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United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

historic name Sadieville Historic District

other names/site number Eagle Creek

## 2. Location

street & number Various addresses, 100-326 College Street, 100-245 Main Street, 350-714 Pike Street, 216 Church Street, 204 Cunningham Street, 131 Johnson Alley, 100-247 Vine Street, and 109-123 Gano Avenue

NA	not for publication
NA	vicinity

city or town Sadieville

state Kentucky code KY county Scott code 209 zip code 40370

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide X local

  
Signature of certifying official/Title Craig Potts/SHPO

6-6-13  
Date

**Kentucky Heritage Council/State Historic Preservation Office**

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain):

  
Signature of the Keeper

7.30.13  
Date of Action

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**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	
49	23	buildings
		sites
		structures
		objects
<b>49</b>	<b>23</b>	<b>Total</b>

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

NA

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- Domestic/single dwelling
- Commercial / Trade - Organizational
- Social – Union Hall
- Education - School
- Religion – Religious Facility

**Current Functions**

(Enter categories from instructions.)

- Domestic/single dwelling
- Domestic/multiple dwelling
- Government/city hall
- Religion – Religious Facility
- Landscape - Park
- Landscape/vacant lot

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

- LATE VICTORIAN/Italianate and Queen Anne
- LATE 19<sup>th</sup> and 20<sup>th</sup> CENTURY REVIVALS/Colonial Revival
- LATE 19<sup>th</sup> and EARLY 20<sup>th</sup> C.
- AMERICAN/Bungalow/Craftsman

**Materials**

(Enter categories from instructions.)

- foundation: STONE/limestone; BRICK
- walls: BRICK; WOOD/weatherboard; STONE/  
Limestone; SYNTHETICS/vinyl
- roof: METAL; ASPHALT
- other: \_\_\_\_\_

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### Narrative Description

The Sadieville Historic District encompasses the historical core of Sadieville, a small town located in the northern third of Scott County. The district includes 49 contributing and 23 noncontributing buildings. It is irregularly-shaped and comprised of two main areas. One lies southwest of the intersection of Sadieville Road (State Highway 32) and the Cincinnati Southern Railroad. This area is predominantly residential. It encompasses houses lying along College and Cunningham streets and the Sadieville Elementary School and Gymnasium. The other part of the district lies northeast of the Sadieville Road-Cincinnati Southern junction. The district is bounded, roughly speaking, by Sadieville Road and the eastern edge of the Cincinnati Southern Railroad on the west; Church Street and the northern end of Gano Avenue on the north; the eastern edge of Vine Street on the east; and the rear property line of residential lots on the south side of Vine Street on the South. The district encompasses 23.86 acres.

Sadieville sits amid the rolling hills of northern Scott County. It is located about 14 miles north of Georgetown, 26 miles north of Lexington, and about 50 miles south of Cincinnati, Ohio. Interstate Highway 75 passes two miles west of the town. State highway 32 connects the town to the interstate (via exit 136). Visitors traveling to Sadieville from the west pass the Sadieville Milling Company Building (SCS 69) on the left and immediately pass beneath the Cincinnati Southern Sadieville Underpass (SCS 68) before arriving at the junction of Main and Pike streets. Eagle Creek, a winding waterway running in a southeasterly direction, passes the town on the west. The surrounding territory is rural and sparsely populated.

The northernmost third of the district (See district map) encompasses Main Street, Gano Avenue, Johnson Alley, and Pike Street. This area includes a row of commercial buildings along Main Street, the frontage historically associated with the Cincinnati Southern Railroad, and residential buildings on Main and Pike streets and Gano Avenue. This area is separated from a second, predominantly-residential area by a small valley lying between Pike and Vine Street. Historically, the dwellings of African American citizens occupied the valley. Today it is vacant, save for the decaying remains of a single wood-frame structure. Vine Street forms the spine of a residential area immediately south of the valley. It includes houses of modest size, mostly built during the early twentieth century. The third part of the district lies immediately southwest of the junction of the Cincinnati Southern Railroad line and State Highway 32. It contains the western edge of Pike Street, College Street, and associated residential areas. The most prominent buildings in this area are the Sadieville Elementary School (SCS 79) and the attached gymnasium. Other buildings present include residential structures from the early twentieth century.

Historically, Main Street served as the location of the town's most important businesses. Surviving buildings provide a record of commercial enterprise in Sadieville during the late nineteenth and early twentieth centuries. Especially prominent structures include the Arthur Lancaster Drugstore (SCS 16) at 125 Main Street, the Whitaker Bank (SCS 18) at 135 Main Street, and the Risk Hotel (SCS 20) at 137 Main Street. A prominent noncontributing building is the United States Post Office at 131 Main Street. The lower end of Main Street is home to a small municipal park and a number of structures that reflect Sadieville's history. Displayed here is the bell that originally hung on the town firehouse (historically located at the northwest corner of Main and Pike Streets) and a caboose from the Southern Railway. A small shelter called Warring Pavilion offers space for public use and civic events. These structures do not contribute to the significance of the district, but the bell and caboose are iconic artifacts. By touting the town's historical associations with the railroad and concern for public safety and welfare, they mark important dimensions of the town's history and reflect that sense of community that early residents enjoyed.

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The largest and most-prominent commercial buildings stand immediately uphill from the park. The first part of the block is dominated by the Leonard Mulberry Store/Sadieville Baptist Church (SCS 32). This tall, two-story brick-masonry building has three bays across the façade. Segmental arched windows are evident at the second-story level. Built in the 1890s, it historically served as the location of several businesses. Sold to the Sadieville Baptist Church circa 1960, it displays a one-story permastone-clad vestibule addition. Next door is the Arthur Lancaster Drugstore. Built in 1892, this structure has been heavily modified. It stands two stories tall and is clad in aluminum siding. It originally had a porch and balcony with turned posts and balusters. A prominent cornice defined the roofline, with a row of louvered attic windows immediately below. These features have since been obscured by a front enclosure that now forms the façade of the building. Careful restoration might well return the building to its original form. According to B. O. Gaines's 1904 history of Scott County, Arthur Lancaster was the Sadieville's "most popular druggist." A "young man of fine business qualities," he handled "a stock of goods" characteristic of a "first-class drug store."<sup>1</sup> Further beyond is the Harriet Kaley "hotel" (SCS 17; 127 Main Street). This small cottage is the sole residential building in the lower end of Main Street. Built by 1879, it once served as a boarding house for railroad travelers. Standing one-story tall with a large rear ell, it features a central gable and a recessed entry. Beside it to the north is a branch of the U.S. Post Office, which occupies a modern, one-story brick building with board-and-batten siding on its upper third. Immediately adjacent is a two-story brick commercial building with Victorian accents. Erected in 1890, it originally served as the Deposit Bank of Sadieville. Today the Whitaker Bank is the main tenant. The Risk Hotel was built circa 1890. Standing at 137 Main Street, this building has an elaborate storefront, a central entrance, and single-tier porch and balcony on the north side. The southern storefront has a large plate glass window and entry door with transom. A decorative metal cornice with paired brackets gives the façade a sense of balance and symmetry.

The block of Main Street lying immediately to the north is predominantly residential. Historically, the homes of many of Sadieville's most prominent citizens populated this area. Most display Queen Anne and Neoclassical influences. The Rogers Funeral Home/George Johnson House (SCS 19) at 207 Main Street is a two-story residence with Victorian elements. Built circa 1915, it displays a two-story bay window on the south end and decorative vergeboards on a front-facing gable. The J.M. Theobald House (SCS 21) was built in 1881. It stands one-story tall beneath a lateral-gable roof with scrolled porch brackets. Modest in scale and appearance, it is among the least-altered buildings in the district. Another Victorian-era dwelling is the F. T. Mansfield House (SCS 22) at 215 Main Street. Two stories tall with a rear ell, it has a three-bay façade and a shed-roof porch with tapered supports. Vinyl siding obscures some, but not all, of its original features.

Further to the north is the Robert E. Lee House (SCS 28), which exhibits Queen Anne-style elements. Name for the founder of the Farmers Bank, it dates to the late 1890s. It is among the least-altered residences in the community. Distinguishing features include two-story polygonal bay, decorative fish-scale shingles on a front-facing gable, and an entry with sidelights. Also notable is the stone stair leading up to the house. The Mefford-Daugherty-Hinton House (SCS 24) next door is a two-story frame dwelling with a three-quarter-length porch and Craftsman-style elements. The Rodham Fields House (SCS 70) has a similar form. The most prominent structure at the northern end of Main Street is the Sadieville Christian Church (SCS 71). This one-and-one-half-story frame building dates to 1893. It features a cross-gable roof, large stained-glass windows, and handsome appearance. Although maintained in excellent condition, it has been substantially altered with vinyl siding, an asphalt-shingled roof, and

<sup>1</sup>B. O. Gaines, *B.O. Gaines History of Scott County* (Georgetown: n.p., 1905), II: 160, 170.

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protective window glazing. Removal of these elements has the potential to restore the building to its historic appearance. Immediately adjacent is the church parsonage, a one-and-a-half-story residence (SCS 71). Clad in vinyl siding, it features two prominent dormers and a neatly-kept appearance.

Located above the northern terminus of Main Street is a small neighborhood of late nineteenth and early twentieth-century residences. These dwellings form a distinct cluster at the top of the hill overlooking the center of the town. Several are one-story cottages with lateral-gable roofs and three-quarters-length shed-roof porches. Although each example has undergone different modifications, they form an important group of buildings that reflects the town's earliest period of development. The houses at 109 (SCS 83), 113 (SCS 84), 117 (SCS 85), 122, and 123 Gano Avenue (SCS 86) are all of this type. The house at 117 Gano Avenue is noncontributing because of a large rear addition, and the house at 122 Gano Avenue has also been extensively altered. For this reason, the boundaries of the district have been drawn to exclude it. The examples at 109, 113, and 123 Gano Avenue all display various modifications but retain their historic form and appearance. Each is an illustrative example of modest housing stock from the early 1890s.

Pike Street (State Highway 32) runs directly through the center of town. It forms a transportation corridor where commercial, residential, and institutional activity historically merged. Today, most buildings along the street are used as residences or vacant. Sadieville's most significant institutional building is Cornish Hall (SCS 14) at 505 Pike Street. This handsome building was constructed in 1905. Standing two stories tall, it served as the lodge hall for the local chapters of the Masons and Knights of Pythias. The storefront was historically occupied by a general store and insurance agency. Immediately to the east is the Queen City Railroad Depot (SCS 7). This building dates to 1877. Sometime after 1937 it was moved from its original location along the railroad and then moved once again to its present location at 605 Pike Street. In the early 1990s, residents recognized its associations with the town's early history and began a restoration campaign. In 1996 it underwent a full-scale renovation and was placed in use as the Sadieville city hall. Its municipal service is augmented by a series of displays in the large room on the east side of the building, which present information about Sadieville's history and ties to the Cincinnati Southern Railroad and black migration to Kansas after the Civil War. Adjacent to the depot is the Jimmie Jones Dwelling and Storehouse (SCS 8), a one-and-a-half story building with a prominent porch. Heavily altered, it displays virtually no historic features, save for a porch with two Doric columns. Beyond it stands the Sadieville Post Office and Store (SCS 26). This one-story building served as the town's post office in the late nineteenth and early twentieth centuries. It has also been extensively altered and retains little of its historic character. The John Cottingham House (SCS 65) is a one-story frame building erected in 1877. Beside it stand the J.O. Rose Saloon/Rose-Marshall Store (SCS 64) and, further to the east, the S.T. and Lucy A. Connellee House/Store (SCS 63). The Rose Saloon stands two-stories tall on a full basement. Its brick construction and street-edge placement suggest its original use. The Connellee Store is an excellent example of a structure with a combined residential-commercial use. The building is effectively a Victorian-era cottage with a store bay appended to its east elevation. Although currently in poor condition, it retains its historic form and features, the most notable of which are a series of scrolled bracket pairs.

As Pike Street curves east away from Main Street, its character changes, with buildings historically used for commercial purposes giving way to residential structures. The house at 684 Pike Street (SCS 98) is a large bungalow with a jerkinhead roof and Craftsman decorative elements. Although in poor condition, its exterior is largely unaltered. Neighboring houses are mostly recent (examples include 667, 682, 695, and 708 Pike Street).

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Standing at 714 Pike Street are two buildings associated with Sadieville's African American community. The Sadieville Rosenwald School (SCS 89) is a one-story frame building where black children obtained schooling during the era of Jim Crow. Although heavily-weathered, it has become the focus of a civic crusade to celebrate Sadieville's African American history. Now stabilized, it awaits a full-scale restoration. Plans call for the building to be used as a museum and educational center. Immediately adjacent is the Mount Pleasant Baptist Church (SCS 88). This one-story frame building was erected circa 1890. It historically served as the place of worship and institutional center of the Mount Pleasant Baptist congregation, the largest black religious denomination in Sadieville. Although in poor condition, it retains its historic form and character. Early windows remain in place behind temporary plywood panels, and the clapboard siding, although deteriorated, is intact. Inside, the original pews remain. Like the adjacent school building, the church is slated for restoration, with possible plans of using it as a community center once completed.

Running eastward along Vine Street is a series of small residences with cottage-like forms. These form a residential neighborhood along the south side of Sadieville. Set off from Pike and Main streets by a deep ravine, they stand a considerable distance from the center of the community. Moving from west to east along Vine Street is row of residences with Victorian-era and early-twentieth-century details. The house at 137 Vine is a large modern dwelling (noncontributing), but a stone garage built into the slope of the hillside that forms its front yard is an interesting feature (SCS 102). The garage features a vaulted roof and stone-masonry construction. Two swinging doors enclose it from the elements. It continues to be used for its original purpose today. The neighboring structure at 141 Vine St is a three-bay, L-shaped house with blue vinyl siding (SCS 103). The transom over the main entry is among its most noticeable exterior features. The house at 145 Vine Street (SCS 104) was constructed circa 1898. It remains in good condition. Standing one story beneath a lateral gable roof, it has a partially-inset porch and a front-facing gable. Paired windows on the gable form an interesting design element. The house at 151 Vine Street (SCS 105) is widely believed to be Sadieville's oldest dwelling. Built by James Polk Fields in 1877, this two-story frame structure has two entry doors and a double-tier porch. In the rear stands a large barn. Across the street at 152 Vine Street is a circa 1900 house with extensive alterations (SCS 106). New vinyl siding and large rear additions prevent it from contributing to the significance of the district. Original windows and a classical entry surround are notable features, however.

The Vine Street neighborhood continues beyond the Vine Street-Davis Lane intersection. The house at 211 Vine Street is a one-story L-plan cottage with a front-facing gable (SCS 108). Turned porch posts and a dropped frieze are notable surviving elements from its original form. Another L-plan cottage stands at 215 Vine Street (SCS 110). Extensive alterations make it noncontributing. The house at 217-219 Pike Street (SCS 111) combines two earlier buildings beneath a single roof. It has a full-façade front porch supported by squared stone piers and a front-facing gable. A stone root cellar is found in the rear. A one-story house with classical porch columns stands at 220 Vine Street (SCS 112). At 221 Vine Street is an L-plan cottage with a projecting polygonal bay and standing-seam metal roof (SCS113). The neighboring residence at 223 Vine Street (SCS 114) has been heavily altered and no longer conveys its historic form and appearance. The house at 225 Vine Street (SCS 115) is among the most notable in the neighborhood. Standing one-story tall beneath a pyramidal roof, it has a front-facing gable with fish-scale shingles, a characteristically Victorian porch with gingerbread details, and stone foundation. Although partially clad in vinyl siding, it continues to convey its historic form and appearance. The houses at 229 and 239 Vine Street (SCS 117 and 118, respectively) are L-plan cottages. The house at 247 Vine Street (SCS 119) is a one-and-a-half story gable-front dwelling with Craftsman-style accents. Although clad in vinyl siding, it continues to display much of its historic character, as evinced by its stone foundation, a tall chimney stack, and a polygonal bay to the rear of the east elevation.

