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United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

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

**1. Name of Property**

historic name South Main Street Historic District

other names/site number n/a

**2. Location** Along both sides of S. Main St. (US 25) roughly from its intersection with Depot St. on the North to

street & number ~~XXXXXX~~ Various the Norfolk Southern RR overpass on the South

n/a not for publication

city or town Walton

n/a vicinity

state Kentucky code KY county Boone 015 zip code 41094

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

*David L. Morgan*

10-12-04

Signature of certifying official  
David L. Morgan, State Historic Preservation Officer  
Kentucky Heritage Council/State Historic Preservation Office  
State or Federal agency and bureau

Date

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

Signature of commenting or other official

Date

State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby certify that this property is:

- entered in the National Register
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

*Daniel J. Vivan* 3/17/05

Signature of Keeper

Date of Action

**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)  
 x district  
 site  
 structure  
 object

**Number of Resources within Property**  
 (Do not include previously listed resources in the count)

Contributing	Noncontributing	
54	9	buildings
0	0	sites
6	7	structures
1	0	objects
61	16	Total

**Name of related multiple property listing**  
 (Enter "N/A" if property is not part of a multiple property listing.)  
 Historic and Architectural Resources of the County of Boone,  
 Kentucky, 1789-1950.

**Number of contributing resources previously listed in the National Register**  
 \_\_\_\_\_  
 8

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions)  
domestic: single dwelling  
domestic: secondary structure  
religion: religious facility  
agriculture/subsistence: agricultural outbuilding  
agriculture/subsistence: agricultural fields

**Current Functions**  
 (Enter categories from instructions)  
domestic: single dwelling  
domestic: multiple dwelling  
domestic: secondary structure  
religion: religious facility  
government: post office

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions)  
Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Colonial Revival  
Late 19<sup>th</sup> and 20<sup>th</sup> Century American Movements: Bungalow/Craftsman  
Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Tudor Revival  
No style

**Materials**  
 (Enter categories from instructions)

Foundation	<u>limestone</u>
roof	<u>asphalt</u>
walls	<u>wood</u>
other	<u>stone, wood, concrete</u>

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

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South Main Street Historic District  
Walton, Boone County, Kentucky

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### Section 7. Statement of Description

**Summary.** The South Main Street Historic District in Walton, Kentucky, is a linear residential district that straddles the city's primary north-south thoroughfare. The district includes 47 primary buildings, 40 of which contribute to its significance. Most were constructed c. 1900 to 1925. They represent house plans and styles popular in Boone County in the last decade of the 19<sup>th</sup> century and the first three decades of the 20<sup>th</sup> century. They are related, one to another, because of their location, style, period of construction, materials and architectural character. The nominated area comprises approximately 31 acres along South Main Street (U.S. 25) and Old South Main Street, a bypassed, dead-end section of the former highway that now carries only local traffic. The district is bounded roughly by Depot Street on the north and the Norfolk Southern Railroad overpass on the south. (See location map.) Included in the district are three properties previously listed in the National Register: the Bruce Wallace House (BE-372), the Edwards House (BE-370) and the Chandler House (BE-371).

As its name implies, Main Street is Walton's primary thoroughfare. Originally part of the Covington & Lexington Turnpike, a toll road linking north and central Kentucky, in the 1920s it became part of the Dixie Highway, the north-south Federal highway from Michigan to Florida. The street lies along a topographical feature called the Dry Ridge Divide, a north-south spur of the Great Cumberland Mountains, which marks the dividing point for northern Kentucky streams: those on one side flow east into the Licking River, while those on the opposite side flow west into the Kentucky River. Much of the city's historical development is centered along this ridge, which is crossed by short side streets running east and west; most extend only a block or two in either direction. Two railroad lines run parallel to the ridge: the Cincinnati, New Orleans & Texas Pacific (now Norfolk Southern) on the east and the Louisville & Nashville (now CSX) on the west. The two gradually converge at the north end of the city. For most of the city's history, the road, the ridge and the rail lines defined and constrained much of the city's development.

Interstate 75, which roughly parallels the earlier Dixie Highway, is located seven-tenths of a mile west of Main Street. The four-lane Mary Grubbs Highway (KY 14-16), which runs east and west,

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provides a direct connection to the Walton interchange; it terminates at South Main Street. (See topographic map.)

The 1927 Sanborn fire insurance map of Walton, the first to include the area south of Depot Street, depicts South Main Street lined with one- and two-story frame and brick residences on ample lots. Many included garages, sheds or carriage houses. Few major changes have occurred to the district since that date. Several vacant lots were later built upon, most notably the large parcel on the east side of the street lot where 76, 78 and 80 South Main Street were constructed. Several buildings noted on the map have since been demolished. The Walton Christian Church was later replaced by a new building, and a one-story frame house was replaced by the present post office. A house at 95 South Main and a filling station opposite Needmore Street are no longer standing. Six houses along the west side of the street (89 to 101 South Main) were lost in the 1970s to construction of the Mary Grubbs Highway.

Walton's main business district lies directly north of the South Main Street district, between the CSX tracks and Depot Street. On either side of Main Street are residential neighborhoods developed from the late 19<sup>th</sup> century to the present. A highway-oriented commercial area is developing along I-75, with convenience stores and filling stations.

The northern part of the South Main Street Historic District, north of the Grubbs Highway, was developed for the most part in the third quarter of the 19<sup>th</sup> century. Its diverse streetscape is lined with a mixture of late 19<sup>th</sup> and early 20<sup>th</sup> century dwellings of a variety of vernacular and popular styles and types. The smaller dwellings, built to one or one-and-a-half stories, occupy smaller lots and sit closer to the right-of-way, often at the front of the lot lines. The larger dwellings, built to two or more stories, occupy larger parcels, and most are set farther back from the street (for example, 54 to 66 South Main Street—photo 2). The north end of the district is anchored by the Walton Christian Church, a house of worship of eclectic design built 1948-1949 (photo 1).

The southern section of the district, which lies south of the Grubbs highway, was developed in the early 20<sup>th</sup> century. Characterized for the most part by larger houses, more generous lots and deeper lawns, it possesses a suburban ambience. Within each block the houses are consistent in

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scale and setback, creating a more monumental streetscape (photos 4, 9, 10, 11). At the south end of the district, Old South Main Street has a semi-rural flavor, with spacious, tree-shaded lots, deep setbacks and no sidewalks. The street The Chandler Farm, which features a high-style bungalow residence and several early 20<sup>th</sup> century outbuildings, forms the southern terminus of the district.

The predominant house plans are the bungalow and the American Foursquare, each represented by nine examples, and the L-plan house, with six examples. Vernacular house types of the 19<sup>th</sup> century also are represented in the district, with two I-houses (66 and 73) and three hall-and-parlor dwellings (82, 83, 149) included. The Colonial Revival style is represented by seven houses built c. 1910 to 1930. Three Craftsman houses and two Tudor Revival residences also can be found in the district. These house styles and plans are further described in the Multiple Properties Nomination, "Historic and Architectural Resources of the County of Boone, Kentucky, 1789-1950" (Taylor 2000).

The district's distinctive topography strongly influenced house siting and construction. Many houses, for example, occupy sloping lots, with the foundations exposed at the rear. A good example is the Bob Conrad House at 86 South Main. Still others, most notably 102 to 110 South Main and the Vernon James and Edwards houses, are perched above the street, facing deep, sloping lawns.

Nearly all the residential buildings in the district are of frame construction. Some display original clapboards and wood shingles, while others have been resided with vinyl or aluminum. Brick construction is employed by a group of American Foursquare and bungalow dwellings at the south end of the district, including the George Nicholson House, the Robert Ratcliff House and Edwards House. Roofs are gabled, hipped or pyramidal, and are covered with slate or asphalt shingles. Foundations are fieldstone, quarried limestone, concrete block or poured concrete.

Many houses built in the 1900s and 1910s, such as the Wilford Rice House (photo 2) and 102 South Main Street, feature full-width frame porches of simple design, with low, hipped roofs, Tuscan posts and, in many cases, spindled balustrades. Some Craftsman-influenced houses, such

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as the Jack Johnson and Bill Kraus residences, feature porches with plain, sturdy brick columns and brick balustrades; in bungalow examples, such as the Webster House (photo 5), these are set under the main roof slope. Many residences built in the first two decades of the 20<sup>th</sup> century, such as the Robert W. Jones House (photo 2), feature Colonial Revival-style entrances with full-glazed doors framed by rectangular transoms and single-pane sidelights, some of which contain intricately patterned leaded and beveled glass.

Three churches can be found in the district, two of which contribute to its historic identity. The Walton Christian Church (photo 1), built in 1948-1949, is an imposing brick edifice of eclectic design and rectangular form with lower, one-story side wings. The Walton Methodist Church (photo 3), built in 1922, is an unexpected blend of Tudor Revival and Craftsman elements, with Sullivanesque floral details.

Outbuildings and landscape features enhance the district's sense of place, serving as reminders of past ways of life. Many properties in the district retain garages, carriage barns, sheds, privies or hand pumps that date from the late 19<sup>th</sup> or early 20<sup>th</sup> centuries. While most of these are simple structures of frame construction, one especially fine example is the frame carriage barn associated with the Edwards House. Clad in weatherboarding, it stands one-and-a-half stories high under a side-gabled roof with gabled wall dormer. The Robert W. Jones House (BE-910-photo 2) features an original one-car garage that matches the house in style and materials. Simple, one-story frame sheds can be found at several locations, including 155 Old South Main Street (photo 11).

Many houses in the district have undergone alterations such as residing or replacement of original windows or doors. Still, these buildings retain their original footprints, patterns of piercing, and architectural character; they are clearly recognizable as products of their respective time and place. Therefore they contribute to our understanding of the district's past. Unobtrusive one-story additions and lean-tos can be found at the numerous buildings. Two buildings have lost their ability to convey their significance due to extensive alterations. Included in the district boundary is a modern post office built in 1962. Three late-20th-century residences—a minimal traditional residence (photo 9), a ranch house and a mobile home—can be found within the

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district boundary.

The South Main Street Historic District comprises an intact residential community that looks much as it did in the early 20<sup>th</sup> century. It is clearly distinguished from its surroundings by its cohesive pattern of development, its stylish architecture and its strong sense of place.

### **EAST SIDE SOUTH MAIN STREET**

#### **1. Walton Christian Church (BE-909)**

**Building C**

50 South Main Street  
1948-1949  
Photo 1

This imposing, boldly Modernistic house of worship features a rectangular main block with shallow crossing wings. Adjoining the facade is a low-gabled projecting pavilion faced with random Rockcastle County sandstone. The main entrance is contained in a monumental proscenium arch of cut limestone. The side walls are articulated by flattened brick buttresses. The steel casement windows, arched or square, contain translucent, opalescent glass. A rear addition containing Sunday School rooms, offices and kitchen facilities was built in 1977.

