca. 1922 still remains intact and in fair to good condition (Figure 3).

St. Charles, like Earlington and Morton's Gap, was heavily influenced by the coal mining industry. Founded in 1874 by the St. Bernard Coal Company as a coal camp. A rail spur of the Elizabethtown and Paducah Railroad was extended north up Main Street to the St. Charles mine to provide transportation for the coal. The community was built up by the St. Bernard Mining Company similar to Earlington's development. The company had built the first schools, churches, a company commissary and many of the early homes.



Figure 5: St. Charles, looking west down US 41

The St. Charles mine was closed in 1904 when the Fox Run Mine opened up northeast of town. The Fox Run Mine operated until 1940 helping to sustain the local population of St. Charles (Thomason, E11). Today, there is no evidence of the mine related commercial buildings in town which consist of a post office at the intersection on Hwy 41 and Princeton Street, an abandoned gas station and residential houses (Figure 5).

Nebo is part of the Western Coal Fields Region, its economy initially revolved around agriculture, with tobacco dominating local production. It became a prosperous community thriving in its tobacco industry, with several tobacco factories, stores and residences. By the late 19th Century, it became a center of trade for farmers who shipped or brought goods for trade. Nebo's tobacco industry focused on the preparation of the famous "Corinth Tobacco" in its stemmeries before it was shipped out of the area by train to domestic and international markets. The town's tobacco industry flourished until the Great Depression, when tobacco was no longer profitable, and many growers were forced off their farms to look for more profitable work. The discovery of coal deposits in the late 19th century brought new opportunities to Nebo, with several small mines operating in

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the area. Unlike larger mining towns like Earlington, Nebo retained its agricultural character while incorporating small scale mining into its economy. By the mid-20th century, the town had established a mix of small businesses located along Highway 41 and its close proximity to Madisonville (9 miles) enabled it to maintain its modest population. Today, the town is almost entirely residential with a local grocery and service station at the intersection of Hwy 41 and Hwy 502. On the northeast corner remains three structures from the mid-twentieth century including the Bank of Nebo (Figure 6). All of the structures have had alterations and are vacant (Hutchison).