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Scattered throughout the district are a number of notable institutional and residential buildings. The Sadieville Jail-City Hall (SCS 76) is located at 131 Johnson Alley. Built in 1901, it historically served as a city hall and jail. Two stories tall with a squat profile, it is today used as offices for the Sadieville police department. The lower story retains equipment from its original use. Exterior features include metal security bars over windows and a heavy wooden door. A short distance to the north is the Old Sadieville School-Risk House (SCS 73). This structure stands at 216 Church Street. It served a school from 1892 to 1899 and is currently used as a residence. Clad in vinyl siding, its most prominent features include a projecting bay window and decorative porch elements.

The southwest third of the district is set off from Main Street and the rest of Sadieville by the Cincinnati Southern Sadieville Underpass (SCS 68). The underpass is one of Sadieville's most prominent landmarks. It forms the gateway to the town and reveals the historical importance of the railroad in community's history. Large piers of handcut limestone support a metal truss above Kentucky State Highway 32, or Sadieville Road. Immediately to the west is the Sadieville Milling Company (SCS 69), a large brick-masonry structure historically occupied by one of the town's most prominent businesses. The current building dates to 1920, when a new group of owners erected a new building following a fire that destroyed the first mill at the site. The structure stands two-and-a-half stories tall on a full basement.

Directly south of the mill site, College Street forms a residential corridor leading up a steep hill to the Sadieville Elementary School and Gymnasium (SCS 79). The house at the corner of College Street and Highway 32 is noncontributing. Beside it is a small cottage with a lateral gable roof. Next door at 312 College Street is a two-story frame dwelling clad in vinyl siding (SCS 96). A full-façade porch with brick footers gives the building a distinctly residential character. The adjacent structure at 308 College Street is two-story L-plan dwelling with a characteristically Queen Anne-style form (SCS 95). Its original roof, entry door, and a diamond-shaped stained glass window evoke the era of Sadieville's heyday. Further beyond at 306 College Street is a small one-story cottage with a lateral-gable roof (SCS 94). A three-quarter-length porch and front-facing gable give it a quaint appearance. The dwelling at 302 College Street is a large, two-story brick structure with Craftsman-style features (SCS 93). One of the most substantial buildings in Sadieville, it displays a handsome appearance. Brick porch piers, tapered porch supports, and stone window sills and lintels are especially notable features. In the rear is a large root cellar. Across Cunningham Street to the south is 228 College Street, a one-story dwelling with a lateral-gable roof (SCS 91). Although clad in vinyl siding, it retains its historic form and sufficient decorative elements to contribute to the significance of the district. The neighboring house at 224 College Street is an L-shaped dwelling built in 1902 (SCS 90). It rests on a cement-block foundation and has a broad porch with brick piers and tapered posts. A large rear addition is a notable feature.

At the top of the hill is the Sadieville Elementary School (SCS 79). This structure occupies a gently-sloping site with a clear view of the Cincinnati Southern Railroad. Built in 1924, it stands two stories tall with a broad façade. A gymnasium was added on the north side in 1937. Later, a school lunchroom was built in the rear. The school has not been actively used since 1988. Sold to a private owner in 1991, it has deteriorated in recent years. Although it remains in good structural condition, vandalism and neglect have taken their toll. The interior is filled with debris and about half of the windows have been broken. Unlocked doors in the rear allow easy access.

Located on 204 Cunningham Street is a small, a cross-gabled cottage built on an L-plan with clapboard siding and a standing-seam metal roof (SCS 99). Built circa 1914, it is heavily weathered but otherwise

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in good condition. The porch has been extensively altered, but, otherwise, the house retains its historic features and appearance.

Overall, the Sadieville Historic District possesses a strong concentration of commercial, residential, and institutional buildings from the late- nineteenth and early-twentieth centuries. These resulted from the town's early growth and development. As a representative sampling of popular styles and types from the heyday of American eclectic architecture, they illustrate the ambitions of a community forged by railroad development, rural commerce, and associated forms of economic activity. Although Sadieville's fortunes have declined in recent years, its building stock provides a potent and durable record of the town's heritage.

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**Building Inventory: Sadieville Historic District**

Map #	Site #	Address	Description	Evaluation
1	SCS 73	216 Church St.	Old Sadieville School-Risk House <i>Built ca. 1892 as school. Later converted for residential use. Frame construction with tripartite projecting bay. Scrollwork and other decorative features visible. Vinyl siding, small one-story addition at rear left. Otherwise unaltered</i>	C
2	SCS 79	100 College St.	Sadieville Elementary School <i>Large, two-story brick building built in 1924. Nine bays across façade, center entrance. Structure is largely unaltered. Original windows remain, although some are currently covered with plywood. Some signs of deterioration present, otherwise intact. Excellent rehabilitation potential.</i>	C
3		100 College St.	Sadieville Elementary School Gymnasium <i>Vaulted-roof structure with brick-masonry walls. Built 1937. Significant deterioration but no major alterations. Excellent rehabilitation potential.</i>	C
4		100 College St.	Sadieville Elementary School Cafeteria <i>Vaulted-roof structure with brick-masonry walls. Built 1937. Significant deterioration but no major alterations. Excellent rehabilitation potential.</i>	C
5	SCS 90	224 College St.	Residence <i>One-story frame dwelling with front-facing gable. Porch has Craftsman-style columns. Large rear addition, vinyl siding. Overall form and major features remain intact.</i>	C
6	SCS 91	228 College St.	Residence <i>One-story frame dwelling with lateral-gable roof and rear addition. Modern porch supports, vinyl siding, no other significant alterations</i>	C
7		236 College St.	Residence <i>Extensive alterations</i>	NC
8	SCS 93	302 College St.	Residence <i>Handsome brick dwelling with Craftsman-style features. Porch extends across nearly the full length of the façade. No significant modifications.</i>	C
9	SCS 94	306 College St.	Residence <i>One-story frame dwelling with inset gable. Porch has been rebuilt with modern supports. Vinyl siding. Retains overall form.</i>	C
10	SCS 95	308 College St.	Residence <i>Large two-story frame dwelling built on L-plan. Vinyl siding, replacement windows. Porch retains some early elements. Overall form intact.</i>	C
11	SCS	312 College St.	Residence <i>Two-story frame dwelling with shed-roof porch. Brick Craftsman-</i>	C

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	96		<i>style bases of porch supports remain. Vinyl siding. Overall form intact.</i>	
12	SCS 97	318 College St.	Residence <i>One-story frame dwelling with lateral-gable roof. Porch appears to have been rebuilt but retains original configuration. Vinyl siding.</i>	C
13		326 College St.	Residence <i>Two-story building with extensive alterations.</i>	NC
14	SCS 99	204 Cunningham St.	Residence <i>One-story frame dwelling with front-facing gable built ca 1910. Unusual porch enclosure seems to be a modern alteration. Clapboard siding, standing-seam metal roof. Save for changes to porch, structure is largely intact. Retains overall form and major features</i>	C
15	SCS 83	109 Gano Ave.	Residence <i>One-story dwelling built ca. 1895. Vinyl siding is only significant change. Porch is either original or an early modification.</i>	C
16	SCS 84	113 Gano Ave.	Residence <i>One-story frame building with central entrance and offset chimney. Built ca. 1895. New picture window and porch elements installed, otherwise intact. Retain clapboard siding.</i>	C
17	SCS 85	117 Gano Ave.	Residence <i>Long-time residence of Dr. J.W. Baird, a physician. One-and-one-half story frame structure with Arts and Crafts styling. Some early elements remain, but house has been substantially modified with a replacement front door, vinyl siding, a rear addition, and new porch and foundation elements.</i>	NC
18	SCS 86	123 Gano Ave.	Residence <i>One-story frame dwelling set on tall dry stone foundation.</i>	C
19	SCS 76	131 Johnson Alley	Sadieville Jail-City Hall <i>Two-story brick building erected in 1901. No significant alterations. Lower level still retains original jail facilities.</i>	C
20	SCS 32	123 Main St.	Sadieville Baptist Church <i>Two-story brick commercial building with one-story vestibule on front and stuccoed façade. Built ca. 1910 for commercial use. Purchased by Sadieville Baptist Church in 1962. Church made alterations for its use.</i>	C
21	SCS 16	125 Main St.	Arthur Lancaster Drug Store <i>Two-story frame building historically occupied by one of Sadieville's first stores. Originally fronted by a two-tier porch, now enclosed. Now clad in vinyl siding. Modern windows on façade. Beam for historic sign protrudes from façade. Despite extensive modifications, building is believed to have taken its current form during the period of significance, with siding added later. Contributes to significance of district on the basis of overall form, placement in streetscape, and surviving features.</i>	C
22	SCS 17	127 Main St.	Harriet Kaley House <i>One-story frame dwelling with inset gable and offset and recessed entry. Originally built ca. 1877. Used as boarding house for railroad travelers during early twentieth century. Large rear addition(s). Retains overall form and some historic features</i>	C

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Map #	Site #	Address	Description	Evaluation
23		131 Main St.	U.S. Post Office <i>Circa 1990 post office building.</i>	NC
24	SCS 18	133 Main St.	Whitaker Bank <i>Two-story brick commercial building with four-bay façade and Victorian decorative elements. Ca. 1900. Replacement storefronts, original two-over-two windows at second level. Outstanding example of early commercial structure associated with initial phases of Sadieville's development.</i>	C
25	SCS 20	137-141 Main St.	Risk Hotel and Saloon <i>Two-story brick commercial building with five-bay façade and Victorian decorative elements. Built in 1885, initially served as hotel and saloon. Original storefront at left is intact, porch also appears to be original. Replacement windows at second-story level. Strong rehabilitation potential.</i>	C
26		201 Main St.	Residence	NC
27	SCS 19	207 Main St.	Rogers Funeral Home-Johnson House <i>Two-story frame dwelling with front-facing gable at north end. Built ca. 1915, originally used as a hotel. Vinyl siding, modern standing-seam metal roof. Porch appears to be in original configuration. Original windows and decorative vergeboards remain.</i>	C
28	SCS 21	211 Main St.	J. M. Theobald House <i>One-story house with lateral-gable roof built in 1881. One of the oldest and best-preserved dwellings in Sadieville. Initially built by T. J. Burgess, later owned by John Theobald. Retains historic roof, windows, and decorative porch brackets. Porch has been rebuilt in original configuration.</i>	C
29	SCS 22	215 Main St.	F. T. Mansfield House <i>Two-story frame dwelling built in 1889. Three-bay façade with three-quarters length porch. Vinyl siding, some modern porch elements. Retains original form and major features.</i>	C
30	SCS 28	219 Main St.	R. E. Lee House <i>Large, elaborately-styled two-story frame dwelling set on a t-plan. Built in 1898 for Robert E. Lee, founder of the Farmers Bank of Sadieville. Stone foundation. Retains original windows and centered entry. Victorian decorative elements.</i>	C
31	SCS 70	223 Main St.	Rodham Fields House <i>Two-story frame building with front-facing gable over center entry and three-quarters length porch. Replacement windows, porch appears to have been rebuilt. Retains overall form and major features, including decorative fish-scale shingles in gable.</i>	C
32	SCS 24	231 Main St.	Mefford-Daugherty-Hinton House <i>Two-story frame dwelling with broad porch and two-story rear ell. Inset chimneys, central entry, twelve-over-twelve double-hung sash windows. Craftsman-style porch. Aluminum siding, modern roof. Otherwise intact.</i>	C
33	SCS 101	241 Main St.	Sadieville Christian Church <i>One-and-a-half story ecclesiastical building with cross-gable roof and Gothic ornamentation. Built ca. 1893, modeled after Mount Olivet Church on Cincinnati Pike. Now clad in vinyl siding. Modern</i>	NC

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			<i>entry doors and foundation. Bell in yard once occupied a tower that stood at the northwest corner of the building. Removal occurred when tower developed structural flaws because of weight of bell. Stained glass and oak pews remain inside, but modern materials have compromised integrity. Strong potential for rehabilitation.</i>	
34	SCS 71	245 Main St.	Sadieville Christian Church Parsonage <i>One-and-one-half-story frame dwelling with steeply-pitched roof, dormers, and center entrance. Vinyl siding, replacement windows. Incremental alterations have caused loss of integrity. Strong potential for rehabilitation.</i>	NC
35	SCS 69	350 Pike St.	Sadieville Milling Co. <i>Two-story brick-masonry structure set on tall stone foundation. Built ca. 1916 as Sadieville Milling Company. Currently used for storage and office space. Some original windows remain, others have been replaced with modern vinyl units. Modern wooden stair on north elevation.</i>	C
36	SCS 68	Pike St. at College and Main	Cincinnati Southern Sadieville Underpass <i>Railroad bridge with stone abutments and iron truss. Dry-laid limestone has been used to shore up foundations of roadbed in recent years.</i>	C
37	SCS 14	505 Pike St.	Lodge Hall <i>Large, two-story lodge building erected in 1905 by the Mason and the Knights of Pythias. Outstanding condition, few alterations. Original storefront is intact, porch has been removed. Pressed-metal decorative cornice remains. Recent fire in second-story level did not significantly damage original structure. Interiors are substantially intact. Excellent restoration potential.</i>	C
38	SCS 7	605 Pike St.	Queen City Railroad Depot/Sadieville City Hall <i>One-story frame building originally built as Cincinnati Southern Railroad depot. Originally located beside tracks on Main Street. Moved following discontinuation of passenger service. Refurbished in mid-1990s for use as Sadieville city hall. Overall form intact, features associated with railroad use of structure also remain. Despite having been moved, the building is vital to conveying Sadieville's origins as a railroad stop</i>	C
39	SCS 8	615 Pike St.	Jimmie Jones Dwelling and Storehouse <i>Built in 1877, this structure housed the first general store in Sadieville. Later served as the post office and telephone exchange. Currently used as a residence. Vinyl siding, modern replacement windows, lower level in rear now enclosed. Historic porch remains, other early features have been lost or obscured.</i>	NC
40	SCS 26	621 Pike St.	Sadieville P.O. and Store <i>Built ca. 1880. One-story structure originally served as Sadieville's first post office. Later converted into a residence. Main block is three bays wide with a center entrance. Large addition on east. Vinyl siding, replacement windows, asphalt shingle roof.</i>	NC
41	SCS	625 Pike St.	Kaley Hotel <i>Two-story frame residence is based on the Kaley Hotel, an early</i>	NC