The Walton Christian Church was constructed in 1948-1949 to replace an earlier building destroyed by fire. Its lot appears vacant on the 1927 map.

#### **2. United States Post Office**

**Building NC**

52 South Main Street (BE-1430)  
1962

One-story, flat-roofed post office building of utilitarian modern design, with adjacent small parking lot.

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**3. Robert W. Jones House (BE-910)**

54 South Main Street

c. 1915

Photo 2

**Building C**

This was the home of Robert W. Jones (b. 1867), a pharmacist and proprietor of a drugstore in Walton. Jones was the second owner of the property and owned it for over thirty years. It is a brick dwelling of cubical massing, with forward-facing gabled roof. Courses of vertically laid brick serve as lintels. The front entrance, which includes full-length sidelights flanking a glazed door, includes panels of intricately patterned, beveled glass. The rear garage matches the house in materials.

4. Early 20<sup>th</sup> c. brick garage

**Building C**

**5. 56 South Main Street (BE-1318)**

c. 1900-1910

Photo 2

**Building C**

This is a two-story frame dwelling of vertical orientation that appears to have been built at the turn of the 20<sup>th</sup> century. With an asymmetrical gable crowning the main façade, it is transitional in form between the late Queen Anne and the early American Foursquare styles. A hipped-roof porch, rebuilt in the late 20<sup>th</sup> century, extends across the front elevation. The walls have been covered with aluminum siding, thermal sashes and fixed vinyl shutters have been installed, and the front doors have been replaced. Above the doorway is a rectangular transom.

6. Late 20<sup>th</sup> c. metal shed

**Structure NC**

**7. Wilford Rice House (BE-911)**

58 South Main Street

c. 1900-1910

Photo 2

**Building C**



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This L-plan frame dwelling with intersecting gable roof features a full-width, Colonial Revival-style porch with hipped roof and classical columns.

Wilford Rice was a Newport native, born in Walton of English parents. He served as postmaster of Walton, then began a career in banking. In 1930 he was elected president of the Walton Equitable Bank: the youngest man in the state to hold such a position ( Jennifer Warner, *Boone County: From Mastodons to the Millennium* [1998 Boone County Bicentennial Book Committee, 1998], p. 281).

- |   |                 |          |
|---|-----------------|----------|
| 8. Early 20 <sup>th</sup> c. frame shed                             | Structure       | C        |
| 9. Frame privy  | Building        | C        |
| <b>10. 60 South Main Street (BE-912)</b><br>c. 1900-1910<br>Photo 2 | <b>Building</b> | <b>C</b> |

This L-plan frame residence stands two stories high under an intersecting-gable roof. Covering the facade is a simple, full-width porch similar to that found on 58 South Main next door. The walls are wrapped in vinyl siding.

- |  |                 |          |
|--|-----------------|----------|
| 11. Late 20 <sup>th</sup> c. frame garage  | Building        | NC       |
| <b>12. Houston-Rouse House (BE-913)</b><br>66 South Main Street<br>Late 19 <sup>th</sup> century, c. 1905-10 | <b>Building</b> | <b>C</b> |

The Houston-Rouse House is a two-story vernacular frame I-house with a single chimney centered in the ridgeline. The first story, updated in the early 20<sup>th</sup> century, contains four bays, including two doorways and two single-pane focal windows with rectangular transoms; the second story, unaltered since construction, contains two evenly spaced windows. The house was built for Bill Houston, a supervisor for the Southern Railroad. During the early 20<sup>th</sup> century it

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was purchased by the Rouse family, who relocated to Walton from Zion Station in Grant County; it was remodeled and enlarged during their tenure. The family operated the Walton Rolling Mill, a flour mill, in a ravine just east of South Main Street.

- |   |          |   |
|---|----------|---|
| 13. Mid-20th c. frame garage  | Building | C |
| <b>14. Walton United Methodist Church (BE-914)</b><br>68 South Main Street<br>1922<br>Photo 3 | Building | C |

The strikingly original design of the Walton United Methodist Church is an unexpected blend of Tudor Revival and Craftsman elements, with Sullivan-esque floral details. The main block is a cubical brick structure under a very low-pitched hipped roof with broad, overhanging eaves. Entry is through a gabled portal faced with a false front veneered with stone; it features a lancet-arched doorway, battered walls and a stepped parapet.

The church was designed by Chester Disque, a Covington architect who specialized in Period Revival styles. Disque also designed the residence of Bruce and Llewellyn Wallace, located directly opposite, who were patrons of the church.

- |  |          |   |
|--|----------|---|
| <b>15. 72 South Main Street (BE-1416)</b><br>1920s | Building | C |
|--|----------|---|

This is a 1.5-story bungalow of simple design, with a side-gabled roof of moderate pitch. A rather small, gabled dormer, containing a pair of windows, rises from the front roof slope. The main roof extends over an engaged, full-width porch to which replacement metal posts have been added. Vinyl siding sheathes the walls. This house is indicated in its present form on the 1927 Sanborn map.

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|---|----------|----|
| <b>16. 74 South Main Street (BE-1417)</b> | Building | NC |
|---|----------|----|

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unknown

This is a much-altered residence whose original plan is no longer evident. The first story of the façade contains three evenly spaced bays with a central doorway. The second story contains two windows that rise almost to the eaves and are not placed in line with the first-floor openings. A low central gable crowns the façade. A shed-roofed porch with plain brick posts extends across the façade. A one-story lean-to projects from the north wall, and a one-story addition adjoins the rear. This house may have been built as a dormer front bungalow; it is indicated on the 1927 Sanborn map as a one-and-a-half-story frame structure of rectangular plan, identical in form to 72 South Main Street next door.

**17. 76 South Main Street (BE-1418)**  
c. 1940-1950

**Building C**

Not indicated on the 1927 map (lot is vacant), this is a Colonial Revival residence of linear plan, apparently two rooms wide, under a side-gabled roof of moderate pitch. The balanced façade contains a triple window on either side of the doorway. These groupings feature three double-hung windows, with larger units in the center. They contain vertical muntins in the upper sash and single-paned sashes in the lower. The doorway, which is treated simply and without elaboration, is shaded by an arched canopy with gabled hood, supported by knee braces. A brick chimney pierces the north roofline. Vinyl siding conceals the original wall treatment.

**18. 78 South Main Street (BE-1419)**  
c. 1940-1950

**Building NC**

This house is a Cape Cod residence of rather unusual linear plan, with an asymmetrical facade. Two gabled dormers project from the front roof slope. The main entrance is contained in an off-center, gabled vestibule that appears atypical of the style and may be an early addition. Aluminum siding covers the walls. The main façade has been altered by the addition of oversized replacement windows. The side elevations contain paired, double-hung sash. This house's lot appears vacant on the 1927 map.

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**19. 80 South Main Street (BE-1420) Building C**

c. 1940-1950

This is a one-story, massed-plan frame dwelling of simple design, with a side-gabled roof of moderate pitch. The symmetrical main façade contains paired windows on either side of the main entrance. The roof changes pitch as it extends over the full-width porch, which is carried by plain, slender posts. The walls are covered in vinyl siding, and replacement windows and doors have been installed.

**20. 82 South Main Street (BE-923) Building C**

late 19<sup>th</sup> century

Built close to the front lot line, this is a modest frame dwelling on the hall-and-parlor plan, one story in height under a side-gabled roof. Centered over the facade is an acute gable. It is presently vacant and in fair condition.

**21. Bob Conrad House (BE-924) Building C**

86 South Main Street

c. 1920-1930

Noted on the 1927 map, this compact, boxlike, frame bungalow features a steeply hipped roof with central brick chimney. A single, rather small gabled dormer rises from the front slope.

**22. Walton Church of God (BE-1421) Building NC**

90 South Main Street

unknown

This is a small, front-gabled frame church, built on a concrete block foundation. A shed-roofed addition was added to the south side of the main block at an unknown date, continuing the south slope of the roof. A much larger addition, also front-gabled, was added to the rear of the church

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at an unknown date. The façade contains a single pair of modern flush doors, placed off center. Any window openings the building may once have had have been covered over, hidden by the vinyl or vertical metal siding that now wraps the walls. The historic core of this building may be a one-story frame shop indicated here on the 1927 map.

- |  |                 |           |
|--|-----------------|-----------|
| 23. Early 20 <sup>th</sup> c. frame privy                                      | Building        | C         |
| <b>24. 98 South Main Street (BE-1422)</b><br>late 20 <sup>th</sup> century     | <b>Building</b> | <b>NC</b> |
| Doublewide mobile home covered in vinyl siding.                                |                 |           |
| 25. Frame shed, date unknown   | Structure       | NC        |
| <b>26. George Nicholson House (BE-927)</b><br>102 South Main Street<br>c. 1925 | Building        | C         |

George Nicholson (1869-?) was one of Boone County's master builders. A prolific contractor of the first four decades of the 20<sup>th</sup> century, he was responsible for the construction of many schools, churches, commercial buildings and residences in Boone and Kenton counties. Nicholson's personal residence is a brick American Foursquare of cubical form, with hipped roof. Eclectic in detailing, it combines Foursquare-Craftsman massiveness and solidity with picturesque Tudor Revival elements, such as the arched entry portal and massive facade chimney. Vinyl windows have been installed in the original openings. The house is indicated in its present form on the 1927 map.

- |  |                 |          |
|--|-----------------|----------|
| 27. Prefab gambrel-roof frame shed                       | Structure       | NC       |
| 28. Prefab gambrel-roof frame shed                       | Structure       | NC       |
| <b>29. Robert and Rebecca W. Ratcliff House (BE-928)</b> | <b>Building</b> | <b>C</b> |

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104 South Main Street  
c. 1910

Built by George Nicholson for Robert Ratcliff c. 1910, this house is one of a series of well-preserved residences of the Edwardian era along the east side of South Main Street. It is a classic American Foursquare dwelling under a pyramidal roof with prominent hipped dormers. Focal points of the facade are the main entry, with transom and sidelights, and the four-part focal window. Rock-faced stone lintels accent the facade bays.

According to the 1920 census, Ratcliff was 65 years old and manager of a lumber company. His wife, Rebecca W. Ratcliff, was 62 years old and a homemaker (1920 Federal population census, enumeration district 8, sheet 6 A, line 32, dwelling 137/family 134).

**30. 106 South Main Street (BE-929)**  
**1920s**

**Building C**

This dormer-front, frame bungalow appears on the 1927 map. It features a side-gabled roof with central, shed-roofed dormer. Set under the front roof slope is an engaged, full-width porch with stout square posts.

