

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

Historic name: J. W. Quigg Establishment

Other names/site number: McLL6

Name of related multiple property listing: NA

2. Location

Street & number: 304 Main St

City or town: Livermore State: Kentucky County: McLean

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following

level(s) of significance: national statewide X local
Applicable National Register Criteria: X A B C D

Signature of certifying official/Title: **Craig Potts/SHPO** Date _____
Kentucky Heritage Council/State Historic Preservation Office _____
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: Date _____

State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

☐ entered in the National Register

☐ determined eligible for the National Register

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain:) _____

Signature of the Keeper

Date of Action

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

1

1

Noncontributing

0

buildings
sites
structures
objects
Total

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Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

COMMERCE/Trade/business

Current Functions

COMMERCE/Trade/Specialty Store

Vacant/not in use

7. Description

Architectural Classification

Early 20th Century American/Commercial Style

Materials:

Principal exterior materials of the property: Brick, concrete

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Narrative Description

Summary Paragraph

The former J. W. Quigg Establishment (McLL 6) is a two-story building standing on the corner of Main and Third Streets in Livermore, McLean County, Kentucky. It encompasses the original section of the building built in 1912, which was followed by a two-story addition built in 1921, and a one-story addition built about 1960. Until 1970, the building was positioned beside an active railroad line that served the community with commercial service, and also passenger service in an earlier era until 1941. The early 20th century sections were stylistically of simple commercial design. The front of the building has the original decorative metal works fabricated by Mesker Brothers of Evansville, Indiana. The bricks are original and were fabricated at a Livermore brickyard owned by J. W. Quigg. The general mercantile building was in private ownership, but served a supportive role with the local chair factories where goods and services were purchased by employees with factory tokens referred to as “flickers”. The area proposed for the National Register listing is .237 of an acre and includes one contributing building.



J. W. Quigg Establishment

Latitude: 37.488497°

Longitude -87.135815°

Character of Site

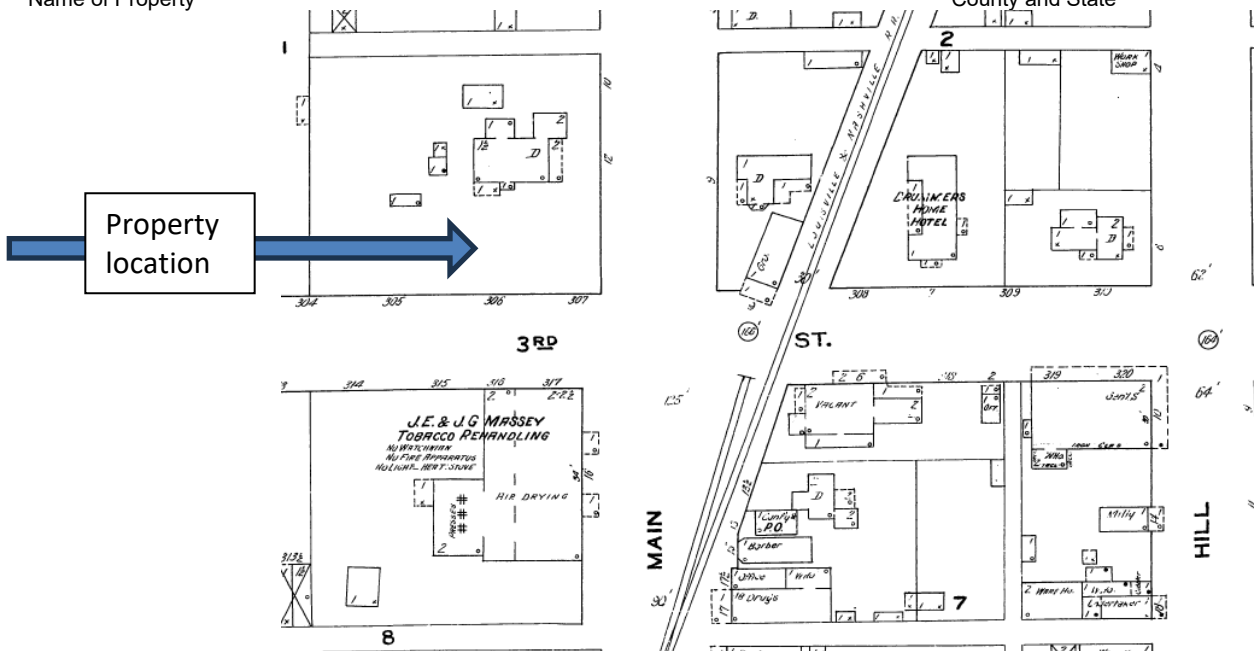
The building is on the corner of Third and Main Streets in the historic business district and stands across from Livermore City Hall. It formerly was positioned by the railroad tracks only feet away and would have frequent passenger and freight trains and later only freight trains passing by.

J. W. Quigg Establishment

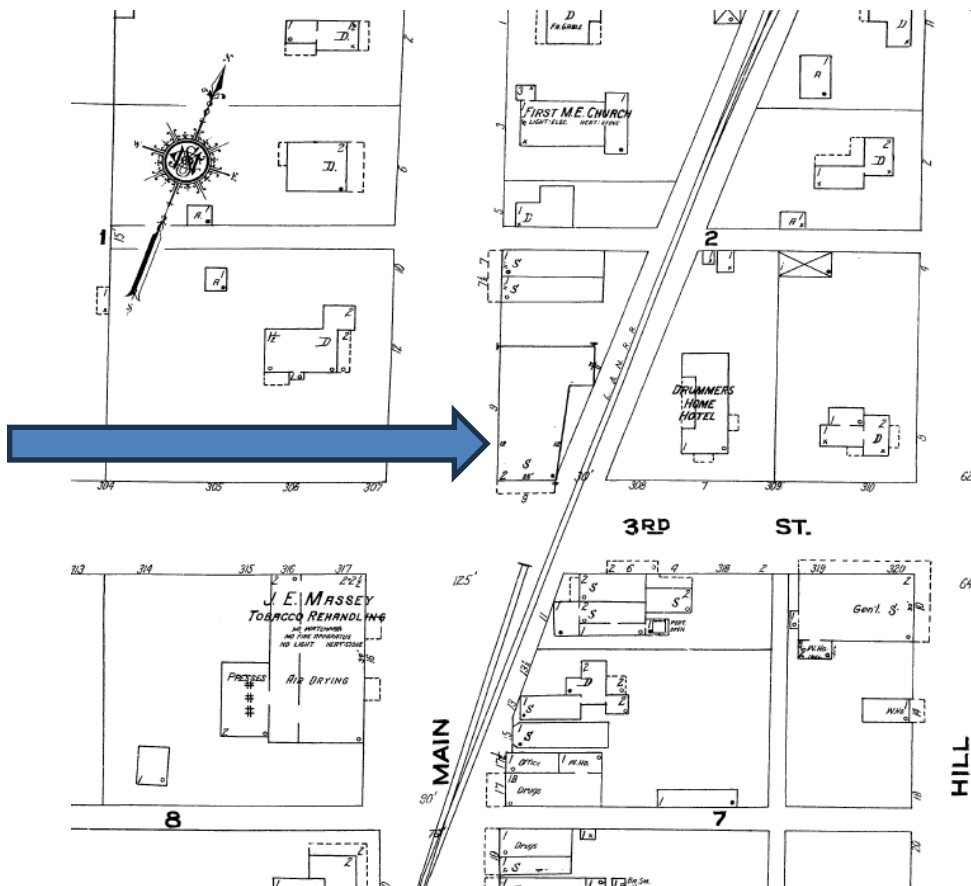
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Livermore Sanborn Map 2, 1909



