

1342

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Irvington Historic District

other names/site number N/A

2. Location

CSX railroad on the north, Third Street on the east, Caroline St. on the street & number south, and the rear property line on the west. not for publication N/A

city or town Irvington vicinity N/A

state Kentucky code KY county Breckinridge code 027 zip code 40146

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 nationally statewide locally. (See continuation sheet for additional comments.)

David L. Morgan David L. Morgan, SHPO and Executive Director 10-1-97
 Signature of certifying official/Title Date
Kentucky Heritage Council/State Historic Preservation Office
 State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of certifying official/Title Date

 State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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

Date of Action

Patrick Anderson

6/29/98

Irvington Historic District
Name of Property

Breckinridge Co., KY
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
20	14	buildings
3	1	sites
12		structures
		objects
35	15	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE/TRADE/department store
COMMERCE/TRADE/specialty store
COMMERCE/TRADE/financial institution
GOVERNMENT/post office
TRANSPORTATION/road related
COMMERCE/TRADE/business
INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility
TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE/department store
COMMERCE/TRADE/specialty store
COMMERCE/TRADE/business

7. Description

Architectural Classification

(Enter categories from instructions)

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

Materials

(Enter categories from instructions)

foundation BRICK
walls BRICK
SYNTHETICS: VINYL
roof ASPHALT
other STONE: LIMESTONE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Period of Significance

1888-1940

Significant Dates

1888

1889

1940

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by Historic American Buildings Survey, recorded by Historic American Engineering Record.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

Kentucky Heritage Council, State Historic Preservation Office, 300 Washington Street, Frankfort, KY 40601

Irvington Historic District
Name of Property

Breckinridge Co., KY
County and State

10. Geographical Data

Acreage of Property 12.64 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	6
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5	6	2	7	2	0
---	---	---	---	---	---

4	1	9	3	0	0	0
---	---	---	---	---	---	---

3

1	6
---	---

5	6	2	9	6	0
---	---	---	---	---	---

4	1	9	2	6	1	0
---	---	---	---	---	---	---

2

1	6
---	---

5	6	3	1	8	0
---	---	---	---	---	---

4	1	9	2	7	2	0
---	---	---	---	---	---	---

4

1	6
---	---

5	6	2	9	0	0
---	---	---	---	---	---

4	1	9	2	6	1	0
---	---	---	---	---	---	---

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Donna G. Logsdon, Historic Preservation Consultant

organization Logsdon & Logsdon Architects date 7/28/97

street & number P.O. Box 177 telephone (502) 528-4698

city or town Hardyville state Kentucky zip code 42746-0177

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Irvington Historic District Breckinridge County, Kentucky

7. continued

Materials

foundation: CONCRETE
walls: METAL-Aluminum
CONCRETE
WOOD-Weatherboard
WOOD-Plywood/particle board
roof: Other: clay

Narrative Description

The Irvington Historic District is composed of 30 properties which is comprised of 18 primary commercial buildings, two secondary buildings, twelve structures, and three sites that are contributing to the district. The overall historic character of the district is strong despite the ten primary commercial buildings, four secondary buildings and one site that are non-contributing. Buildings designated as non-contributing have been either altered to the extent that their historic shape and fabric are no longer visible or are less than 50 years old. The non-contributing site is the location where a building was removed within the last fifty years. The total number of buildings in this district is 34 with 12 structures and four sites. Except for the fourteen buildings and one site that are non-contributing, the district still has much of the same appearance as it did at the end of the period of significance, in 1940.

Irvington's commercial district is primarily comprised of one- and two-story brick buildings constructed between the late-1800s through the mid-1900s on long narrow lots. Those buildings built after 1940 were not considered to be historically significant, and therefore do not contribute to the historic character of the district. The district covers 12.64 acres.

Irvington's Historic District Boundaries

The Irvington Historic District, in general, covers part of six blocks located on the east and west sides of State Route 79, one of the major transportation routes in Breckinridge County, Kentucky. Specifically, the southern boundary of the historic district begins along the alley between Walnut and

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2

Irvington Historic District Breckinridge County, Kentucky

Caroline Street on the west side of U.S. Route 79, otherwise known as North First Street. Traveling northward, the district includes all of the properties on the west side and the first property just south of Caroline Street on the east side. The boundary continues northward to include the first lot on the west side of North First Street and widens out to include two lots on the east side just north of Caroline Street until it reaches the CSX railroad. At this junction, the northern boundary splits and runs parallel to the railroad including the Train Depot and Coal Tipple on the east, between First and Third Streets, and the Community Milling Company on the west, near Woodlawn Avenue. The area within the present historic district boundary includes all of the properties originally platted in 1889. This cohesive group of buildings represents the period of significance from 1888 to 1940.

Building Characteristics

The Irvington Historic District is the most cohesive group of early commercial buildings that formed one of Breckinridge County's most prosperous railroad towns that continues to thrive today. Of the 30 properties in the district, there are 18 primary commercial buildings, two commercial secondary buildings, twelve structures, and three sites that are contributing to the district. Of the 18 contributing principal buildings, 14, or 78%, date between 1898 and 1920; and 4, or 22%, date between 1921 and 1940, the end of the period of significance. Most of the contributing buildings are primarily one- and two-story brick commercial buildings with flat or low sloping roofs behind parapet walls on long narrow lots facing North First Street.

The majority of these buildings have remained intact for over 80 years and are exemplified by the fact that this cohesive collection of turn-of-the-century commercial buildings reflects elements from a variety of styles based on commercial architecture. The most common elements found throughout this historic district include large storefront windows and a recessed entry on the ground floor and stone lintels and sills accentuate the tall narrow windows on the upper floors. Awnings or canopies extend over the brick and concrete sidewalk sheltering pedestrians from the elements. A flat or stepped parapet wall is often enhanced by corbeling or rectangular brick insets. Amidst these prominent commercial buildings is a small wood-frame commercial building

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Irvington Historic District Breckinridge County, Kentucky

which has remained intact dating from 1900.

A few buildings that deviate from the traditional commercial appearance of row buildings include Irvington's Train Depot (BC-42) # 23; the Coal Tipple (BC-43) # 24; and the Community Milling Company (BC-44) # 30. These three major building complexes, situated along the railroad track, reflect the reasons why Irvington has continued to prosper as a railroad town.

There are ten primary commercial buildings, four secondary commercial buildings, and one site that are non-contributing. Five historic buildings, constructed during the period of significance, have been altered to the extent their original materials and character-defining features are no longer visible, therefore rendering them non-contributing. Nine of the buildings, built after the historic period 1940, were not considered to be historically significant and therefore do not contribute to the historic district. The site categorized as non-contributing had a building on it at one time that was removed within the last 50 years. Therefore, this site was not old enough to qualify as a historically significant site.