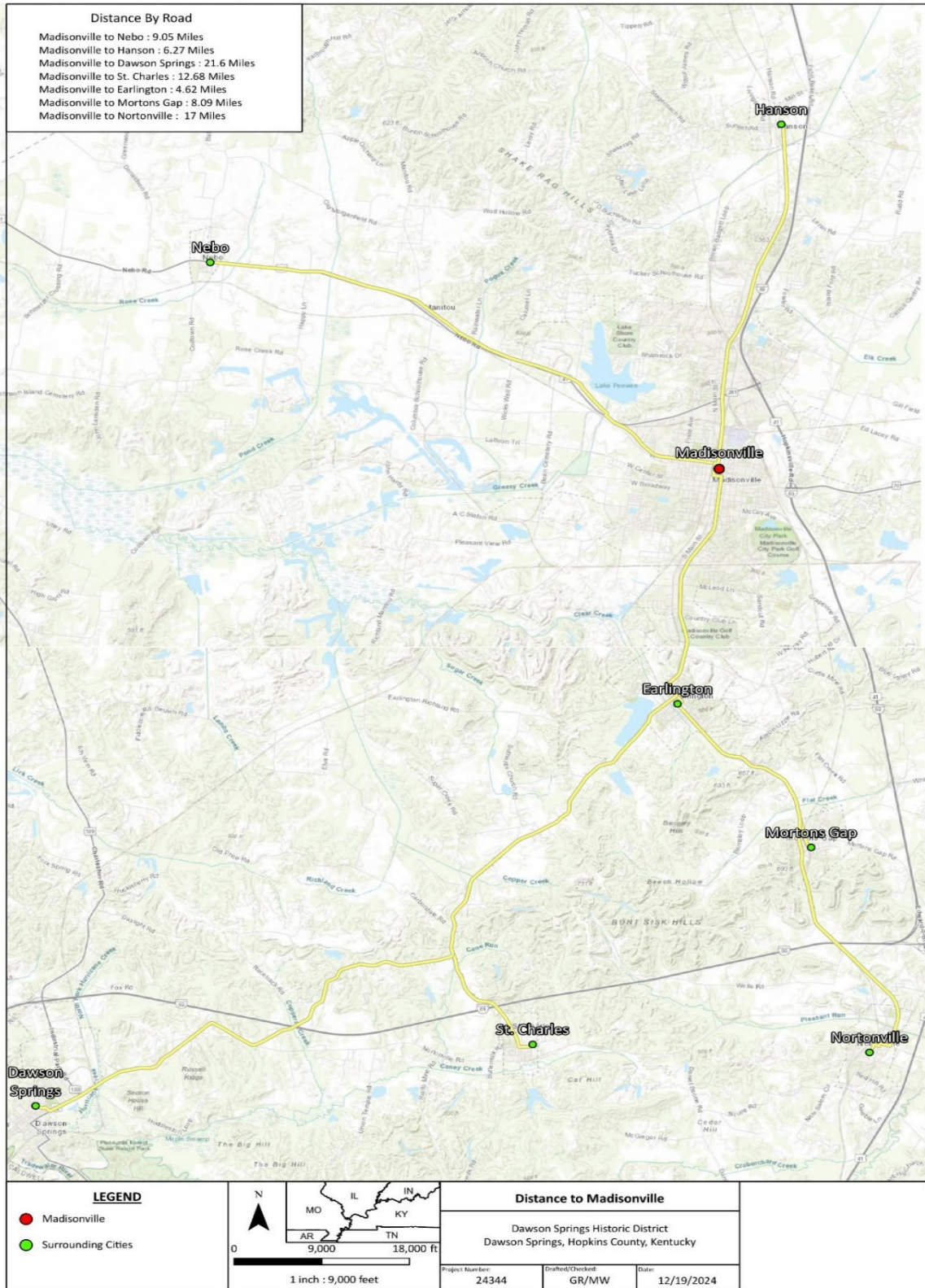
Figure 6- Nebo, KY facing northeast

Nortonville was named for its founder, Eckstein Norton, a wealthy merchant, investment banker and the president of the Louisville and Nashville railroad (L&N) from 1887 to 1890. He was also responsible for the oversight of the laying of the tracks for the Elizabethtown & Paducah Railroad (IC Railroad) in the mid-19th century throughout western Kentucky. In 1870, he purchased 2000 acres of land around the intersection of two major railroads, the Evansville, Henderson & Nashville Railroad and Illinois Central Railroad (IC). It was this location he laid out the town of Norton (later renamed to Nortonville).

Growth was slower in Nortonville than towns like Earlington and Dawson Springs with census data indicating only persons in 1900. The arrival of the Nortonville Coal Company in 1902 spurred the economy of the small town. Understanding the advantage of having a junction of two major rail lines and needing labor for the new mine, the coal company began a marketing campaign for the little town in newspaper ads across western Kentucky to encourage new citizens to move to Nortonville City (Figure 8).

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Map of distances to Madisonville from incorporated towns

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The close proximity of the incorporated towns of Earlington, Hanson, Nebo, and Morton's Gap to the county seat of Madisonville played a significant role in stabilizing their populations during the mid-twentieth century. As new industries developed and brought more jobs to Madisonville, these towns transitioned from their dependence on coal and tobacco to become peripheral residential communities. This shift, however, led to the erosion of the majority of their historic commercial identities. In contrast, Dawson Springs consistently found ways to diversify its economic base and maintain commercial growth by fostering and preserving its commercial identity.

The only two towns in Hopkins County that had continued population growth from 1930-1969 were Dawson Springs and Madisonville, the governmental center of Hopkins County. Both of these towns became commercial hubs for the county and surrounding unincorporated areas. Although on a smaller scale, Dawson Springs Commercial Historic District maintained its relevance by adapting to new transportation corridors, and through the diversification of economic opportunities related to the development of the Outwood Veterans Hospital, recreational activities and industrial growth.