Livermore Sanborn Map 2, 1923

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Exterior Description of Resource

The two-story brick mercantile building was built in 1912. With two additions, it has 7464 square feet of commercial space and sits on .237 acres. The building faces south and is bounded by Main Street on the west and Third Street on the south, and the old railroad bed on the east, and the Livermore United Methodist Church on the north. The brick of the oldest section of the building was fabricated at a Quigg family brickyard in town. The original 1912 section is 44' across and 62' lengthwise and rises 28' to the top of the walls. The 1921 addition was attached to the north of the original section, is 66' across and 25' lengthwise and rises 28' to the top of the walls. The 1960 addition was placed on the north side of the 1921 addition, is 66' across and 48' lengthwise and rises 28' to the west side high point of the sloped roof and 15' to the east side of the low point of the sloped roof.

South Side

On the building's south façade are one-story metal pilasters fabricated by Mesker Brothers of Evansville, Indiana. The central entry is recessed. On the west side of the door is an opening that appears to be a four-light garage door; on the east side of the main opening are two fixed windows with wooden frames. The exterior façade material on the first floor of the south side is inverted board-and-batten wood paneling. Above the first floor door and windows is the steel I beam that supported the span and the original front porch. At the transom level are pockets for joists that once supported that porch. The second floor exhibits its original brick material and two one-over-one-light double-hung-sash windows, each topped by a segmental arch with a slightly projecting header course. Two vents are visible at a point higher than the window caps, and above that is a dentiled cornice, whose rafter tails are visible. The corrugations of the sheet metal roof are visible from the street.



Photo of the South Side



Photo of the East Side

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The south side of the 1921 addition has one rectangular upstairs window of similar design to the others in the 1921 section with brick sill and an upper steel window header. There is evidence of an original door on the first floor that has been bricked and closed. It shows a steel header that remains. There are two crawlspace vent openings with original metal meshwork. The wall rises to a similar decorative angled brick design and brick parapet as the other sides.

East Side

The east side of the original building has one window on the main level and three windows in the upper level. All windows are one-over-one double hung sash, with segmental arches over the opening, with the ground floor window covered with metal rails for security. The upper floor closer to the rear has been boarded over. There are two square vent openings to the basement with original metal meshwork. A short arched doorway to give access to the basement is also present.

The east side of the 1921 addition is marked by two boarded up windows in the upper level and four and four squarish windows covered by security bars on the first floor. All six windows have straight-topped openings and slightly projecting brick sills. The cornice of the 1921 addition has projecting courses with dentilwork. A gutter access opening is present with a remnant of the gutter framework near the 1921 section and above the north window.

The 1960 addition is one story on its east side, and is lit by four short windows with two sashes each, oriented side-by-side, and covered with security bars. Projecting brick sills are seen on all windows. The building has a flat brick wall surface and terminates with a sloping roof with a wooden eave.

North Side

The North side of the building is the 1960 addition and has three square windows with security bars and a man-sized door near the northeast corner. The roof slopes down from west to east, and the side of the roof structure is defined brown asphalt shingles.



North side



West Side

West Side

The west side of the original building portion has two second-floor windows of the same type as on the other two sides: one-over-one double-hung sashes, with those sashes are in great disrepair. The sills on this side are not brick but masonry material. The first floor an iron I beam which

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supported the span of a large opening, which historically included a porch. That opening has been filled in with inverted board-and-batten wood paneling, and now has one non-original plexiglass window with paneling and an entry door. The cornice on the west side of the 1912 portion matches the cornice on the south and east sides.



West Side :1960 Addition



:1921 Addition



:1912 Section

The 1921 addition's west side has two windows and a door. The windows are like those on the east side: squarish openings with metal security bars, brick sills, and metal lintels. Historically there was a large opening beside the windows. That opening has been filled in with the same type of paneling as found on the south side, in which a man-sized door is placed. The upper floor has one upstairs rectangular window with brick lower sill and an upper steel window header; that window has been boarded over. The second floor rises to a projecting cornice with dentilwork. The joint between the 1912 section and 1921 section is finger-jointed.

The 1960 addition appears to rise two floors on the west side of the building. The first floor is made of a door underneath a wooden transom. The door is flanked by plate glass display windows. There is a steel I-beam running above all of the windows and door frame. There remains the steel and aluminum support for an awning that served to cover the porch. The brick wall rises to a false steep shingled roof frontage that extends to the 28' height of the 1921 section. This apparent second floor has no window openings.

Roof

The roof of the 1912 and 1921 sections have parapet walls and original built-up tar-covered roof design with separate gutter systems. The roof of the 1912 section slopes to the north and the roof of the 1921 section slopes to the east. There remains an added gabled metal roof on about one fourth of the 1912 section to the south end.

Interior

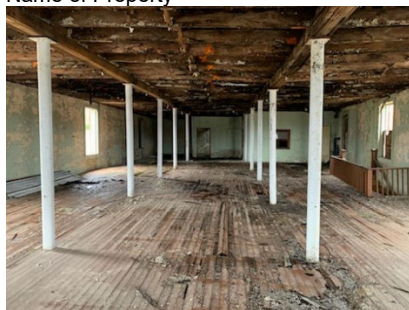
The interior of the 1912 and 1921 sections are in very poor condition due to water penetration. The 1921 section upstairs floor joists and flooring are unsafe for entry. The 1921 addition was historically an apartment upstairs and extension of the mercantile on its first floor. The foundation of the 1921 addition is of brick construction in contrast to the poured concrete of the 1912 section.