The total number of buildings in this 12.64 acre district is 34 with 12 structures and four sites. Although there are only 14 buildings and one site that are considered non-contributing to the districts' sense of place and time, this district is distinguished from other railroad towns in Breckinridge County by the high density of closely related commercial buildings and their close proximity to two major transportation routes, State Route 79 and the CSX railroad; materials such as brick, concrete and wood; the workmanship displayed in the details including brick corbeling and brick insets in the parapet walls, as well as stone sills and lintels; their association to each other, and the feeling they convey as a cohesive unit representing the period of significance from 1888 to 1940.

Early Town Planning - 1888

Between 1888 and 1889, Irvington, originally established as Merino in 1885, was laid out by railroad company surveyors on 315 acres of farmland that was purchased by two area businessmen, Robert Morris Jolly, a local tobacconist and merchant, and Edgar L. Bennett, architect and contractor, who anticipated the route of the Louisville, St. Louis & Texas

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 4

Irvington Historic District Breckinridge County, Kentucky

Railroad at this site. Renamed Irvington in 1888 (Rennick, 50), this incorporated town covers approximately three square miles and as of 1992, its population numbered 1,200 (City, 1).

One of the earliest town plat maps of Irvington, dated January 18, 1889, is recorded in the Clerks office in Hardinsburg Kentucky (Thompson, 47). Covering 155 acres, it shows 32 blocks laid out in a grid pattern with eight east-west streets and five north-south streets. The Louisville, St. Louis and Texas railroad track divides the town in half with 17 blocks located to the north of the railroad and 15 blocks to the south. Almost every block was divided into 20 long narrow lots measuring 40 feet wide and 160 feet long. The main streets were 60 feet wide and alleys within each block were 18 feet wide. Grand Avenue formed the southern boundary, Arch Street on the north, Woodlawn on the west, including Elk Grove Park, and Fourth Street on the east. See Figure 1.

Several town expansions occurred over the years beginning in 1903, when Lon B. Moremen and Jesse M. Herndon surveyed the area bounded by Pearl and College Streets, the Brandenburg Road, and the railroad; known as the Moremen-Herndon addition. The Black Diamond addition to town was surveyed in 1908 and the Akers, Bandy Court, and College additions in 1910. Percy L. Kasey and Gilbert O. Haynes laid out the Orchard Heights addition in 1946 (Bolin).

By 1947, the city limits were almost square covering just over 228 acres according to the State Highway Planning Survey map. See Figure 2. The boundaries on the north and west expanded according to the 1953 U.S.G.S. map. As of 1993, this 475 acre area remains the same. See Figure 3.

In comparison with the 1889 map, current property identification maps show some of the lots doubled in width with approximately 10 lots per block. Also, several of the lots facing North First Street have been turned 90 degrees and are now perpendicular to the street, reflecting town planning that is consistent with most cities. Some of the alleys remain intact providing access from the main streets to the rear of the property. See Figure 4.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 5

Irvington Historic District Breckinridge County, Kentucky

Commercial Buildings

Historically, the downtown commercial district lined the east and west sides of North First Street between Walnut Street and the railroad track. Over the years, several commercial buildings have vanished from the north end of the district on the west side of North First Street. Physical changes also occurred to existing buildings in the district during the 1960s when the City Hall and Fire Department were constructed. Some buildings were torn down while others were covered with new materials altering their original appearance.

One wood-frame commercial building that survives today in this commercial district on North First Street is Dot's Infant Wear (BC-31) # 9. Built circa 1900, it reflects the appearance of an early commercial style with its front entry porch covered by a canopy supported by square wood columns. A tall, flat parapet wall hides the gabled roof beyond, a feature typical on many early commercial buildings.

Two early brick buildings, also dating from 1900, are the Holt Building (BC-40) # 20 and Paynes Barbershop (BC-41) # 21. These two small narrow one-story brick buildings have only one window and a single entry door on the front facade and a tall parapet wall. This modest building plan type reflects a minimal commercial design typically found in small towns.

The majority of commercial buildings within the district expanded on this plan type to include a second floor, one or two ground floor entries and several large storefront windows. Examples dating from 1914 are the N. Gardner Building (BC-26) # 2, Tobins Dry Goods (BC-27) # 3, Irvington Hardware & Implement Co. (BC-32) # 10, the Irvington Post Office (BC-33) # 11, E.D.F. Alexander Building (BC-36) # 14, and Powell Services (BC-37) # 17. These buildings remain intact and are excellent examples of Irvington's Historic District.

Integrity

The Irvington Historic District is being considered for nomination under National Register Criterion A in the area of Community Planning and Development. The district has been identified as an area that conveys a strong sense of its historic environment through its historic buildings, structures, and sites. It reveals much information about the

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 6

Irvington Historic District Breckinridge County, Kentucky

development of the town from its earliest days to 1940 when the last historic building in the district was constructed. It has been determined that the integrity of location, setting, design, and association are the most important aspects of integrity necessary to convey the historic significance of this district.

The integrity of the district's 30 properties, as determined by the criteria outlined below, is fairly high. Twenty-one, or 70 percent, are considered contributing properties. Of the nine non-contributing properties, only four were constructed after the period of significance, 1940. One non-contributing site is now a vacant lot where a building stood until it was demolished within the last fifty years.

All of the historic buildings in the district have integrity of location and setting. Their setting provides an accurate picture of the historic character of the town with streets lined with rows of brick buildings fronted with brick and concrete sidewalks and a few trees.

Integrity of design in this district will exist for a building when it has retained the original building form, architectural details, and fenestration. Additions that use similar materials, are in scale with the original structure, and are compatible in design and character with the original building form, also allow a building to retain its contributing status. Buildings will have an integrity of association when they possess integrity of setting, location and design.

All 28 principal historic commercial buildings, six secondary buildings, 12 structures and four sites in the district have been reviewed using the criteria outlined below for evaluating registration requirements.

Alterations

Common alterations to historic buildings generally fall into four categories: alterations to the exterior fabric including original wood siding or brick covered with vinyl or aluminum siding, or other non-historic materials; alterations to original window and/or door openings including the installation of new windows, infilling existing openings, or making new openings in the exterior walls; canopy or porch alterations involving the replacement of original elements

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 7

Irvington Historic District Breckinridge County, Kentucky

such as columns, new canopy materials, enclosing an open porch, or complete removal of the feature; and additions to the buildings keeping in scale and using similar materials with the principal building. In Irvington, for buildings significant in terms of Criterion A, it has been determined that changes can generally exist in two or possibly even three of the four categories outlined above without compromising the overall integrity of design for the building. Examples of individual buildings displaying changes within the four categories are discussed below.

