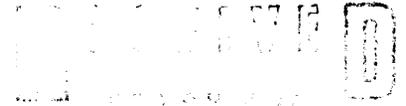


United States Department of the Interior  
National Park Service



National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name The New Sherwood Hotel  
other names/site number Sherwood Inn / NE-189

2. Location

street & number 138 South Main Street N/A not for publication  
city, town New Haven, N/A vicinity  
state Kentucky code KY county Nelson code 179 zip code 40051

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>      </u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>      </u>	<u>      </u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>      </u>	<u>1</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>      </u>	<u>      </u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>1</u> Total

Name of related multiple property listing: N/A  
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.  
Signature of certifying official David L. Morgan Date 2-21-92  
State Historic Preservation Officer, Kentucky Heritage Council  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

5. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register.  See continuation sheet.  
 determined eligible for the National Register.  See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other, (explain:) \_\_\_\_\_  
Signature of the Keeper 3/26/92  
Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

DOMESTIC/ hotel, inn

COMMERCE/ bar-room, dining-room

Current Functions (enter categories from instructions)

Commerce/ Bar-room

Domestic/ Multiple Dwelling

WORK-IN-PROGRESS

**7. Description**

Architectural Classification

(enter categories from instructions)

"Late 19th & Early 20th Century American  
Movements"

Materials (enter categories from instructions)

foundation STONE/ Local (limestone)

walls BRICK/ Solid Masonry

common bond pattern

roof METAL/ Steel, standing-seam

other lintels & sills, STONE (imported)

base-cornice bands, CONCRETE BLOCK

Describe present and historic physical appearance.

SEE: Continuation Sheet

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

TRANSPORTATION  
ARCHITECTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1914-1932  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

1914 & 1920  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

N/A  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

N/A

Architect/Builder

Architect: Johnson, W.F.

Builders: Johnson, W.F. & Hizer, Charlie

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SEE: Continuation Sheet

See continuation sheet

**9. Major Bibliographical References**

SEE: Continuation Sheet

Previous documentation on file (NPS): N/A

- 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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government CLG Program, Bardstown
- University
- Other

Specify repository: Johnson Family Collection, Records-Photos, New Sherwood Hotel, 138 S. Main St., New Haven, Kentucky 40051

**10. Geographical Data**

Acreeage of property less than one acre

UTM References

A 

1	6
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6	2	4	0	6	0
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4	1	6	8	5	2	0
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Zone Easting Northing

C 

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B 

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Zone Easting Northing

D 

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New Haven Quad

See continuation sheet

Verbal Boundary Description

The boundaries of the nominated property correspond to the legal boundaries of the property as recorded in Deed Book 80, page 86, Nelson County Clerk's Office in Bardstown, Kentucky.

See continuation sheet

Boundary Justification

The boundary of the nominated property is appropriate given the historical-architectural basis for significance of the New Sherwood Hotel. The nominated property includes only that original parcel that historically was acquired by the original proprietor of the New Sherwood Hotel, T. H. Johnson, dated October 20, 1913, and referred to as the New Sherwood Hotel Lot in the deed.

See continuation sheet

**11. Form Prepared By**

name/title David H. Hall, CLG Director, Bardstown-Nelson County  
organization CLG Program, Bardstown & Joint Planning Comm. date November 27, 1991  
street & number 115 East Stephen Foster Avenue telephone (502) 348-1808  
city or town BARDSTOWN, state KENTUCKY zip code 40004

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Continuation SheetSection number 7 Page 1The New Sherwood Hotel, NE-189  
New Haven, Nelson County, Kentucky

Item 7, Description, NE-189

Page 1

The New Sherwood Hotel is a two-story brick structure displaying a high level of architectural integrity. It is an important community landmark in New Haven, Nelson County, Kentucky and is a singular remnant of the town's early transportation related commercial development. The nominated property includes one contributing resource, the hotel building, and one non-contributing resource, a railroad car (caboose), which is in the rear yard and is considered a non-permanent feature.