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Upstairs Facing North



Upstairs facing south



Downstairs Facing North

There is a wooden staircase leading from the first floor to the second floor in the 1912 section that is in good condition on the east side and there is original wood slat flooring. The 1921 upstairs is still partitioned into rooms from a former apartment. The floor joists and flooring on the first floor 1921 section are mostly absent due to water penetration. There is an entry to the basement in the 1912 section first floor accessible by makeshift ladder. The first floor of the 1912 and 1921 sections are open with no partition. The second floor of the 1912 section is open space until the apartment section of the 1921 building. There are 12 steel columns supporting the roof extending from the basement to the roof in the 1912 section. The walls are a plaster overlay of the brick wall construction.



Interior of 1960 Section Facing East



Interior of 1960 Section Facing North

The 1960 section interior has a poured concrete floor and an elevated platform by the showroom windows. It has two doorways to the 1921 section, one double door and one single door. There is one doorway to the south exterior with interior concrete ramp and the original door to the west side exterior. The ceiling is in disrepair and still has elements of drywall, furring strips, tile, and insulation remaining. The south wall shows some brickwork and some plastered overlay of brick. The east wall has exposed concrete block and the north wall has drywall covering over concrete block. There are 4 small steel columns supporting the roof spaced evenly.

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Changes to the Property Since the Period of Significance



**J.W. Quigg Mercantile Store. Undated photo. Note railroad crossing sign at right.
Source: *Lest We Forget*, volume III (1978).**

The front porch and showroom windows have been removed from the 1912 section, as well as a side porch and large picture windows and original side door that connected the 1912 and 1921 buildings. The west side awning of the 1960 addition has been lost, but the frame still remains. There was a south facing door on the 1921 section that was removed and enclosed by bricks. There has been considerable loss and damage to the parapet on the 1912 and 1921 sections due to the attachment of metal gabled roof. The 1960 addition originally had a flat roof system with parapet, but was converted to a pitched roof design with frontage to duplicate height of the 1912 and 1921 sections. The north side door of the 1960 section was replaced in 2023.

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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

Commercial

Period of Significance

1912-1970

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Significant Dates

1912

1921

1960

Significant Person

James Walker "J. W." Quigg

James T. Quigg

Sam and Rosalyn Brown

Cultural Affiliation

NA

Architect/Builder

J. W. Quigg

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Summary Paragraph

The J.W. Quigg Establishment (McLL 6) meets National Register Criterion A. Its significance is evaluated within the historic context "Commerce in Livermore, Kentucky, 1900-1970." Within that context, the nominated property stood as an important signpost of the community's era of economic independence. It was one of several operations undertaken by the Quigg family, an energetic group who owned and operated many of the town's industrial enterprises. The J.W. Quigg Establishment was a mercantile store. Mercantile stores were important commercial entities during an era in which Kentucky's towns operated as self-supporting entities. From the Commonwealth's establishment in 1792, until at least the second World War, Kentucky's towns were largely autonomous units, supported by a home-grown industrial workforce and characterized by locally-owned and operated banks, post offices, schools, medical services, churches, and scores of social networks that depended upon the professionals at the various institutions that constituted each town. After the Civil War, Kentucky's developing railroad infrastructure created a loose network that shaped towns in a new way. Towns, such as Livermore, fortunate enough to be located along that line, could remain autonomous yet not have to produce all their consumer goods locally. Entrepreneurs set up factories in small towns, which employed numerous people and produced much more goods than people locally could purchase. The railroad allowed the sale of excess production in markets outside the town, and the railroad brought consumer goods to the community that did not require a local producer. Mercantile stores, such as the J. W. Quigg, and the country stores preceding them, became the center of local commerce, providing a place for local production to be sold, bringing in consumer goods from outside towns, and facilitating social interactions among the townspeople. With the development of better roads and greater automobile ownership, people's work lives, shopping patterns, and social activities began to reach beyond the level of their home town. While this transition in peoples' sense of community identity happened very gradually, the year 1970 is chosen for this nomination as the close of the era in which Livermore served as the most central entity to its townspeople's feeling of community.

Historic Context: Commerce in Livermore, Kentucky, 1900-1970

Since the early settlers arrived at the confluence of the Green and Rough Rivers, the early economy involved trading goods and services at a trading post on the north bank of the Green, with horse and oxen wagon and flatboat as the modes of transportation. James Henry Livermore established a small log house at this point and opened it as trading post or mercantile. With the building of locks and dams on the Green River in the 1830s, river commerce began to prosper. Commerce involved shipment of local goods by boat to New Orleans and the shipment of needed products from New Orleans, and it was called Livermore's Landing at that time. The founding of the City of Livermore on February 18, 1837 followed a land grant by local landowner and settler, William A. Brown and the subsequent plotting of city streets. Brown was thought to be in the area as early as 1808.

Kentucky's river towns enjoyed development opportunities that inland towns did not enjoy until reliable roads were established with turnpikes. Trading points on navigable rivers could more quickly establish towns consisting of homes, schools, churches, and houses of industry and

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commerce. The progress of the city was slow yet continuous, and through these early efforts, a prosperity was established.



Livermore at the confluence of the Green and Rough Rivers

From the 1830s, Livermore served as a riverport offering opportunities for the movement of goods and people by steamboat. With the railroad bridge completed in 1872, passenger and freight trains enabled travel through the town, greatly adding to the economy and quality of life. Ferry service was there to transport people, horses, and carts across the Rough and Green Rivers until the current bridge was built in 1940.