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Map #	Site #	Address	Description	Evaluation
	66		<i>hotel in Sadieville. Now clad in vinyl siding with a replacement porch and modern windows. Siding obscures all historic elements. Possible restoration potential.</i>	
42	SCS 65	631 Pike St.	John Cottingham House <i>One-and-one-half-story frame dwelling with front-facing inset gable. Vinyl siding, replacement windows. Overall form and major features intact.</i>	C
43	SCS 64	639 Pike St.	J. O. Rose Saloon/Rose-Marshall Store <i>Two-story brick structure with plain styling. Built ca. 1859. Originally used as a hotel with a saloon and dining room. Porch has been replaced, but most other significant features remain intact. Fenestration pattern survives, one window at second-story level appears to be original. Modern replacement windows and doors on ground level do not detract from overall appearance. Important example of commercial building associated with early patterns of development.</i>	C
44	SCS 63	643 Pike St.	S. T. and Lucy A. Connellee House/Store <i>One-story building with front-facing gable on east end. Built ca. 1879. Residence occupied main block, store occupied gable end. Structure retains most of its early features, including scrolled brackets at eaves and original windows. Rear addition.</i>	C
45		667 Pike St.	Residence <i>Extensive alterations.</i>	NC
46		683 Pike St.	Residence <i>Three-bay dwelling with shed-roof porch. Extensive alterations.</i>	NC
47	SCS 98	684 Pike St.	Residence <i>Large Craftsman-style dwelling. Severe deterioration but few alterations. Porch partially enclosed. Original windows, most decorative features intact. Strong rehabilitation potential.</i>	C
48	SCS 100	685 Pike St.	Residence <i>One-story residence with double entry and full-façade porch. Retains early standing-seam metal roof, some original windows. Façade windows appear to be replacements. Vinyl siding. Despite some alterations, form is intact, and structure retains major historic features.</i>	C
49	SCS 38	695 Pike St.	Craig House <i>Modern shop building.</i>	NC
50		708 Pike St.	Residence <i>Modern dwelling, ca. 1990.</i>	NC
51	SCS 89	714 Pike St.	Sadieville Rosenwald School <i>One-story frame building set on stone foundation. Clapboard siding, standing-seam metal roof. No significant alterations.</i>	C
52	SCS 88	714 Pike St.	Mount Pleasant Baptist Church <i>Plain one-story frame building set on stone foundation. Early addition in rear. Weathering and deterioration are present, no significant alterations.</i>	C
53		100 Vine St.	Auto repair facility <i>Modern shop building.</i>	NC

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Map #	Site #	Address	Description	Evaluation
54		137 Vine St.	Residence <i>Modern one-story residence. Ca. 1970.</i>	NC
55	SCS 102	137 Vine St.	Stone-masonry garage, northwest corner of parcel <i>One-bay stone-masonry garage set partially into hillside. Ca. 1920. Barrel roof is made of poured concrete. Original doors have been removed, no other apparent alterations. Outstanding example of early garage associated with residential dwelling. Stone construction matches retaining wall along street.</i>	C
56	SCS 103	141 Vine St.	Residence <i>One-story frame dwelling with front-facing gable. Replacement windows, modern porch. Original entry door with transom remains. Vinyl siding, stone foundation. Form and significant features intact.</i>	C
57	SCS 104	145 Vine St.	Cottage w/Craftsman-style accents <i>One-story dwelling with front gable ell and Arts and Crafts-style porch. Built ca. 1900. Vinyl siding, no other significant modifications.</i>	C
58	SCS 105	151 Vine St.	Residence <i>Two-story farm house with large one-story addition on west elevation. Main structure is commonly reputed to be Sadieville's oldest house. In good condition, with modern asphalt-shingle roof and recent (ca. 1970s) porch.</i>	C
59	SCS 106	152 Vine St.	Residence <i>One-story frame structure built at edge of steep slope leading to ravine between Pike and Vine streets. Extensive alterations include vinyl siding, rare and side additions, enclosure of lower level in rear, and new porch supports. Original windows remain in place on main block, entrance retains classical surround. Possible rehabilitation potential.</i>	NC
60		210 Vine St.	Residence <i>One-story with front-facing side gable. Vinyl siding, modern foundation, replacement windows. Victorian porch spindlework remains.</i>	NC
61	SCS 107	211 Vine St.	Residence <i>L-shaped dwelling with porch featuring turned posts and a spooled cornice. Vinyl siding.</i>	C
62		214 Vine St.	Residence <i>One-and-a-half story dwelling with a hall-parlor plan. Extensive alterations.</i>	NC
63	SCS 108	215 Vine St.	Residence <i>One-story dwelling with front-facing gable. Vinyl siding, concrete-block foundation, modern porch elements.</i>	NC
64	SCS 109	217-219 Vine Street,	Residence, root cellar in rear. <i>One-story dwelling with front-facing inset gable and Craftsman-style porch. Stone foundation with large stone root cellar in rear. Asphalt-shingle roof and vinyl siding, also lattice-work foundation insets. No other significant modifications.</i>	C
65	SCS 110	220 Vine St.	Residence <i>One-story dwelling. Vinyl siding, concrete foundation, modern porch.</i>	NC
66	SCS	222 Vine St.	Residence <i>One-story dwelling with weatherboard siding. Cistern remains in</i>	C

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	111		<i>front yard.</i>	
67	SCS 112	223 Vine St.	Residence <i>Extensive alterations include vinyl siding and replacement windows. Some decorative spindlework remains. Original foundation has been covered in stucco.</i>	NC
68	SCS 113	225 Vine St.	Cottage w/Queen Anne Victorian features <i>Square three-bay house set on dry stone foundation. Porch is supported by turned posts that extend to a cornice with triangular points.</i>	C
69	SCS 114	228 Vine St.	Residence <i>One-story frame dwelling with full-façade porch. Minimal alterations.</i>	NC
70	SCS 115	229 Vine St.	Gable-front cottage <i>One-story dwelling with stone foundation, large exterior chimney, and front-facing gable. Vinyl siding, standing-seam metal roof. Porch appears to be in original configuration. Despite some alterations, building retains overall form and historic character.</i>	C
71	SCS 116	239 Vine St.	Residence <i>One-story dwelling with front-facing gable and inset porch. Second porch occupies east elevation. Stone foundation, aluminum siding. Retains overall form, original chimneys, early or original porch configuration, and some decorative elements.</i>	C
72	SCS 117	247 Vine St.	Residence <i>Large one-and-one-half-story residence with Craftsman-style accents. Stone foundation, vinyl siding. Porch appears to have been enclosed at foundation level but retains original configuration. Tall chimney is a notable feature. Important example of ca. 1930 residential building. Strong rehabilitation potential.</i>	C

Total contributing properties: 49

Total noncontributing properties: 23

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

Social History

Commerce

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

Circa 1877-1962

\_\_\_\_\_

**Significant Dates**

1878

\_\_\_\_\_

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

NA

**Cultural Affiliation**

\_\_\_\_\_

NA

\_\_\_\_\_

**Architect/Builder**

\_\_\_\_\_

Unknown

\_\_\_\_\_

**Period of Significance (justification)**

The period of significance encompasses the construction of the Cincinnati Southern Railroad and the earliest extant resources in the town. It also encompasses resources associated with the twentieth-century development of the town, which continued into the post-World War II era. The district today includes resources from the late nineteenth and twentieth centuries.

**Criteria Considerations (explanation, if necessary)**

None

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## Statement of Significance

### Summary Paragraph

The Sadieville Historic District is locally significant under criteria A and C. The property meets Criterion C by being a type of construction, an example of a post-Civil War railroad town and rural commercial center. A railroad town on this line, and most lines in Kentucky, would include only a railway-owned depot, with the townspeople owning and developing the town. This is distinct from railroad towns in the Upper Midwest, which the rail line owned and developed entirely. In the 1870s, construction of the Cincinnati Southern Railway (CSRR) connected Scott County with urban markets centered in Cincinnati and Knoxville. Sadieville developed as construction crews moved through the area and used the crossroads community of Big Eagle as a staging area for their operations. By the mid-1880s, Sadieville possessed a handful of businesses and amenities commonly associated larger towns. Growth continued at a brisk pace in the later decades. Today, the town contains an impressive collection of late Victorian-era and early twentieth-century commercial and domestic architecture. The district's historic significance will be evaluated within the context, "Railroad Development in the Kentucky Bluegrass, 1865-1963"

In addition, Sadieville has statewide significance under Criterion A, important for its role as a departure point for African American migration to Kansas during the late-1870s. In March 1878, about 150 people from Scott County boarded trains bound for the Great Plains. African Americans from Scott and Fayette counties formed the nucleus of Nicodemus, the most successful and best-known of the black towns established during the era. The historic district retains integrity from the circa 1880-1962 period and continues to reflect the history of commercial development and race relations in post-Civil War era Kentucky. This importance of the district will be examined within the context, "African Americans in Northern Scott County, 1865-1960"

### Context 1: Railroad Development in the Kentucky Bluegrass, 1865-1963

The history of Sadieville and the surrounding area directly relates to the Cincinnati Southern Railroad. The railroad played a crucial role in the economic life of the town from the late 1870s to the middle decades of the twentieth century. Construction of the CSRR brought new economic opportunities to the Bluegrass. Sadieville thrived as a depot stop. Freight and passenger traffic supplied merchants in Sadieville with steady business. With the rise of automobile transportation and the centralization of commercial activity in urban centers, Sadieville's fortunes declined. Today, the town's population numbers about 300, about half of its early twentieth-century peak.

The origins of the CSRR lay in the railroad-building frenzy that followed the Civil War. Between 1865 and the depression of the 1890s, railroad construction proceeded at a blistering pace. Nationwide, railroad companies laid 150,000 miles of new track. Construction of three transcontinental lines opened up vast expanses of land for settlement. New regional lines strengthened transportation networks across the North and Middle West. Meanwhile, construction in the South advanced with vigor. Southern railroad companies rebuilt quickly after the Civil War and then began laying new track. Construction proceeded at a moderate pace during the 1870s before exploding during the following decade. In 1880, total track mileage in the South stood at 16,605. By 1890 it more than doubled to reach 39,108 miles. As railroads laid new track across the nation, southern companies built at a faster rate than any of their peers.<sup>1</sup>

<sup>1</sup> Jackson Lears, *Rebirth of a Nation: The Making of Modern America, 1877-1920* (New York: HarperCollins, 2009), p. 54; C. Vann Woodward, *Origins of the New South, 1877-1913* (Baton Rouge: Louisiana State University Press, 1951), p. 120; John F. Stover, *The Railroads of the South: A Study in Finance and Control* (Chapel Hill: University of North Carolina Press, 1955);

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The Cincinnati Southern developed during the peak of the building boom. As one of several regional trunk lines built during the period, it opened up new markets for consumer goods and provided access to previously-isolated areas. By connecting farmers with major cities, it boosted the fortunes of agricultural producers throughout the Bluegrass and central Tennessee. Construction of the Cincinnati Southern began after a protracted struggle. Its route bypassed Louisville, causing merchants in that town to enlist the help of politicians to block the line legislatively, in an effort to prevent competition for the Louisville & Nashville Railway. When completed in the spring of 1880, the Cincinnati Southern became a vital part of a regional transportation network. Places such as the Big Eagle precinct of northern Scott County benefited. As one of dozens of rural communities whose fortunes changed virtually overnight, residents of Big Eagle found new opportunities from the railroad's presence. These advantages allowed citizens to chart a course that mirrored events in hundreds of crossroads communities across the South in the decades after the Civil War.<sup>2</sup>

The prospect of a railroad between Cincinnati and the Southeast had roots to the antebellum era. As early as the 1830s, business leaders dreamed of building a railroad between the Ohio River Valley and the southeastern seaboard. In 1836, merchants in Charleston, South Carolina, urged construction of a railroad across the Southern Appalachians. Eager to develop trade with the fertile agricultural lands of the Ohio Valley, they proposed a railroad linking Charleston with Cincinnati and Louisville. Although their proposal quickly garnered strong support, it proved overly ambitious. The Panic of 1837 dashed all hopes of starting construction, and in the ensuing decades, the project languished. Although the South Carolina Railroad laid some tracks in the northwest corner of the state, nothing more came of the scheme.<sup>3</sup>

As railroad construction increased during the 1850s, Cincinnati merchants found themselves facing new forms of competition. The completion of the Louisville and Nashville Railroad in 1859 gave Louisville merchants new opportunities. By linking Louisville with Nashville, this line improved connections between traditional trading partners and opened up opportunities for Louisville merchants to supply towns and cities further east. Meanwhile, Cincinnati remained dependent on river-borne commerce. As competitors downriver enlarged their trading area, Cincinnati merchants made few such gains.<sup>4</sup>

Civic leaders in Cincinnati made several proposals to build a railroad south in to the Kentucky bluegrass during the 1850s and Civil War era. Not until several years after the war, however, did any yield results. In 1868, Cincinnati attorney E. A. Ferguson proposed that the city of Cincinnati take the lead in securing better transportation connections. Ferguson proposed construction of a road southward through the Kentucky Bluegrass on to a city in eastern Tennessee. Instead of relying on private capital for construction, Ferguson urged that the city issue bonds to secure funding for the project. The *Cincinnati Daily Enquirer* quickly endorsed the plan and city officials

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Carolina Press, 1955); William J. Cooper, Jr., and Thomas E. Terrill, *The American South: A History*, 4th ed. (Lanham, Md.: Rowman and Littlefield, 2009), II: 463-467, 502-505.

<sup>2</sup> Charles G. Hall, *The Cincinnati Railway: A History* (Cincinnati: The McDonald Press, 1902); Edward A. Ferguson, *The Founding of the Cincinnati Southern Railway* (Cincinnati: Rover Blake Company, 1905).

<sup>3</sup> Samuel M. Derrick, *Centennial History of the South Carolina Railroad* (Columbia: The State Co., 1930), chaps. 5-7; Ferguson, *The Founding of the Cincinnati Southern Railway*, pp. 125-126; Hall, *The Cincinnati Railway*, pp. 25-26.

<sup>4</sup> Hall, *The Cincinnati Railway*, pp. 26-34.

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began lobbying the Ohio legislature for a charter. On May 4, 1869, the so-called "Ferguson Bill" became law. It granted municipal governments authority to enter into joint-stock companies, thereby making it possible for the City of Cincinnati to provide funding for and undertake construction of a railroad.<sup>5</sup>

Ferguson and his associates set out to obtain the funds needed to make their ambitious plans a reality. In June of 1869, citizens of Cincinnati approved a \$10 million bond issue by an overwhelming margin. City officials immediately declared a holiday, and nine bands paraded in the streets. Public enthusiasm for Ferguson's plan ran high. In the following days and months, the Superior Court of Cincinnati named a board of trustees for the company and the Tennessee legislature granted a charter authorizing construction through the state. Cincinnati's longstanding goal of establishing railroad connections with the Southeast inched closer to reality.<sup>6</sup>

The owners of the Louisville and Nashville Railroad and Louisville merchants understood the potential of the new road. For more than a decade after the Civil War, competition between the two cities simmered. As Ellis Merton Coulter wrote, "neither would make a move without reference to the other. This rivalry... was a battle for immense trade [because] Louisville commercially was Kentucky commercially."<sup>7</sup> Cincinnati's civic leaders understood the danger in leaving Louisville's access to markets and producers in the Bluegrass and points further south unchallenged. At the same time, Louisville's leaders recognized that they stood to lose business that would come through competition with other railroads.

The Louisville and Nashville Railroad vigorously opposed Cincinnati's bid to become a railroad hub. As the main transportation corridor between Louisville and Nashville, the L&N moved goods and people between two of the South's largest and most heavily-industrialized cities. Other railroads provided connecting service to Knoxville, Chattanooga, Memphis, and Charleston.<sup>8</sup> By 1868, the L&N charged whatever price it desired from Cincinnati merchants shipping goods to the Deep South. High freight rates ate into Cincinnati businessmen's profits, and competition with Louisville merchants limited their access to new markets.<sup>9</sup>

In April 1869, municipal leaders in Cincinnati obtained authorization to build a railroad. With this step, they put the city on a course toward improved trade and economic growth. In July, the CSRR Board of Trustees set out to meet with legislators in Kentucky and Tennessee. The CSRR received a charter from the Tennessee legislature in January 1870.<sup>10</sup> Obtaining similar authorization from the Kentucky legislature proved difficult. In March of 1870 and again in January 1871, CSRR officers tried without success to secure the right to operate a railroad in Kentucky.<sup>11</sup> L&N lobbyists blocked their efforts until February 1872, when Kentucky Governor Preston H. Leslie intervened. Leslie

<sup>5</sup> Hall, *The Cincinnati Railway*, pp. 34-35.

<sup>6</sup> Hall, *The Cincinnati Railway*, p. 35.

<sup>7</sup> Ellis Merton Coulter, *The Cincinnati Southern Railroad and the Struggle for Southern Commerce, 1865-1872* (Chicago: American Historical Society, 1922), p. 5.