Commercial Buildings

Of the thirty-four buildings in the district, 20, or 58 percent have been designated contributing because they possess a high degree of integrity. These buildings have remained virtually intact in regard to location, setting, design and association. Of the twenty contributing buildings, 10, or 50 percent, have little or no changes; 7, or 35 percent, have changes in two categories; and 3, or 15 percent, have changes in three categories while still contributing to the district. The following are examples of buildings displaying each of the four categories.

Two buildings retaining the highest degree of integrity in the district are the Irvington Motor Company (BC-35) # 13 and the Irvington Train Depot (BC-42) # 23. The Irvington Motor Company is a one-story brick building with large storefront windows, a recessed front entry and side garage door. Although several windows have been boarded up, the building retains all of its original character defining features including the corbelled brick parapet wall along the front facade.

Except for the absence of the wood loading dock, the Irvington Train Depot appears as it was constructed in 1924. Built of plain faced concrete block, formed stone concrete blocks accent the multi-light wood windows. Large horizontal rolling wood doors have divided light transoms above and two stone chimneys pierce the clay tile roof.

Although the roof has suffered some deterioration, plans have been made for reroofing this building using similar tiles salvaged from the Stephensport Train Depot that was demolished.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 8

Irvington Historic District Breckinridge County, Kentucky

The E.H. Shelman Bank Building (BC-34) # 1, built in 1898, is the oldest building in the district and displays only one change. Historically, the canopy was supported by turned wood or square wood columns. Replacing deteriorated wood columns with pipe columns is a common alteration in the district and does not compromise the integrity of design since several buildings in the district have incorporated this change and the columns can be replaced in the future.

An example of a building with two changes is seen in the wood-frame commercial building, Döt's Infant Wear (BC-31) # 9. This one-story building has retained the front entry porch covered by a canopy and supported by square wood columns. A tall, flat parapet wall hides the gabled roof beyond, typical of many of the early commercial buildings. Although the weatherboards have been covered with vinyl siding and the storefront windows have been replaced with new glass, these alterations are common and do not compromise the integrity of design. Vinyl or aluminum siding is an acceptable alteration if it is similar in width to the original. This alteration is popular because owners view it as relieving the need for on-going painting and it does not detract from the buildings' historical significance since the main structure is still visible.

Only five buildings, built during the period of significance, were considered non-contributing due to changes altering the exterior to the extent that the original form and materials were no longer visible.

One example is the Hotel Irvington # 6. Originally constructed as a two-story brick building, concrete steps extended across the front of the building providing public access. In the 1960s, the second floor was removed and the building was completely covered with aluminum siding. The roof line was altered from a low sloping roof behind a parapet wall to a front gabled asphalt shingle roof. This building has been altered to the extent that the original building form, materials and fenestration are no longer visible, thus rendering it no longer contributing.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 9

Irvington Historic District Breckinridge County, Kentucky

List of Resources

DOWNTOWN IRVINGTON																	
Code	Address	Stories				Materials						Alter		Date	Eval.		
		1	1.5	2	2.5	WD	BR	BV	ST	CB	PC	Y	N		C	NC	
1	N. FIRST STREET	X					X						X		1898	1	
2	N. FIRST STREET			X			X						X		1914	1	
3	N. FIRST STREET			X			X						X		1914	1	
4	N. FIRST STREET	X					X						X		c1914	1	
5	224 N. FIRST ST.	X					X					X			c1920		1
6	N. FIRST STREET	X								X		X			c1920		1
7	211 N. FIRST ST.	X							X				X		1964		2
8	N. FIRST STREET		V	A	C	A	N	T		L	O	T			1966		1
9	202 N. FIRST ST.	X				X							X		c1900	1	
10	N. FIRST STREET			X			X						X		1914	1	
11	N. FIRST STREET		X				X						X		1914	1	
12	N. FIRST STREET	X						X		X			X		1974		1
13	N. FIRST STREET	X					X						X		1922	1	
14	N. FIRST STREET			X			X						X		1914	1	
15	203-205 N. FIRST ST.	X						X		X		X			c1920		2
16	207 N. FIRST STREET	X						X		X		X			c1920		1
17	209-211 N. FIRST ST.			X			X						X		1914	1	1

WD=WOOD, BR=BRICK, BV= BRICK VENEER, ST=STONE, CB=CONCRETE BLOCK, PC=POURED CONCRETE; Y=YES, N=NO; C=CONTRIBUTING, NC=NON-CONTRIBUTING

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 10

Irvington Historic District Breckinridge County, Kentucky

List of Resources

DOWNTOWN IRVINGTON																	
Code	Address	Stories				Materials						Alter		Date	Eval.		
		1	1.5	2	2.5	WD	BR	BV	ST	CB	PC	Y	N		C	NC	
18	215-217 N.FIRST ST.			X			X						X		1940	1	
19	N. FIRST STREET		X				X					X			1925	1	
20	N. FIRST STREET	X					X						X		c1900	1	
21	N. FIRST STREET	X					X						X		c1900	1	
22	N. FIRST STREET	X						X		X			X		1960s		1
23	RAILROAD	X								X			X		1924	1	1
24	205 E.CAROLINE ST.				X						X		X		1920s	4	
25	E. CAROLINE STREET	X			X	X							X		1920s	1	1
26	RAILROAD		V	A	C	A	N	T		L	O	T	X		1800s	1	
27	RAILROAD	X											X		1970s		1
28	RAILROAD		V	A	C	A	N	T		L	O	T	X		1800s	1	
29	RAILROAD		V	A	C	A	N	T		L	O	T	X		1800s	1	
30	205 W.KENTUCKY ST.			X	X	X							X		1919	12	1

WD=WOOD, BR=BRICK, BV= BRICK VENEER, ST=STONE, CB=CONCRETE BLOCK, PC=POURED CONCRETE; Y=YES, N=NO; C=CONTRIBUTING, NC=NON-CONTRIBUTING

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Irvington Historic District Breckinridge County, Kentucky

8. Statement of Significance

The Irvington Historic District meets National Register Criterion A and is significant within the area of Community Planning and Development because it reveals the gradual trends of changes in patterns of siting, building types and styles, around one of the only surviving railroad towns in Breckinridge County. A number of key events affected the town's history including the formation of the county in 1799; the establishment of Merino as the post office in 1885; the construction of the railroad between 1887 and 1888; the purchase of land by Robert M. Jolly and Edgar L. Bennett for the development of the town between 1888 and 1889; the town plat recorded in 1889; the first expansion of town in 1903 known as the Moremen-Herndon addition; and additions to the town in 1908 and 1910. These key events will be discussed as part of the historic context "The Planning and Development of Irvington: 1888-1940."