Riverboat *John C. Kerr* docked at Livermore. Public Warehouse on Main Street in background
Source: *McLean County Pictorial History*, p. 34

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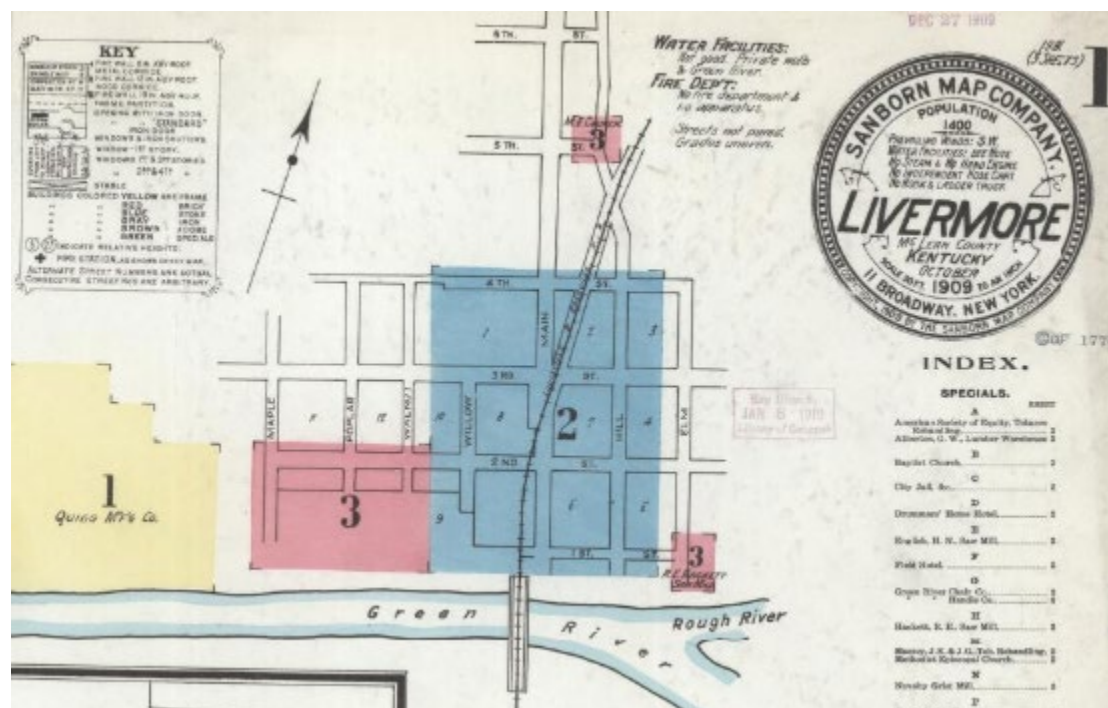
At one time, Livermore had two trucking lines and three passenger bus lines that arrived every few hours. Early entertainment was found in the numerous taverns and hotels with the violin and banjo, banquets, square dancing and waltzing. Livermore had Whitaker's Opry House on the riverfront that also served as a roller skating rink, and a movie theater, The Green River Theater, built in 1923, as well.

Livermore during the Period of Significance

Sanborn Insurance maps of Livermore give three glimpses of the community over time: 1909, 1923 and an updated 1931 set of maps.

Livermore in 1909

The Sanborn maps convey Livermore as a compact town of 1400 people in 1909. Three maps give coverage to fewer than 15 blocks in all. Numbered streets run from First Street along the Green River northward to Fourth Street. There were many residences in the town north of Fourth Street, but the mapping did not cover that area. The community occupies the north side of the Green River bank, and the Louisville & Nashville Railroad (L&N) bisects the community running north-south. The fact that the maps give no indication of buildings south of the Green River suggests that development is all on the north side of the River.



Livermore, Kentucky, Sanborn Map 1, 1909

Livermore's economy was enriched at this time by a number of industries relating to wood products. A Quigg family operation, the Quigg Manufacturing Company, occupies the largest operation in the town by area (see next page). The Quigg Company (1901-1921) was a stave-making operation, with 15 buildings and four enormous drying sheds, all near the Green River

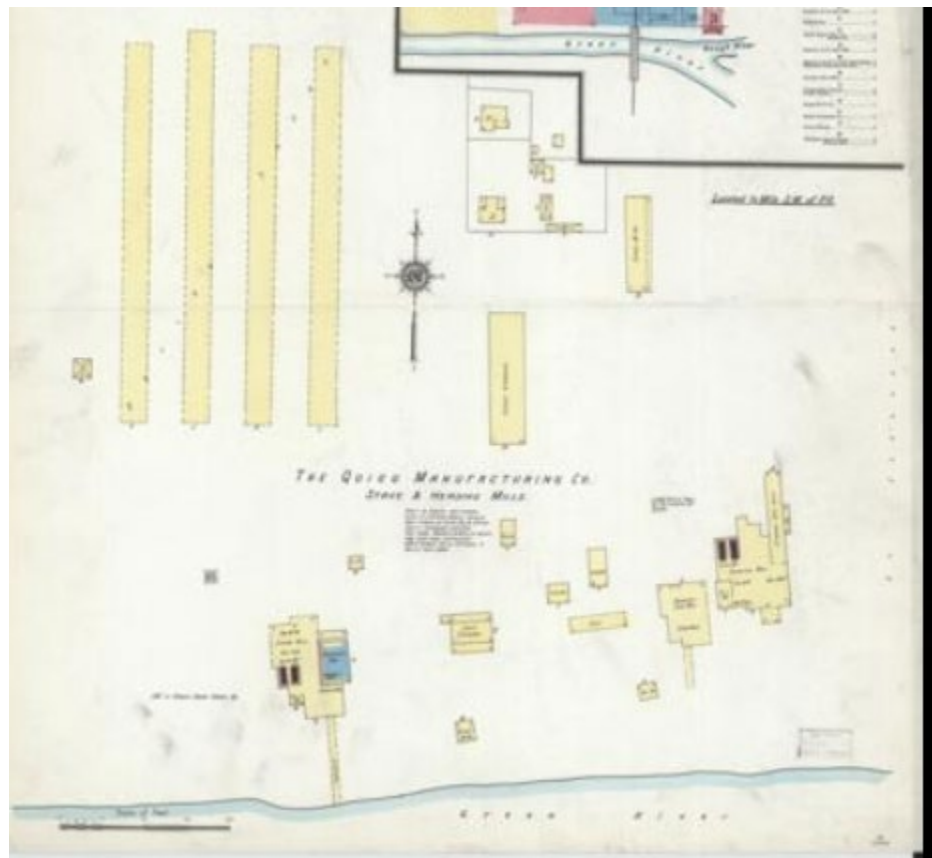
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north bank to the west of town. A riverside location for an industry could have predated the railroad, especially an operation which might have processed bulky raw resources, such as timber. Also near the river were a number of other wood manufacturing operations: Atherton Lumber Warehouse, H.N. English Sawmill, Green River Chair Company (1905-1977), Green River Handle Company, the Hackett Sawmill, and the Smith Cooperage. Two tobacco operations compliment the wood processing activities and remained active until the 1930s. The American Society of Equity Tobacco Rehandlers is near the river, and the Massey Rehandling Company is nearer to the L&N.