<sup>8</sup> Ferguson, *Founding of the Cincinnati Southern Railway*, p. 11.

<sup>9</sup> Ferguson, *Founding of the Cincinnati Southern Railway*, p. 12. For an account of commercial competition between Louisville and Cincinnati, see Hall, *The Cincinnati Railway*, p. 30-31.

<sup>10</sup> Hall, *The Cincinnati Railway*, p. 37.

<sup>11</sup> Hall, *The Cincinnati Railway*, p. 37.

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immediately granted the railroad the authority to build a rail line through the state, thus paving the way for construction and new competition.<sup>12</sup>

CSRR officials moved swiftly to begin construction. Engineers considered four possible routes. One traveled eastward to the Cumberland Gap before proceeding toward Knoxville. A second departed Cincinnati in a southeasterly direction and ran straight to Knoxville. A third ran as far west as Nashville before turning east toward Chattanooga. A fourth ran directly from Cincinnati to Chattanooga. Ultimately, CSRR officials chose the last of these options. It offered better access to markets, reasonable construction costs, and the potential to connect Cincinnati with rapidly-expanding transportation networks.<sup>13</sup>

Construction of the Cincinnati Southern Railroad began in 1873. The rail line departed Cincinnati, crossed into Kentucky at Erlanger, and proceeded fifty miles south along the crest of a ridge that divided the waters of the Licking River and Eagle Creek. The roadbed from Lexington to Cincinnati reached completion in 1876, and tracks were laid the following year. After reaching Georgetown and Lexington, the railroad turned south toward Chattanooga.<sup>14</sup>

### **Creation of Sadieville**

The Big Eagle district of northern Scott County lay directly on the route. In 1875, the CSRR erected a bridge across the Big Eagle River near the Connersville Road, at the present-day site of Sadieville. By routing the railroad through Scott County, the CSRR offered local farmers access to a transportation network with connections to major cities. Residents of Big Eagle benefited in two ways. First, the CSRR used the community as a staging point for construction. Residents welcomed CSRR officers into their homes as construction proceeded. Trains also stopped to refuel and take on water. Second, CSRR trains supplied freight and passenger service to the area. Big Eagle quickly became a distribution point for local farms and a shipping center for agricultural goods and other products.<sup>15</sup>

Big Eagle residents understood the potential of a stop on the CSRR. They petitioned for and received permission to build a depot. CSRR agents selected land owned by Richard and Sadie Pack. In 1877, the CSRR purchased Pack's acreage and commissioned Mr. H. H. Squairs to build the depot. The CSRR retained sole ownership of, and operating rights to, the depot. Eager to show their gratitude to the Packs, residents named the town "Sadieville" in honor of Mrs. Sadie Pack.<sup>16</sup>

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<sup>12</sup> Hall, *The Cincinnati Railway*, p. 37. When asked about the difficulties the CSRR encountered with the Kentucky legislature, one company official remarked that the struggle represented "the most determined and positive that had ever been inaugurated against any bill before the legislature."

<sup>13</sup> Coulter, *The Cincinnati Southern Railway and the Struggle for Southern Commerce*, p. 35.

<sup>14</sup> Anne Blevins, "Sadieville," T.S., on file at Sadieville City Hall, p. 3

<sup>15</sup> Blevins, "Sadieville," p. 2. On the early history of Big Eagle, see especially William Henry Perrin, ed., *History of Bourbon, Scott, Harrison, and Nicholas Counties, Kentucky* (1882; Cincinnati: Art Guild Reprints, 1968), pp. 208-209. According to leading Scott County historians Lindsey Appel, Frederick Johnston, and Ann Bolton Bevens, the initiative of "country merchants" played a crucial role in getting a depot stop established. By January 1877, several merchants had crafted a plan to build "several businesses houses on the line of the railroad at or near Mr. S.T. Connellee's, with the expectation of having a Depot established." In February, Richard F. Pack and T.J. Burgess purchased about twenty-five acres from Connellee with plans to donate four acres to the railroad company." See Lindsey Apple, Frederick A. Johnston, and Ann Bolton Blevins, *Scott County, Kentucky: A History* (Georgetown, Ky.: Scott County Historical Society, 1993), p. 217.

<sup>16</sup> Blevins, "Sadieville," pp. 1-2.

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Sadieville immediately began to grow. By 1879, the town boasted two stores and a post office. As the CSRR expanded its operations, the railroad assumed a larger presence in the town. Construction crews erected an overpass at Sadieville capable of carrying heavily-loaded cars. Huge blocks of rusticated limestone form the main piers, with drylaid limestone further beyond. The same overpass stands in Sadieville today.<sup>17</sup>

Sadieville became an incorporated municipality in 1880. This development underscored the community's rapid growth and the ambitions of its citizens. Residents formed a fire department a short while later. E. B. Braun served as the first chief. Citizens also organized a brass band and built a bandstand at the corner of Main and Pike streets. Nickel and silver-plated instruments ordered at a cost of \$250 supplied at least eleven musicians with needed equipment for proper music-making.<sup>18</sup>

### **Development within Sadieville**

By the mid-1880s, a growing number of commercial enterprises highlighted Sadieville's rapid development. Residents shopped at several dry goods stores, and visitors had their choice of at least three hotels. The single largest enterprise in the community was the Sadieville Milling Company. Established by Daniel Gano sometime after 1874, it soon grew to become a major industrial facility. By 1895 it occupied a three-story building equipped with thirteen grain elevators, two scourers, one purifier, one corn sheller, one branduster, three bolting reels, one separator, and three cyclone dust collectors. With an operating capacity of 100 barrels per twenty-four hours, it ranked among the largest mills in Scott County.<sup>19</sup>

Sadieville continued to prosper as the twentieth century dawned. By 1900, the community included more than 100 households and over thirty businesses. Four churches tended to residents' spiritual needs. Several grocers evinced residential growth and the town's role as a commercial center for the surrounding area. Four tobacco warehouses underscored Sadieville's rise as a shipping and processing center for agricultural goods. As the principal departure point for produce grown on farms in the northern third of Scott County, Sadieville served a vital role in transactions between local growers and merchants in urban centers. In 1902, the town erected a new court house and jail. Built at a cost of \$2,000, the small but well-equipped structure stood on the slope of the hill overlooking Pike Street.<sup>20</sup>

As the community grew, distinct neighborhoods developed. Main and Pike streets quickly became principal business corridors. Several important businesses stood along Main Street. J. W. Jones erected the first commercial building in Sadieville. It housed a "general merchandise business for several years" and later became the F. T. Mansfield and Company dry goods and grocery store.

According to one boosterish account, by the beginning of the twentieth century, Sadieville boasted a number of commercial buildings "built with the idea of being substantial in architecture." Some, the same

<sup>17</sup> Bevins, "Sadieville," p. 3.

<sup>18</sup> Bevins, "Sadieville," pp. 1-3; Gaines, *B. O. Gaines History of Scott County*, II: 521.

<sup>19</sup> Bevins, "Sadieville," pp. 3-4; Sanborn Fire Insurance Map, Sadieville, Kentucky, 1895; Gaines, *B. O. Gaines History of Scott County*, II: 522. Storekeeper James W. Jones established the post office on April 14, 1878.

<sup>20</sup> Bevins, "Sadieville," pp. 5-7; Gaines, *B. O. Gaines History of Scott County*, p. 522. The 1901 Sanborn Fire Insurance Map shows four tobacco warehouses owned by Tom Burgess, D. Gano, S. B. Jones, and R. S. Chowing, respectively. See Sanborn Fire Insurance Map, Sadieville, Kentucky, 1901. By 1904, more than 200 rail cars loaded with livestock, logs, and tobacco left Sadieville annually. See Gaines, *B. O. Gaines History of Scott County*, p. 167.

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commentator asserted, sought to be “an ornament to the town.” In 1899, a group of enterprising citizens established the first bank in Sadieville, the Deposit Bank. With a capital of \$50,000, it provided credit to farmers and businessmen throughout the surrounding territory. A second bank, the Farmers Bank of Sadieville, followed in 1899. Meanwhile, residents took steps to make the town more commodious and hospitable. A foot bridge between Main and Vine Streets was built in 1901. Funded by private subscriptions, it stood 50 feet above ground and ran for 300 feet. By providing residents with easy access between the central commercial district and one of the town’s major neighborhoods, the bridge made life easier for significant numbers of local residents.<sup>21</sup>

Several hotels suggested Sadieville’s importance as a commercial center. The Kaley Hotel sat at 127 Main Street. More a boarding house than hotel, it provided travelers with comfortable accommodations. Two doors down stood the Risk Hotel, an establishment that offered premium lodgings and dining. Occupying a two-story brick building located a short distance from the Cincinnati Southern depot, it supplied outstanding accommodations to weary travelers.<sup>22</sup> Meanwhile, several saloons provided residents and visitors with opportunities for dining, imbibing, and camaraderie. Proprietors included Leander Risk, J. O. Rose, and the team of “Price & Davis.” According to a 1904 report, all qualified as “gentleman of the first rank.” Their businesses supplied the town with about \$1,400 in tax revenue each year.<sup>23</sup>

Sadieville thrived as a center of agricultural commerce. By about 1900, it was widely recognized as a prime shipping point. The operations of the Burgess and Gano Company solidified its reputation. This firm supplied yearling mules and colts to buyers in Georgia and Alabama. Young colts and mules remained in corrals beyond the town limits until ready for shipment. Then they would be driven to the Sadieville stockyards, which stood beside the railroad tracks. Train crews then uploaded livestock onto waiting freight cars. Annually, the Sadieville depot processed goods amounting to 216 car loads of livestock, logs, and tobacco.<sup>24</sup>

### **Evaluating the Significance of Sadieville within the context, “Railroad Development in the Kentucky Bluegrass, 1865-1963”**

Sadieville’s growth and development paralleled the experience of other Scott County communities and Kentucky towns elsewhere along the CSRR line. Across the nation, railroad construction provided a catalyst for the creation of new towns and the expansion of existing communities. In Scott County, two other towns, Hinton and Newtown, owed their origins to railroad development. Hinton developed as a result of the CSRR. Newtown developed as a result of the construction of the Kentucky Midland/F&C Railroad in 1889.<sup>25</sup> In Montgomery County, the town of Mt. Sterling thrived as a result of new railroad connections. After trying desperately to secure a railroad link to Lexington before the Civil War, Mt. Sterling became a railroad town in 1872 when reached by the Elizabethtown, Lexington, and Big Sandy Railroad. By 1880, the town’s population more than doubled, several factories had been established, and retail merchants saw sharp increases in business. Merchants benefited from lower transportation costs

<sup>21</sup> Gaines, *B. O. Gaines History of Scott County*, p. 521.

<sup>22</sup> Bevins, “Sadieville,” p. 6-7.

<sup>23</sup> Gaines, *B. O. Gaines History of Scott County*, p. 527.

<sup>24</sup> Apple, Johnson, and Bevins, *Scott County, Kentucky: A History*, p. 98. In 1904, Sadieville merchants shipped rabbits, hides, and produce valued at more than \$13,000.

<sup>25</sup> Apple, Johnston, and Bevins, *Scott County, Kentucky: A History*, p. 219. Hinton was originally called Butler’s Station. The name change resulted from the actions of the CSRR.

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and demand for goods from farmers in neighboring areas.<sup>26</sup> In southern Kentucky, Pulaski County experienced its “greatest development” with construction of the CSRR. The town of Ferguson developed in response to the need for housing for workers and farmers throughout the county benefited from opportunities to ship produce to larger markets.<sup>27</sup>

Although Scott County’s fortunes did not depend exclusively on the CSRR, local leaders saw the railroad as essential for continued growth and development. Construction of the road itself supplied jobs and new demand for manufactured goods. Sawmill operators benefited from demand for railroad ties, scaffolding, and lumber for worker housing and shops. New commercial opportunities also developed as a result of the railroad. Carriage making, for example, became a major industry. As an index of Scott County’s enthusiasm for the road, residents raised \$25,000 in subscriptions to acquire right-of-way for construction. As leading county historians Lindsey Apple, Frederick Johnson, and Ann Bolton Bevins have written, “construction of the [CSRR] through Scott County was the major local event between 1874 and 1877.” Local leaders, they note, stood “convinced that rail connections would reverse” the economic stagnation that followed the Civil War. Even though local merchants shipped goods via the L&N system, they eagerly embraced construction of the line south from Cincinnati. In the same way that Cincinnati merchants saw the railroad as vital to their future, so too did their counterparts in communities to the south. Scott County merchants paid discriminatory freight rates on the L&N. Consequently, the CSRR proved a boon to trade and commerce.<sup>28</sup>

Just as the railroad fueled the growth of communities all along the CSRR line, its decline had enormous consequences. With the advent of the automobile in the 1910s and 1920s, freight shipments and passenger travel by railroad took a sharp downturn. Although heavy industries continued to rely on rail service, smaller producers and retail merchants quickly shifted to truck-based freight.

In 1937, the CSRR discontinued service to the Sadieville depot. Declining freight and passenger traffic compelled the decision. The Great Depression hit Scott County farmers hard, and with the advent of automotive transportation, rural producers seized on alternative methods of moving produce to market. The closing of the depot effectively marked the beginning of Sadieville’s decline. Although the town’s economic condition did not slide precipitously, the era of growth and prosperity quickly came to an end. In the following decades, outmigration and business closings made Sadieville’s shifting fortunes plainly clear. What had once been a thriving rural community suffered one small setback after another. Each represented a small blow to the prosperity and vitality the town enjoyed in earlier years.

<sup>26</sup> Carl B. Boyd, Jr., and Hazel Mason Boyd, *A History of Mount Sterling, Kentucky, 1792-1918* (Mt. Sterling, Ky.: C. B. Boyd, Jr., 1984), pp. 60-61.

<sup>27</sup> Alma Owens Tibbals, comp., *A History of Pulaski County, Kentucky* (Bagdad, Ky.: Grace Owens Moore, 1952), pp. 81-82. On similar developments in Jessamine County, see Bennett H. Young, *A History of Jessamine County, Kentucky, From its Earliest Settlement to 1898* (Louisville: Courier-Journal Job Printing Co., 1898), p. 183.

<sup>28</sup> Apple, Johnston, and Bevins, *Scott County, Kentucky: A History*, pp. 230-234, 237.

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In the nearly sixty years between construction of the CSRR in the 1870s and the eve of World War II, Sadieville thrived as a rural commercial center. As the largest and most prosperous community in northern Scott County, it supplied local residents and farmers with access to dry goods, fresh groceries, and urban markets. Sadieville's history exemplifies the town-building process that occurred as railroads built new lines across the nation. As railroad companies laid tracks through previously-isolated areas, residents and promoters seized opportunities. In many cases, commercial growth and development followed. Towns such as Sadieville had no assurance of success, but neither did they have reason to doubt their potential. In the nineteenth-century America, railroads supplied rural areas with trade, commerce, and opportunities. Cities and towns lived and died by railroad connections. Although the closing of the Cincinnati Southern depot in 1937 did not deliver a crushing blow, it nonetheless marked the end of an era. With its passing, Sadieville's fortunes turned and the character of the community and its course of development followed.