This district was evaluated within seven sub-themes: Transportation, Agriculture and Commerce in Irvington. These sub-themes were developed as part of a survey project of the commercial district completed in 1997. They are included in the "Irvington Historic Resources Survey and National Register Nomination Survey Summary Report" on file at the Kentucky Heritage Council office in Frankfort, Kentucky.

The Irvington Historic District consists of an important group of historic commercial properties that date from the late-1800s. These buildings, together with the matrix of streets, alleys, and lots on which they are located, provide an excellent picture of the development of Irvington from 1889, the date of the earliest town plat, to 1940, when the last historic building in the district was constructed. In terms of Criterion A, it is significant in the area of Community Planning and Development for the excellent way the streets, lots, and buildings in the district provide evidence of how Irvington grew from a tiny early 19th century settlement into a small 20th century railroad town that continues to prosper.

The buildings, sites and structures in their setting are extremely significant in the history and development of Irvington and Breckinridge County. They also provide excellent documentation and valuable comparisons to the eight Irvington Historic District Breckinridge County, Kentucky

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Irvington Historic District Breckinridge County, Kentucky

other railroad towns which developed in Breckinridge County during the same time period. Common elements for the establishment of railroad towns in Breckinridge County include: a railroad stop with a building used as a passenger station or freight depot; the development of the town plan in relationship to the railroad; and the construction of commercial and residential buildings as a direct result of the railroad. The following elements were used to compare Irvington with eight other railroad towns in Breckinridge County: the development of the town plan based on a grid, linear or radial street pattern; a cohesive group of commercial and residential buildings; visual evidence of a train depot or freight station; and the continued viability of the town despite adverse conditions such as fires and floods.

Railroad Towns in Breckinridge County

The Planning and Development of Irvington from 1888 through 1940 is the best framework for discussing the significance of Irvington's diverse but key group of commercial resources in relationship to the railroad, streets, alleys, and lots on which they are located. The juxtaposition of these buildings, structures and sites in this setting and their close proximity to the railroad are extremely significant in the history and development of Irvington and Breckinridge County.

The railroad, which meanders in the east-west direction approximately 41 miles across the northern half of Breckinridge County, slices through Cloverport on the west and travels through seven other towns until it passes through Irvington on the east. Following the curve of the Ohio River and a portion of State Route 144 on the northern edge of the county, it passes through Holt and Addison until it reaches Stephensport where it shoots southeast to Sample and then onto Mystic. Traveling along State Route 86 to Lodbury and State Route 261 to Webster, the railroad bends south of State Route 477 to Irvington, passing through the northern edge of the commercial district before it enters Breckinridge County and enters Meade County.

Beginning with milepost 48.8 in Irvington and ending with milepost 74 in Cloverport (Breckinridge, 119), the distance between these railroad towns range between one and twelve miles. Of the nine railroad towns in the county, six towns were much smaller in area, population, and number of buildings

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3

Irvington Historic District Breckinridge County, Kentucky

in relationship to Irvington. They are Holt, Addison, Sample, Mystic, Lodiburg, Webster. These towns are characterized by a linear street pattern that ran parallel to the railroad tracks with at least one building to accommodate freight, passengers, and mail delivery. Historically, a general store was built adjacent to the railroad that served as a train stop, shopping center and gathering place for the community. Although physical evidence of buildings related to the railroad was found in most towns, the only reminder of Holt's depot, at milepost 68.7, is a deep well that was installed by the railroad company in 1926 (Communities, 68-69). Addison, located a milepost 67.6, began with a general store and distillery. When the Corps of Engineers constructed a lock and dam to cross the Ohio River from Addison to Indiana during the 1920s, population and buildings increased. In 1938, a fire destroyed the general store and after 1970, the town dwindled when the dam was destroyed and moved to Cannelton. Today, only 10 worker houses, constructed for the employees of the dam, the Addison Pump Station, a few deteriorated wood-frame buildings and the Addison Home, which now marks the location of the railroad station (Communities, 69), remain as evidence of this railroad town.

Sample, settled by Colonel Hardin in 1780, was known as Chicken Bristle in the late-1800s because the railroad men brought their chickens to fight there (Thompson, 51-53). Historically, a freight house and station crew were located here at milepost 61.7 (Breckinridge, 119). Today, a single railroad caution light serves as the only reminder of the railroad stop as well as a few trailers and a small logging operation that are still visible on this landscape of silos, tilled fields, cattle and two-story barns.

Mystic, situated on State Route 86 at milepost 58.8, saw six passenger trains run through town daily, with only four making regular stops to pick up passengers. There was a post office, rock quarry and store located here as well as a freight station with a ticket and telegraph office. A water tank near the freight station was used by the steam engines. The decline of Mystic is attributed to the closing of the train stop on March 22, 1937 (Breckinridge, 199) and was further compounded by the freight station being moved off the railroad property to a farm nearby to be used as a corn crib. Also, a store was vandalized and later burned and the post office closed in 1966 (Basham). Today, a deteriorated log pole structure that

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Irvington Historic District Breckinridge County, Kentucky

served as the train depot and a building foundation on the opposite side of the road, are the only visible signs of this town.

Lodiburg, situated on State Route 261 at milepost 56.2, was an early lumber shipping point. Closing on December 11, 1936, (Breckinridge, 119) this railroad town now consists of a railroad bridge overpass surrounded by a few wood-frame residences. One old deteriorated home and the foundation of another building remain adjacent to the railroad tracks, providing possible evidence of the old train depot. Since the post office closed in recent years, only a few barns and trailers are now visible.

Webster, located at the intersection of State Route 477 and State Route 261 at milepost 52.1, is a town with only a few two-story wood-frame residences remaining on both sides of the highway. One-story wood-frame T-plan residences with front porches and metal roofs are predominantly seen in this community. Although the train stop closed on July 12, 1937, (Breckinridge, 119) and the depot has vanished, only one one-story concrete block commercial building remains in the vicinity that was once occupied by the post office.

In retrospect, only two towns, Cloverport and Stephensport, closely compare with Irvington. Similarities exist in their early town development plan based on a grid street pattern; a cohesive group of historic commercial and residential buildings, dating from the late-1800s, that reflect the development of a town in relationship to the railroad; railroad tracks that are intact and visible; a dense population; and continuance to thrive despite adversities such as fires, floods, and the decline of the railroad.