31. Large late 20<sup>th</sup> c. frame garage

Building NC

**32. 108 South Main Street (BE-930)**  
c. 1920-1930

**Building C**

Noted on the 1927 map, this is a dormer-front frame bungalow with rather steeply pitched, side-gabled roof. A dominant, gabled dormer projects from the front roof slope. The full-facade porch has been partly glass-enclosed, with multi-pane casements. Aluminum siding covers the walls.

33. Late 20<sup>th</sup> c. shed

Structure NC

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**34. 110 South Main Street (BE-931)** **Building** **C**  
c. 1900  
Photo 4

A steep pyramidal roof with lower gables crowns this early Colonial Revival house of the early 20<sup>th</sup> century. Above the main facade is an asymmetrical gable covered in wood shingles, with corner returns. The main facade contains a corner entrance framed by narrow sidelights and transom, and a focal window with three large panes of glass and a rectangular transom.

**35. Webster House (BE-944)** **Building** **C**  
116 South Main Street  
c. 1920-1925  
Photo 5

The Webster House, like its neighbors 118 and 120 South Main Street, is part of the Richland Court subdivision. It is a dormer-front bungalow featuring an engaged, full-width porch carried by battered posts on brick pedestals, and a large, hipped dormer containing a trio of windows. The Webster House appears on the 1927 map.

36. Early 20<sup>th</sup> c. concrete block garage **Building** **C**  
37. Hand pump **Object** **C**

**38. 118 South Main Street (BE-1423)** **Building** **NC**  
c. 1950  
Photo 5

This is a minimal traditional residence of simple design, with side-gabled roof. The south end of the facade contains a measured grouping of three bays, consisting of a small, double-hung window on either side of the main doorway. These three bays are sheltered by a simple, unadorned gabled porch. The north half of the facade contains a single, larger window in which sliding sash have recently been installed. The side elevations contain 2 bays. The walls have been

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wrapped in vinyl siding and new vinyl windows have been installed. This house's lot was vacant as of 1927.

**39. 120 South Main Street (BE-1424)**

c. 1920-1925

Photo 5

**Building C**

This is a dormer-front bungalow, standing 1.5 stories high under a side-gabled roof of moderate to steep pitch. A single shed dormer, containing a pair of windows, rises from the front roof slope. The main façade contains a large "cottage" window with mullioned transom, and a doorway in the end bay. Extending across the front of the house is a full-width, engaged porch that has been glass-enclosed, apparently c. 1960. This house appears on the 1927 map.

40. Early 20<sup>th</sup> c. frame shed

Structure C

**WEST SIDE SOUTH MAIN STREET**

**41. David B. Wallace House (BE-908)**

65 South Main Street

c. 1900-1910

Photo 6

**Building C**

This house was built in the early years of the 20<sup>th</sup> century for banker David B. Wallace (1859-1933), president of the Walton Equitable Bank (BE-216). Simple yet imposing, it is a brick American Foursquare residence of cubical massing with pyramidal slate roof and hipped dormers. Flush stone lintels cap the large, 1/1 sash; an Ionic portico shelters the entrance. The house appears on the 1927 map, noted as a "veneered" building. Its similarity to the Robert Ratcliff House (BE-928) at 104 South Main Street suggests it was the work of the same builder, George Nicholson. (See 102 and 104 South Main Street.)

42. Early 20<sup>th</sup> c. frame carriage house

Building C



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**43. Bruce and Llewellyn Wallace House (BE-372)**

**Building NR**

67 South Main Street

1930s

*National Register, 1989*

These resources counted in Block 5, Number of Contributing Resources Previously Listed

Photo 6

Characterized by picturesque massing and rich detailing, the Wallace House (National Register, 1989) is the most characteristic Tudor Revival work in the county. Signature details include irregular masonry treatments, half-timbering, sloped gables, diamond-pane leaded windows and iron strap hinges. The "swaybacked" roof is covered with irregularly cut slate in four colors. The relatively flat surfaces and banks of casement windows are characteristic of 1930s examples of the mode.

This house was commissioned by David B. Wallace as a wedding present for his son, Bruce (1897-?). It was designed by Chester Disque, who also penned the Walton United Methodist Church across the street. The house replaced a two-story I-house indicated on the 1927 Sanborn map.

44. Stone pillar

Object NR

45. Rock-faced limestone retaining wall

Object NR

**46. A. Mott Rouse House (BE-917)**

**Building C**

73 South Main Street

c. 1885

Photo 7

The A. Mott Rouse House is a frame I-house with symmetrical three-bay facade crowned by a low gablet. A wooden porch, with similar gable, extends across the facade. The walls are sheathed in asbestos siding and iron porch posts have been installed. Behind the main block is a single-pile ell, one-and-a-half stories tall. A. Mott Rouse owned a half-interest in the Walton

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Rolling Mills, a flour mill located in a ravine adjacent to South Main Street. Located on a man-made pond in a ravine just east of Main Street. the mill processed high-grade flour using steam power (Warner, p. 200). The family sold the mill in the early 20<sup>th</sup> century; in 1916 it was destroyed by fire.

**47. 75 South Main Street (BE-1429)**

**Building C**

c. 1927  
Photo 7

This is a one-story, front-gabled bungalow of simple design, sheltered by an attached, gabled porch with replacement iron posts. A one-car garage is housed in the basement. Vinyl siding covers the walls and the windows have been replaced. The foundation of this house is indicated on the 1927 map.

**48. Walton Rand Rouse House (BE-918)**

**Building C**

77 South Main Street  
c. 1900-1910  
Photos 7, 8

A two-story frame L-plan residence with intersecting gable roof, the Walton Rand Rouse House features a slightly projecting gabled block. In the angle of the "L" is a simple Colonial Revival porch. Aluminum siding covers the walls. Walton Rand Rouse, born in North Carolina in 1851, was a miller and carpenter whose construction business failed during the Great Depression. He then turned to sign painting to earn a living.

49. Early 20<sup>th</sup> c. frame garage

**Building C**

**50. 81 South Main Street (BE-919)**

**Building C**

c. 1900-1910  
Photos 7, 8

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This house is similar in design to 77 South Main Street next door, but with gables more steeply pitched. The front-gabled entry porch, located in the angle of the "L," dates from the late 20<sup>th</sup> century. Vinyl siding and new window sashes have also been added. An attached garage was appended to the lateral block around the same time.

**51. Walsh Ridenour House (BE-920)**

**Building C**

83 South Main Street  
c. 1875-1880  
Photo 8

This modest dwelling was the home of Walsh Ridenour, proprietor of a clothing store in Walton. It is a single-pile, linear-plan dwelling of likely hall-and-parlor plan, crowned by an acute gable.

52. Barn  
53. Garage

Building C  
Building C

**54. Rebecca Sleet House (BE-921)**

Building C

85 South Main Street  
1900s  
Photo 8

This was the home of Rebecca Sleet, a schoolteacher in Covington. The influence of the Colonial Revival style is evident in the main entrance, with transom and sidelights, half-circle lunette and leaded glass transom. The bungalow-style shed dormer was likely an early addition. Vinyl siding covers the walls.

55. Barn

Building C

**56. Emma Jane Miller House (BE-932)**

**Building C**

107 South Main Street  
c. 1910

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Photo 9

This was the home of Emma Jane Miller, who ran a boardinghouse in Walton. It is a brick American Foursquare dwelling with distinctive detailing. The tan brick exterior is accented with alternating quoins of orange brick. Extending across the facade is a porch with wide, arcaded spandrels, carried by square posts.

**57. 109 South Main Street (BE-933)**

**Building C**

c. 1900-1910

Photo 9

Similar to several other houses on South Main Street, this is a modified side-passage frame dwelling with asymmetrical gable and simple Colonial Revival detailing. Aluminum siding covers the walls.

58. Late 20<sup>th</sup> c. prefab shed

Structure NC

59. Early 20<sup>th</sup> c. frame garage

Building C

**60. Willis Berkshire House (BE-934)**

**Building C**

111 South Main Street

c. 1910

Photo 9

Indicated on the 1927 map, this distinctive Dutch Colonial Revival residence was built for Willis Berkshire in the early 20<sup>th</sup> century. The steep gambrel roof includes deep returns at the second-story and attic levels. An angled "cutaway" bay projects from the facade. The walls are covered in vinyl siding.

**61. Bill Kraus House (BE-939)**

**Building C**

115 South Main Street

c. 1910-1915

Photo 10

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The Bill Kraus House is a brick American Foursquare residence with Craftsman detailing, covered by a low-pitched, hipped roof with hipped dormers and broad, overhanging eaves with exposed rafter ends. The main doorway is framed by sidelights; windows (with vinyl sashes installed) appear singly or in pairs.

- |  |                 |          |
|--|-----------------|----------|
| 62. Mid-20th c. frame garage                                     | Building        | C        |
| 63. Late 20 <sup>th</sup> c. frame shed                          | Structure       | NC       |
| <b>64. 117 South Main Street (BE-940)</b><br>c. 1910<br>Photo 10 | <b>Building</b> | <b>C</b> |

Noted on the 1927 map, this is a brick American Foursquare similar to 107 South Main Street, with hipped roof, large gabled dormer, broad porch with concrete posts, and quoins of contrasting orange brick.

- |  |                 |          |
|--|-----------------|----------|
| 65. Early 20 <sup>th</sup> c. brick garage   | Building        | C        |
| <b>66. Charles Carlisle House (BE-941)</b><br>119 South Main Street<br>1930s<br>Photo 10 | <b>Building</b> | <b>C</b> |

Built in the 1930s, the Charles Carlisle House is a compact brick bungalow with a spreading, hipped roof that extends over the half-width, entry porch. Windows are grouped in threes on either side of the centered, arched doorway.

- |   |                 |          |
|---|-----------------|----------|
| 67. Mid-20th c. frame garage                                  | Building        | C        |
| <b>68. 121 South Main Street (BE-942)</b><br>late 1920s-1930s | <b>Building</b> | <b>C</b> |

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This is a massed-plan, brick dwelling in the Colonial Revival style, built to one-and-a-half stories. The central entrance is framed by sidelights and sheltered by an attached, gabled portico. On either side are paired, 1/1 windows. The house's lot appears vacant on the 1927 map.

**69. Charles Thompson House (BE-943)**

123 South Main Street  
late 1920s-1930s

**Building C**

Built in the late 1920s or 1930s for Charles Thompson, a banker, this is a one-and-a-half story brick dwelling with side-gabled roof and one-story rear lean-to. The influence of the Tudor Revival style can be seen in the tall, off-center facade gable, and steeply gabled vestibule with arched portal. The house's lot appears vacant on the 1927 map.