The Quigg Manufacturing Company, Map 1, Livermore KY 1909

By this time, the railroad had been an integral part of the community for more than 20 years, but the Sanborn maps don't give a strong indication that the railroad impacted commerce as much as the river had. By 1909, the passenger and freight depot on Livermore's north side had not generated sufficient construction in its immediate vicinity to warrant a map of that side of town; the 1923 Sanborn map 4 shows the depot in that area north of the 1909 map 2. Businesses are found adjacent to the railroad right of way, but very few are oriented perpendicularly to the tracks. Instead, Livermore's downtown food and general merchandise shops front for three blocks along the Main Street, from Second Street to Fourth Street, as if in anticipation of the future importance of automobile and truck traffic.

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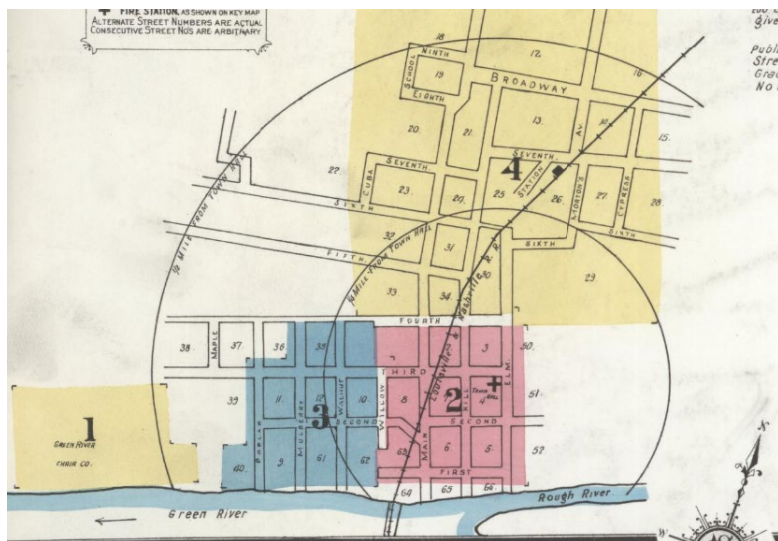
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Livermore's prosperity was evident by the turn of the 20th century. Benjamin F. Quigg, Jr. built a general store in 1900, and the west side of the first floor housed the Bank of Livermore and a post office operation. In its upstairs was a telephone exchange. In 1909 this bank was absorbed by the Farmers and Merchants Bank at the corner of Second and Main Streets.

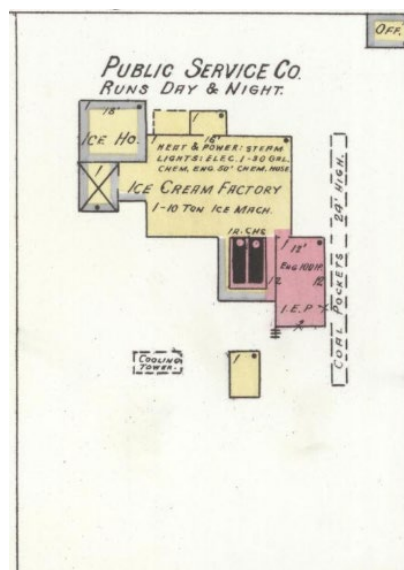
As late as 1909, Livermore's citizens were still waiting for local electric service. Farmers and Merchants Bank was established in 1909. One place of entertainment, the Whitaker Opera House, also had a roller skating rink, and The Green River Theater near 2nd and Hill Sts, a movie theater built in 1923.. Across the street from the Opera House was the Field Hotel. The Opera House and Hotel both faced Main Street, at its corner with First Street, where steamboat travelers could disembark and enter Livermore from travels on the Green River.

Livermore in 1923

The 1923 Sanborn maps give a fuller portrait of Livermore a little more than a decade after its first mapping of the town. In the 1923 collection, a fourth map has been added, as well as a doubling of the blocks showing construction. The numbered streets now show to extend from Fourth through Seventh Street, with Broadway just beyond Seventh. This suggests that the town had grown in area, but the town's population had held steady at 1450 people some 14 years later. Some of the buildings shown in the town's northern reaches, on the 4th map in 1923, may have been standing already by 1909, as the town had only added 50 people to its 1909 population count.



Livermore's range in 1923, Sanborn map 1



Power Plant, Map 3

One of the biggest changes for Livermore after 1909 was the addition of a city electric company. Named the Public Service Company, it appears on map 3. In keeping with many small towns' electric plants, the company included an ice cream factory and an ice making operation, but lacked a municipal water system which is present in many such operations in Kentucky towns from 1890-1920. All of Livermore's city electric and the ice plant's power needs were provided by a 100-horse power engine. The community ran the plant day and night, which differs from a

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number of small town electric companies, which shut down electric service at a set time every night, and did not resume the charge until the following morning. By the 1920s, large electric networks, such as Kentucky Utilities, were beginning to emerge, purchasing municipal electric companies, sending power over great distances from large generating plants—initiating a statewide electrical grid. Livermore in 1923 still was keeping its electric power in the hands of local operators.

Few newcomer businesses appear in Livermore on the 1923 maps compared with the 1909 maps. Another wood-based industrial operation, Livermore Chair Company (1911-1962), had arisen by 1923. It joined the other wood-based industrial producers who could still obtain cut trees floated down the Green River in “rafts” by timbermen as late as the 1930s (Bennett, vol. II, p. 45). These trees were worked in the town’s sawmills, and then further processed into products in the town’s furniture plants. Quigg Manufacturing Company ceased stave production in 1921 and was replaced by the Green River Chair Company. Some of the eastern edge of the former Quigg Manufacturing land was developed into Poplar and Mulberry Streets, where the electric company located, along with a mix of worker’s residences and small businesses. A combined freight and passenger depot appears on map 4, undoubtedly a fixture from many years before, as that area of town was not mapped in 1909.

Of course, the town continued having specialized businesses, such as doctors, feed mill, dentists, car repair shops, pharmacies, groceries, and mercantile stores. A cement block factory was opened at the corner of 7th and Cypress Streets, providing a sturdy building material for new industrial buildings. The era from 1909-1923 is when the Quigg Establishment, the subject of this nomination, was constructed.