In comparison with Irvington, Cloverport was established by the Kentucky legislature in January 1828 (Rennick, 62) and had a population of 3,000 by 1879 (Breckinridge, 56). Established as a railroad town in 1887, railroad shops employed between 150 and 200 men from 1892 until 1929 (Thompson, 29). Initially Cloverport developed as a river port and by the 1920s, the population almost reached 4,000 (Osinski). At one time there were two wharfs, factories, tobacco warehouses, wagon works, blacksmith shops, livery stables, drug stores, saloons, wood yards, brick yards and railroad shops employing 125 men ("Looking," 12c). The decline of Cloverport was compounded by

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 5

Irvington Historic District Breckinridge County, Kentucky

the fire in 1901 that destroyed most of buildings in town creating the eventual loss of businesses and the devastation brought on by the Great Depression (Thompson, 29).

Today, State Route 60 slices through a portion of Cloverports' commercial and residential historic district. The commercial district is comprised of a cohesive group of one-and-a-half-story wood-frame and brick buildings interspersed with several churches, a variety store, a lumber company, and a few recent brick homes. Although Cloverport's train depot no longer exists, the freight station, located adjacent to the railroad tracks, is similar in design and materials as Irvington's train depot, except that it is smaller.

The other railroad town that is similar to Irvington is Stephensport. Located on the mouth of Sinking Creek, it was surveyed in 1803 by P.C. Brashear and incorporated in 1825 with a population of 160. Flourishing river trade originally brought prosperity to the town resulting in the construction of several hotels, warehouses, flour mills, general merchandise stores, drug stores and saloons. By 1888, the Louisville, St. Louis and Texas railroad was completed through Stephensport (Communities, 117).

During the first quarter of the twentieth century, a series of events lead to the Stephensport's decline. Fires in 1912 and 1927, burned stores, a bank, and warehouses. Most of these buildings were never replaced. By 1929, the Louisville and Nashville Railroad Company no longer required a ticket agent and telegrapher, further eliminating jobs. By 1930, the last of the big steamships stopped at the port and in 1937, a flood left the town a disaster area with the loss of ten homes (Communities, 117).

Today, Stephensport is entered by crossing the bridge that spans Sinking Creek on State Route 144. Although some of the earliest buildings longer exist and there is no evidence of a railroad depot, several one- and two-story historic homes still line both sides of the main thoroughfare with a few commercial buildings interspersed in between.

In conclusion, while Cloverport and Stephensport began as riverport towns and later developed into railroad towns by 1888, Irvington was established in anticipation of railroad construction and the town was designed in relationship to the

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 6

Irvington Historic District Breckinridge County, Kentucky

railroad. Later, the town became a required stop for all trains to receive their orders or clearance form. The railroad maintained a coal chute, water tank and spouts, a small maintenance shop for the branch line trains and a storeroom for materials used in track maintenance. Crushed stones and cement were hauled from Irvington for road building in the late 1930s. By 1937 passenger service had been reduced to a mixed train daily except Sunday and by 1939 oil shipment ceased reducing 70% of the revenue for the branch. Because of the decrease in revenue producing traffic, the L&N was granted permission to abandon the line between Irvington and Hartford on May 5, 1941 with scheduled train service ceasing July 14, 1941 (Breckinridge, 119-120).

While the density of buildings and population were similar for all three towns during the late-1800s, Irvington is the only town that had two other major structures relating to the railroad besides a train depot: a mill and coal tipple. Processing grain from the surrounding area provided an economic boost to Irvington that was not seen in other railroad towns in the county. The coal tipple was the only place between Louisville and Owensboro for trains to receive coal (Irvington). It appears that the longevity of these two industries and the growth in business, population and buildings are reasons why the train continued to stop in Irvington through 1941, encouraging the continued growth and development of the town. Today, Irvington is an excellent example of a railroad town in Breckinridge County with a cohesive group of commercial buildings adjacent to the railroad.

The Planning and Development of Irvington: 1888-1940

Breckinridge County, located near the Indiana state line in the northern part of the state, was created from a portion of Hardin County on December 7, 1799. It is bordered by Hancock, Hardin, Grayson, Meade, and Ohio counties. Covering an area of 565 square miles, the county was named in honor of Kentucky statesmen John Breckinridge (1821-1875) (Bryant, 121-122). He was a state legislator, U.S. representative, vice-president, U.S. senator, major general, and Confederate secretary of war (Klotter, 117).

Irvington's growth and development is linked to its location in Breckinridge County. Situated at the junction of U.S. Route

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

Irvington Historic District Breckinridge County, Kentucky

60 and State Route 79, it is ten and one-half miles northeast of Hardinsburg, the county seat (Rennick, 50). It is also located in the center of rich farmland, near the Ohio River, and the underground Sinking Creek cave system which assured early settlers a steady supply of water.

Early Town Planning - 1888

George Bandy came to Breckinridge County in the early 1800s and settled on his land grant a few miles west of the present site of Irvington, where Highway 86 intersects U.S. 60 highway. Mr. Bandy was one of the earliest known residents of the Irvington vicinity (Thompson, 46).

Irvington was originally established as Merino with a post office on February 16, 1885. It was named after the Mount Merino Seminary which was open between 1838 and 1843. Railroad company surveyors laid out the town between 1888 and 1889 on 315 acres of farmland purchased by two area businessmen, Robert Morris Jolly and Edgar L. Bennett who anticipated the route of the Louisville, St. Louis & Texas Railroad at this site. The town was renamed Irvington on December 26, 1888 by post office storekeeper Peter P. Roberts, in honor of the Texas Company's chief engineer's, Eugene Cornwall, home in New York (Rennick, 50).

R.M. Jolly and Ed Bennett purchased two tracts of land from Thomas McCoy on September 20, 1887 consisting of 144 acres for \$ 2,837 and one from James B. Robertson of 171 acres for \$ 4,013. These two tracts constitute the land where Irvington now lies (Thompson, 47).

One of the earliest town plat maps of Irvington, dated January 18, 1889, is recorded in the Clerks office in Hardinsburg Kentucky (Thompson, 47). This plat shows thirty-two blocks laid out in a grid pattern with eight east-west streets and five north-south streets. The streets running south to north were named: First, Second, Third and Fourth Streets. The streets running east to west beginning at the south were Grand, Maple, Walnut and Arch Avenues (Thompson, 47). These blocks were divided into 20 long narrow lots measuring 40 feet wide and 160 feet long. The main streets were 60 feet wide and alleys within each block were 18 feet wide. Grand Avenue formed the southern boundary, Arch Street on the north, Woodlawn on the west, including Elk Grove Park, and Fourth

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 8

Irvington Historic District Breckinridge County, Kentucky

Street on the east. Today, some of these lot sizes have doubled in width with approximately 10 lots per block according to current Property Identification Maps located in the Property Valuation Office in the Breckinridge County Courthouse. Some of the lots facing North First Street are now orientated towards the street with a narrow frontage and long depth. Several alleys remain intact providing access from the main streets to the rear of the property.