70. Mid-20th c. frame garage

**Building C**

**71. Vernon James House (BE-953)**

147 South Main Street  
c. 1910

**Building C**

Well sited on the brow of a hill, the Vernon James House is a frame American Foursquare residence with hipped roof, hipped dormers and two-bay facade. Aluminum siding covers the walls. Vernon James was a dealer in wholesale notions including fans, calendars and pen sets.

72. Mid-20th c. two-car frame garage

**Building C**

**73. Mrs. Edwards House (BE-370)**

143 South Main Street  
c. 1910

**Building NR**

*National Register, 1989*

These resources counted in Block 5, Number of Contributing Resources Previously Listed

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The Mrs. Edwards House is an American Foursquare residence of cubical form, under a pyramidal roof with large, hipped dormers. The walls are covered with light tan brick in running bond, with alternating quoins and dentil-like accents of contrasting burnt-orange brick. The main entrance is framed by leaded glass sidelights and transom.

74. Late 20<sup>th</sup> c. frame garage

Building NR

75. Frame carriage house

Building NR

**76. Harris Moore House (BE-954)**

**Building C**

149 South Main Street

c. 1875-1880

Photo 11

The Harris Moore House is a modest hall-and-parlor frame dwelling with three-bay facade and centered entrance. A simple wooden porch covers the facade. At the rear of the house is a later addition. Vinyl siding covers the walls of the main block and addition.

**77. 155 Old South Main Street (BE-1431)**

**Building C**

c. 1900; c. 1950

Photo 11

This is a 2-story, frame L-plan residence with intersecting-gable roof, built c. 1900. It was extensively remodeled in the Colonial Revival style c. 1950. During this remodeling campaign, a monumental 1.5-story, three-bay portico, with gently arched spandrels, was added to the lateral block. The first-story windows were replaced with paired, 6/1 sash. A paneled door with integral three-light window was installed in the center of the facade, framed by four-pane sidelights. The taller, single windows in the second story appear to be original to the house. All are framed by louvered blinds. The rear of the house features a long shed roof and integral rear ell.

Behind the house stand a pair of gabled frame sheds. At the end of the driveway is a gabled one-car frame garage in rundown condition, to which a shed addition has been added.

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78. Shed	Structure	C
79. Shed	Structure	C
80. Garage	Building	C
<b>81. Jack Johnson House (BE-955)</b> 161 Old South Main Street 1920s	Building	C
<p>Located at the south end of South Main Street, the Jack Johnson House represents the dormer front bungalows built in large numbers in the county during the 1910s through 1930s. It features a prominent, gabled dormer with paired windows and knee braces. The roof extends over the broad front porch. Johnson was a carpenter who worked in the construction firm of Wendell Rouse during the early 20th century.</p>		
82. Early 20 <sup>th</sup> c. brick garage/shed	Building	C
<b>83. 163 Old South Main Street (BE-1432)</b> c. 1960-1970	Building	NC
<p>Located near the end of Old South Main Street, this is a modest frame ranch house with three-part picture window, clad in vinyl siding. The front doorway opens to a small, treated-wood deck.</p>		
84. Mid-20th c. frame shed	Structure	C
<b>85. Chandler House (BE-371)</b> 163 Old South Main Street c. 1918 <i>National Register, 1989</i>	Building	NR

These resources counted in Block 5, Number of Contributing Resources Previously Listed



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An exemplary Craftsman bungalow, the Chandler House is a study in asymmetrical balance. The main entrance, with glazed door, transom and sidelights, is paired with a large four-part window. The projecting gabled porch, which extends beyond the plane of the facade, is visually balanced by a dominant roof dormer, placed off center. The walls are covered in brick and wood shingles. The farm includes a transverse gable stock barn and a hay barn.

86. Garage

Building NR

**Registration requirements.** The South Main Street Historic District meets the registration requirements for Property Type VA, "Residential Historic Districts," as outlined in the National Register Multiple Properties Documentation Form, "Historic and Architectural Resources of the County of Boone, Kentucky, 1789-1950" (NR, 2000). The district includes 52 primary buildings, 40 of which are contributing. Of the 52 buildings, 50 are residences and two are churches. Location, setting, feeling, association and overall design are the most important aspects of integrity necessary to convey the historic significance of this residential district.

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South Main Street Historic District Inventory						
Map #	Name	Address	Classification	Construction	Date(s)	Status <sup>1</sup>
1	Walton Christian Church (BE-909)	50 S. Main St.	Building	unknown	1940s	C
2	U.S. Post Office (BE-1430)	52 S. Main St.	Building	unknown	1962	NC
3	Robert W. Jones House (BE-910)	54 S. Main St.	Building	brick	c. 1913	C
4	Garage (BE-910)	54 S. Main St.	Building	brick	early 20 <sup>th</sup> c.	C
5	House (BE-1318)	56 S. Main St.	Building	frame	c. 1900	C
6	Shed (BE-1318)	56 S. Main St.	Structure	metal	late 20 <sup>th</sup> c.	NC
7	Wilford Rice House (BE-911)	58 S. Main St.	Building	frame	c. 1900	C
8	Shed (BE-911)	58 S. Main St.	Structure	frame	unknown	C
9	Privy (BE-911)	58 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
10	House (BE-912)	60 S. Main St.	Building	frame	c. 1900	C
11	Garage (BE-912)	60 S. Main St.	Building	frame	late 20 <sup>th</sup> c.	NC
12	Houston-Rouse House (BE-913)	66 S. Main St.	Building	frame	c. 1875-1899	C
13	Garage (BE-913)	66 S. Main St.	Building	frame	mid-20 <sup>th</sup> c.	C

<sup>1</sup> Key to status: C = contributing; NC = noncontributing; NR = individually listed in National Register.

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14	Walton United Methodist Church (BE-914)	68 S. Main St.	Building	unknown	1930s	C
15	House (BE-1416)	72 S. Main St	Building	frame	early 20 <sup>th</sup> c.	C
16	House (BE-1417)	74 S. Main St.	Building	frame	unknown	NC
17	House (BE-1418)	76 S. Main St.	Building	frame	mid-20th c.	C
18	House (BE-1419)	78 S. Main St.	Building	frame	c. 1950	NC
19	House (BE-1420)	80 S. Main St.	Building	frame	unknown	C
20	House (BE-823)	82 S. Main St.	Building	frame	c. 1875-1899	C
21	Bob Conrad House (BE-924)	86 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
22	Walton Church of God (BE-1421)	90 S. Main St.	Building	frame	mid-20th c.	NC
23	Privy (BE-1421)	90 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
24	House (BE-1422)	98 S. Main St.	Building	prefab mobile home	late 20 <sup>th</sup> c.	NC
25	Shed (BE-1422)	98 S. Main St.	Structure	frame	date unknown	NC
26	George Nicholson House (BE-927)	102 S. Main St.	Building	brick	early 20 <sup>th</sup> c.	C
27	Shed	102 S. Main St.	Structure	prefab	late 20 <sup>th</sup> c.	NC
28	Shed	102 S. Main St.	Structure	prefab	late 20 <sup>th</sup> c.	NC

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29	Robert Ratcliff House (BE-928)	104 S. Main St.	Building	brick	c. 1910 .	C
30	House (BE-929)	106 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
31	Garage (BE-929)	106 S. Main St.	Building	frame	late 20 <sup>th</sup> c.	NC
32	House (BE-930)	108 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
33	Shed (BE-930)	108 S. Main St.	Structure	prefab	late 20 <sup>th</sup> c.	NC
34	House (BE-931)	110 S. Main St.	Building	brick	c. 1900	C
35	Webster House (BE-944)	116 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
36	Garage (BE-944)	116 S. Main St.	Building	Concrete block	early 20 <sup>th</sup> c.	C
37	Pump (BE-944)	116 S. Main St.	Object	metal	early 20 <sup>th</sup> c.	C
38	House (BE-1423)	118 S. Main St.	Building	frame	mid-20th c.	NC
39	House (BE-1424)	120 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
40	Shed (BE-1424)	120 S. Main St.	Structure	frame	early 20 <sup>th</sup> c.	C
41	D.B. Wallace House (BE-908)	65 S. Main St.	Building	brick	c. 1900-1910	C
42	Garage (BE-908)	65 S. Main St.	Building	frame	c. 1890	C
43	Bruce Wallace House (BE-372)	67 S. Main St.	Building	unknown	1930s	NR
44	Stone pillar (BE-372)	67 S. Main St.	Object	stone	1930s	NR

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45	Stone retaining wall (BE-372)	67 S. Main St.	Object	stone	1930s	NR
46	A. Mott Rouse House (BE-917)	73 S. Main St.	Building	frame	c. 1885	C
47	House (BE-1429)	75 S. Main St.	Building	frame	c. 1927	C
48	Walton Rand Rouse House (BE-918)	77 S. Main St.	Building	frame	c. 1900	C
49	Garage (BE-918)	77 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
50	House (BE-919)	81 S. Main St.	Building	frame	c. 1900	C
51	Walsh Ridenour House (BE-920)	83 S. Main St.	Building	frame	c. 1875-1899	C
52	Barn (BE-920)	83 S. Main St.	Building	frame	late 19 <sup>th</sup> c.	C
53	Garage	83 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
54	Rebecca Sleet House (BE-921)	85 S. Main St.	Building	frame	c. 1900	C
55	Barn (BE-921)	85 S. Main St.	Building	frame	c. 1900	C
56	Emma Jane Miller House (BE-932)	107 S. Main St.	Building	brick	c. 1910	C
57	House (BE-933)	109 S. Main St.	Building	frame	c. 1900	C
58	Shed (BE-933)	109 S. Main St.	Structure	prefab	late 20 <sup>th</sup> c.	NC
59	Garage (BE-933)	109 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C

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60	Willis Berkshire House (BE-934)	111 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
61	Bill Kraus House (BE-939)	115 S. Main St.	Building	brick	c. 1910	C
62	Garage (BE-939)	115 S. Main St.	Building	frame	early 20 <sup>th</sup> c.	C
63	Shed (BE-939)	115 S. Main St.	Structure	frame	late 20 <sup>th</sup> c.	NC
64	House (BE-940)	117 S. Main St.	Building	brick	c. 1910	C
65	Garage (BE-940)	117 S. Main St.	Building	brick	early 20 <sup>th</sup> c.	C
66	Charles Carlisle House (BE-941)	119 S. Main St.	Building	unknown	1930s	C
67	Garage (BE-941)	119 S. Main St.	Building	frame	mid-20 <sup>th</sup> c.	C
68	House (BE-942)	121 S. Main St.	Building	unknown	1930s	C
69	Charles Thompson House (BE-943)	125 S. Main St.	Building	unknown	1930s	C
70	Garage (BE-943)	125 S. Main St.	Building	frame	mid-20 <sup>th</sup> c.	C
71	Vernon James House (BE-953)	147 Old South Main St.	Building	frame	c. 1910	C
72	Garage (BE-953)	147 Old South Main St.	Building	frame	mid- 20 <sup>th</sup> c.	C
73	Edwards House (BE-370)	143 S. Main St.	Building	brick	early 20 <sup>th</sup> c.	NR
74	Garage (BE-370)	143 S. Main St.	Building	frame	late 20 <sup>th</sup> c.	NR