The Sherwood is located near the commercial center of New Haven, largest town in south Nelson County (population 926, in the 1980 census). The structure occupies the southeast lot created by the crossing of the former Knoxville Branch of the L&N Railroad and U.S. Highway 31-E, once the eastern branch of the Louisville-Nashville Turnpike, which bisects New Haven from north to south. The railroad (that portion from near Boston, Kentucky, to New Haven) is now owned by the Kentucky Railway Museum and crosses the highway at an angle, northwest to southeast. Thus, the lot occupied by the Sherwood Hotel is trapezium like in shape measuring approximately 100 feet on the west frontage along US-31E, 225 feet along the north side railroad right-of-way-line, 49.5 feet along the east end line and 211 feet on the south side lot line.

The Sherwood Hotel is situated in an area where only a handful of buildings with historic and architectural integrity remain. Many changes have been made to the buildings from the period 1880-1940, which makes the potential for a National Register District marginal, if not impossible. In the 1978 Kentucky Heritage Council Survey of Historic Resources, a total of nine resources were recorded in New Haven. Only five of the nine were commercial buildings. The nearest National Register listing to New Haven is the Howard Brothers Store (NE-159) at Howardstown, eight miles south. A more detailed and comprehensive survey of historic resources is now desirable with the on-going and potential changes in this part of Nelson County and New Haven.

The Sherwood Hotel is an early 20th century commercial building designed with angled front corners to conform with the irregular lot. The two-story, U-shaped plan is of solid masonry-brick walls on a shaped limestone foundation with formed concrete block used as base and banding for exterior surface decoration. All window and door openings have shaped, stone lintels with the same material used for window sills. A parapet wall graces the front and sides of the building with top decorative banding created with extended brick corbeling (photos 1&2). Below this is a decorative belt formed by two courses of concrete block utilizing all rusticated surface on the top course. The lower course of block utilizes alternating rustic and smooth surfaces to create texture with color change (photo 2). All standard windows utilize one-over-one, double-hung sash with wider openings on the ground floor, in comparison to the second-floor windows. The over-wide, back dining room windows have divided, two-over-two, double-hung sash (photo 3).

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A series of iron cleats mounted in the front facade's masonry were intended for a two-tiered porch which was never installed. An exterior door in the upper level, middle-front, still gives present day indication of the designed feature for the building which was never completed due to unexplained circumstances (photo 2).

The Sherwood Hotel is set back (east) of the property line ten feet allowing a broad, raised front-verandah or walk (this would have been the base for the projected porch-gallery). The main (west) front has two major entry doors, each designed with multi-light transoms and side-lights. In the canted corner nearest the railroad crossing is the direct entry to the bar-room with side-lights now infilled with glass bricks (post WW II). The main access for the hotel and dining-room is off-set south of center on the main (west) front (photo 1). Most other exterior access doors had a deep transom unit over, except for rear storage room doors where the ceiling height was lowered.

The complex ground-floor-plan has interior divisions according to use with the main mass of the building, two rooms deep, arranged parallel to the north-south highway. A wing extends from the main front (north-end) along the railroad (photo 3). Another one-story attached wing extends east from the south end of the main front (see: photo 4 & floor plan 1). Two massive cellar rooms are under the north end of the building divided for use and access.

The historic bar-room function is on the north-west corner nearest the railroad with adjacent rooms for barrel goods and liquor storage extending behind (east) in the north wing. The south-central, front section has hotel entry-hall and front, main-stairs. A front room, just left of the front entry (and connecting to the bar-room), probably was a 'sample room' for traveling salesmen. Behind the entry hall and sample room is a back-service-hall and back-stairs. A large dining room runs north-south, centered in the rear behind hotel entry and sample room, connected by service halls to kitchen service wings, back-stairs and bar-room (floor plan 1). Large, east windows in the dining room look out on the rear courtyard created by the hotel's wings (photos 3 & 4).

The private living quarters for hotel owner-operator is comprised of the south-end, ground floor rooms. An original kitchen room is located in the one-story, south wing extension (east end). Apparently this large kitchen space served both the adjacent dining room (hotel guests) and the resident family's food needs.

The second floor is totally devoted to hotel rooms. A north-south hallway completely divides the main, front block of hotel rooms (floor plan 2). Near the north end, a side connector hallway (now, fitted with privacy door) ells to the east, then descends by a flight of five steps into the north-east rooms. The transition in levels is caused by the lower ceiling height of storerooms below (four feet) reflected in the step-down parapet on the hotel's north end (see: photos 1 & 3 and floor plan 2). These two second-

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floor, north-east rooms have extra interest created by the geometric angles and window placement, generated by the angles of the exterior walls, making unusual interior spaces. All hotel rooms display a variety in size and have the benefit of natural light and ventilation by exterior windows.