Between 1887 and 1888, the railroad was built with the first train, the Louisville, St. Louis, and Texas, passing through Irvington in the fall of 1888 (Thompson, 48). Although the railroad track was not built to carry heavy loads so it was never a paying proposition (Thompson, 46), the rail lines brought both commerce and population since many workers began settling in town. The railroad divided the town in half with 17 blocks located to the north of the railroad and 15 blocks to the south. By 1896 the railroad had built a roundhouse and coal tipple adjacent to the depot (The Chronicle, 6). The present train depot (BC-42) # 23, built circa 1924, is Irvington's second railroad depot (Smith interview). The "whistle stop" campaign of 1948 brought President Harry S. Truman and other candidates to the Irvington depot for speechmaking and handshaking (Bolin).

Adjacent to the train depot is a two-story, poured-in-place, concrete Coal Tipple (BC-43) # 24, which was built in the late 1920s. Remaining in good condition, it is recognized as the town's logo. This three-story tall structure has an arch which spans the railroad tracks that contains a coal elevator that transported coal from trucks and dumped it into train coal cars.

In the late-1800s, this community was a great wheat producing region. Nearly every farmer grew wheat for both home consumption and money crop. The wheat had to be transported to the river for shipment to market and the portion kept for home consumption was taken to water mills to be ground into flour. Several of these water mills were located near this community on Sinking Creek (Thompson, 47).

Historically, a good mill was essential to a town. These country mills played an important part in the development of the town as well as the development of the county (Thompson, 47). In Irvington, Jessie and David Boyd purchased a lot near

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9

Irvington Historic District Breckinridge County, Kentucky

the railroad where the first mill was built. Operating it for a few years, they sold it to Piggott and R.M. Jolly, who operated it for a number of years serving the country for miles around (Thompson, 46). After Mr. Jolly died, Mr. Piggott continued the business for several years, and then sold it to Mr. John Cook who operated it for a few years until it was destroyed by fire (Thompson, 47) in 1919 (Smith interview). That same year, the Community Milling Company (BC-44) # 30, was erected on the west end of the district along the railroad (Winn interview). It has been continuously owned and operated by the Winn Family for over two generations. Historically known for grinding corn and wheat for meal, flour and cattlefeed, they remain in operation today, however, business has decreased in recent years due to farm subsidy programs and lower wheat prices. Tobacco is now the leading money crop.

Prior to the establishment of Irvington, religious life was prevalent as the residents of Irvington worshipped in nearby communities such as a Baptist church at Sandy Hill; a Methodist church at Webster; both Baptist and Methodist at Bewleyville and a Catholic church at Mount Merino (Thompson, 48). Finally, the Baptist's built a church in town in 1892 and replaced it with the present church in 1918. The Methodist church was built in town and was dedicated by Reverend Sam Jones in 1898. The present Methodist Church was built in 1938. The Catholic church at Mount Merino was first built in 1854. This was replaced by a new building in 1899 in the same place. In 1933, the old Mount Merino church was discontinued and the congregation moved to a new church which was built in Irvington. Prior to the church at Mt. Merino, a boy's school was in operation from 1840 to 1846. The African-American population of Irvington also maintained both a Baptist and a Methodist Church (Thompson, 48) over the years.

One of the earliest commercial buildings that remains in Irvington today is a bank that was organized by Mr. E.H. Shelman in 1898. The bank served the community for over fifty years and survived the Depression of the 1930s (Thompson, 49). When a fire swept through town in 1913, a few of the earliest commercial buildings located in the northern edge of the district on the west side of North First Street were destroyed (Smith interview). During the 1960s, several buildings were torn down and modified to accommodate the new City Hall and Fire Department. Today, this historic district represents a

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 10

Irvington Historic District Breckinridge County, Kentucky

cohesive unit of commercial buildings that reflect the appearance of the town at the turn-of-the-century with some modifications.

Education began with one of the earliest schools in this community located on a ridge north of Highway 60 near Sinking Creek. Known as the Bandy School, it was constructed of logs. The first school house in Irvington was one-room and later replaced with a three-room school erected on the east end of town. The Normal School offered preparatory courses for prospective teachers. Eventually, the community raised funds to help build a high school. Erected just outside the city limit on the present school grounds site, it burned down in 1937. Another school was built on this site in 1938 with Agricultural Buildings added in 1941 (Thompson, 50). Later these buildings were torn down and the present school was built in 1981 (Smith interview).

Ethnic Heritage was prevalent in the early development of Irvington. A group of African Americans were the first landowners in town. They established several churches in Irvington including the First Baptist, AME Church, and Methodist-Claire Memorial. Today, they continue to reside in the area north of the CSX railroad, on the edge of the historic district.

Currently, the downtown commercial district covers part of a six block area with buildings facing North First Street, the main street in town. It is lined with historic buildings that are uniformly set back from the street, fronted with brick and concrete sidewalks, and is relieved by a few open green spaces. Comprised of approximately twenty one- and two-story commercial buildings of primarily brick construction with a few wood-frame structures built around the turn-of-the-century, the streetscape is interspersed with several concrete block and formed stone buildings that were constructed after the historic period, 1940.

In conclusion, while Mystic, Cloverport and Irvington still retain one building associated with the early railroad, such as a freight station and train depot, only Cloverport and Stephensport are similar to Irvington in that they were developed on a grid street pattern; are densely populated; retain both commercial and residential buildings related to the railroad; and continue to thrive.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 11

Irvington Historic District Breckinridge County, Kentucky

As we can clearly see, Irvington is the only railroad town in the county that has a cohesive group of historic resources that have a high degree of integrity in relationship to the location, setting, design and association. Situated on two major transportation routes, U.S. Route 79 and the railroad, three complexes of buildings situated along the railroad tracks at the intersection of a major highway, promoted the continued growth and development of Irvington. The train depot delivered supplies needed by the community and visitors interested in staying in the hotels and shopping in the commercial district as well as transported wheat, coal and passengers to other destinations. The mill ground wheat for animal feed and human consumption and the excess was shipped to other towns. No other town in Breckinridge County has as many diverse historic resources remaining intact, or has continued to thrive as a railroad town until the end of the 20th century as well as Irvington.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 1

Irvington Historic District Breckinridge County, Kentucky

9. Bibliography

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Continuation Sheet**

Section number 9 Page 2

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Section number 9 Page 3

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• **Volunteers**

Nancy Basham
Carol Becker
Mayor Larry Gatewood
David Hayes
Helen Hatfield
Brenda Lucas
Gaye Mann
Charles C. Mattingly III
Tom Payne
Vicki Robinson
Margaret P. Smith
Dorothy G. Winn

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Irvington Historic District Breckinridge County, Kentucky

10. Verbal Boundary Description

The historic district boundaries of Irvington are as follows: bounded on the north by the railroad tracks, on the east by Third Street, on the south by Caroline Street and the alley between Caroline and Walnut Streets on the west side of North First Street and on the west by the rearlot line of the first property that faces North First Street. The site is delineated on Property Identification Map # 1, block 1, lots 3, 3B, and 4; block 4, lots 3-10; block 6, lot 1A; block 8, lots 2, 11, 11A, 12-19; and Map # 2, block 19, lots 6-8; and Map # 3, block 1, lot 1 as recorded in Breckinridge County's Property Valuation Office. The district consists of approximately 12.64 acres.