Commercial Activity in Dawson Springs, KY 1930-1962

Just like the other towns in Hopkins County, Dawson Springs can contribute its early development to its strategic location along the Elizabethtown & Paducah Railroad, which provided connections to Louisville and Memphis by 1896 when it was acquired by the Illinois Central Railroad. The railroad proved most advantageous with the discovery of mineral water in 1881 causing a rapid insurgence of business entrepreneurs and visitors to the small town. Between 1882 and 1900, the population grew nearly tenfold. The town became one of the most popular health resorts in the upper South, with as many as 12 passenger trains transporting tourists every day during the season. Within the Dawson Springs Historic District, 40 mineral wells were dug within a half-mile radius of each other, and over 50 hotels and boarding homes were constructed to accommodate visitors. By 1903, a variety of business operations occupied the blocks surrounding the railroad corridor, depot, and Main Street. These included drug stores, barbers, physicians, dry goods, millinery, general merchandise stores, fine groceries, and furniture. The 1909 Sanborn map (Figure 1 and 2) depicts wood frame and brick commercial structures and hotels constructed along the blocks of the railroad corridor and Main Street with residential dwellings interspersed on the perimeter of the commercial district.

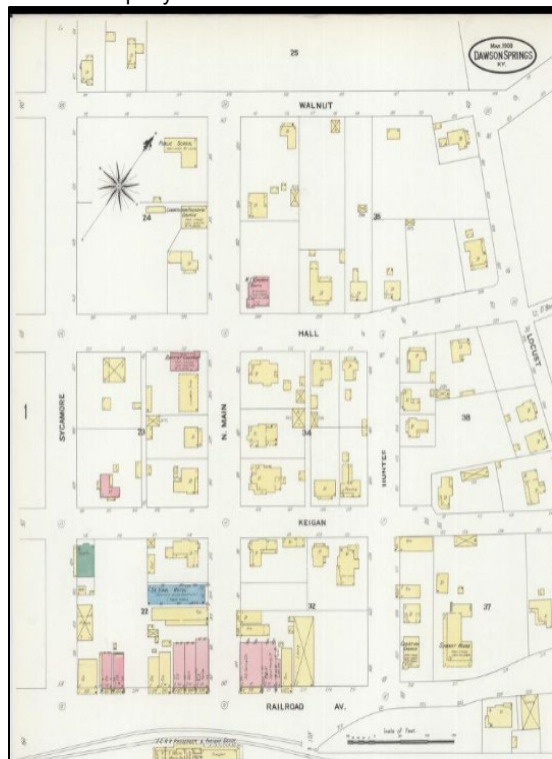
The district was also home to the Bank of Dawson which opened for business on April 10, 1899, and the Commercial Bank of Dawson at 127 S. Main Street (HKD 7) opened in 1907. These two banks consolidated into the Commercial Bank of Dawson in 1915 and operated at this location until 1969. The new Commercial Bank of Dawson (HKD 336) opened its doors at 119 South Main Street and operated until 2022 as the Trans Financial Bank. The original Commercial Bank building became home to various commercial businesses over the years which included Green Coal Company, dentists, and optometrists. In 1986, the building became home to the Dawson Springs Museum and Art Center which continues to operate at this location. The Harned Insurance & Finance Building located at 101 West Arcadia Avenue (HKD 24) was occupied by the First National Bank in 1925 as noted in the previous National Register nomination. It also housed a saloon, café, drug store, jewelers and insurance company.

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Figures 1 & 2: 1909 Sanborn Maps of Dawson Springs showing development

In the early 20th century, advancements in automobile technology and the expansion of road networks created new opportunities for towns across America, and Dawson Springs was no exception. The increased flow of automobile traffic to and through Dawson Springs necessitated changes in infrastructure. The development of better roads, including the paving of Railroad Avenue and other major thoroughfares, helped integrate the town into regional transportation routes. This made the town a more accessible destination for tourists and allowed local businesses to expand their reach beyond traditional rail passengers to motorists traveling longer distances. The town's ability to adapt to the burgeoning automobile age was a key factor in its continued commercial success and relevance, particularly between the 1920s and 1940s. As automobiles became more affordable and popular, Dawson Springs' local businesses began to adapt to cater to this new wave of travelers. The Dawson Springs Commercial Historic District has several longstanding automotive-related businesses such as the C&C Garage (HKD 49), located at 111 East Railroad Street, which is an anchor at the north end of the proposed expansion of the district (Figure 3). Constructed in ca.1925, in response to the increase of automobile ownership and transportation needs, it operated until 1980 when the Dollar General Corporation moved into the building. Currently the building houses autos and motorcycles. Another example of the district's commercial shift is the Standard Oil Service Station (HKD 18) constructed in 1924 at 111 East Arcadia Avenue. It continues to function as a service station for the Dawson Springs Commercial District. The DX Gas Station (HKD-15) is situated at the west end of the commercial district at 100 West Arcadia Avenue. Constructed in 1930, it served the district in an automotive capacity until the 1970s when it was rehabilitated into a restaurant. Both of these resources were listed as contributing resources to the 1998 boundary expansion.