All interior trim is standard mill-work of the day in pine, originally finished with varnish stain. Interior pine doors have horizontal panels. The front staircase has turned balusters and square newels (photo 5). Many interior doors have a glazed transom window above for air circulation. Exterior doors on the main front have a glazed upper section above horizontal panels (replacements, dating post WW II).

Interior walls were painted over plaster and a local sign-painter decorated the bar-room with sporting scenes and large pictures of quart whiskey bottles, complete with local brand labeling and identity. These are arranged on panels about the room (photo 6). In the dining-room a mural band is carried around the room displaying a panoramic landscape scene from right to left, with continuous theme of local activity and features (photo 7). An interior feature or particular note is the massive back-bar and counter in the bar-room. Originally used in the old Green-street Saloon in Louisville, it was brought to Boston, Kentucky, then acquired by the New Sherwood Hotel and installed with the building's construction (1914) when Boston was voted 'dry'. Made of oak and mahogany, with a variety of Victorian era decoration, it continues to serve the same purpose today it was designed and built for before the year 1900 (photo 8).

ALTERATIONS

The New Sherwood Hotel has suffered only minor changes and modifications since construction. On the ground floor the main bar-room entry (north-west corner) had the side-lights replaced with glass bricks in a vertical section, from ground level to the transom bar. The door was changed about the same time, 1947 (original remains in storage, on premises). Infill to this door opening is all within the original masonry, with no effect on the transom section. (While easily reversible, this alteration may have gained significance in its own right). Another single track-side pedestrian door into the bar (north-side) has been modified by frame infill to window below with air-conditioner above in the old transom opening. Also on the exterior, some window openings have been modified on the south side of the old kitchen room to facilitate modern kitchen and bathroom installation, equipment and space changes. Confined to infill of window openings, none is irreversible or of any serious impact on the overall architectural integrity of the hotel structure.

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The New Sherwood Hotel, NE-189

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On the second floor the multitude of hotel rooms (12) was converted after 1932 into a series of apartments (3). Simple partitions were installed dividing the long hallway and some added doors were cut between individual rooms to facilitate the new use. Overall, modifications are very minimal with no original walls, trim or features removed or damaged. The original integrity of the floor plan on both first and second floors, reflecting the hotel-design function, remains intact.

With any National Register District in New Haven which could include the New Sherwood Hotel a very remote possibility, this individual nomination appears justified by the singular quality of this resource and the full-scale renovation in progress in accordance with the Secretary of the Interior's Standards for Rehabilitation utilizing fully accepted preservation methods.

The owners (the Johnson Family, descendants of the original proprietor) are in the process of returning the historic hotel structure to its original function, serving food and drink to rail and road travellers, with over-night lodging available to groups and individual. This revival is a congruent, complimentary function to the adjacent Kentucky Railway Museum where the boarding of passengers onto vintage passenger cars occurs in the rear yard behind the New Sherwood Hotel (leased to KRM by the Johnsons for that purpose). Once again hotel visitors and guests can see and hear from the Sherwood the same sights and sounds which justified its construction and were an everyday occurrence in the first period of its historic significance between the years 1914 and 1932.

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Page 4, cont.

The New Sherwood Hotel (NE-189) in New Haven, Kentucky, is locally significant for the period 1914-1932, under Criterion 'A' as a rare and intact remnant of an early, transportation-related commercial facility in a rural Kentucky town. It was evaluated within the historic context, Transportation Related Developments In Nelson County, Kentucky, 1850-1941. This context awaits full development by the State Historic Preservation Office (Kentucky Heritage Council).

The building is also architecturally significant under Criterion 'C' as a remarkable example of plan, execution and modern exterior decoration for the location and the time period (rural Kentucky, in the early 20th century). Surviving on the interior are remarkable fixtures and local-artist-primitive mural-wall decorations which were unusual from their inception. The hotel building, inside and out, is a tangible reflection of the prosperity and confidence of an early 20th century Kentucky hotel-keeper.