## **Context 2: African Americans in Northern Scott County, 1865-1960**

### **African-Americans Leave Sadieville via the Railroad**

Sadieville's role as a shipping center also drew widespread attention with the Exoduster movement of the late 1870s. In March 1878, about 150 people from Scott County boarded trains bound for Kansas. This event marked the beginning of a massive outflow of African Americans from the South. Blacks left Kentucky, Tennessee, Mississippi, and Louisiana in large numbers. Seeking autonomy and escape from racial violence and economic competition, blacks fled to the North, the Great Plains, and a host of other destinations. Perhaps as many as 40,000 emigrated to Kansas, a beacon for Southern blacks. Favored for its fertile land and racial tolerance, Kansas attracted black migrants in droves. African Americans from central Kentucky figured among the earliest to arrive in the state. In 1877-78, at least 580 blacks from Fayette and Scott counties immigrated to Kansas.<sup>29</sup>

Most migrants from Kentucky settled in Nicodemus, the largest and most successful of several black settlements founded on the Great Plains. Nicodemus quickly grew to become a moderately prosperous town with a population of more than 600. Black migration to Kansas represents one of the most dramatic episodes of the strife-ridden history of Reconstruction. At a time when few opportunities existed in the former Confederate states and whites routinely employed violence in their efforts to achieve white

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<sup>29</sup> In the immediate aftermath of the Civil War, blacks from Kentucky fled to the neighboring states of Ohio, Indiana, and Illinois. According to E. Merton Coulter, Kentucky's black population dropped 6 percent during the 1860s. Meanwhile, the number blacks in Ohio increased by 72 percent, while the African American populations of Indiana and Illinois rose by 115 and 277 percent, respectively. See E. Merton Coulter, *The Civil War and Readjustment in Kentucky* (Chapel Hill: University of North Carolina Press, 1926), I: 263. On the exoduster movement, see Robert G. Athearn, *In Search of Canaan: Black Migration to Kansas, 1879-80* (Lawrence: Regents Press of Kansas, 1978); Nell Irvin Painter, *Exodusters: Black Migration to Kansas After Reconstruction* (New York: W. W. Norton and Company, 1977). A useful discussion concerning the total number of migrants is found in Athearn, *In Search of Canaan*, pp. 167-168.

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supremacy, African Americans struck out on their own, determined to seize the promise of freedom. Kansas became a leading destination for these refugees from slavery, inequality, and racial strife.<sup>30</sup>

### **Kentucky in the Civil War**

Kentucky's role in the Civil War is well known. When hostilities broke out in the spring of 1861, Kentucky's political leaders sought to remain neutral. Although Kentuckians believed in the right to own slaves, they also believed that the crisis of the Union could be resolved through the courts. In keeping with their neutral disposition, lawmakers decided that Kentucky would not supply troops for the Union Army and urged citizens to stay out of the war. Despite this decree, thousands of young men enlisted. Over 30,000 volunteered for the Confederacy, while more than 90,000 ultimately supported the Union cause.<sup>31</sup>

Both sides in the battle over slavery recognized Kentucky's importance. Strategically, Kentucky occupied a crucial position at the juncture of the lower Midwest and Upper South. Union and Confederate leaders coveted Kentucky's rich agricultural lands, the burgeoning industrial center of Louisville, and the transportation connections provided by the Louisville and Nashville Railroad.

In choosing neutrality, Kentucky secured a unique position for itself. As a slaveholding state that ultimately remained loyal to the Union, it set itself apart from the Confederacy and the free-labor North. Culturally, most white Kentuckians sympathized with the Confederacy. Unlike their counterparts further South, however, they saw the Union as the best hope for preserving their slave property. Kentucky's unique stance shaped the wartime experiences of its people. Moreover, the ramifications of its stance carried over into the postwar era. As a state that felt the full force of emancipation but experienced federal occupation only briefly, it experienced an uneven transition to freedom, with profound results for people on both sides of the color line.

Because Kentucky did not secede, the Emancipation Proclamation did not apply to persons held in bondage in the state. Kentucky slaves did not receive emancipation until December 1865, well after the cessation of hostilities. While the Union Army allowed African-Americans to join, it did not actively recruit slaves in Kentucky until 1864. Many slaves eager to fight the Confederates escaped to Indiana or Ohio to enlist. Not until Kentucky fell short of its federal quota for white enlistment did the Union Army reluctantly allow slaves to join. Slaves that joined the Union Army were considered run-aways and many slave catchers patrolled the roads beating, killing, or capturing blacks on their way to recruitment centers.<sup>32</sup> By 1863, slaves headed to recruitment centers across the state in large numbers, with over 10,000. By the war's end, more than half of Kentucky's military-aged blacks enlisted.<sup>33</sup> After March 3, 1865, by enlisting in the army, slaves gained freedom not only for themselves, but also for their families.

<sup>30</sup> Painter, *Exodusters*, chap. 12.

<sup>31</sup> George C. Wright, *Racial Violence in Kentucky, 1865-1940* (Baton Rouge: Louisiana State University Press, 1990), p. 20.

<sup>32</sup> Aaron Astor, "I wanted a gun: Black Soldiers and White Violence in Civil War and Postwar Kentucky and Missouri," in *The Great Task Remaining Before Us: Reconstruction as America's Continuing Civil War* (New York: Fordham University Press, 2012).

<sup>33</sup> Coulter, *The Civil War and Readjustment in Kentucky*, I: 247.

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### Post-war Social Conditions for African Americans

The historical record makes it clear that emancipation delivered mixed results. While freedom transformed the lives of black and white southerners everywhere, it also took hold slowly and unevenly. In Kentucky, reports of blacks still living in bondage became common after the war's end. In May 1866, the Freedman's Bureau reported that blacks continued to be held as slaves in Boone County. In Trigg and Lyon counties, bureau agents claimed that blacks received treatment "far worse than before the Government set them free." As late as 1868, northern Kentucky agents reported blacks "are kept in a state of vassalage tantamount to the old system of slavery."<sup>34</sup>

In the years immediately following the war, Union officials stationed black officers across the state in an effort to maintain order as soldiers and families returned to what was left of their homes. Thousands of men returning from war and thousands of former slaves needed to find jobs. The once-booming agricultural industry lagged as a result of the war. Jobs proved scarce. Former slaves who previously worked in hemp and tobacco fields yearned to escape agricultural labor, but they found few opportunities. Without education and facing whites' refusal to hire blacks for anything but field labor, most blacks found themselves limited to agricultural employment. Although nominally free, their lives did not change radically from the prewar era.

African-Americans recognized land ownership as an opportunity for economic independence, but obtaining it often proved difficult. Many whites refused to sell to blacks, and limited capital left formerly enslaved workers unable to buy land of any kind, leaving them with no choice but to live on the land of former masters, doing the same work as they had in bondage. When blacks obtained jobs outside of farm labor, local whites sometimes responded with hostility, raiding black communities and sometimes forcing them to leave. White owners trapped blacks into sharecropping contracts similar to peonage, making it difficult for blacks to save money and pay off debt. These arrangements kept blacks dependent on white landowners and available to work at low cost.

In addition to the arduous task of finding housing and employment, blacks lived in a hostile environment. Racial violence proliferated. Lynchings became commonplace. White Kentuckians considered African Americans inferior and believed that they had to be controlled, lest they spark unrest. In many counties, whites targeted blacks who had served in the Union Army. Both races equated military service with manhood and citizenship; black soldiers challenged the white social principle. Groups of former Confederate soldiers organized themselves into paramilitary groups across the state believed it was their duty to restore order to the state and to challenge the new assertive black citizen.

Kentucky blacks received little support from political leaders. Although former Confederate governors appealed for peace across the state, they also stalled legislation aimed at protecting the rights of black citizens.<sup>35</sup> Because of its neutrality during the war, federal reconstruction mandates did not apply to Kentucky. Former Confederates quickly gained political offices statewide. The

<sup>28</sup> Wright, *Racial Violence in Kentucky*, p. 20.

<sup>35</sup> Under The Civil Rights Act of 1866, if blacks were denied the right to testify in court, they could appeal to the United States Supreme Court. Governor Stevenson repeatedly stalled proceedings to allow black testimony in court. It was not until 1872, after many heated debates in the state legislature and federal indictments that a bill was passed allowing black testimony. See Lowell Harrison and James Klotter, *A New History of Kentucky* (Lexington: University Press of Kentucky, 1997), p. 244.

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General Assembly voted to restore rights previously denied to Confederates as well as to remove federal troops stationed across the state. The new democratic assembly refused to ratify federal amendments designed to grant rights to black citizens.<sup>36</sup> Racist governors proclaimed African Americans had no place in politics nor did they need the right of suffrage.<sup>37</sup>

Since blacks did not receive protection from local and state governments, many looked to the federal government to provide security. For three years after the war, the Freedman's Bureau maintained offices in Kentucky. Bureau agents sought to aid slaves' transition to freedom and mediate relations between former masters and slaves. They struggled to fulfill their obligations due to understaffing, limited funding, and white hostility. Bureau agents sent frequent reports back to Washington about racial violence in Kentucky.<sup>38</sup> In many counties, blacks did not receive full protection because bureau agents sympathized with members of the Ku Klux Klan and other whites. Kentucky's hostile climate quickly drew national attention from northern newspapers. Recognizing the potential for black citizens' civil rights to be trampled, some demanded that the state be subjected to federal Reconstruction, just like former Confederate states.

African-Americans did not passively accept the harsh conditions of the postwar era. Across Kentucky, blacks fought back. Demanding enfranchisement, protection from the violence, and the chance to participate in society as free men and women, they demanded full rights of citizenship. In 1871, black leaders from Frankfort appealed to the United States Senate to enact laws protecting black citizens. The group accused Governor Stevenson of downplaying the severity of violence against African Americans and claimed to have evidence that weapons from the state arsenal had been used in attacks against blacks. The group also enumerated a long list of atrocities against blacks that included names of persons attacked and the date and location of the event. According to its tabulations, one hundred sixteen acts of reported violence occurred between November 1867 and December 1871.<sup>39</sup>

Blacks also protested through migration. In the years following the Civil War, Kansas became a destination for thousands of former slaves. The state's history of racial tolerance and abolitionism made Kansas seem especially hospitable. The state also became known as a veritable Eden, a place where ample opportunities to own land and achieve modest levels of prosperity existed. Blacks were able to own land for the first time and secure financial independence, something not possible in many parts of the South. Approximately twenty black towns or settlements sprang up in Kansas during the 1870s and 1880s.<sup>40</sup> In 1860, the black population of Kansas numbered two slaves and

<sup>36</sup> In 1861, the General Assembly passed a number of measures restricting Confederate rights. Loyalty oaths were required to hold many positions and men who enlisted in the Confederate army faced penalties. See Harrison and Klotter, *A New History of Kentucky*, chap. 14.

<sup>37</sup> Message of Governor T. E. Bramlette to the General Assembly of Kentucky, Jan. 3, 1867 (Kentucky Yeoman Office: John H. Harney, 1867), pp. 20-21.

<sup>38</sup> In 1868, the Freedman's Bureau reported one hundred twenty-one "outrages" committed against blacks across the state between the months of January and May. One report stated, "Conditions are so harsh I don't know what can be done." See Memorial of a committee appointed at a meeting of Colored Citizens of Frankfort, KY and Vicinity (Washington, D.C.: n.p., 1871).

<sup>39</sup> Memorial of a committee appointed at a meeting of Colored Citizens.

<sup>40</sup> Jan Biles, "Blacks Found Hope in Post War Kansas; Underground Railroad started migration that grew during Reconstruction," *Capitol-Journal* (Topeka, Kan.), Apr. 17, 2010 (accessed at [http://cjonline.com/life/2010-04-17/blacks\\_found\\_hope\\_in\\_post\\_war\\_ks](http://cjonline.com/life/2010-04-17/blacks_found_hope_in_post_war_ks), May 5, 2012).

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635 free blacks. During the next two decades, the number of African-Americans increased dramatically, rising to more than 16,000 by 1870 and to over 40,000 by 1880.<sup>41</sup>

Kentucky blacks formed a large part of the state's burgeoning black population. In 1870, 14.5 percent of blacks residing in Kansas listed Kentucky as their place of birth. Ten years later, the same number had risen to 16.2 percent (with almost seven thousand new arrivals from Kentucky).<sup>42</sup> A large number of Kentucky-born blacks in Kansas trace their roots to Scott County. Black migration to Kansas irritated Kentucky whites and exploded their faith in blacks' supposed suitability as cheap labor. Indeed, as labor relations shifted and more and more blacks left Kentucky, whites complained vehemently about their inability to secure labor.<sup>43</sup>

Sadieville and Scott County did not escape the conflicts of the 1870s. Violence erupted throughout the area. Whites resisted living in close proximity to blacks. Conflict between the two groups quickly proved disruptive.<sup>44</sup> According to the best available figures, the counties surrounding and including Scott County saw forty-four percent of violence directed at blacks that occurred statewide between 1867 and 1871.<sup>45</sup> In the years after the Civil War, large numbers of blacks migrated to urban areas. This proved true in Scott County, where the black population decreased by thirty-three percent. Big Eagle blacks also moved out of the area, with the population declining twenty-six percent in the 1870s. Even amongst blacks who were not kept in bondage prior to the Civil War, migration was common. In 1860, there were thirty-two free blacks living in Big Eagle. A decade later, only ten of them remained, and by 1880, the number had fallen to three. In the decade after 1870, the black population in Big Eagle declined by twenty-six percent.<sup>46</sup>

Large numbers of Kentucky blacks settled in western Kansas, with the largest number congregating in the town of Nicodemus. Black migration to Nicodemus resulted from the promotional efforts of W. R. Hill, a white townsite promoter from Covington, Indiana. In February 1877, Hill teamed up with six African American men to form the Nicodemus Town Company. All but one of the black incorporators hailed from Kentucky. Hill and his associates drew inspiration by Benjamin "Pap" Singleton, a former slave from Tennessee who led a group of three hundred blacks to Cherokee County, Kansas, in 1873. The Cherokee County colony prospered, and Hill and his associates sought to build upon its success. They secured land on the north bank of the Solomon River in Graham County and immediately began efforts to attract settlers to the area.<sup>47</sup>

<sup>41</sup> Painter, *Exodusters*, p. 146.

<sup>42</sup> Painter, *Exodusters*, pp. 146-147.

<sup>43</sup> *Georgetown Weekly Times*, Wednesday, Jan. 8, 1868, p. 3; Feb. 26, 1868, p. 1.

<sup>44</sup> Incidents reported as occurring in Scott County, Memorial of a committee appointed at a meeting of Colored Citizens. The *Georgetown Weekly Press* expressed regret that more blacks had not left Scott County. See *Georgetown Weekly Press*, Sept. 26, 1877, p. 2.

<sup>45</sup> Memorial of a committee appointed at a meeting of Colored Citizens.

<sup>46</sup> Federal Census, Sadieville and Scott County, Kentucky, 1860, 1870, 1880, 1890.