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Figure 3: C & C Garage

The increasing number of travelers arriving both by rail and automobile also led to the establishment of diners and cafés throughout the historic district. These businesses provided meals, refreshments, and a social hub for the community. The 1934 and updated 1949 Sanborn maps depict restaurants along East and West Railroad Avenue and East Arcadia (Figures 4 and 5). To provide easier access, infrastructure improvements included automobile-friendly parking along the front of buildings.



Figure 4- 1934-49 Sanborn Map



Figure 5- 1934-1949 Sanborn Map

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The proposed district expansion includes some of the well-known establishments in the Dawson Springs Commercial Historic District including the Ausenbaugh Café located at 112 -114 West Railroad Avenue (HKD 44 and HKD 45) (Figure 6), Nina's Café located at 111 East Arcadia (HKD 40) and the Squeeze-In Restaurant (HKD 48) (Figure 7) located at 109 East Railroad Avenue. The Squeeze-In Restaurant was a small one-story building sandwiched between two existing historic buildings. It was a popular spot for the locals to have a burger or a full meal anytime of the day. It operated until 1995. The district was thriving in the 1950s, as shown in Figure 8- a 1951 photo of the 100 block of Arcadia which includes HKD 40, 41, and 42. Interviews with property owners and research at the Dawson Springs Museum show that over the expanded period of significance these buildings continued to contribute to the commercial significance of the district by housing commercial businesses that included a barber shop, bowling alley, Firestone Tires, motorcycle shop, salons, restaurants, and specialty retail.



Figure 6- Ausenbaugh Café- ca. 1951



Figure 7 – Inside the Squeeze-In Café- NR# 28

After the decline of its mineral water era in the early 20th century, Dawson Springs, Kentucky, sought new avenues for commercial growth. The discovery and exploitation of coal reserves played a pivotal role in Dawson Springs' economic landscape during the mid-20th century through 1965. The establishment of the Dawson Daylight Coal Mine marked the town's foray into the coal industry, providing employment opportunities and stimulating local businesses. The influx of workers and their families led to increased demand for housing, retail, and services, thereby boosting the town's economy. As the coal operations grew the need for office space and amenities for the workers became evident. In 1950, the Daylight Camp Company store was relocated to the Hamby Well Building in Dawson Springs where it operated until the company closed in 1962. The Dawson Collieries Mine, began operation in 1936 employing around 160 men at peak operation. A large part of the production from that mine was used domestically. In 1951, the Daylight Mine opened another new mine within the city limits of Dawson Springs on Highway 109 North.

Another key factor that influenced the continual viability of the Dawson Springs Historic District through the Period of Significance, included the establishment of the Outwood Veterans Hospital. In 1919, President Wilson signed the Kincheloe Bill, providing for the establishment of a federal sanatorium at Dawson Springs, Kentucky to be operated as a public Health Hospital for discharged soldiers, sailors and marines. The Outwood Veterans Hospital facility was completed in 1922 and operated until 1962. It was transferred at that time from the Veterans Administration to the Kentucky Department of Mental Health, serving 36 counties. At its peak operations there were 375 employees at the hospital. The hospital is still in use and known as Outwood

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Intermediate Care Facility. The hospital's presence aided in a much-needed resource for employment during the depression and WWII years for the community and region. It also was key in the continued viability of the Dawson Spring's Commercial Historic District. The expansion of Dawson Springs continued by the sheer persistence of its citizens who developed a program to raise capital for the development of the West Hopkins Industrial Park. The land was located in the eastern section of the city and in 1963, they secured the first industry eventually attracting two more plants. In addition to industry, a new school, new gymnasium, and new community center were also constructed. Infrastructure projects included the expansion of the city water works system and securing natural gas.