New buildings of a non-commercial nature also are shown on the 1921 Sanborn maps. The town’s original school on Hill Street at Third was demolished, to make way for a National Guard unit in 1911 which remained until the late 1980s. The new school was built where Broadway tees into Main Street in an approximation of the Lancaster Courthouse Square plan, to announce the school’s social importance. The Post Office operation was moved from a miniscule building on Main near the railroad tracks to the Bank of Livermore at the corner of Second and Hill Street. *The Livermore Times*, and the Livermore Chamber of Commerce promoted business and industry in Livermore. These additions to the townscape suggest that the townspeople saw their community as a central and growing place.

The buildings from this era that remain on the landscape are the City Hall built in 1922 and the Masonic Temple on Hill Street, built in 1924. Photographs of both buildings appear on page 24.

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Livermore's School "square", Map 4, 1923

Livermore 1931

The 1931 Sanborn maps provide signs of economic health and industrial vitality in Livermore, despite the presence of the nation's Great Depression. In eight years the town's population had grown from 1450 to 1600.

By 1931 a small collection of businesses began to collect on Hill Street, expanding the commercial zone that had been confined to Main Street. Hill Street between Second and Third Streets has the densest retention of buildings from 1920-1960 of any street in town. That block contained businesses of the modern era, which any self-respecting town would have prior to WWII. Across from the Post Office at Hill and Second is an auto dealership. Another auto dealership was at Hill and Third. Sandwiched between the auto lots was a new movie house.

Elsewhere in town, several garages and machine shops had already been established by the 1920s, diversifying the industrial base that processed local hardwoods. Oil and gas drilling became a significant area employer in the 1930s and years later (Bennett, vol. II, p. 11). The rise of the automobile became evident when it was announced in November, 1935, that the city's streets would be paved with asphalt and concrete curbing installed in the downtown of Livermore. This was a project funded by the Works Progress Administration (Bennett, vol. II, p 45).

Subtle changes on the landscape began to show up in the 1930s that at first enriched Livermore, but in a few decades would lead to the end of its central place in local affairs. These changes were the result of road transportation improvements, spelling the reduced importance of river and rail commerce. For instance, the town increased its service to local farmers with a grain processing mill at the corner of Main and First. The mill, an industrial building, replaced the grand old Opera House, which had once been the gateway into the community for people approaching the town from a riverboat on the Green River. The Opera House could not compete with the nonstop stream of new movies flowing from Hollywood and into the new movie house. The Green River Chair Company still appears a healthy entity on the banks of the Green, but the River had ceased to be the primary corridor for raw materials and finished products. Some time after 1923, a heavy road system was built on the site, connecting the factory to Kentucky's

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emerging State Highway system, where trucks brought in local timber and hauled out finished products to distant markets.

New commercial and transportation networks were emerging in the 1930s that initially helped the economics of small towns such as Livermore. The state and the nation made a constant effort to improve roads for car and truck traffic. These overland roads benefitted Livermore's financial health in the short run. The town appears to have thrived through the remainder of the 1930s and into the war years.

Livermore after World War II

Livermore's built environment gives evidence that the small town's economic health was intact through the 1950s. Several key buildings were built after the Second World War, and those buildings remain on the landscape. They include the Savings and Builder's Association (1954), a new National Guard Armory (1955), and the Quigg Establishment's addition (1960). But what buoyed the local economy, automobile and truck traffic, eventually enabled the rise of regional trade centers, such as Owensboro 30 miles to the north. These trade centers spelled the decline of small towns. By the 1970s, a system of interstate highways had emerged, leading to cheaper patterns of production and distribution throughout the country. As cars and trucks led to the decline of the railroad's dominance of American travel beginning in the 1920s, the Interstate highway system rendered the small town factory, once Livermore's economic heartbeat, unprofitable by the 1970s. In the 1980s, commercial and passenger traffic on the L&N had declined sufficiently that its tracks were removed from the community and many others throughout the state.

Automobile drivers could begin to reach beyond Livermore for commuting to larger communities for jobs, shopping, services, and entertainment. After the 1970s, Livermore changed from its earlier state of self-sufficiency, becoming a town where one's house was but not where one's job was. Livermore still has work places within its city limits and others that are within 10-15 miles, such as steel fabrication and CNC plasma cutting technologies, as well as agribusinesses such as Perdue Feed Mill, Simplot Grower Solutions that supports our local chicken houses, Rice Agri-Marketing that supports local farmers. The community supports two banks, a medical clinic and dental office with local licensed practitioners, a pharmacy, an accounting office, a Ford dealership, a unique slot car and remote control racing business, four churches, an elementary school, two fueling stations, a large grocery, an Ace Hardware store, several eateries, an RV Park on the river. It has local attractions and recreational opportunities, as well.

History of Nominated Property

One of those Livermore's several historic mercantile businesses is the focus of this nomination. The J. W. Quigg Establishment, a general mercantile business established by James Walker Quigg on the corner of Main Street and Third Street and within feet of the railroad, was built in 1912 and was followed by additions in 1921 and 1960. J. W. Quigg was the son of Benjamin F. Quigg, Sr., and the founding editor of *The Livermore Times*. The younger Quigg established his

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business to supply important general merchandise to a thriving community of business, industry, churches, and school system. The Quigg family were notable leaders and entrepreneurs in the community and had several business enterprises. Of historic note, most of the historic brick buildings in town were fabricated at the Quigg kiln and brickyard. In addition, J. W. Quigg accepted The Livermore Chair Company employee tokens referred to as “flickers” in exchange for their general merchandise purchases and these can still be found with collectors today.

J.W. Quigg’s son, James T. Quigg, inherited the business in 1933 and later sold it to Elbert Brown in 1945, whose sons Sam and Douglas Brown eventually operated the business. The final one-story north expansion was constructed around 1960 by Sam Brown and his wife, Rosalyn, for the purpose of having a furniture showroom. They operated the business under the name of Livermore Furniture and Hardware Company at this location until the 1970s. Part of the upstairs section of the 1921 addition served as an apartment for the Brown family during those years. The entire building with additions later housed a custom furniture manufacturing business, River Traditions, operating there until 2006.

Evaluation of the Significance of the Property within the Historic Context

The J. W. Quigg Establishment was an important merchandising and social hub for the community. It helped Livermore to be a self-sufficient and independent community. As a retail operation, it connected Livermore’s consumers to the outside world, by providing an outlet for the production of goods made outside of the community. During the Period of Significance, Livermore was also a producer of goods, and the Quigg Establishment supported the community’s livelihood as a production center, by selling many dry goods that were not produced within the community. Thus, during the Period of Significance, the store helped Livermore exist as an autonomous community, one which supported itself to a large degree with home-grown and locally operated industries.