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75	Carriage house (BE-370)	143 S. Main St.	Building	frame	late 19 <sup>th</sup> c.	NR
76	Harris Moore House (BE-954)	149 S. Main St.	Building	frame	c. 1850-1874	C
77	House (BE- 1431)	155 S. Main St.	Building	frame	c. 1900; c. 1950	C
78	Shed (BE-1431)	155 S. Main St.	Structure	frame	late 19 <sup>th</sup> or early 20 <sup>th</sup> c.	C
79	Shed (BE-1431)	155 S. Main St.	Structure	frame	late 19 <sup>th</sup> or early 20 <sup>th</sup> c.	C
80	Garage/shed (BE-1431)	155 S. Main St.	Building	frame	late 19 <sup>th</sup> or early 20 <sup>th</sup> c.	C
81	Jack Johnson House (BE-955)	161 S. Main St.	Building	unknown	early 20 <sup>th</sup> c.	C
82	Shed (BE-955)	161 S. Main St.	Structure	brick	early 20 <sup>th</sup> c.	C
83	House (BE- 1432)	163 S. Main St.	Building	frame	late 20 <sup>th</sup> c.	NC
84	Shed (BE-1432)	163 S. Main St.	Structure	frame	early-to-mid- 20 <sup>th</sup> c	C
85	Chandler House (BE-371)	163 S. Main St.	Building	unknown	early 20 <sup>th</sup> c.	NR
86	Garage (BE-371)	163 S. Main St.	Building	frame	early-to-mid 20 <sup>th</sup> c.	NR

## 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 a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

### Narrative Statement of Significance

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

## 9. Major Bibliographical References

### Bibliography

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

Previous documentation on file (NPS)

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

### Primary location of additional data

- x State Historic Preservation Office
- Other State agency

### Areas of Significance

(Enter categories from instructions)

Community Development

### Period of Significance

1868 to 1950

### Significant Dates

1868, 1875, 1877, c. 1925

### Significant Person

(Complete if Criterion B is marked above)

n/a

### Cultural Affiliation

n/a

### Architect/Builder

unknown



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### Section 8. Statement of Significance

**Summary.** The South Main Street Historic District in Walton, Kentucky, meets Criterion A and is locally significant in the area of Community Development in the context of "The Suburbanization of Boone County, Kentucky, 1868 to 1950." During the late-19<sup>th</sup> through mid-20<sup>th</sup> centuries, formerly isolated communities in eastern Boone County were knit together by swifter and more convenient transportation routes, easing travel burdens between distant points. The process of suburbanization began in 1868 with the construction of rail lines, which made it possible for residents of eastern Boone County to travel to distant towns to work, shop and attend school. The pace of change accelerated in the 1920s with the widespread availability of automobiles, removal of tolls, and the construction of paved federal highways, particularly the Dixie Highway (US 25): the first north-south federal roadway. These transportation improvements, both road and rail, led to the urbanization of towns along the county's eastern border, particularly Walton, and the accompanying decline of towns along the county's Ohio River border. In towns, middle-class residential subdivisions were developed along main transportation routes. In rural areas, businesses sprang up to serve travelers, and small subdivisions were platted in unincorporated areas.

During the late 19<sup>th</sup> century, Walton's excellent transportation facilities enabled it to develop a solid and diversified economy based on locally owned businesses and small manufacturing enterprises. The development of South Main Street as a middle-class residential neighborhood in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries reflects the town's prominence and prosperity during this formative period in its history. It is the county's best example of a residential neighborhood of the early automobile era, reflecting trends in style, siting and layout prevalent among similar communities of the 1910s to early 1930s.

The South Main Street Historic District's period of significance extends from 1868 to 1950. This time period is bracketed by two important dates in the town's history: the construction of its first rail line, and the beginning of the decade when it lost its standing as the county's largest town. The district includes 47 primary buildings, 40 of which contribute to its significance. Three properties were previously listed in the National Register. The district meets the requirements for registration set forth in the National Register Multiple Property Documentation Form, "Historic

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and Architectural Resources of the County of Boone, Kentucky, 1789-1950" (NR, 2000).

### Research Design

The significance of the proposed South Main Street Historic District was evaluated by comparing it with similar resources within its cultural region; that is, all other interior towns in Boone County. Using reconnaissance survey, inventory forms and National Register nominations, Walton was compared with other Boone County communities that developed along rail lines and highways in the late 19<sup>th</sup> and early 20<sup>th</sup> century, to look for patterns of Boone County's suburban development.

Neither of Boone County's railroad towns retains sufficient historic fabric for National Register listing. While the Southern line still passes through Richwood, nothing of the town's historic commercial development has survived to the present day. The town today consists of a small cluster of bungalows and nondescript late-20<sup>th</sup>-c. commercial structures, with no recognizable sense of place. In Verona, scattered residential, commercial and institutional buildings can be found along the main roads, interspersed by intrusive new structures. Although the town's rail line is still in use, all the railroad infrastructure has disappeared. The only surviving buildings associated with the railroad is a cluster of small houses of repetitive plan along the tracks, whose modest character and proximity to a section house (demolished) suggest they were built for rail workers. All have seen moderate to extensive alteration.

The South Main Street district was also compared with other early automobile suburbs in Florence, Hebron and Burlington. All were found to possess less variety and architectural distinction. While Florence also has a sizable inventory of 1920s and 1930s suburban residences, because of spotty development patterns, many of these areas appear disjointed, with the early 20<sup>th</sup> century houses jostled by blocks of residences built in earlier or later periods. Rezoning of some of these areas for commercial use has led to spot demolitions and construction of intrusive new buildings, resulting in fragmentation of the streetscape. As a result the city has no areas that could be identified as districts.

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Because Walton is celebrated in local history as a railroad town and transportation center, a historically based approach for this nomination seemed more appropriate than one based on architectural significance. Developing a well-detailed context statement, however, was hampered by the difficulty of obtaining information on many of the district buildings. While population census data for Walton provided valuable information about the types of people who lived and worked in the town at various times, correlating specific buildings with particular residents proved difficult because street names were not indicated in census records prior to 1930. No city directories for Boone County were published prior to the 1970s. The references in the 1883 county atlas and in gazetteers and business directories published in the second half of the 19<sup>th</sup> century refer to older buildings on North Main Street, outside the district boundary. While deed searches on district buildings would identify the buildings' original owners, limitations of time and resources made it unfeasible to conduct this level of research for every building. Therefore, this nomination author used the following resources: limited deed and census research; newspapers, both local and regional; secondary histories; a doctoral dissertation with extensive research on northern Kentucky railroads and suburbanization; and oral interviews with local historians. Information about the original and later owners of buildings in the district was supplied by Jack Rouse, Walton historian.

While the downtown commercial district to the north includes several historically and architecturally significant properties of the early 20<sup>th</sup> century that would help to tell the story of the development of Walton as a transportation center, it was not included in the district because it no longer retains sufficient integrity to meet National Register standards. Three serious fires and a tornado have destroyed many of its oldest buildings, leaving a broken and fragmented streetscape with numerous intrusions. In addition, many of the surviving historic structures were unsympathetically altered in the late 20<sup>th</sup> century. While individual buildings of architectural distinction can be found on North Main Street and along side streets east and west of South Main, these areas were excluded from the district because they, too, exhibit a low level of integrity. Many of the buildings have been unsympathetically altered, and numerous noncontributing structures are present, particularly on North Main.

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**"The Suburbanization of Boone County, Kentucky, 1868 to 1950"**

**The development of railroads in Boone County.**

The Short Line Railroad. During the 1850s, citizens of Lexington and Cincinnati began to make plans for a railroad connecting their respective cities. Northern Kentucky civic "boosters" saw the proposed road as an "engine" of suburbanization. They believed it would

benefit the entire northern Kentucky area in its suburban status to Cincinnati. Property values would increase as "farms will become gardens, corn and oats will give way to market vegetables; dairymen and poultrymen will daily bring their produce into the market here" and "residences for those doing business here and in Cincinnati will be erected for miles out from the city." ("Tax in Favor of the Railroad," *Covington Journal*, March 23, 1850, p. 2. Quoted in Paul Allen Tenkotte, *Rival Cities to Suburbs: Covington and Newport, Kentucky, 1790-1890* [1989], p. 266)

The Civil War, however, put these plans on hold. Once peace returned, a railroad was proposed to connect the market centers (and rival cities) of Cincinnati and Louisville. During the late 1860s, the Lexington & Frankfort and the Louisville & Frankfort railroads cooperated in the construction of a line between La Grange (east of Louisville) and Cincinnati. Called the "Short Line" because it reduced a 132-mile trip by river to 110 miles by rail, it was completed under the name of a consolidated company of the two lines: the Louisville, Cincinnati & Lexington Railroad (LC&L) (Tenkotte, p. 419). The "Short Line" reached Walton in 1868 and Verona by 1869 (*Kentucky State Gazetteer and Business Directory*, 1869). (The line was taken over by the Louisville & Nashville Railroad [L&N] in the 1880s.)

"The L., C. & L. wielded an important change locally, ...contributing to the growth of early railroad suburbs..." (Tenkotte, p. 492). Affluent residents of Kenton County, Boone County's neighbor to the east, built suburban residences or summer homes along the rail line and commuted to Cincinnati and Covington. Middle-class Boone and Kenton Countians also traveled to the city to shop and attend work or school. By 1879, six Short Line trains stopped in Walton daily, including an "accommodation" or commuter train that departed for Covington and

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Cincinnati in the morning and returned in the afternoon.

An 1869 news story gave a glowing report of the year's progress: "The Walton accommodation train on the L.C. & L. R.R. is now running regularly.... We are gratified when passing over the road several days since to notice the already improved appearance of Walton in the shape of depot buildings, new business houses, and increased hotel accommodations" (quoted in *Kentucky Post*, January 22, 1990, 4K:1).

The Southern Railroad. The completion of the L&N Railroad linked Cincinnati and northern Kentucky with the rich agricultural region of the Kentucky Bluegrass. Now Cincinnati rail promoters sought to build a line to the Deep South, to provide transportation of raw materials from the South and finished goods from the North. "Of vital importance to the Cincinnati Board of Trade was a Southern Railroad" (Tenkotte, p. 516). As early as 1836, plans were made to link the Queen City with the Southeast by rail. When plans for the road were revived after the Civil War, Chattanooga was chosen as the line's southern terminus because of the thousands of miles of railroad already branching from the city, and because of its strategic location relative to other cities on the Atlantic and Gulf coasts.