The combination of these efforts provided employment opportunities, improved quality of life and contributed to the economic stability of the city. The population of Dawson Springs rose consistently from 1930-1969 while other towns in Hopkins County, with the exception of Madisonville, populations fell. From 1931-1969, the Dawson Springs Commercial District continued to serve the commercial needs of the community and surrounding area. Serving as the commercial and civic hub, the district provided much needed amenities to the community including drug stores, florists, laundry services, and hardware stores. A few of these businesses were Morris Barbershop (HKD 44), Woodburn Pharmacy Company (HKD 4), Family Drugs (HKD 46), Price & Clark Drug Store (HKD 6), Terry Brothers Lumber Company, Menser Lumber Company, Menser's Fabric Shop (HKD 43), and Hays Hardware (HKD 16). The building at 106-108 W. Railroad Avenue (HKD 17) contained the T.R. Franklin's Grocery store, Purdy Brothers Grocery and later the Ben Franklin Store. The second floor was also occupied by the undertaker business until 1953.

The Dawson Springs Commercial District also houses many of the civic and governmental services for the community. The Dawson Springs Post Office (HKD 11) was located at 105 East Railroad Avenue. It occupied the building from 1903 until 1961 when it moved to its new location at the corner of Main Street and West Ramsey Street, which is just outside the east boundary of the proposed historic district. The McDonald Building (HKD 8) located at 129 South Main Street housed several businesses over the years including restaurants, grocery stores, shoe shop, baker, bowling alley and a watch repair business. Since 1997, the building has been occupied by the Dawson Springs Progress Newspaper and the South Hopkins Water District.

The relevance of the historic commercial core to Dawson Springs is evident, as new commercial development has continued among the vacant lots within the commercial core. The New Dawson Springs Bank was constructed at 119 South Main Street in 1969 (HKD 336). It has been included in the proposed district expansion due to not only its construction date but also its contribution to the financial needs of the community during a period of growth and expansion. In 1972, the Tradewater Health and Rehab facility built a new commercial complex at 100 West Ramsey Street (the site of the original New Century Hotel that burned in 1960). More recently, Fifth Third bank was constructed in 2000 at 100 E. Arcadia Avenue which is now occupied by the Dawson Springs City Hall Annex. The Rex Parker Insurance Building was constructed in 1984 located at 104 East Arcadia. Both of these buildings are close to the original Arcadia Hotel Site.

Evaluation of the Significance of the Expanded Dawson Springs Commercial Historic District within its Historic Context of Commerce in Hopkins County, Kentucky, 1930-1969

The Dawson Springs Commercial Historic District remains a significant center of commerce when compared to other incorporated towns in Hopkins County. Between 1930 and 1969, Dawson

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Springs overcame the challenges brought by the decline of its mineral water era by embracing new industries and opportunities. This adaptability has been driven by proactive leadership, as city leaders consistently sought ways to support the community, create new opportunities, and preserve its heritage. Recent efforts include promoting recreational activities at Pennyrile Forest State Resort Park and earning the designation of Kentucky's First Trail Town in 2014.

Despite its resilience, Dawson Springs has also endured profound hardship. The devastating EF4 tornado that struck the town claimed many lives and severely impacted the commercial historic district, one of the hardest-hit areas. In the aftermath, the city applied for and received a \$700,000 grant through the Paul Bruhn Historic Preservation Program to rebuild the heart of the community. Tragically, the Hayes Hardware Warehouse Building (HKD 14) was demolished by the storm. Many buildings within the historic district remain vacant and are undergoing stabilization, but property owners are actively working to rebuild using these funds. Additionally, the city is making significant infrastructure improvements, including the construction of new sidewalks and other necessary repairs. The expansion of the Dawson Springs Commercial Historic District highlights its enduring importance as a commercial hub and offers a more accurate portrayal of its role as a vital center of commerce throughout the period of significance.