Boundary Justification

The boundaries for the Irvington historic district were chosen to designate the most contiguous group of commercial buildings within the corporate city limits of Irvington that display the highest degree of integrity representing the period of significance from 1888-1940.

IRVINGTON

BRECKENRIDGE COUNTY

KENTUCKY

SCALE 200 FT. = 1 INCH

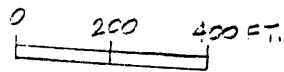


Figure 1

return to this address.

Mr. George D. Aaron
State Highway Planning
State Office Building
Frankfort, Kentucky

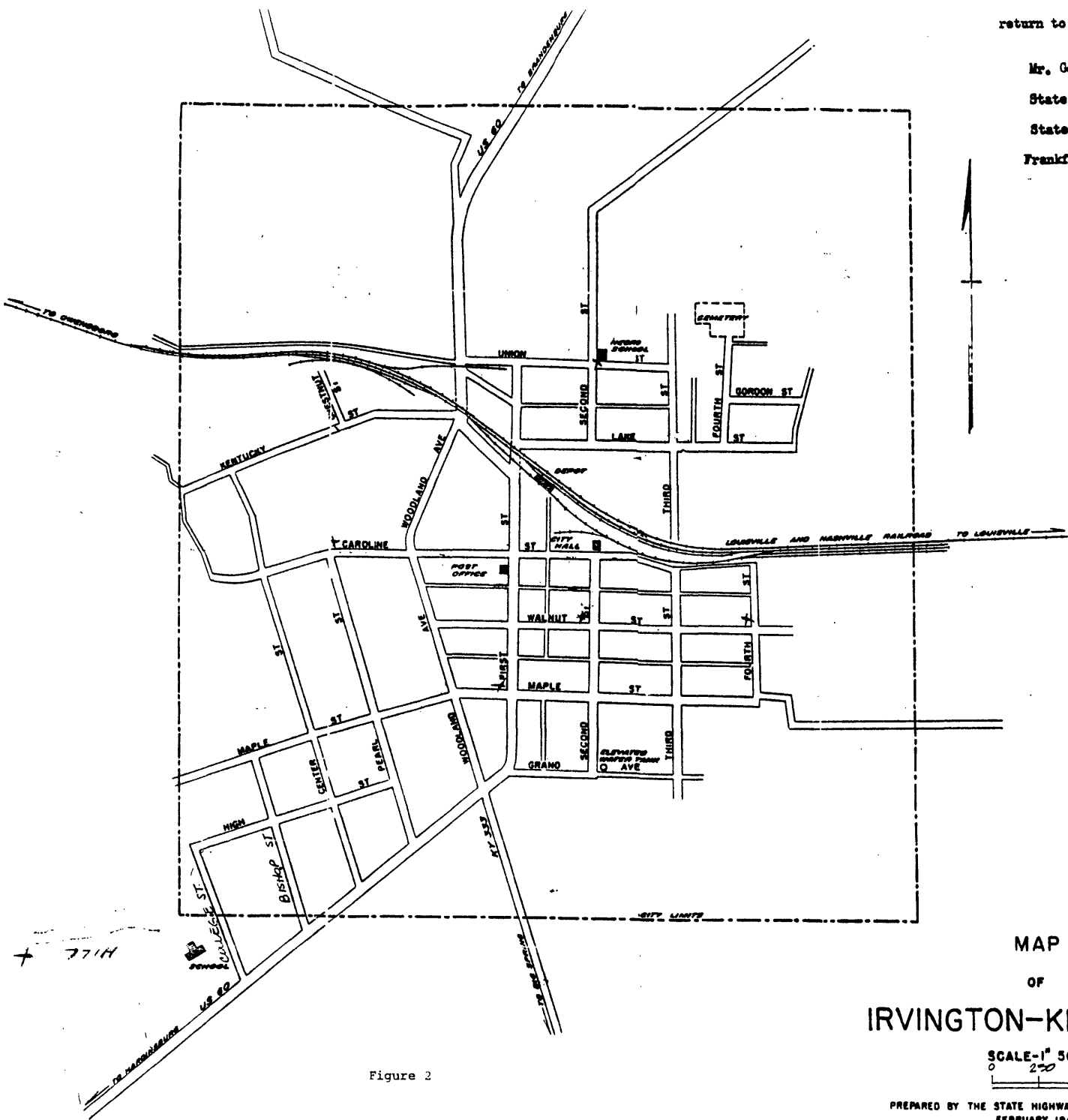
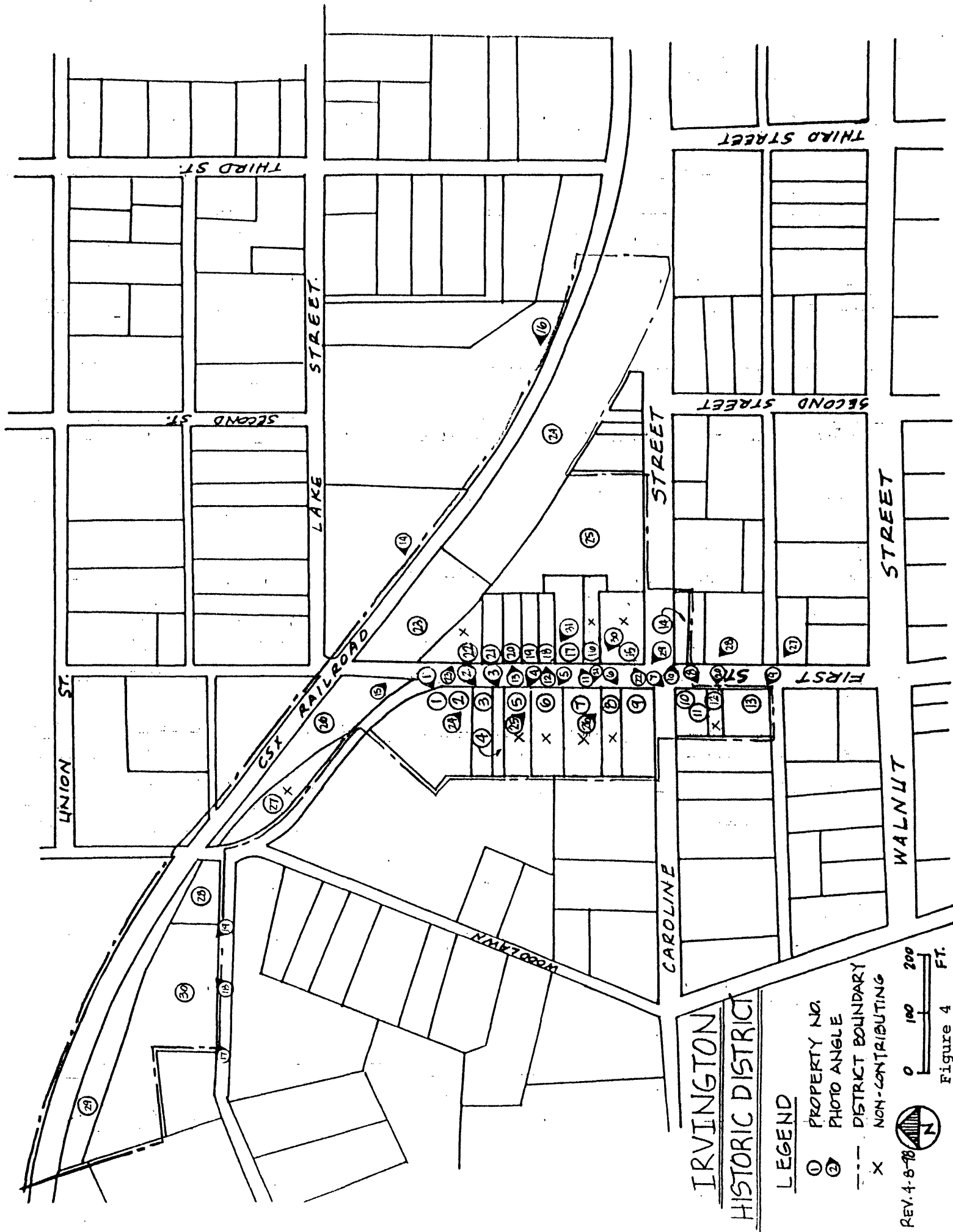