<sup>47</sup> Kenneth Marvin Hamilton, "The Settlement of Nicodemus: Its Origins and Early Promotion," in *Promised Land on the Solomon: Black Settlement at Nicodemus, Kansas* (Washington, D.C.: US Department of the Interior, 1986), pp. 2-3; Roy Garvin, "Benjamin, or 'Pap,' Singleton and His Followers," *Journal of Negro History* 33, no. 1 (Jan. 1958): 8. The African American men involved in the Nicodemus Township Company were Thomas Smith, Jerry Allsop, Jeff Lenz, S. P. Roundtree, Ben Carr, and William Edmonds. See also Maron B. Lucas, *A History of Blacks in Kentucky*, vol. 1 (Frankfort: Kentucky Historical Society, 1992), p. 286. Early studies of black migration to Kansas include Nell W. Blythe, "Colonization in Kansas from 1861 to 1890" (Ph.D. diss., Northwestern University, 1932); Leland George

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To market the new town, Hill and Smith spent most of August 1877 speaking to church congregations throughout central Kentucky. They billed Nicodemus as lying in “The Great Solomon Valley” and optimistically claimed that it would soon be the “largest colored colony in America.” They described the area as having abundant water supplies, timber, and good farmland. Like many land promoters of the era, they painted an overly sanguine picture. In fact, the site chosen for Nicodemus lay in a barren, nearly-treeless territory west of the 100<sup>th</sup> meridian. Although the Solomon offered a good supply of water, the lack of timber led most settlers to live in sod houses. Fuel proved scarce. Moreover, the soil proved less fertile than Hill claimed. Many settlers found themselves bitterly disappointed upon arrival. Others struggled to make the best of a difficult situation. In many ways, Nicodemus offered better opportunities than existed in the South, but it was hardly the promise land that some settlers envisioned.<sup>48</sup>

Hill and his associates worked with profits in mind. Like most promoters of new towns in the Trans-Mississippi West, their motivation lay in the potential for financial reward. The people they sought to attract as settlers reflected their ambitions. Hill and his cohorts did not seek to bring any and all African Americans to Kansas. Rather, they targeted blacks with financial resources. By focusing on this group, Hill and the other Nicodemus promoters sought to ensure the stability of the settlement and strong financial returns.<sup>49</sup>

Settlement of all-black towns represented one strategy that African Americans employed in their quest for safety, autonomy, and self-determination. As scholars such as Norman Crockett have shown, attempts to establish all-black towns flourished in the half-century after the Civil War. At least sixty examples developed between 1865-1915. In addition to Nicodemus, the plotting of Mound Bayou, Mississippi, and Langston City, Oklahoma, represent landmark events in the history of black settlement in the West. While Kansas became a mecca for southern blacks soon after the Civil War, other states also attracted blacks in large numbers. In Oklahoma, for example, speculators established no less than thirty-two black towns in response to large numbers of migrants.<sup>50</sup>

Ministers led most of the groups that departed for Kansas. The Reverend Daniel Hickman, for example, led a group from Georgetown. He and his fellow migrants established the first church in Nicodemus, which initially met in a sod dugout. In the fall of 1877, 300 people left Lexington, Kentucky, bound for Nicodemus.<sup>51</sup> One Nicodemus settler described living conditions in Kentucky for blacks as “not being partially free.” “It was a curse,” he added, “to keep my children under slow

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Smith, “The Early Negroes in Kansas” (M.A. thesis, University of Wichita, 1932); Earl Howard Aiken, “Kansas Fever” (M.A. thesis, Louisiana State University, 1939); Lee Ella Blake, “The Great Exodus of 1879 and 1880 to Kansas” (M.A. thesis, Kansas State University, 1942). Important studies published since about 1970 include Painter, *Exodusters*; Athearn, *In Search of Canaan*; Glenn Schwendemann, “Nicodemus: Negro Haven on the Solomon,” *Kansas Historical Quarterly* 34 (1968): 13-14.

<sup>48</sup> Hamilton, “The Settlement of Nicodemus,” pp. 2-9.

<sup>49</sup> Hamilton, “The Settlement of Nicodemus,” pp. 1-2; Kevin Martin Hamilton, *Black Towns and Profit: Promotion and Development in the Trans-Appalachian West, 1877-1915* (Urbana, Ill.: University of Illinois Press, 1991), pp. 2-3.

<sup>50</sup> Hamilton, *Black Towns and Profit*, pp. 1-2. A useful geographical analysis of black towns is Harold M. Rose, “The All-Negro Town: Its Evolution and Function,” *Geographical Review* 55, no. 3 (Jul. 1965): 362-381.

<sup>51</sup> Hamilton, “The Settlement of Nicodemus,” p. 7.

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progress of a dull state.”<sup>52</sup> Concerns about racial tensions weighed heavily on the minds of migrants. Even as Kansas promised better conditions than could be found in Kentucky and the formerly Confederate South, it too suffered from racial prejudice.

In March 1878, a group of one hundred fifty settlers from Georgetown arrived in Nicodemus ready to start a new life. Over the next several years, several more groups from Scott County and Lexington arrived. By 1880, the population of Nicodemus reached seven hundred. Seventy-six percent of residents hailed from Scott County. A fully eighteen percent came from Sadieville.<sup>53</sup>

Life on the prairie proved difficult for the new settlers. Many arrived too late in the year to have a successful growing season. Others spent their savings getting out to Kansas and arrived penniless. Poor housing and limited fuel supplies made conditions difficult. Even for those who arrived with some money in hand, the juxtaposition between the green hills of Kentucky and the barren plains proved jarring. Many settlers had difficulty adjusting to the terrain, the climate, and the setting. Some left immediately, while others opted to stay but harbored intentions of leaving once circumstances permitted.<sup>54</sup>

Conditions soon began to improve. By 1878, each homestead averaged six to seven acres of cultivated land. By 1881, that number grew to twelve acres.<sup>55</sup> In less than five years, blacks living in Kansas had owned more land than would have been possible for them to attain in Kentucky.

Landownership eliminated the need for sharecropping and offered opportunities for financial autonomy. Settlers to Nicodemus fared better than most of their counterparts in Kentucky. Even when blacks did acquire land in Kentucky, they found economic independence difficult to achieve. Marked differences in rates of ownership and land values tell part of the story. In Scott County, less than one half of one percent of black residents owned land. By comparison, almost two percent of whites did. Moreover, land values differed significantly by race. Black owners averaged ninety-two acres with an aggregate value of \$2,046. White owners averaged 2,498 acres with a dramatically higher value: \$73,011.09.<sup>56</sup> Differences in production also followed racial lines. Hemp affords a convenient example. In 1870, fifteen white farmers harvested over 400,000 pounds of hemp, while black farmers harvested only 8,600 pounds.<sup>57</sup>

By the mid 1880s, Nicodemus achieved a modest level of stability. Settlers worked vigorously to attract new migrants and create a sense of permanency. Construction of a stone building for the First Baptist Church signaled institutional growth, and a general store operated by Foster Williams supplied residents with basic necessities. By 1886, the town had three stores, two implement dealers, a blacksmith shop, a hotel, a livery stable, a physician, a real estate broker, and a loan

<sup>52</sup> Marion Brunson Lucas, *A History of Blacks in Kentucky: From Slavery to Segregation, 1760-1891*, 2nd ed. (Frankfort: Kentucky Historical Society, 2003), p. 287.

<sup>53</sup> 1880 Federal Census, Nicodemus, Kansas; Hamilton, “The Settlement of Nicodemus,” pp. 7-9, 14.

<sup>54</sup> Hamilton, “The Settlement of Nicodemus,” pp. 7-10.

<sup>55</sup> Norman Crockett, *The Black Towns* (Lawrence: Regents Press of Kansas, 1979); Gibbs, “About Nicodemus,” *Lawrence Daily Journal*, April 30, 1879. Nicodemus National Historic Site Timeline, National Park Service, <http://www.nps.gov/nico/historyculture/upload/Timeline-2.pdf> (accessed Apr. 8, 2012).

<sup>56</sup> Scott County Tax Books, 1867, microfilm 73-0363, Kentucky Historical Society, Frankfort, Ky. (hereinafter KHS).

<sup>57</sup> Scott County Tax Book, 1875, microfilm 73-0363, KHS.

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company. Lean crop years in the early 1880s strained many families, and some settlers left in search of more favorable circumstances. Residents formed immigration societies in an effort to attract more settlers. These developments created a sense of ambition and potential.<sup>58</sup>

Nicodemus's fortunes soon began to decline, however. The crucial turn of events came in 1886-88, when several bids to secure railroad service met in failure. In December 1886, residents began negotiating with the Missouri Pacific Railroad. The town ultimately offered nearly \$200,000 for the railroad to extend its line from Stockton, Kansas. The Missouri Pacific rejected the offer in September 1887. Residents next attempted to secure service from the Santa Fe Railroad. As those discussions proceeded, residents also initiated negotiations with the central branch of the Union Pacific Railroad. The latter appeared promising; Union Pacific officials made multiple surveys in the vicinity of Nicodemus. Eventually, the company laid tracks six miles to the south, thereby leaving Nicodemus stranded. The Santa Fe also bypassed the town. Without a railroad connection, development of Nicodemus effectively ceased. Although settlers continued to promote the town and took steps to attract new migrants, Nicodemus began a slow decline. Settlers and businesses began moving elsewhere and mounting doubts about the town's long-term prospects left many residents uneasy.<sup>59</sup>

During the early twentieth century, Nicodemus continued on a downward path. By 1906, the town's population numbered about 200, with another 300 people living on farms in the surrounding area. Residents continued to promote the town and work to attract new settlers. Good crop years in the 1920s aided their efforts. But the Great Depression and World War II drew younger residents away to jobs in urban areas, and the physical condition of the town began to lag. As early as the early 1920s, many observers recognized that its best days lay in the past. In the years that followed, others reached the same conclusion.<sup>60</sup>

Decline continued in later years. The 1950s and 1960s marked a low ebb in the history of the community. Continued population declines indicated the weak condition of the local economy and the appeal of jobs elsewhere. Many residents survived on Social Security. Only twelve students attended the grade and high schools, and elderly persons formed most of the population. The once-prosperous business district stood vacant, with commercial buildings shuttered and deteriorating.<sup>61</sup>

### **African Americans Who Did Not Leave Sadieville**

As events at Nicodemus took their course, African Americans in Sadieville followed a different path. Limited print resources make it difficult to chart the history of Sadieville's black community in detail. The available evidence, however, reveals a story of perseverance and determination. Blacks in and around Sadieville relied on ties of kinship and community and an ethic of self-reliance to sustain themselves through the travails of post-Reconstruction era and beyond. Through ingenuity, persistence, and sheer effort, blacks secured social and economic resources for themselves amid unforgiving circumstances.

<sup>58</sup> Hamilton, "The Settlement of Nicodemus," pp. 16-24.

<sup>59</sup> Hamilton, "The Settlement of Nicodemus," pp. 18-24.

<sup>60</sup> La Barbara W. Fly, "Into the Twentieth Century," in *Promised Land on the Solomon*, pp. 65-76.

<sup>61</sup> Fly, "Into the Twentieth Century," pp. 76-77.

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As Scott County historians Lindsey Appel, Franklin Johnston, and Ann Bolton Bevins have noted, blacks in Scott County struggled throughout the postbellum era. Political conflict, extralegal violence, and exploitive economic practices made it difficult for blacks to secure favorable opportunities.<sup>62</sup> Throughout the lower part of Scott County and other parts of the Kentucky Bluegrass, small communities that geographers Peter Smith and Karl Raitz have termed “black hamlets” developed. As Smith and Raitz have argued, these communities developed in response to circumstances specific to the postbellum bluegrass: demand for agricultural and domestic labor by owners of large estates, lack of alternatives for former slaves, and inability of former slaves to obtain land except with the assistance of white landowners. Over time, small nucleated settlements of generally fewer than fifty residences developed in Bourbon, Woodford, Fayette, Clark, Jessamine, Madison, and lower Scott counties.<sup>63</sup>

The experiences of blacks in Big Eagle differed from their counterparts in the Bluegrass region. In the northern half of Scott County, hilly terrain and rocky soil precluded the development of large estates dedicated to production of staple crops. Limited numbers of slaves also made for markedly different postbellum conditions. Consequently, African Americans sought out other opportunities. While “hamlet”-style settlements developed at Watkinsville, Pea Ridge, and New Zion, none have been identified in the upper half of Scott County.<sup>64</sup>

For African Americans who stayed behind, Pike Street became the center of their world. The majority of Sadieville’s black population lived on Pike and Vine streets. Mount Pleasant Baptist formed the principal black religious congregation in Sadieville. Founded in 1872, the church initially occupied a building on Sadieville-Hilton Road, about two miles north of town. In 1884, its trustees purchased a small lot at 714 Pike Street. Within a few years they erected a new building, a one-story wood-frame structure with a tall belltower and Gothic-arch windows. It remains standing today. In 1917, African Americans erected a one-room school building immediately behind the church. Funded in part by the Julius Rosenwald Foundation, this simple, one-story building provided quality schooling to black children during the era of Jim Crow. As of 1904, sixty-eight students attended. Celia O. Gaskins served as the instructor.<sup>65</sup> Most black residents of Sadieville

<sup>62</sup> Apple, Johnston, and Bevins, *Scott County, Kentucky: A History*, pp. 207-221.

<sup>63</sup> Peter C. Smith and Karl B. Raitz, “Negro Hamlets and Agricultural Estates in Kentucky’s Inner Bluegrass,” *Geographical Review* 64, no. 2 (Apr. 1974): 217-234.

<sup>64</sup> New Zion Historic District, Scott County, Kentucky, National Register of Historic Places Nomination, Kentucky Heritage Council, Frankfort, Ky.

<sup>65</sup> Bevins, “Sadieville,” p. 18. The Rosenwald school-building program is the subject of an extensive literature. On the general contours of the program, see especially Mary S. Hoffschwelle, *The Rosenwald Schools of the American South* (Gainesville: University Press of Florida, 2006); Stephanie Deutsch, *You Need a Schoolhouse: Booker T. Washington, Julius Rosenwald, and the Building of Schools for the Segregated South* (Evanston, Ill.: Northwestern University Press, 2011). On the Rosenwald Fund in general, see Edwin R. Embree and Julia Waxman, *Investment in People: The Story of the Julius Rosenwald Fund* (New York: Harper, 1949). Alicestyne Turley-Adams has written about schools built with assistance from the Rosenwald Fund in Kentucky. According to Turley-Adams, 158 school buildings in Kentucky benefited from Rosenwald assistance. The earliest date to 1917, the year of the fund’s founding. Between 1917 and 1920, the Rosenwald Fund and the Kentucky General Education Board built thirty-three schools in twenty-five counties. One was the Sadieville School. Additional funding supported construction of school buildings into the early 1930s. Ultimately, Rosenwald money supported construction of 155 school buildings in Kentucky. See Alicestyne Turley-Adams, *Rosenwald Schools in Kentucky, 1917-1932* (Frankfort: Kentucky Heritage Council, 1997).

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lived in the immediate vicinity of the school and church. By 1900, a significant number of blacks lived near the intersection of Angle and Pike Streets.

Sadieville's African American population depended upon the typical array of opportunities available to skilled and unskilled blacks in upper Scott County after the Civil War. With construction of the CSRR line and the development of Sadieville, blacks became railroad workers, construction laborers, and day-jobbers for the local livestock trade. Blacks also worked in agriculture and in skilled trades such as blacksmithing, carpentry, and stonemasonry. Black women worked as domestics. As the years passed, blacks increasingly left agriculture for other jobs. In addition to various types of unskilled labor, black men took jobs as waiters, valets, bootblacks, and barbers.<sup>66</sup>

Information drawn from the federal census offers a lens into the lives of African Americans in the era of Sadieville's beginnings. Although most African Americans worked as farm laborers or farmers, a few held other jobs. Scott Clarnon and Thomas Haney, for example, worked as railroad laborers. Nelson Alexander made his living as a preacher. David Scott and Joseph Fry worked as blacksmiths. Even at the beginnings of Sadieville's development, African Americans made inroads into forms of work that offered advantages over menial labor.<sup>67</sup>

Conditions for African Americans in two other Scott County communities, Payne's Depot and Stamping Ground, appear to have resembled those in Sadieville. Payne's Depot developed as a result of the construction of the Lexington, Frankfort, and Louisville Railroad. African Americans obtained employment as railroad workers and built dwellings to house themselves and their families. Stomping Ground possessed a more diversified economy, in a manner similar to Sadieville. Established by 1871, it included a small African American community that settled on lands sold by William McMillin, the owner of a woolen mill, distillery, and farming complex.<sup>68</sup>

The concentrated settlement of African Americans along Pike Street reflected conditions typical of the Jim Crow South. The clustering of residences and institutional buildings gave material expression to the ethos of self-help and mutual-assistance that characterized African American life. The close-knit social fabric of African American life had a direct parallel in the physical proximity of black residences and institutional buildings. Modest housing stock reflected limited economic resources. Moreover, spatial separation from other parts of the town evinces the racial segregation that prevailed after the Civil War. Distance from white residences and businesses on Main Street and the upper end of Pike Street made clear African Americans' social status.