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Dawson Springs Historic District (Boundary Increase)

Hopkins County, KY

Name of Property

County and State

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Dawson Springs Historic District (Boundary Increase)

Hopkins County, KY

Name of Property

County and State

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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: Kentucky Heritage Council, State Historic Preservation Office, Frankfort, KY

Historic Resources Survey Number (if assigned):

HKD- 1,3,4,6,7,8,9,10,11,12,13,14,15,16,17,18,24,25,26,40,41,42,43,44,45,46,47,48,49,53

Dawson Springs Historic District (Boundary Increase)
Name of Property

Hopkins County, KY
County and State

10. Geographical Data

Acreage of Property

- Acreage of original district (1988) .55 U.S. survey acres
- Acreage of expanded district (1998) 1.81 U.S. survey acres
- Acreage of amended and expanded district (2024) 3.01 U.S. survey acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|---------------------------|------------------------|
| A. Latitude: -87.69217248 | Longitude: 37.16848017 |
| B. Latitude: -87.69148891 | Longitude: 37.16812453 |
| C. Latitude: -87.69125428 | Longitude: 37.16680231 |
| D. Latitude: -87.6922197 | Longitude: 37.16648369 |
| E. Latitude: -87.69326591 | Longitude: 37.16767094 |

Or UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description

The expanded historic district boundaries are generally bounded on the north by Keigan St., on the south by Water Street and Arcadia Avenue, the east by Hunter Street, and west by Sycamore Street. See attached district map showing the boundaries of the entire district.

Boundary Justification

The boundaries of the Dawson Springs Commercial Historic District (Amended and Expanded) were chosen to include the most cohesive group of significant commercial buildings in Dawson Springs that exhibit historical character for the period of significance 1880-1962. The update seeks to include mid-twentieth century buildings that are within the same block and adjacent to the present historic district boundary creating a more contiguous and complete boundary of the historic commercial district.

Dawson Springs Historic District (Boundary Increase)
Name of Property

Hopkins County, KY
County and State

11. Form Prepared By

name/title: Melinda Winchester, Historic Preservation Specialist
 organization: BFW Engineering & Consulting
 street & number: 2301 McCracken Blvd.
 city or town: Paducah state: KY zip code: 42001
 e-mail: mwinchester@bfwengineers.com
 telephone: 270-443-1995
 date: November 30, 2024

Photographs

Photo Log

Name of Property: Dawson Springs Commercial District
 City or Vicinity: Dawson Springs
 County: Hopkins State: Kentucky
 Photographer: Melinda Winchester
 Date Photographed: October 10, 2024

Photos - 1 of 22.

Photo #	Address	NR #	KHC #	Description & Camera Direction
0001	100 & 200 Blocks of S. Main Street			Facing North
0002	100 & 200 Blocks of S. Main Street			Facing South
0003	100 Block of N. Main Street			Facing South
0004	100 Block of S Main Street-West side			Facing Northeast
0005	100 Block of N. Main Street			Facing North
0006	100 Block of E. Arcadia			Facing West
0007	110 Block of W. Arcadia			Facing East
0008	W. Arcadia-Veterans Park			Facing East
0009	100 Block of W. Railroad			Facing Northeast
0010	100 Block of E. Railroad			Facing West
0011	100 Block of W. Railroad North Side			Facing Northwest
0012	100 Block of E. Railroad North Side			Facing Northeast
0013	Street View of 100 Block of E. and W.			Facing Northeast

Dawson Springs Historic District (Boundary Increase)