Figure 2

MAP OF IRVINGTON-KENTUCKY

SCALE-1" 500'
0 250 500 FT.

PREPARED BY THE STATE HIGHWAY PLANNING SURVEY
FEBRUARY 1947



**IRVINGTON
HISTORIC DISTRICT**

- LEGEND**
- ① PROPERTY NO.
 - ② PHOTO ANGLE
 - DISTRICT BOUNDARY
 - X NON-CONTRIBUTING

REV. 4-8-78

0 100 200 FT.

Figure 4

National Register of Historic Places Continuation Sheet

Section number _____ Page 1

Irvington Historic District Breckinridge County, Kentucky
Photographs

The following information is the same for all photographs.

3. Donna G. Logsdon
4. 12/96
5. Kentucky Heritage Council
300 Washington Street
Frankfort, Kentucky 40601

Photograph # 1

6. N. Gardner Building BC-26, and E.H. Shelman Bank BC-34, East, front facade.

Photograph # 2

6. Tobins Dry Goods BC-27, East, front facade.

Photograph # 3

6. First State Bank BC-28, East, front facade.

Photograph # 4

6. Parks Pharmacy BC-29, East, front facade.

Photograph # 5

6. Hotel Irvington, BC-30, East, front facade.

Photograph # 6

6. Dot's Infant Wear BC-31, East, front facade.

Photograph # 7

6. Irvington Hardware & Implement Co. BC-32, Northeast corner.

Photograph # 8

6. Irvington Post Office BC-33, East, front facade.

Photograph # 9

6. Irvington Motor Company BC-35, Southeast corner.

Photograph # 10

6. E.D.F. Alexander Building BC-36, Northwest corner.

Photograph # 11

6. Powell Servi-Bookkeeping & Tax BC-37, Southwest corner.

Photograph # 12

6. Trent & Simmons Hardware Store BC-38, West, front facade.

Photograph # 13

6. Paynes Barbershop BC-41, Holt Building BC-40, Norge Appliances BC-39, West, front facades

Photograph # 14

6. Irvington Train Depot BC-42, Northeast corner.

Photograph # 15

6. Irvington Train Depot BC-42, Southwest corner.

Photograph # 16

6. Irvington Coal Tipple BC-43, East facade.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page 2

Irvington Historic District Breckinridge County, Kentucky
Photographs

The following information is the same for all photographs.

3. Donna G. Logsdon
4. 12/96
5. Kentucky Heritage Council
300 Washington Street
Frankfort, Kentucky 40601

Photograph # 17
6. Community Milling Company
BC-44, West Facade

Photograph # 18
6. Community Milling Company
BC-44, Southwest corner.

Photograph # 19
6. Community Milling Company
BC-44, Southeast corner.

Photograph # 20
6. 112 N. First Street
Southeast facade
Code # 12.

Photograph # 21
6. Fire Department,
Irvington City Hall
East (front) facade
211 N. First Street
Code # 7

Photograph # 22
6. 203-207 N. First Street
South and west facade,
Code # 15 & 16

Photograph # 23
6. N. First Street
Brandenburg Telephone Co.
Code # 22

Photograph # 24
6. East side of
N. First Street
looking southeast
Code # 22, 21, 20, 19, 18, 17
BC-41, BC-40, BC-39, BC-38,
BC-37

Photograph # 25
6. East side of
N. First Street
looking southeast
Code # 18, 17, 16, 15, 14
BC-38, BC-37, BC-36

Photograph # 26
6. East side of
N. First Street
looking southeast
Code # 15, 14, BC-36

Photograph # 27
6. West side of
N. First Street
looking northwest
Code # 13, BC-35

Photograph # 28
6. West side of
N. First Street
looking northwest
Code # 12, 11, 10
BC-33, BC-32

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page 3

Irvington Historic District Breckinridge County, Kentucky
Photographs

The following information is the same for all photographs.

3. Donna G. Logsdon
4. 12/96
5. Kentucky Heritage Council
300 Washington Street
Frankfort, Kentucky 40601

Photograph # 29

6. West side of
N. First Street
Code # 9,8,7, BC-31

Photograph # 30

6. West side of
N. First Street
looking northwest
Code # 8,7

Photograph # 31

6. West side of
N. First Street
looking northwest
Code # 6,5,4,3,2,1
BC-30, BC-29, BC-28,
BC-27, BC-26, BC-34