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HISTORIC DEVELOPMENT

New Haven, Kentucky traces its origin to Captain Samuel Pottenger's Meat Cabin erected in 1781 at the present town site, located near the mouth of Pottenger's Creek on the Rolling Fork River in south-west Nelson County. Expansion by 1790 with grist-mill and companion distillery, made it Pottenger's Repository for the developing flatboat river traffic down the Salt and Ohio River to New Orleans. In 1818, the Captain's son, Sam Pottenger Jr., made a remarkable trading trip via New Orleans to New Haven, Connecticut. Much impressed with the New England village, he returned in early 1819 and, at once, replaced the old sign on the meat cabin with a new one reading, NEW HAVEN. In March, 1819, he had the County Surveyor lay off official lots and squares, reserved Lot #1 for himself and took up permanent residence in New Haven later that year. The town's forty-year evolution had been due to its strategic location at the center of a network of trails and traces which combined with the river transport system much utilized both before and after the age of steam.

New Haven is also a regional center made remote because of distances (more than 10 miles to any County Seat town) and geologic terrain (within the Knob Region of steep hills, dividing the Blue-grass Region from the Green River country and the Barrens). With the turnpike-road system developing throughout Kentucky, between 1840-1845, construction of the eastern branch of the Louisville-Nashville Turnpike improved the old trace through New Haven making possible regular stage-line schedules. General travel and transport of cargo and produce was much encouraged by the first bridges and all-weather Macadam surface on the north-south artery. New Haven was the natural hub-cross-roads in south Nelson County with river-road junction to serve the increasing 19th century commercial traffic.

Railroad service came to New Haven by the end of 1857, one of the earliest 'in use' elements of the Louisville & Nashville Railroad system. Initial organization and planning by L & N in 1853 included a major 'Branch Road' to extend to Lebanon, Kentucky, and beyond. This utilized the geography of the Rolling Fork Valley to capitalize on the established regional manufacture and commerce in the greater New Haven area, assuring the rail-line's passage through town. L & N's plans included from the beginning extending the Lebanon Branch all the way to Knoxville, Tennessee. Construction was pursued even during the Civil War with the line reaching Stanford and Crab Orchard by mid-1866. But the branch line's immediate success was in part due to the diverse distilling production in the New Haven region plus the Nelsonville Iron Furnace, a few miles north-west (on the R-R), producing 12 to 20 tons daily (in blast 1836-1874).

Major carrier rail service combined with improved turnpike-road system and established river-artery to complete the 19th century ideal transport system now serving the area. New Haven's growth continued after the Civil War with the impetus. By 1882, with a population over 400, three hotels clustered near the railroad crossing.

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One of these was the Johnson House, also called the 'Sherwood', owned and operated by Thomas H. Johnson who had come to New Haven from Hardin County in 1875. Paralleling the town's growth, the Johnson House Hotel operation had sustained success after 1882 in the original two-story, frame building which stood further east along the tracks than its replacement. Spanning the entire front facing the tracks, the building had a two-story galleried porch (probable cause for that feature to be designed for the 'New Sherwood').

After some years lapse, L&N Railroad resumed development of the Knoxville Branch with the rail connections necessary for operation of through trains between Louisville and Knoxville. About thirty years after the plan was formed (1859) the cow-catcher touching ceremony took place at Jellico on the Kentucky-Tennessee border, April 2, 1883. Through-train service was achieved, June 4, 1883. Between 1900 and 1910, further acquisitions and construction by L&N resulted in the Knoxville Branch becoming part of the extensive rail network extended on to Atlanta, Georgia, owned or totally controlled by L&N Railroad. New Haven, Kentucky, sat astride this branch rail line connecting most of the south-east with Louisville. It was the beginning of a decade (1910-1920) which saw the peak prominence of rail transport-travel for rural Kentucky. It was also the pre-prohibition peak of prosperity for Nelson County.