Sadieville's African American population declined precipitously during the middle of the twentieth century. The loss of agricultural jobs and railroad-related labor compelled working-age people to seek employment in larger towns and cities. The loss of white population also limited opportunities for domestic employment. By the 1970s, a substantially-reduced population of mainly older residents survived. Sadieville's African American community experienced the town's decline in a manner that reflected larger trends and yet bore distinctive contours.

<sup>66</sup> Apple, Johnston, and Bevins, *Scott County, Kentucky: A History*, p. 220.

<sup>67</sup> 1880 Federal Census, Scott County, Kentucky.

<sup>68</sup> Apple, Johnston, and Bevins, *Scott County, Kentucky: A History*, p. 218, 303-304; New Zion Historic District National Register of Historic Places Nomination, sec. 8, p. 3.

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### **Evaluation of the Significance of Sadieville Historic District within the context, "African Americans in Northern Scott County, 1865-1960"**

In recent years, Sadieville has become a focus for remembrance of the Exoduster movement and African American life in post-emancipation Kentucky. Efforts to commemorate Nicodemus form part of the story. In 1976 the Secretary of the Interior designated Nicodemus a National Historic Landmark. With this honor, the town joined a select group of sites given the highest form of historical recognition available from the federal government. Residents also initiated efforts to preserve and refurbish surviving buildings. A small housing project supported by the U.S. Department of Housing and Urban Development infused the community with new life. A number of former residents returned to pass their retirement and later years. These developments created a sense of renewed energy and caused the first rise in population in decades.<sup>69</sup> Commemorative efforts culminated in November 1996, when President William Jefferson Clinton signed legislation making the town a National Historic Site. With this action, the town became a unit of the National Park System. This ensured that the Exoduster story would be interpreted broadly, to public audiences across the nation and around the world. Nicodemus National Historic Site encompasses five early buildings associated with the town. Each represents an important dimension of the Exoduster experience.<sup>70</sup>

Meanwhile, local citizens and interested parties from afar have turned their attention to places African Americans occupy in Sadieville's history and landscape. In candor, the historic district provides evidence of social trials for blacks prior to the years of greater Civil Rights attainment. Both the story of black out-migration, as well as the relative invisibility in public record and physical landscape, all testify to a more tenuous existence than what white residents experienced. Nevertheless, African Americans can be found taking pride in their identification with Sadieville. In some cases, descendants of Exoduster migrants have traced their family lineage back to Sadieville and the surrounding area. Citizens also launched efforts to preserve the Rosenwald School and Mt. Pleasant Baptist Church building. These efforts are ongoing. Listing of the Sadieville Historic District will bring further recognition to the community and its history.

### **Evaluation of the Integrity of the Significance of the Sadieville Historic District in light of its physical change**

The historic character of resources within the Sadieville Historic District has suffered at the hands of circumstances that have affected rural communities across the Commonwealth. Incremental alterations, inadequate maintenance, and use of modern materials have affected a large number of buildings. While some of these results are permanent, a meaningful percentage of resources within the district show potential for rehabilitation. All buildings have experienced some alterations, though a minority have been extensively modified. Most show their original form and some historical features, and most also possess some historic materials. Vinyl and aluminum siding and replacement doors and windows can be seen throughout the district. A sufficient number of individual properties retain their basic materials and design to make the district's overall integrity a

<sup>69</sup> Fly, "Into the Twentieth Century," pp. 78-80; and <http://www.nps.gov/nico/the-five-historic-buildings.htm> (accessed May 9, 2012).

<sup>70</sup>

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supportable proposition. As a group, the historic district continues to exhibit the identities and the theme of Railroad-related development more strongly, as that occurred until the early 1960s. The identity of the Sadieville Historic District, in relation to the African American context, however, is harder to discern, which is a normal finding when looking for resources associated with that group. Throughout all of Scott County, it is a challenge to recognize resources that testify to the African American experience; that difficulty seems not unrelated to the less-visible social life that characterized African American experience in Scott County from 1865-1960.

The following criteria were used to determine the contributing status of individual resources:

#### Residential Structures

A contributing residence must:

- (1) retain at least 70 percent of significant features and decorative elements present during the historic period;
- (2) retains overall form; limited additions in the building's rear are acceptable;
- (3) at least fifty percent of visible exterior materials must date from the historic period.

#### Commercial and Institutional Structures

A contributing commercial or institutional building must:

- (1) retain its overall form;
- (2) its façade and street-visible elevations must retain at least fifty percent materials from the historic period;
- (3) at least some decorative elements or character-defining feature must remain visible;
- (4) modern materials do not completely obscure historic features.

By employing these criteria, the authors have identified 34 contributing residential structures (out of a total of 50) and 14 contributing commercial and institutional buildings (out of a total of 20). The resulting concentration of resources is judged to have sufficient integrity to convey the significance of residential, commercial, and institutional activities in Sadieville during the historic period. A walk through Sadieville's historic area reveals that modern buildings and extensively-altered historic structures are well-distributed throughout the district, that the district is not overwhelmed by concentrations of non-contributing buildings.

It is important to note that, in addition to the condition of individual resources, other qualities have an important role in conveying the significance of the district. One is the layout of streets and associated landscape features. The breadth of Main Street in the stretch between its intersection with Pike Street and Johnson Alley, for example, is an apt illustration of the commercial energy that characterized Sadieville in its early years. Historically, loading and off-loading of trains, open-air commerce, and staging of good and materials took place in this area. These all served vital civic and commercial functions. Even without the presence of the CSRR depot that stood throughout the better part of the period of significance, this streetscape conveys a strong sense of activity and enterprise.

Farther up Main Street, the prominent siting and substantial construction of residences in the 200 and 300 blocks indicates the status and influence that the town's leading citizens' enjoyed. During

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Sadieville's heyday, many of Sadieville's most prominent and successful residents built houses in this area. Surviving examples today offer reminders of the vitality and ambition that once prevailed. In addition, the rough-faced rock walls present throughout the district represent an important and aesthetically-distinctive set of features that reflect the undulating topography of the area and use of readily-accessible building materials. Set along street edges and along property lines, these typically serve as retaining walls but also impart important aesthetic qualities. They are among Sadieville's signature features and are vital to conveying the historic character of the community.

In sum, the Sadieville Historic District retains sufficient physical character to transmit its identity from the Period of Significance. Its strong concentration of late-nineteenth and twentieth-century residential, institutional, and commercial buildings make it a powerful reminder of the social and commercial conditions that sustained the majority of Kentucky communities up until the middle decades of the twentieth century.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): Various, see inventory

**10. Geographical Data**

**Acreage of Property** 23.86 acres

**UTM References**

**Sadieville quad**

**UTM Coordinates calculated via ArcGIS Explorer**

**UTM Coordinates in NAD 83 written on quad map**

**UTM Coordinates expressed according to NAD 27 below:**

1	<u>16</u>	<u>715 347</u>	<u>4252 278</u>	3	<u>16</u>	<u>714 851</u>	<u>4251 415</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>16</u>	<u>715 562</u>	<u>4251 727</u>	4	<u>16</u>	<u>714 822</u>	<u>4251 521</u>
	Zone	Easting	Northing		Zone	Easting	Northing

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The district is bounded by a line beginning at the southwest corner of the parcel occupied by the Sadieville Elementary School and Gymnasium at 100 College Street, then running in a northerly direction to the north side of the same parcel, then running in an easterly direction to the northeast corner of the same parcel, then along the west and north sides of the property parcel occupied by the house at 204 Cunningham Street, then a line running in a northerly direction to the northern edge of Sadieville Road (Kentucky State Highway 32), then extending in a northwesterly direction along Sadieville Road to its intersection with the rear boundary line of the parcel occupied by the Sadieville Mill Company Building at 350 Pike Street, then extending along the northern boundary of the same parcel and continuing to the western edge of Main Street, then continuing north to the northern edge of the intersection of Main and Church streets, then along Church Street to the western edge of Gano Avenue, then continuing to the northern terminus of Gano Avenue, then in an easterly direction to the rear of the property parcel occupied by the house at 123 Gano Avenue, then in a southerly direction to the eastern edge of Bairds Alley, then continuing to the southern side of Church Street, then running west along Church Street to the intersection with Johnson Alley, then running south along Johnson Alley to the northern side of the property parcel occupied by the City Hall and Jail at 131 Johnson Alley, then easterly to the eastern edge of the same property, then southerly to Pike Street, then northeasterly along Pike Street to the west edge of the parcel occupied by the house at 684 Pike Street, then north along the western boundary of the same parcel, then east along the northern boundary of the same parcel and continuing to the east edge of the parcel occupied by the Mount Pleasant Baptist Church Building at 714 Pike Street, then south to Pike Street, then west along Pike Street to its intersection with Vine Street, then south along Vine Street to Davis Lane, then west along Davis Lane and continuing in an imaginary line to the west edge of the parcel occupied by the house at 137 Vine Street, then in a northwesterly direction to the southeast corner of the intersection of Pike and College streets, then along the eastern edge of College Street south to the point where it turns westward, then to the east edge of the parcel occupied by the aforementioned Sadieville School and Gymnasium, then south along the edge of the same parcel, then west to the southwest corner of the same parcel, which is the same as the starting point of this description.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary encompasses the historical core of Sadieville, including the original commercial district along Main and Pike streets and residential neighborhoods along Vine, College, Cunningham, Main, and Pike streets and Gano Avenue. Resources within the district reflect the historical development of Sadieville and retain integrity from the period of significance.

**11. Form Prepared By**

name/title Andrew Clark, Nicole Cissell, Zac Distel, Robert Goforth, Larry Johnson, Kim Kelley, Daniel Vivian, and Scott Wienhusen

organization University of Louisville Public History Program date July 1, 2012

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e-mail pubhist@louisville.edu

**Additional Documentation**

Submit the following items with the completed form:

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- **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. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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### **Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Sadieville Historic District

City or Vicinity: Sadieville

County: Scott State: Kentucky

Photographer: Public History Program, University of Louisville

Date Photographed: Feb. 18 and 25, 2012

Description of Photograph(s) and number:

1. Sadieville Elementary School, 100 College St., façade, camera facing west
2. Sadieville Elementary School, 100 College St., façade, camera facing southwest.
3. Sadieville Elementary School Gymnasium, 100 College St., south elevation, camera facing west
4. 224 College Street, oblique view of façade and west elevation, camera facing northwest.
5. 302 College St., façade, camera facing west.
6. 306 College St., façade, camera facing west.
6. 308 College St., façade, camera facing west.
7. 308 College Street, oblique view of façade and west elevation, camera facing northwest.
8. 312 College St., façade, camera facing west.
9. 318 College St., façade, camera facing west.
10. 350 College St., façade, camera facing west.
11. 350 College St., south elevation, camera facing north.
12. 505 Pike St., south elevation, camera facing north.
13. 505 Pike St., façade, camera facing southwest.

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14. 615 Pike St., façade and west elevation, camera facing east.
15. 625 Pike St., façade and north elevation, camera facing southeast.
16. 631 Pike St., façade and west elevation, camera facing southeast.
17. 639 Pike St., façade, camera facing southeast.
18. Streetscape view of Pike St., camera facing northeast.
19. 684 Pike St., façade, camera facing north.
20. 714 Pike St., Mt. Pleasant Baptist Church, west elevation and façade, camera facing northeast.
21. 714 Pike St., Mt. Pleasant Baptist Church, façade and east elevation, camera facing northwest.
22. 714 Pike St., Mt. Pleasant Baptist Church, rear addition and west elevation, camera facing southeast.
23. 714 Pike St., Sadieville Rosenwald School, north elevation, camera facing south.
24. 714 Pike St., Sadieville Rosenwald School, façade and north elevation, camera facing southwest.
25. 137 Vine St., garage, camera facing southwest.
26. 137 Vine St., garage, camera facing south.
27. 145 Vine St., façade, camera facing south.
28. 145 Vine St., façade and west elevation, camera facing southwest.
29. 151 Vine St., façade, camera facing south.
30. 152 Vine St., façade and east elevation, camera facing northwest.
31. 215 Vine St., façade, camera facing southeast.
32. 215 and 217-219 Vine St., camera facing southeast.
33. 217-219 Vine St., façade, camera facing south.
34. 225 Vine St., façade, camera facing south.
35. 225 Vine St., west elevation and façade, camera facing southwest.
36. 229 Vine St., façade, camera facing south.
37. 239 Vine St., façade, camera facing south.
38. 247 Vine St., façade, camera facing south.
39. Main St., streetscape view, camera looking south.
40. Southern Railway Car, 100 Main St., camera facing southeast.

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41. 123 Main St., façade, camera facing east.
42. 131 Main St., façade and south elevation, camera facing northeast.
43. 133 Main St., façade, camera facing east.
44. 133 and 137-141 Main St., facades, camera facing northeast.
45. 137-141 Main St., Façade, camera facing east.
46. 201 Main St., façade and south elevation, camera facing northeast.
47. 207 Main St., façade, camera facing east.
48. 211 Main St., façade, camera facing east.
49. 215 Main St., façade, camera facing east.
50. 219 Main St., façade, camera facing east.
51. 219 Main St., gable detail, camera facing east.
52. 231 Main St., façade, camera facing east.
53. 245 Main St., Sadieville Christian Church, south and rear elevations, camera facing northwest.
54. 245 Main St., Sadieville Christian Church, façade, camera facing east.
55. 245 Main St., Sadieville Christian Church Parsonage, façade, camera facing east.
56. 131 Johnson Alley, Sadieville Police Station and Jail, façade, camera facing east.
57. Stone wall along Johnson Avenue, camera facing north.
58. 218 Church St., façade, camera facing north.
59. 109 Gano Ave., façade, camera facing east.
60. 113 Gano Ave., façade, camera facing east.
61. 117 Gano Ave., façade, camera facing east.