In 1874, the trustees of the newly formed Cincinnati Southern Railway "decided upon an essentially new route that would cross the Ohio River at Ludlow, and proceed south through Walton, Williamstown, Georgetown and Lexington" (ibid.). This alignment, which followed the Covington & Lexington Turnpike (now U.S. 25, the Dixie Highway), was chosen because it would be the cheapest to build and would require no tunnels. Its route doubtless was influenced by a proposed bridge at Covington, and a depot at the neighboring city of Ludlow. Both Florence and Timberlake (now Erlanger) in Kenton County hoped to route the new railroad through their town, the former unsuccessfully. (Hebron also hoped to attract a railroad, with no success.) The road, also known as the Cincinnati, New Orleans & Texas Pacific, or "Queen and Crescent" line, was completed through Walton in 1875. A depot was built at Walton in 1877 (*Boone County Recorder*, October 17, 1877, 17:2).

Railroad towns. The construction of railroads through northern Kentucky in the 1860s and 1870s contributed to the growth of towns along their route. With two active rail lines, Walton became

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the shipping center of eastern Boone County. Businesses that depended on rail transportation located there, and its population steadily increased. It became the most important shipping point in the county for farm produce, as well as a local drop-off point for mail-order items. New businesses opened, including hotels, a large carriage manufactory and livery stable, saloons, and a tobacco warehouse ("Walton: Turn of the Century Boom Town," *Dixie News*, February 18, 1988, 20:1.)

In 1879 the Walton Deposit Bank opened its doors: the only banking house on the Lexington Pike between Covington and Williamstown (Warner, p. 154). (It merged with the Equitable Bank and Trust Company [BE-219] in Walton in 1927 [ibid.]). In the same year, A.M. and Rand Rouse opened Walton Roller Mills after relocating from neighboring Grant County. Located on a man-made pond in a ravine just east of Main Street, the mill processed high-grade flour using steam power (Warner, p. 200). In 1883, the Southern Railroad built a section house at Walton, creating additional permanent jobs. The house was "dedicated by music, dancing...beer whiskey and cigars" (*Daily Commonwealth* [Covington, KY], September 25, 1883, 3:1).

In 1887 the Southern Railroad established commuter service between Cincinnati and the town of Richwood, two-and-a-half miles north of Walton. Three trips left daily at a cost of \$3.00 per month or 25 cents per day. Trains eventually captured all the stagecoach business and the stage lines were phased out (*Kentucky Post*, 11/19/1984 10K). As late as the 1920s the *Boone County Recorder* carried advertisements for monthly commuter rail passes, indicating that some workers continued to commute to jobs in Cincinnati, Covington and Ludlow by train.

Traveling by train to shop in Covington and Cincinnati became very popular in Boone County during the late 19<sup>th</sup> century, with extra schedules added on Saturdays to accommodate the standing-room-only crowds. One enterprising Walton resident operated a delivery service for those unable to shop in person. Students from surrounding towns and even neighboring counties rode the train to high schools in Walton and Verona, boarding with town families during the week and returning home on weekends. An example was 14-year-old Rivelet DeMoisey, whose family resided in rural Walton Precinct. He boarded with Walton resident Eliza Gorman while he attended school in town (1900 Federal population census, ED 6, sheet 8B, p. 221, line 65, dwelling 152/family 154).

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The 1883 county atlas depicts Walton as a linear town, with residential, commercial and industrial buildings densely clustered along the Covington & Lexington Turnpike, between Church and Depot streets, and along High Street to the east. To the north and south was open land, with scattered houses on large parcels (D.J. Lake, *An Atlas of Boone, Kenton and Campbell Counties, Kentucky* [D.J. Lake & Company, 1883]). (See map copy.) Beginning in the 1880s, the town expanded south along the Turnpike to the vicinity of the present-day Grubbs Highway. New brick and frame residences of a variety of fashionable types and styles were built on large lots for business owners and professionals. Examples of houses built c. 1885 to 1900 were the Houston-Rouse House (BE-913; late 19<sup>th</sup> century) at 66 South Main Street, built for a supervisor for the Southern Railroad, and the residences of banker David B. Wallace (BE-908; 1900s), bookkeeper and banker Wilford L. Rice (BE-911; 1900s), clothing store owner Walsh Ridenour (BE-920; c. 1910), and druggist Robert W. Jones (BE-909; c. 1913). On the west side of Main Street, a frame I-house (BE-917) was built c. 1885 for A. Mott Rouse, co-owner of the previously mentioned Walton Roller Mills. Rouse's partner, the house carpenter Walton Rand Rouse (BE-918), built a frame L-plan house one block south around 1900.

Walton's population increased from 50 in 1850, to 289 in 1880, to 484 in 1890. By 1900, it was the largest city in Boone County, with a population of 583. It surpassed the river community of Petersburg, the oldest settlement in the county, which declined after 1890 with the loss of river trade. By comparison, Florence, which lost to Erlanger in its bid for the Southern Railroad, lost residents and businesses to its new neighbor once the line was completed. Florence's Masonic lodge, for example, closed in the late 19<sup>th</sup> century due to declining membership. The population of Florence dropped from 374 in 1870, to 309 in 1880, to 258 in 1900, and did not begin to increase again until the 1920s.

While Walton was not the only railroad town in Boone County, it was the only one that prospered because of its rail facilities. Located north of Walton along the Southern Railroad line is the small community of Richwood, at the Dixie Highway and Richwood Road (KY 338). Although it served as a shipping point for goods sent by rail during the late-19<sup>th</sup> century, it saw only limited commercial and residential development during the late 19<sup>th</sup> through mid-20<sup>th</sup> centuries. A small cluster of commercial buildings developed around the depot, including a general store and a bank. By the early 20<sup>th</sup> century, its commercial importance faded away.

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Verona is a crossroads town located on a high ridge about twelve miles west of Walton, on the L & N line. Founded by the second quarter of the 19<sup>th</sup> century, it developed into a rural trading center: a more substantial town than Richwood, but comparable in scale and economic importance to several other crossroads communities in the Boone County interior, such as Union and Hebron. By the early 20<sup>th</sup> century it boasted a bank, several small stores, a funeral home, a blacksmith shop/garage, a creamery and a graded school, along with a section house and a depot. Its economic importance declined in the early 20<sup>th</sup> century, the same period when Walton gained in population and status.

**A new century.** The prosperity of Walton continued into the early 20<sup>th</sup> century: a time of demographic and technological change for Boone County and for rural America as a whole. During the late-19<sup>th</sup> and early-20<sup>th</sup> centuries, a persistent agricultural depression and the rise of farm tenancy led to population shifts from rural to urban areas.

Thousands left farms because of "the impact of mechanization, the consolidation of landholdings, and the rise in farm tenancy." Although rural free delivery (1896) and parcel post (1913) brought better roads and...narrowed the distance between rural markets and urban centers, rural areas continued to lose people to cities.... The improvement of city streets and country roads, of which the automobile and the truck took advantage, quickened this process immeasurably. (Daniel Bigham, *Towns and Villages of the Lower Ohio* [The University Press of Kentucky, 1998], pp. 184-187)

In the early years of the new century, Boone County experienced population migration from rural to urban areas, and from river to interior communities. These led to the economic decline of river communities and the eventual ascendance of interior towns on main transportation routes, particularly Walton.

In the years after the Civil War, the commercial importance of river traffic in the Ohio Valley began to decrease following the construction of railroads and the improvement of inland roads. Shipping and transportation by river now had to compete with the faster and more extensive railroad system. In Boone County,



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freight and passenger traffic decreased after rail lines were built. ["Boone County Historical Overview," n.d.]

Population statistics supporting these changes are hard to come by, because many smaller, unincorporated communities were enumerated infrequently, if at all, by the decennial census. Nonetheless, some general characterizations can be made, based on building activity. Towns that grew in population and influence saw increased commercial activity and the construction of banks, secondary schools, and platted neighborhoods of houses in popular early-20<sup>th</sup>-century styles. The leading examples are Walton and Florence, the town of Hebron in north central Boone County, and the county seat of Burlington. Other, bypassed towns saw decreased commercial activity, an end to manufacturing activities, and little or no residential construction. They functioned as quiet little farming communities serving local trade. Examples include Constance, Taylorsport, Petersburg and Belleview. (See county map.)

**The automobile era.** While the development of railroads in Boone County during the late 19<sup>th</sup> century linked its residents to a broader world, the widespread availability of automobiles and the improvement of roads in the early 20<sup>th</sup> century opened up new mobility choices and employment opportunities for middle-class families.

The introduction of the Model-T automobile by Henry Ford in 1908 spurred the third stage of suburbanization.... Between 1910, when Ford began producing the Model-T on a massive scale, and 1930, automobile registrations in the United States increased from 458,000 to nearly 22 million. Automobile sales grew astronomically: 2,274,000 cars in 1922, more than 3,000,000 annually from 1923 to 1926, and nearly four and a half million in 1929 before the stock market crashed. According to Federal Highway Administration statistics, 8,000 automobiles were in operation in 1900, one-half a million in 1910, nine-and-a-quarter million in 1920, and nearly 27 million in 1930.

The rapid adoption of the mass-produced automobile by Americans led to the creation of the automobile-oriented suburb of single-family houses on spacious lots that has become the quintessential American landscape of the twentieth

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century. (Ames, David L., and Linda Flint McClelland. "National Register Bulletin: Historic Residential Suburbs." National Park Service, 2002)

By 1920,

[t]he census noted that for the first time in the nation's history, the majority of Americans were classified as urban or suburban. The outlying or suburban areas of metropolitan regions were adding to their populations at a faster rate than the central cores. In the decade of the 1920s, the suburbs grew twice as rapidly as the center cities, reaching a population of 17 million by 1930. The most prestigious developments increased at spectacular rates.... These wildly successful real-estate promotions advertised natural resources, pleasant social life, and sound economic value—all standard suburban claims.

Families who invested in the suburban way of life hoped to find both individual freedom and social stability. Many sociologists and planners considered the suburban trend the saving grace of America, embodying a combination of small-town virtues and urban amenities in a carefully planned environment. (Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* [Pantheon Books, 1981], p. 195)

During the late 19<sup>th</sup> century, Americans "began to put great value on individual mobility" and "many residents of urban areas desired to obtain a sense of personal freedom and renewal in less industrialized settings" (Pam S. Ecker, "The Historic Context of the Dixie Highway" [n.d.]). First by bicycle and then by car, Americans took to the road as never before. Although technological advances made the desired mobility possible, few smooth roads were available. Road networks were fragmented, built and maintained by local governments and private turnpike companies. The U.S. highway system developed in the early 20<sup>th</sup> century out of Americans' desire for cohesive networks of good roads.