No other business in the community provides as graphic a story as the one that the Quigg Establishment tells—that Livermore thrived during the Period of Significance through change and adaptation. The building’s two additions occurred during eras of economic health in Livermore. The construction of its original building portion in 1912 occurred when Livermore was increasing its industrial base, and many industrial plants were opening in the community. The 1921 addition coincided with the town’s continued expansion as a locality of production. After World War II, the town appears to have invested in the belief in its continued ability to flourish, with the construction of a Savings and Building Association (1954) and a construction of an expansive National Guard Armory (which is now City Hall) the following year. The Quigg Establishment’s expansion in 1960 provides another instance of the community’s post-war expectation of continued economic vitality. The building gives better physical evidence than perhaps any single building in Livermore of the town’s period of ongoing success and the American confidence in prosperity through expansion.

Evaluation of the Integrity Between the Significance and the Property’s Physical Condition

The National Register defines Integrity as “the ability of the property to convey its significance” (Bulletin 15, p. 44, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf). Integrity is not a mere measure of physical material retention—that would be “intactness,” not

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integrity. Integrity and intactness are not synonymous. “Intactness” only refers to materials and not to significance. “Integrity” derives from a Latin term meaning wholeness or completeness. To evaluate Integrity, we must assess the relationship between two distinct items: the physical property and our sense of the property’s significance. The judgment that a property has integrity means those two realities remain sufficiently *integrated*—first conceivable and then perceivable. Or, in other words, the physical presence of the property conveys the property’s significance, as per the definition.

The Quigg Establishment is said to meet Criterion A. The terms of Criterion A state that the “Property **is associated** with events that have made a significant contribution to the broad patterns of our history.” That wording prioritizes the *integrity of associations*, the associations defined in the Evaluation of Significance statement above. Those associations define the property’s significance within important commercial patterns that defined the community from 1900-1970. One important factor that affected Livermore’s commercial success was transportation. There are three distinct modes of transportation that influenced Livermore’s commerce: river travel, then railroad, then paved roads. The 1900-1970 period is when the overland roads were in ascendancy and the railroad was in decline. Vestiges of river traffic continued into the 1930s, but the river’s role in the town’s commerce steeply declines after 1900, other than being a corridor for shipments of cut timber.

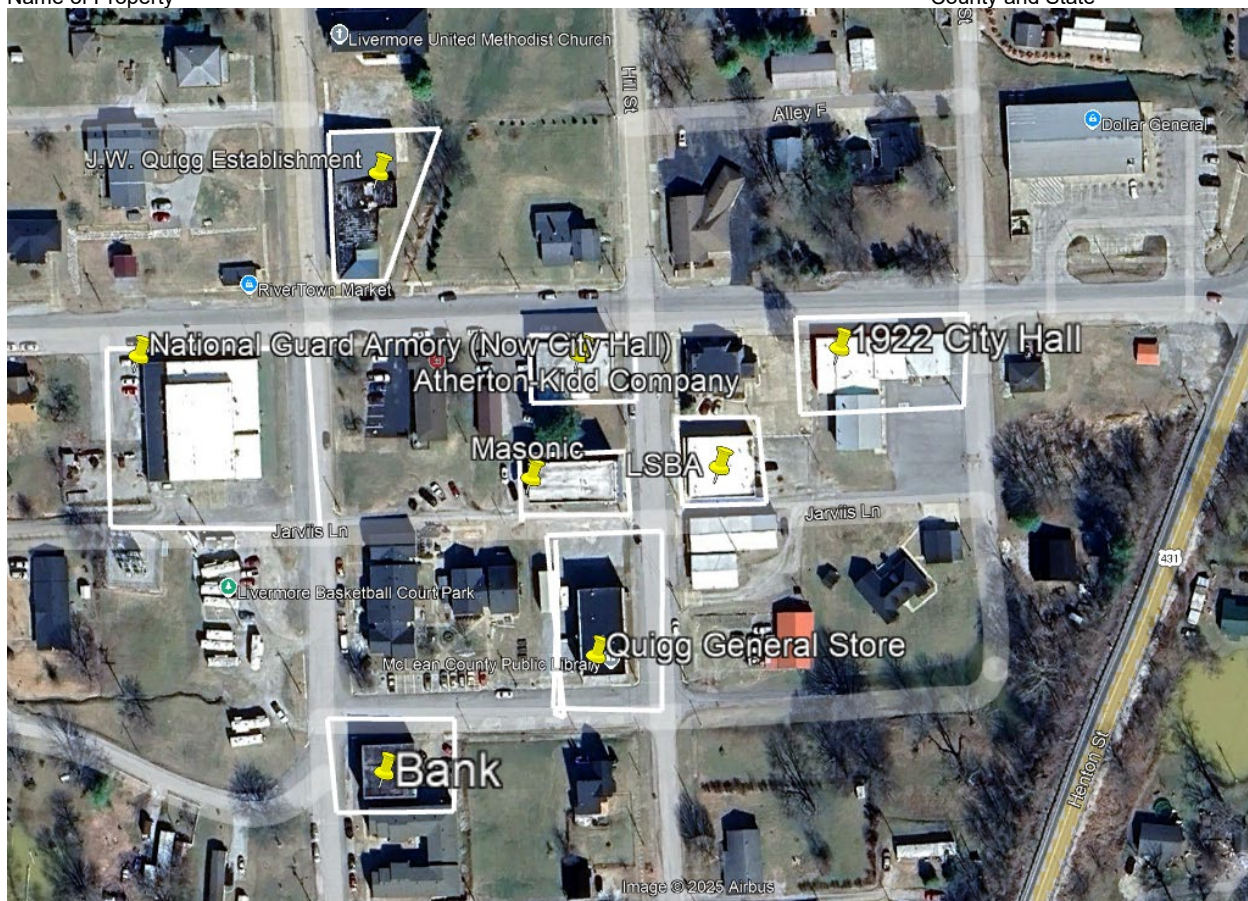
There are a few properties that remain in Livermore’s commercial district to provide a glimpse of the commercial activity in the community. Those properties are plotted on the map below, and in the images following the map. They form the primary comparison properties with the Quigg Establishment, to answer how it conveys the significance of local commerce:

J. W. Quigg Establishment

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Locations of standing buildings and their original names (see photos on next page)



Bank @ Second and Main
map)



Atherton-Kidd Company (City Hall on 1931
map)