Sadieville Historic District  
Name of Property

Scott County, Kentucky  
County and State

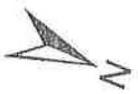
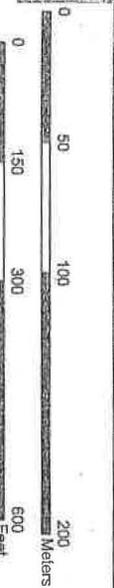
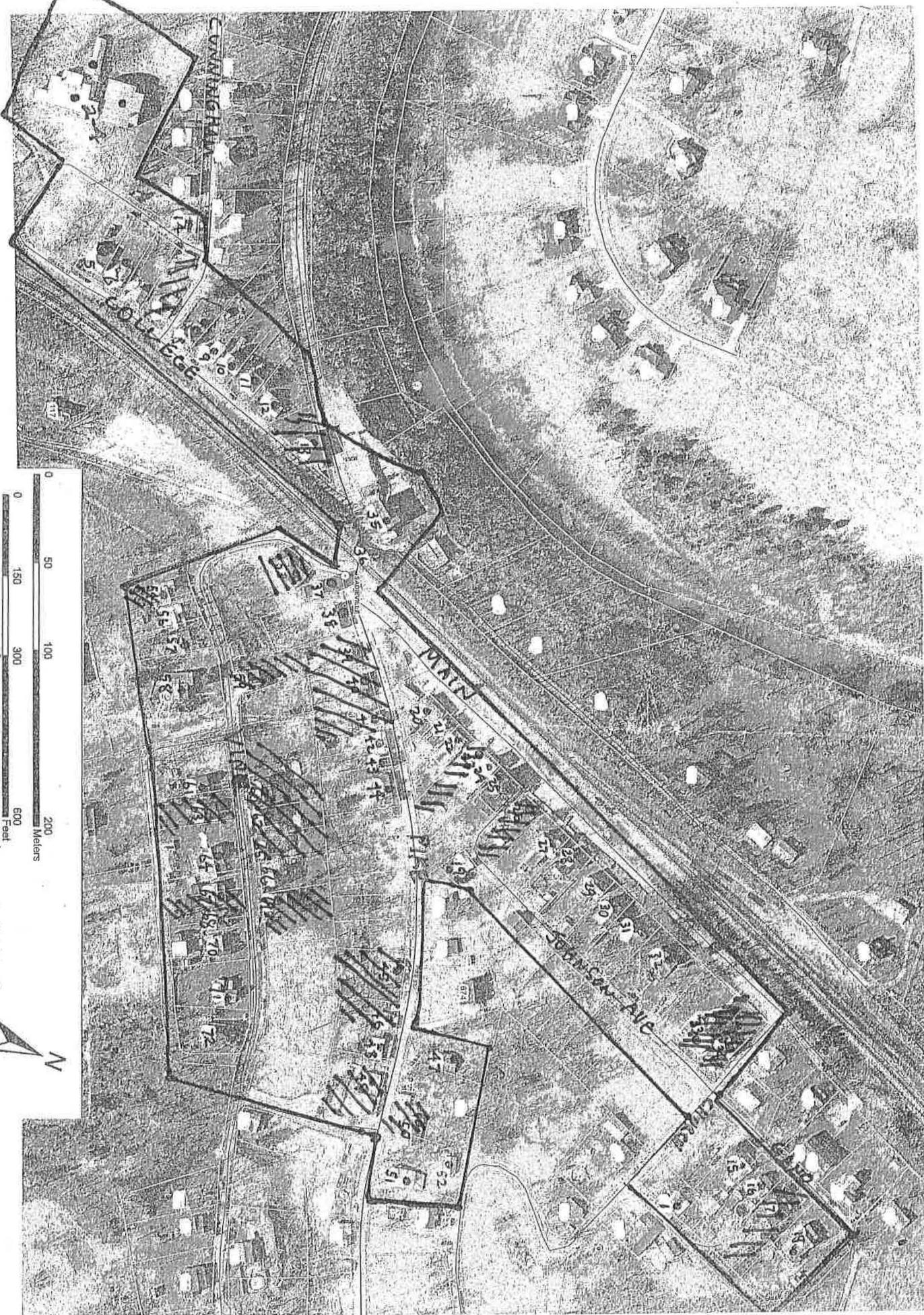
**Property Owner:**

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

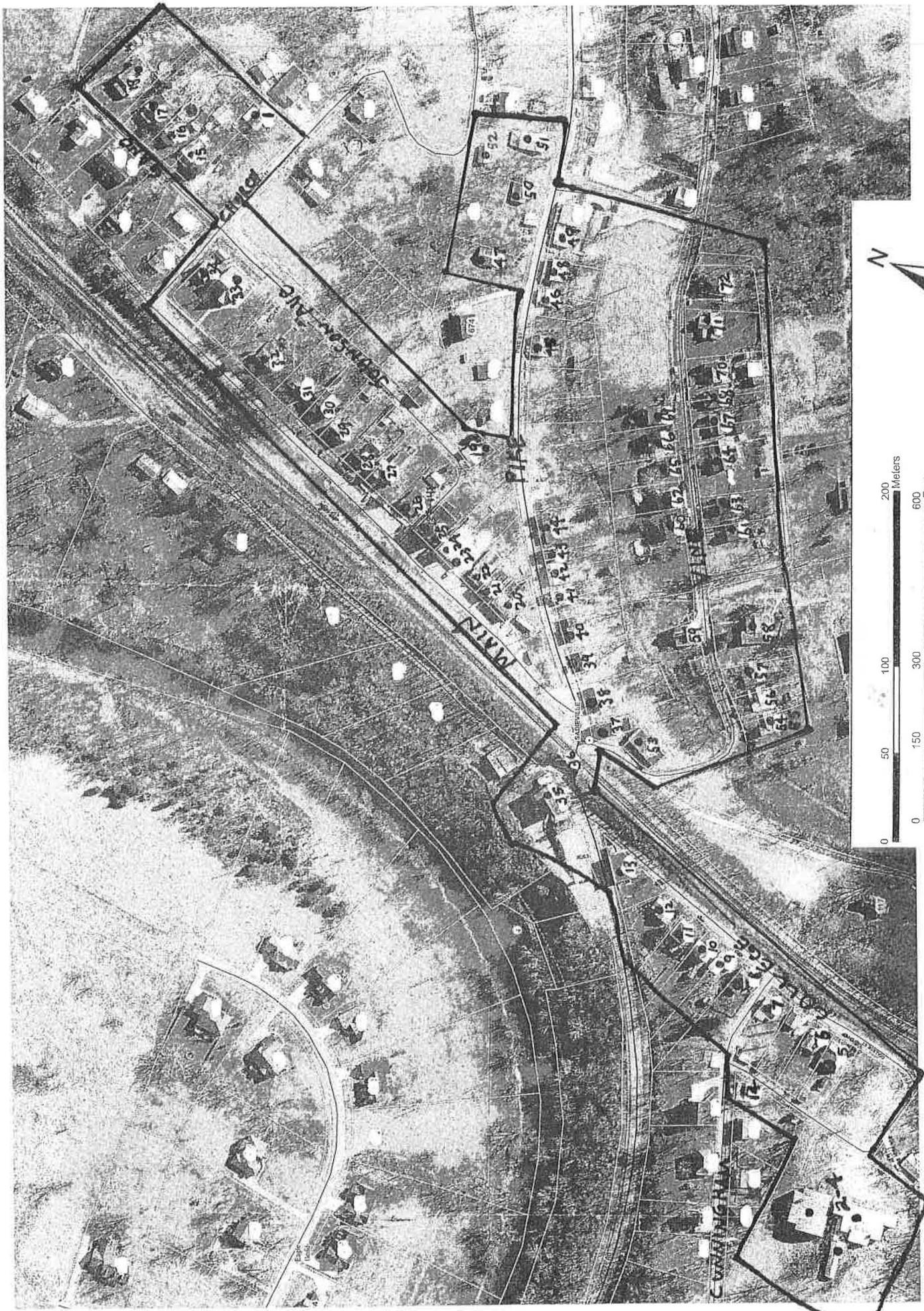
name various  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Sadleville Historic District  
Scott Co, Ky  
= Non-contributing properties



Sadieville Historic District Scott Co., KY



- Legend**
- Towns
  - Fences
  - Local Roads
  - State Roads
  - U.S. Routes
  - Interstates
  - Railroads
  - Parcels
  - City Limits
  - Urban Service Bndry

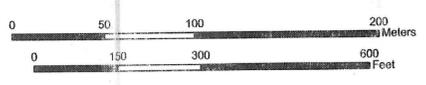
Zoning

**SCOTT COUNTY PLANNING COMMISSION**  
 GEORGETOWN, KENTUCKY  
 230 E. MAIN ST., GEORGETOWN, KY 40324  
 502-867-3701  
 WWW.GSCP.LANNING.COM  
 SADIETVILLE HISTORICAL DISTRICT  
 PRINTED 7/20/2012 MMT

Map created by the Georgetown-  
 Scott County Planning Commission GIS  
 230 E. Main St., Georgetown, KY 40324  
 502-867-3701 www.gscplanning.com  
 SadievilleHistoricalDistrict.mxd  
 Printed 7/20/2012 MMT

MAP OF PHOTOGRAPHIC VIEWS  
 SADIETVILLE HISTORIC DISTRICT  
 SCOTT COUNTY, KENTUCKY

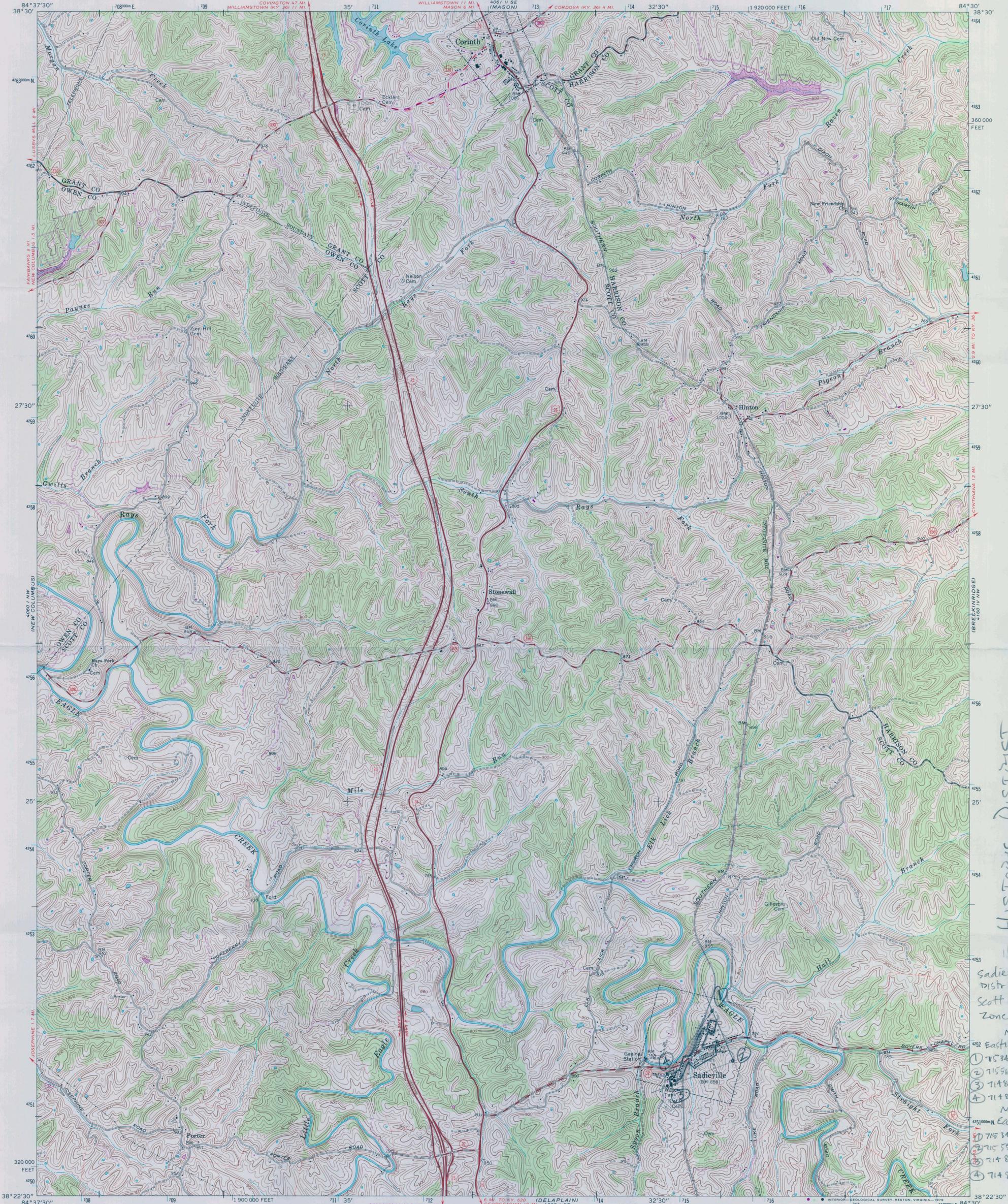
**SADIETVILLE**  
 Scott County, Kentucky



Parcels from the Scott County PVA. For Reference Purpose  
 Only. Not Survey Grade, and Subject to Change at any time.  
 Scott County, Kentucky Property Valuation  
 230 E. Main St., Georgetown, KY 40324  
 502-867-3701 WWW.GSCP.LANNING.COM



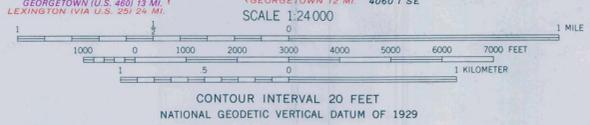
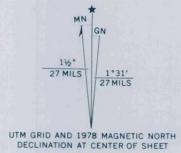




HISTORIC DISTRICT  
(SCOTT COUNTY), KENTUCKY

- Sadieville Historic District  
Scott County, KY  
Zone 16  
NAD 27
- ① 715 327 / 425 218
  - ② 715 962 / 425 1727
  - ③ 714 851 / 425 1415
  - ④ 714 822 / 425 1521
- NAD 83
- ① 715 342 / 425 2484
  - ② 715 556 / 425 1933
  - ③ 714 845 / 425 1622
  - ④ 714 816 / 425 1727

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs taken 1952. Field checked 1953. Revised 1965  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Kentucky coordinate system, north zone 16, shown in blue  
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked  
Revisions shown in purple compiled from aerial photographs taken 1976 and other source data.  
Contours adjusted adjacent to certain photo-revised hydrographic features. This information not field checked. Map edited 1978



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,  
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



SADIEVILLE, KY.  
N3822.5—W8430/7.5  
1965  
PHOTOREVISED 1978  
AMS 4060 1 NE—SERIES V853



SADIEVILLE  
SCHOOL



SADIEVILLE  
SCHOOL

NO  
PARKING  
HERE

















THE MILL







F & A M HALL 1905 K of P

505

The Lodge HALL 1905





  
**ROBERT H. BROOKS**  
(1915 - 1941)  
...  
Brooks, at age 26, was officially declared the first U.S. Armored Forces casualty of WW II. He is buried in the American Manila Cemetery in the Philippine Islands. The main parade ground at Fort Knox was named Brooks Field in his honor on December 23, 1941.  
Presented by City of Knoxville, Tenn.  
Greater Fort Knox, Inc. 4200  
1000 North Park Road  
Knoxville, Tennessee 37919



625





639



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Baptist Church

**SOUTHERN**

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141

Main Street Retreat

L. RISK  
SALOON  
1890

ALLEY

MAIN ST

201





207



211



215







223





SADIEVILLE  
CHRISTIAN CHURCH





City of  
**SACHEMVILLE**  
POLICE  
DIVISION of POLICE











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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Sadieville Historic District

MULTIPLE NAME:

STATE & COUNTY: KENTUCKY, Scott

DATE RECEIVED: 6/07/13 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/24/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000566

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 7.30.13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



STEVEN L. BESHEAR  
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET  
KENTUCKY HERITAGE COUNCIL**

BOB STEWART  
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
PHONE (502) 564-7005  
FAX (502) 564-5820  
www.heritage.ky.gov

CRAIG POTTS  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER



June 11, 2013

Ms. Carol Shull, Keeper  
National Register of Historic Places  
National Park Service 2280  
National Register of Historic Places  
1201 "I" (Eye) Street, NW 8<sup>th</sup> Floor  
Washington DC 20005

Dear Ms. Shull:

Enclosed are 12 nominations approved at the May 16, 2013 Review Board meeting. We are submitting the following 11 properties for listing in the National Register:

- Krawhinkle House**, Daviess County, Kentucky
- South Frankfort Neighborhood District (boundary increase)**, Franklin County, Kentucky
- University of Louisville Library**, Jefferson County, Kentucky
- Abbott House**, Jefferson County, Kentucky
- Edward Kurfees Paint Company**, Jefferson County, Kentucky
- Pavilion at Hogan's Fountain in Cherokee Park**, Jefferson County, Kentucky
- Lincoln-Grant School**, Kenton County, Kentucky
- Coca Cola Bottling Plant**, McCracken County, Kentucky
- Great Saltpetre Cave**, Rockcastle County, Kentucky
- Sadieville Historic District**, Scott County, Kentucky
- Wayne County High School**, Wayne County, Kentucky

We are submitting the following property for a Determination of Eligibility, due to owner objection:  
**Little Creek Pictographs**, Letcher County, Kentucky

We appreciate your consideration of these nominations.

Sincerely,

Craig Potts, Executive Director,  
Kentucky Heritage Council and  
State Historic Preservation Officer