In central Kentucky, few transportation-related resources have survived from this early 20th century era for comparison with the New Sherwood. In Nelson County there is one example, the Kolb-McClain Hotel (NE-263) in Bloomfield (contributing in the Bloomfield National Register District, June, 1991, #27), built about 1920. There is little similarity between the two hotels in site selection, design-floor-plan and construction materials beyond the date of construction and each example was a modern replacement for the earlier building. The Bloomfield Hotel is constructed of formed concrete block and is sited down-town some considerable distance from the railroad depot, terminus of a branch line. Thus, its focus was the business and commercial travellers first associated with road travel and the nearby tobacco market warehouses. The general style of the Bloomfield hotel is a vernacular study in Colonial-Classical-Rivival worked in the shaped blocks with a full, two-story galleried front porch which spans the front. Its interior divisions were simple from the beginning when compared to the Sherwood and since have been much modified, first for Funeral Home and more lately for apartments which is the current use for the former Hotel. No other railroad oriented Hotel survives in Nelson County from the 1910-1920 era.

ARCHITECTURE

In 1913 a major fire destroyed the old Sherwood or Johnson House, plus many other buildings in New Haven. It cleared the site where the New Sherwood arose by 1914, positioned on both railroad and highway. The modern hotel was constructed by the carpenters W. F. Johnson and Charlie Hizer. Johnson family descendants credit the hotel design to the head carpenter, W.F. Johnson, oldest son of the 1st Proprietor, T.H. Johnson. Hizer is credited with expanding

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the Greenstreet Saloon back-bar and counter to the New Sherwood's Bar-room. The resulting structure exhibits the hotel designer's familiarity with modern floor-plan and construction trends in much larger communities like Louisville and its suburbs, Lexington, Covington, Bowling Green and western Kentucky centers (Johnson's training is unknown but he must have traveled to some degree and/or worked in other places). Fitting the building to the angles of the lot, while successfully arranging the floor-plan to accommodate the various operations housed under one roof (Bar-room, storage, hotel-function, sample-room, dining-room & private quarters) required extensive design knowledge and experience to meet these needs. Perhaps the ultimate proof of design success is how minor the changes have been (i.e., proven necessary) inside and out since construction.

Only in the narrow time-frame, 1912-1917, could the New Sherwood Hotel have been built in New Haven, displaying the size and scope incorporated plus the modern treatment and mix of masonry materials utilized on the exterior. Considerations for fire-proofing and minimal maintenance may have determined the solid masonry walls and minimum exterior use of wood-trim for decoration. Formed concrete block with decorative face surfaces were just coming into some use in Nelson County by this era. But their use on the Sherwood, to add decorative pattern and texture, is in advance of rural building trends. Rather, the expected, more normal use for the concrete blocks during this period would have been the outer surface of the entire lower floor or all exterior wall surfaces.

The exterior design treatment of cornice and base exhibits the simplification of surface decoration which began with late Victorian commercial designs in the early 20th century. No other example exists in New Haven. Also something of a surprise is the use of masonry banding and geometric patterns for cornice decoration rather than manufactured metal sections, still more the predominant, normal choice for parapet finish in rural Kentucky during this period. When compared with emerging trends and transitional building practices, the Sherwood Hotel is notably ahead of the standards for its time and place.

On the exterior, the hotel name is painted on the masonry walls. This was executed by a traveling sign-painter and signed, "Worley, DKTR, ALA", his abbreviation for 'Decatur, Alabama'. These original signs have been maintained since their original execution by over-painting (except the north-side panel remains untouched). Worthy of note is the emphasis of NEW Sherwood Hotel, indicating the continued comfort and service established by the 'Old' Sherwood, which burned. Also, the major, second-floor sign panel on the angled, east-end of the building could only have served to identify the hotel for rail passengers coming from Knoxville-Lebanon headed north-west toward Louisville, indicating the New Sherwood's major focus upon railroad travellers. Even though rail passenger service stopped by L&N about 1954, this welcoming east-end panel has been repainted and maintained.

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On the interior, wall decorations were painted by G.O. 'Gus' Bell, a native house painter who worked the New Haven area with P.D. Johnson, youngest son of the hotel proprietor T.H. Johnson. No other precedent can be cited for this kind of rural-primitive art-work-decoration in a commercial structure located in Nelson County or the New Haven area. Some bar-room panels obviously advertised local brands with depictions of labeled whiskey bottles. The other bar-room panels were of idealized nature and hunting scenes in local fields and woods, thus, customer entertainment to effectively take the place of framed wall hangings.