Hopkins County, KY

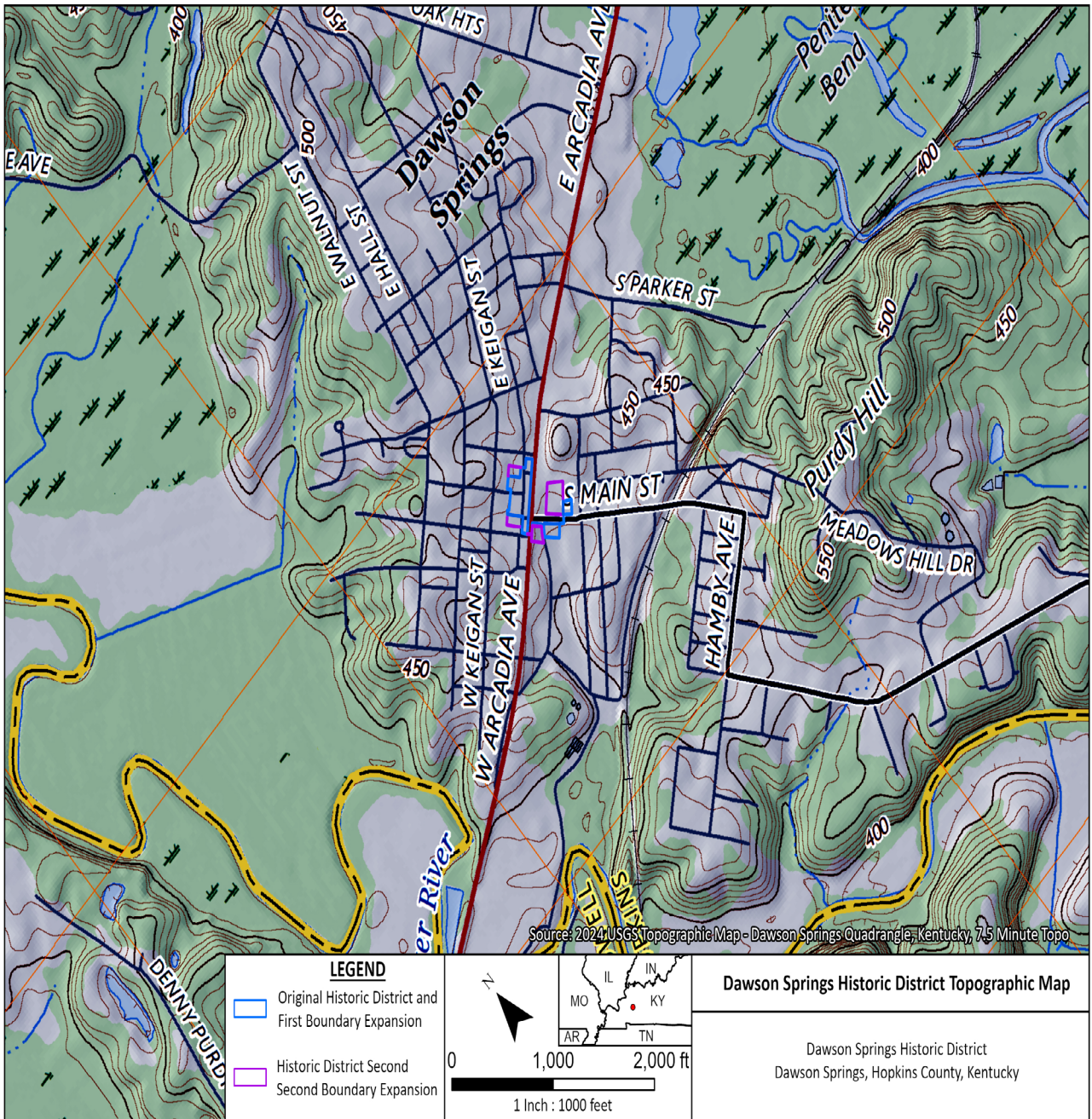
Name of Property

County and State

Photo #	Address	NR #	KHC #	Description & Camera Direction
	Railroad with Veterans Park			
0014	111 W. Arcadia Avenue	20	HKD 40	Facing South
0015	113 & 115 W. Railroad Avenue	21 22	HKD 41 HKD 42	Facing South
0016	Rear Facades of 100 Block of W. Arcadia			Facing Northwest
0017	118 W. Railroad Avenue	23	HKD 43	Facing North
0018	112 & 114 W. Railroad Avenue	24 25	HKD 44 HKD 45	Facing North
0019	111 E. Railroad Avenue	29	HKD 49	Facing North
0020	111 E. Railroad Avenue	29	HKD 49	Facing Northwest
0021	111 E. Railroad Avenue- Rear Elevation	29	HKD 49	Facing Southwest
0022	109 E. Railroad	28	HKD 48	Facing North
0023	119 E. Main Street	31	HKD336	Facing East

Dawson Springs Historic District (Boundary Increase)
Name of Property

Hopkins County, KY
County and State



Dawson Springs Historic District (Boundary Increase)
Name of Property

Hopkins County, KY
County and State