During the 1910s, state governors and farmers began pushing for better farm-to-market roads, and the newly emerging auto tourism industry began lobbying for federal support for "interstate"

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highways. This led to the inception of two massive highway-building projects: the Lincoln Highway, begun in 1913, which linked the Atlantic and Pacific coasts, followed soon after by the Dixie Highway (Ecker).

The Dixie Highway. During 1914 and 1915, intense interest was generated in a north-south "interstate" road. In 1914,

...a movement was inaugurated at a conference of the Governors of several states held in Chattanooga looking to the construction of a great highway from Michigan to Florida.... The counties and states responded to the call to build a highway to Dixie which would bring the North and the South closer together. ...[W]hen completed it would enable the residents to feel that they all lived on the same street.... (*The Dixie Highway*, 1917, vol. 3, pp. 1-7)

According to highway "boosters," the "great North and South highway" would bring about the improvement of farm roads and stimulate the construction of connecting roads, also benefitting the farmer. It would also provide an alternative to rail transportation, providing alternate shipping arrangements in the event of strikes or national emergencies (ibid.).

Extensive debate about the location of the new highway led to a decision in May 1915 to build two routes: a Western Division through Chicago, Indianapolis, Nashville and Atlanta, and an Eastern Division from Sault Sainte Marie, Michigan, through Detroit, Toledo, Cincinnati, Lexington, Knoxville, and Miami Beach. The Eastern Division, which closely parallels today's Interstate 75, followed the Covington-Lexington Turnpike through Boone County, although it was widened and in some places shifted slightly. It passed through Florence, continued through the tiny community of Devon, then through Richwood and Walton. The route bypassed some older communities, such as Kensington, that had grown up along the Turnpike and the Southern Railroad. (See "Outline of the Dixie Highway," 1923.)

Built from 1915 and 1926, the Dixie Highway (originally called the Cotton Belt Route) was the first highway to link the rural South with the urban North. "The construction of this interstate highway (taking place from about 1915 to 1926) is associated with the modernization of the

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American South, as well as the general growth in U.S. transportation and automobile tourism in the first half of the twentieth century” (Ecker).

“From 1915 to 1927...nearly four thousand miles of roads along the designated route of the Dixie were upgraded.... Gravel and poor quality asphalt roads were changed to paved brick or concrete, with improvements paid for by the local community or by state funding....” (Ecker). The road was completed through Boone County in the mid-1920s and became the first road in the county to be paved with concrete. The Dixie also linked Boone Countians to regional public transportation systems. A “jitney” car, named for its nickel fare, carried passengers from Florence to the Kenton County suburb of Fort Mitchell, where they could catch an electric streetcar to Covington and Cincinnati (William Conrad, “The Vanishing Florence” [1977], pp. 11, 12). “Long, tiresome journeys to the city over the river road through Constance or the Dixie Highway from Florence, became shorter and more enjoyable. The car made it possible to work in the city and live in Boone County. The suburban era had begun” (Boone County Historic Preservation Review Board [BCHPRB], *Historic Structures of Boone County, Kentucky* [2002], p. 13).

Automobile suburbs. The construction of the Dixie Highway heralded the beginning of the suburbanization of Boone County’s formerly rural eastern area. “New neighborhoods were platted in Florence, Walton and other towns along its route, and houses were also built on open land nearby” (BCHPRB, p. 13). These suburban neighborhoods were built on or in close proximity to federal or state highways, particularly the Dixie Highway and U.S. Highway 42, the former Louisville Turnpike: a radial pattern of development somewhat similar to the streetcar suburbs of northern Kentucky’s large cities in the 1900s and 1910s. They exhibited a formality of appearance not seen in older towns, which tended to develop organically over many years. Houses were consistent in form, scale and setback. Lots were regular in size, with side driveways and deep lawns; larger towns boasted sidewalks.

Reflecting national architectural trends, the houses built in these neighborhoods, dating from the 1910s to the early 1930s, were unpretentious and comfortable dwellings for middle-class families. The bungalow, American Foursquare, Craftsman, Colonial Revival and, to a lesser extent, Tudor Revival styles were favored. “The Victorian aesthetic that valued richness and complexity was replaced by one stressing ‘practicality and simplicity, efficiency and

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craftsmanship' (Clark, 132). This, in turn, was converted into new principles of architectural design based on simplicity and honesty (Clark, 134)" (Ames and McClelland, p. 68).

Walton's South Main Street, developed for the most part c. 1915 to 1930, epitomizes early 20<sup>th</sup> century suburban residential development in Boone County. "The architectural landscape of Walton is an excellent showcase for building styles and innovations that were popular around the turn of the century and into the 1920s" ("Boone County Historical Overview" [n.d.]).

As noted earlier, the route of the Dixie Highway was already chosen by 1913, making the undeveloped real estate along South Main Street all the more desirable and valuable. There are no plats on file for the blocks between the present-day Grubbs Highway and Richland Court. The Richland Court Addition to Walton, consisting of lots along South Main and Richland Court, was platted in 1918: five years after the selection of the route (Boone County plat book 1 p. 4). (See photo 5.) Clark's Addition to the Town of Walton, located along South Main Street, Chambers Avenue, Edwards Avenue and Johnson Street, was created c. 1925 (plat book 1 p. 39), just as the highway was being completed. With the Chambers Heights Subdivision, bounded by Chambers Street, the Dixie Highway and the Southern Railroad, in 1947, the development of the south end of Walton was complete (plat book 1 p. 118). (See photocopies of plats.) These subdivisions developed as middle-class communities of bungalows, American Foursquares and small Colonial Revival dwellings (BE-932 to -955, and -927 to 944).

By 1927, there were 50 buildings (including the "foundation" of a house under construction) on formerly vacant land along South Main Street, between Depot Street and Richland Court (Sanborn Map Company, 1927). The area south of Richland Court was not included on the map. Over half the houses, twenty-six in all, included garages, indicating that the owners had automobiles. All were rectangular, one-story structures of wood, brick or concrete block, except for a three-car garage at 98 South Main, which is now demolished. The residential neighborhood included a filling station, no longer extant, and two churches. Vacant lots were few. The noticeable exception was a large tract between 74 and 82 South Main, whose steep grade may have discouraged development; it was developed with modest houses between 1940 and 1950. The houses at 76, 78 and 80 South Main Street, BE-1418 to -1420, were built there in the mid-20th century. (See map copy.)

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Among those who made their homes along South Main Street in the 1910s to 1930s was carpenter/builder George Nicholson, who built a substantial brick dwelling in eclectic Craftsman/Tudor Revival style c. 1925 (BE-927). One of Boone County's master builders, Nicholson also constructed the Robert Ratcliff House at 104 South Main Street (BE-928) and the Mrs. Edwards House at 143 South Main (BE-370; NR, 1989), both brick Foursquares. The extent of his involvement with the development of South Main Street has not been researched.

On the west side of the block, Emma Jane Miller, proprietor of a boardinghouse in Walton, resided in a brick Foursquare (BE-932) built c. 1910. (Photo 9.) One block south, a brick bungalow-plan dwelling in muted Tudor Revival style (BE-943) was constructed in the late 1920s or early 1930s for banker Charles Thompson. Farther south along Main were the frame Foursquare (BE-953; c. 1910) of Vernon James, a dealer in wholesale notions, and the brick bungalow of carpenter Jack Johnson (BE-955; c. 1925). At the south end of Main Street was the Chandler family horse farm, with high-style brick Craftsman bungalow built c. 1918 (BE-371; NR, 1989).

In Florence, which is crossed by both the Dixie Highway and U.S. Highway 42, middle-class dwellings in fashionable styles, particularly the bungalow and Tudor Revival modes, were built on formerly empty parcels along the main streets in the 1920s and early 1930s. These included individual dwellings and small clusters of houses of repetitive plan, likely built as speculative ventures. Examples include a group of front-gabled bungalows (BE-962 to -964) built on Dortha Street in the 1920s, and three hipped-roof brick bungalows (BE-970 to -973) from the 1930s on Shelby Street: the second street in the county to be paved with concrete (Conrad, p. 12). Small subdivisions of bungalows, such as Goodridge Drive (BE-997 to -1005), were laid out close to the main thoroughfares in the 1920s. Among those who made their homes in Florence in the 1920s was Clinton Blankenbeker, who in 1927 moved his family from the farm to a new, stylish brick bungalow (BE-368; NR, 1989) in town, on U.S. 42 (BCHPRB, p. 107).

These residential developments represent Florence's new-found prosperity in the early automobile era, after decades of little or no population growth. Because of their lack of cohesion, however, they are not as significant as Walton in illustrating Boone County's early-20<sup>th</sup>-century suburban development. (See "Research Design.")

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Other towns in eastern and central Boone County also experienced residential growth on a smaller scale the 1920s. During the 1920s and 1930s the town of Hebron, located along the east-west Petersburg Road (KY 20) in the northeastern corner of the county, saw a small building boom as several dozen new houses were built on lots along the town's main street or on small plots of former farmland along Limaburg Road, a north-south county road intersecting Petersburg Road in the center of town. A series of houses, including American Foursquares, bungalows and Cape Cods, was built along Petersburg Road between North Bend and Hossman Roads, and along Limaburg Road between North Bend and Conner Roads (BE-458 , -459 and -465). Typical of these is the Edward Ernst House (BE-1269), a bungalow located at the corner of Petersburg and Conner Roads. The Ernst house was built c. 1937 on a half-acre lot purchased for \$400 from the owners of a small farm across the road (Boone County deed book 75 p. 55).

A similar process took place in Burlington, which is centrally located at the intersection of the east-west Burlington Pike (KY 18) and the north-south East Bend Road (KY 338: called Jefferson Street within the town limits). During the 1920s, former agricultural land along South Jefferson Street at the south end of town was platted as the Maple Grove Subdivision. A series of unassuming frame houses, most of bungalow plan, was built on the small lots, facing the road; they include BE-601 to -603, -604, -607 to -610.

These small residential developments in Hebron and Burlington, both small, middle-class residential subdivisions on former farmland at the edges of Boone County interior towns, represent the expansion of middle-class housing opportunities in the county during the early 20<sup>th</sup> century. They are not, however, as significant an illustration of suburban development in the county as South Main Street because many of the individual buildings have a low level of integrity due to unsympathetic alterations. Therefore they lack the requisite integrity for National Register listing.

Rural development. In semi-rural, unincorporated areas along the Dixie Highway, farmland was parceled to create several small, unassuming subdivisions. These usually consisted of a single, dead-end street lined with small lots, on which owners erected modest frame bungalows of simple, conventional design. A good example of this pattern of development was the Dixie Manor subdivision, located in Devon. Platted in the 1920s, Dixie Manor was carved from a large

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farm (James Blackburn House, BE-198) at the Dixie Highway and Mt. Zion Road (KY 536). The subdivision included a series of lots along the west side of the highway.