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1924 Masonic Temple



1954 Livermore Savings and Building Association (LSBA)



1955 National Guard Armory (now City Hall)



Quigg General Store



1922 City Hall

By looking at the survey of the remaining evidence of commercial activity in this town, we can see some commercial buildings with greater intactness than the Quigg Establishment. Sources date the Quigg Bank/Post Office dates to 1901, though its window hoods seem to date more from the 1880s. It seems very faithful to its construction from at least 120 years ago, and helps show

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what buildings in the commercial area aspired to during the eras steamboat and railroad commerce. Likewise, the community's post-WWII constructions—the Savings and Building Association, and even the 1955 Armory—all point to an era of commercial success that Livermore was enjoying due to the convenience of truck traffic to move final goods from Livermore's factories to markets outside of the town. But as transportation changed, commerce also changed. By the 1970s, small factory towns, such as Livermore, saw fewer of their produced goods able to compete in what was becoming a world-wide market. Consequently, the majority of the town's commercial and industrial buildings disappeared. The owners of the buildings which remained, found some way to adapt to new commercial landscapes. Of all the buildings in Livermore, the physical plant of the Quigg Establishment exhibits the greatest local effort to adapt to shifting commercial demands by changing the building itself. The Quigg Establishment's owners showed a continuous effort, during the Period of Significance and afterward, to transform the building to meet the demands of commerce, which is characterized by continuously improving transportation networks and the efficiencies of business consolidations.

The Quigg Establishment has integrity of **location** and **setting**. It defines the northern span of Livermore's remaining commercial resources that occurred on Main and Hill Streets. Along with its neighbors to the south and east, give us a strong indication of the commercial area of Livermore. The property's immediate setting is bounded on the east by the former L&N Railroad right-of-way, which is visible as a corridor of unused space in the community. That corridor is recognizable for its lack of re-development and reminds viewers that the Quigg Establishment was built during the era when the railroad was the dominant transportation mode.

The Quigg Establishment's **material** and **design** intactness remains more in its form, its brick materials, and a few historic features at the cornice and some of its window openings. The building's openings—storefront, window sashes, doors—have undergone replacement or closure or removal. These changes have resulted in a good deal of loss of its historic design. While design is embedded in every building, and any building's design cues communicate that property's function and social meaning, enough elements of the Quigg Establishment's essential shape and details remain to enable us to recognize its original design and its subsequent design eras. Its 1960 addition transmits a design story that is seen in the more intact post-WWII buildings in Livermore. That is, at the end of the period of commercial significance in the community, design of buildings used by the public had ceased to employ the building vocabulary used by builders during the nineteenth century. The Quigg Establishment's 1960 addition, and to some degree, the remodeling of its 1912 and 1921 portions, adopted the vocabulary of the Modern era, with clean lines, wide use of glass in display areas, sparse use of applied detail, and an emphasis on functionality. The building's 1912 and 1921 design can be recognized, but the faithfulness, and thus the integrity, of the building's design is more aligned with post-WWII design values that we see in Livermore's other commercial buildings from that era.

The Quigg Establishment's integrity of location, setting, materials, and design together enable the building to exhibit an integrity of associations. Some of the commercial and community buildings of Livermore have remained more intact, and thus tell a strong story of commerce and continuity in Livermore. The Quigg Establishment gives us perhaps the community's best story that long-term commercial viability required adaptation and change during the historic period.

J. W. Quigg Establishment

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9. Major Bibliographical References

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

Bennett, Edith L.

1978, *Lest We Forget, Livermore Kentucky*. Published by author. Volume III.

McLean County Courthouse records

McLean County Historical Society

1992 *McLean County Pictorial History*. Dallas, Texas: Taylor Publishing

Personal Communication with Eldon Eaton (former Mayor)

Westberg, Ann

1977 *Lest We Forget, Livermore KY 140th Anniversary*. Hartford, Kentucky:
McDowell Publications. Volume II

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # _____

☐ recorded by Historic American Engineering Record # _____

☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☒ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property .237

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Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 37.488492 Longitude: 87.135832

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

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 (Describe the boundaries of the property.)

Bounded by Main Str. On the west, Third St. on the south, the old railroad bed on the east (tracks removed), and the Livermore United Methodist Church on the north.

Boundary Justification (Explain why the boundaries were selected.)

According to deed description

Property Owner: Livermore Enhancement Foundation, Inc.

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

J. W. Quigg Establishment

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name Ralph W. Thacker DMD, Chairman, Livermore Enhancement Foundation

street & number P. O. Box 490

telephone 270-313-5969

city or town Livermore

state KY zip code 42352

11. Form Prepared By

name/title: Ralph W. Thacker DMD/Chairman

organization: Livermore Enhancement Foundation, Inc.

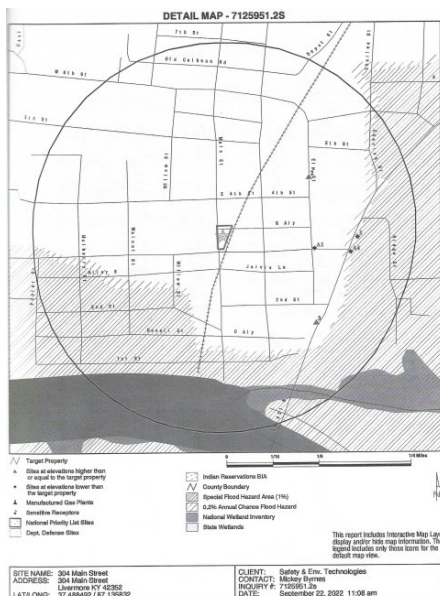
street & number: P. O. Box 490

city or town: Livermore state: KY zip code: 42352

e-mail: rwt2thdr@aol.com

telephone: 270-313-5969

date: 2-1-25



Photographs

Photo Log

Name of Property: J.W. Quigg Establishment
City or Vicinity: Livermore
County: McLean
State: Kentucky
Photographer: Ralph Thacker
Date Photographed: May 2025

J. W. Quigg Establishment

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Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 12: Front (south) façade, shot to the North
- 2 of 12: South and east sides, shot to northwest
- 3 of 12: East façade, shot to west northwest
- 4 of 12: East façade, shot to west
- 5 of 12: East façade, shot to southwest
- 6 of 12: East façade, shot to west
- 7 of 12: North façade, shot to south
- 8 of 12: North and west facades, shot to southeast
- 9 of 12: West façade, shot to east
- 10 of 12: West façade, shot to east
- 11 of 12: West façade, detail, shot to west
- 12 of 12: West façade detail, shot to west



J.W. Quigg Establishment, McLean County, KY, area map

J. W. Quigg Establishment

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