The panoramic mural band in the hotel dining-room is out-of-the-ordinary in its design content and execution. Located high on the wall, the top edge corresponds with top of door-window trim. The mural provides the viewer a travelogue from right to left. The band is interrupted by the wall openings but the continuity of a trip through the south Nelson County countryside continues around the band with Knob terrain, fields and valleys, buildings, vistas and activities of the region represented for the beholder. Prominent in this artistic rendering is the depiction of railroad tracks, complete with steam-engine and string of passenger cars making its way majestically south (left), along the Rolling Fork Valley. Best proof of the regard and consideration these artistic wall decorations have attained in the decades after their completion by Gus Bell is the fact they have never been covered or removed in the seventy-five years of the Hotel's changing fortunes. This remarkable survival provides a rare chance to experience unusual and effective period commercial advertising-decoration, apparently out-of-the-ordinary even as it was created with the building's construction in 1914.

#### HISTORIC SEQUEL

While construction of the New Sherwood Hotel was spurred by a period of local economic growth, developments had begun which threatened the many local whiskey distilleries, one of central Kentucky's major industries. The New Haven area was dotted with large and small distilling plants taking advantage of the abundant iron-free limestone water and railroad transport system. For commerce, bulk shipments of whiskey moved by rail, both in cases and barrels. By 1913 Federal Law prohibited liquor shipment into 'dry territory'. Legal distilling ended in the U.S., September, 1917, prompted by America's entry into World War I. In June, 1919, the 'Wartime Prohibition Law' halted production and sales until state vote on the 18th Amendment. The Volstead act made the entire U.S. dry, January 17th, 1920. More than ten distilleries were near New Haven (as a center) including adjacent counties. The depression for New Haven and the greater Nelson County Region began more than ten years before the Stock Market crash of 1929.

The effect on the New Sherwood Hotel must have been immediate and increasing with each year that passed. By the 1920's the hotel proprietor was P.D. Johnson, youngest son of T.H. Johnson. For a time he tried a soda-drink bottling plant in that portion of the hotel designed for case and barrel liquor storage. It apparently proved to be a poor substitute for the previous business. For a time the devel-

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oping auto-truck use and improved highway system must have helped off-set the depressed business conditions. But quickly private auto use proved the end to almost total dependance on the railroad for traveling any distance. Auto travel-transport potential also made it possible to return home easily after the trip to New Haven for business or visit of necessity. No longer was it necessary to stay over-night in the hotel before resuming travel by horse, buggy or stage-coach the following day. Consequently, the New Sherwood Hotel and Dining-room both ceased to function about 1932, the peak of the National depression. The Johnson family converted the top floor to three apartments for family members and the private quarters continued in their original function. Other portions of the extensive building, including the impressive dining-room, were relegated to storage space. Finally, after 'Repeal' in 1934, the Sherwood's impressive bar-room with Victorian era back-bar was able to resume the service and function which its designers had intended.

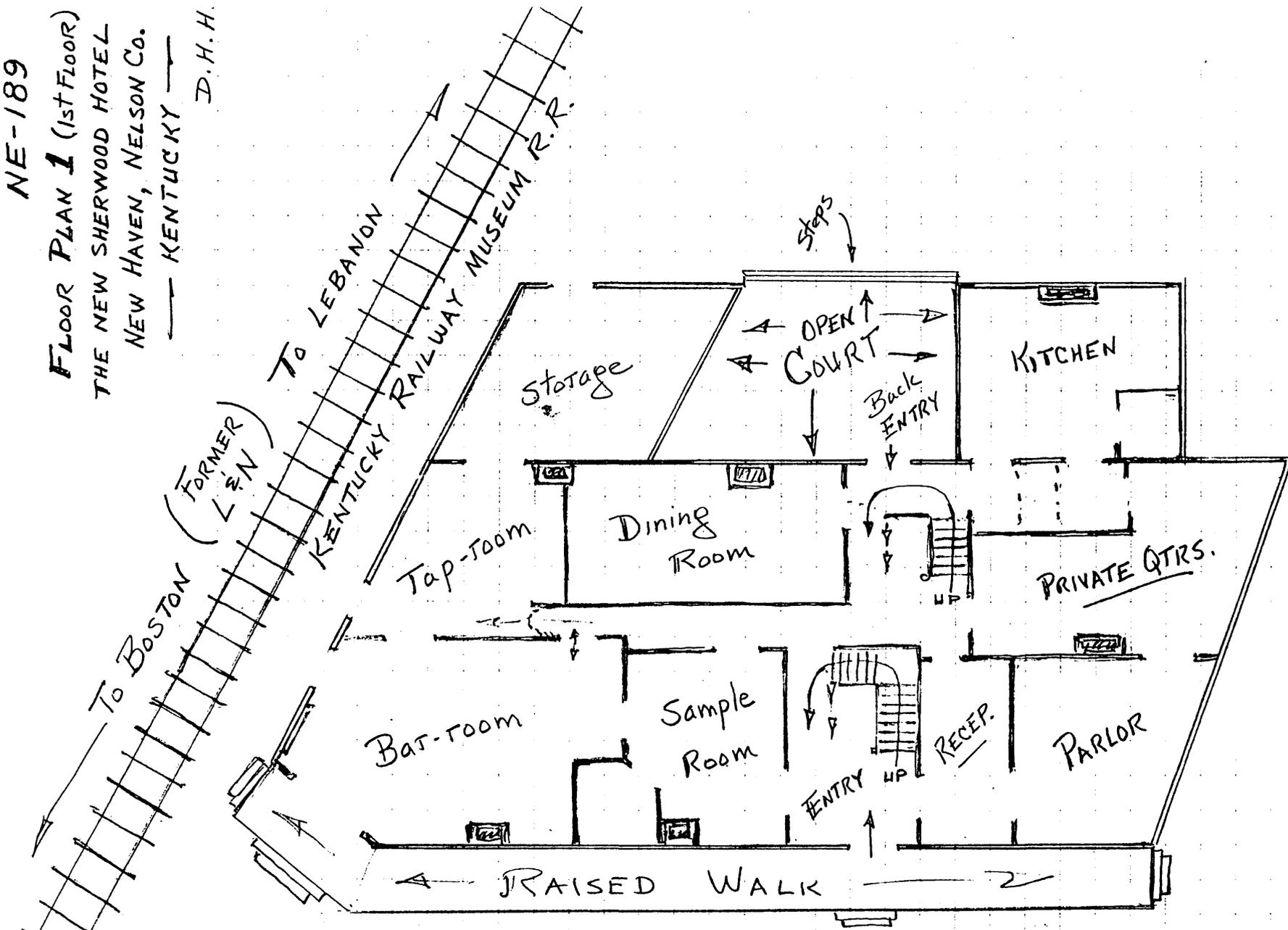
With the coming of the Kentucky Railway Museum to New Haven, Kentucky, in 1990 six members of the Johnson Family purchased the New Sherwood Hotel from a greater number of heirs (the hotel has always been owned and operated by the Johnsons, descendants of the original proprietor). They had reached a collective decision and resolve to return the Sherwood to its original grandeur, purpose and over-all operation as a Railroad Hotel. A full restoration, systems up-dating and refitting has been underway for over a year with the restored Dining-Room, complete with Gus Bell's restored panoramic mural band, scheduled for re-opening in the Fall of 1991.

NE-189

FLOOR PLAN 1 (1st Floor)  
THE NEW SHERWOOD HOTEL  
NEW HAVEN, NELSON Co.

KENTUCKY

D.H.H.



US Highway 31-E NORTH SOUTH

November - 1991  
(NOT TO SCALE)  
Representational, ONLY.

S ← US - 31E → NORTH

MUSEUM

SHERWOOD  
INN

27

42

6

32

14

PROPOSED  
CONCRETE

CABOOSE

TREE

TABLES

TREE

to Lebanon  
RAILWAY

NE-189  
(NOT TO SCALE)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

The New Sherwood Hotel (NE-189)  
New Haven, Nelson County, Ky.

Section number PHOTOS Page 1

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For All Photos

Historic: The New Sherwood Hotel  
Photographer: David Hall  
Negative Location: 115 East Stephen Foster Avenue  
Bardstown, Kentucky 40004  
Date Taken: 1991

<u>Photo No.</u>	<u>View or Elevation</u>
1	Main entry, to southeast
2	Second floor door, main facade, to southeast
3	Rear bays, to northwest
4	Rear bays, to southwest
5	Interior, main stairway
6	Interior, dining room mural
7	Interior, dining room mural
8	Interior, bar