More typical, however, was the subdivision of land for single building lots of approximately five to ten acres, on which a single residence (usually a bungalow) and a small group of outbuildings were built: usually a garage, one or more sheds, and perhaps a small barn. A good example is 8450 Dixie Highway (BE-643), a substantial frame-and-stucco bungalow said to have been built for a physician c. 1930. Other nearby examples include BE-636, -638, -640, -647, -648, -653 and -1354.

Along a formerly rural stretch of road, south of Florence, “[n]ew businesses, including filling stations and auto repair shops, sprang up to serve motorists” (BCHPRB, p. 13). Some enterprising owners took advantage of the increased traffic by converting their houses to tourist homes or lunchrooms (BE-580 to -584). Tourist cabins, followed in the 1940s by motels (Devon Motor Lodge, BE-637; Dixie Motor Court, BE-1356), served travelers, as did some of the county’s first auto showrooms (BE-1351) and used-car dealerships.

Despite the increasing commercial and residential development of the Dixie Highway corridor, many family-owned farms, both large and small, continued in operation through the mid-20th century. These included the Lewis Rice Farm (BE-613; demolished), a large dairy and grain operation on the east side of the highway just south of Mt. Zion Road (KY 536), and the Eli Carpenter Farm (BE-641), a small dairy and tobacco farm in Devon. A few of these farmsteads, most notably the Maddox family farm—formerly a poultry farm, now a plant nursery—in Devon, continued in operation into the late 20<sup>th</sup> century (BE-640, -641). Some farmhouses, such as the previously mentioned Blackburn House, remained standing on much-reduced acreage.

Due to the rapid urbanization of the Dixie Highway corridor south of Florence in the late 20<sup>th</sup> century, many historic resources of the early automobile era have been lost to commercial and industrial encroachment, and all those still standing are threatened. For example, most houses in the Dixie Manor subdivision, such as the Cliff Fisk House (BE-653) and 8512 Dixie Highway (BE-645), have been demolished and the land converted to new uses. Of those still extant, many have been unsympathetically altered and lack sufficient integrity for National Register listing.



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Therefore they are not significant illustrations of early suburban development in the county. Two exceptions have been identified as potentially eligible for listing by the Kentucky Heritage Council: 8535 Dixie Highway (BE-648), a c. 1920-1930 frame bungalow, and the Dixie Motor Court (BE-1356), a c. 1950 motel and restaurant.

Residential construction slowed during the Great Depression of the 1930s, but did not cease entirely. During the 1940s, wartime restrictions and postwar shortages of building materials brought residential construction to a near-standstill. When peace returned, a new phase in the suburbanization of Boone County began. The county's population, which had been stagnant or declining since the 1890s, began to grow rapidly; it jumped from 10,820 in 1940, to 13,015 in 1950, and 21,940 in 1960, resulting in an unprecedented population boom (John L. Andriot, compiler and editor, *Population Abstract of the United States* [Andriot Associates, 1980]). Formerly open land between main roads and on the urban periphery was rapidly developed as low-density subdivisions, and new retail centers lured shoppers away from Main Street business districts.

### **Historical Development**

"Running along a ridge in Boone County, Walton is a community that was settled, developed and continues to grow because of its crossroads location" (*Kentucky Post*, November 19, 1984, 10K:1). Throughout its history, Walton has benefitted from its fortuitous location in northern Kentucky's most important transportation corridor. Founded in the 1790s at a fork in a pioneer trail, Walton has been an entrepôt for various modes of land transportation. During the early 19<sup>th</sup> century the road became part of the Covington-Lexington Turnpike, the major toll road crossing Cincinnati, northern Kentucky and the Bluegrass region. Beginning in the 1810s, a web of stagecoach lines connected Walton with towns and cities of northern and central Kentucky. The Turnpike was improved and macadamized in the 1840s, which eased travel between distant towns (Tenkotte, p. 89). These early transportation improvements set the stage for the town's later growth.

At the mid-19<sup>th</sup>-century point, small but lively Walton had 50 residents. In the years after the Civil War it became the railroad center of the county, and it began to grow rapidly. Incorporated

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in 1870 (*Covington Journal*, April 23, 1870, p. 3), it developed as a classic linear railroad town, bound by rail lines on east and west. A business district flourished along Main Street, with residential neighborhoods to the north and south. A small industrial and warehouse district grew up beside the Southern tracks, and worker housing (BE-017; demolished) was built north of downtown, near the L&N depot. By 1876, eight years after construction of its first rail line, it had a population of 300, along with a hotel, two general stores, a blacksmith shop, a boot and shoe store, a millinery shop and a saloon (*Kentucky Gazetteer and Business Directory*, 1876).

An 1889 account depicts Walton as a prosperous community with a hopeful future, due to its two rail lines and its location in a rich agricultural district. It had three tobacco warehouses with a capacity of over four million pounds, a "large flouring mill" and three stores "doing a business from \$30,000 to \$90,000 annually." Boone County's first fire department bucket brigade was created at Walton in 1880, and in the 1890s the county's first streetlights cast a soft glow on Main Street (Warner, p. 168). "Every street is ornamented with neat, new cottages here and there, and now and then a very fine suburban residence..." (*Boone County Recorder*, November 20, 1889). On the other hand, a column entitled "Walton's Wants. A Town With Many Advantages and Does Not Boom," blamed "greedy" landowners for preventing development by refusing to sell land (*Boone County Recorder*, September 28, 1887, 3:3).

From 1900 to 1950 Walton was the largest town in Boone County, with the county's largest business district and diverse manufacturing enterprises. "Walton is showing great form and it is hoped there will be no dropping off in the substantial growth she is now enjoying" (*Boone County Recorder*, April 10, 1907, 6:3). In 1914 the *Walton Advertiser* boasted: "Walton...is a 'regular' town, with a miniature Broadway, electric lights...a beautiful pike...two railroads.... [T]he metropolis of Boone County, [it] bids fair to become a great city, on account of the transportation facilities which it possesses" (*Walton Advertiser*, August 1914, quoted in *City of Walton 150<sup>th</sup> Anniversary, 1840-1990* [1990]). In 1900 the local school district, seeking a higher quality of education for its students, merged with the Verona schools, forming one of the county's first consolidated districts. The county's first high school (BE-872) opened in Walton in 1901.

Walton in the mid-20th century. In 1950, Walton had a population of 750: twice that of nearby

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Florence. Longtime residents quoted in a 1996 news article recalled mid-20th-century Walton as a “comfortable, self-sustaining community of just a few hundred people” with a hardware store and half a dozen groceries. “There were good people who lived here, traded here—some worked here. People walked to the store, to school, just about everywhere. You could get everything you needed here” (Asa Rouse, Walton resident, quoted in *Kentucky Enquirer*, September 2, 1996, B1:1).

Walton lost its pre-eminent position among Boone County cities in the 1950s, as the post-World War II suburban boom took hold. It was surpassed by Florence, which became a “regional commercial and retail hub” (“Boone County Historical Overview”). During the 1960s Interstate 75 was built on a north-south axis through eastern Boone County, followed in the 1970s by Interstate 275, the Cincinnati circle freeway. These highways, combined with the Cincinnati/Northern Kentucky International Airport east of Hebron, reinforced the preeminent position of Florence as an automobile suburb. They also led to the decline of Walton’s local businesses as people drove to regional shopping centers with chain stores and large merchandise inventories.

A tornado swept through Walton in 1956, and in 1971 fire devastated the business district. Walton met these challenges by joining the Kentucky Main Street program, which has brought new life to the town along with a deeper recognition of its distinctive heritage. In 1999 the city received a Preservation Award from the Boone County Historic Preservation Review Board.

### **Integrity Considerations**

Integrity is defined as the ability of a property to convey its significance in its material form. This nomination’s evaluation of the integrity of the South Main Street Historic District is based on how the district is significant. Because the district meets Criterion A, this discussion is weighted more heavily to the important historical associations rather than the design issues that would be of critical importance to a district nominated under Criterion C. Of the seven components of integrity, the most critical to conveying the significance of this residential district are location, setting, design and association.

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**Location.** The location of the district is critical to understanding how South Main Street developed as a residential neighborhood. The district straddles a main road that runs along a ridge, with parallel rail lines. From a historical perspective, the ridge, the road and the railroads were critical to the development of the town as a transportation center. From a planning perspective, the ridge and the rail lines also constricted development, giving the district its linear form. South Main Street's status as part of the Dixie Highway made the street a convenient and desirable place to live. It also may have raised property values, encouraging quality development. The buildings remain on their original sites and the street follows its original alignment, so the buildings' relationship to the road and to the ridge has remained unchanged. Therefore the district retains integrity of location.

**Setting.** The physical setting of the district is an important part of its visual identity. Buildings derive integrity of setting from their relation to the site, to one another, and to surrounding outbuildings. In general, a block of houses retains integrity of setting if it is composed of a group of residences of similar scale, uninterrupted by parking lots or intrusive structures. More specifically, the settings of the individual buildings reflect the builders' adaptations to the district's distinctive topography. They also reflect life in an early automobile suburb in the early 20<sup>th</sup> century. Houses on large lots, on relatively level or sloping ground, make the most of their spacious grounds with deep setbacks and side driveways. Garages, relatively small in scale, are located inconspicuously behind the main house, at the end of the drive. The relatively small scale of these ubiquitous outbuildings, and their distance from the main houses, is typical of the early automobile era, when cars were still a novelty. Houses built into small lots on the side of the ridge, on the other hand, are set close to the street, with few, if any, outbuildings present.

Landscaping enhances the district's sense of place. The landscaped yards with mature trees, lawns, shrubbery and perennial plantings, particularly in the south end of district, convey its suburban aspirations. The district's abundant greenery softens its edges and helps unify its diverse building styles.

The buildings of the district have maintained their original relationships to each other and to their surroundings over time. The lots have not been subdivided and no additional buildings have been built on them. Few intrusive new structures have been constructed within the district

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boundary. Original garages are, for the most part, still standing and have not been replaced with oversized new structures out of scale with the original houses. Therefore the district retains integrity of setting.

**Design.** Buildings retain integrity of overall design if they can be recognized as products of their time and place, reflecting suburban house types prevalent in Boone County in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Their original footprints, rooflines and fenestration patterns must be evident and not hidden by incompatible additions or severe alterations. Additions, if present, must be inconspicuously located, preferably at the rear of the house where they will be less visible, or on the side set back from the plane of the front facade. Buildings must also retain the essential features of their particular style or plan. An L-plan house, for example, must retain its original L- or T-shaped footprint, complex roofline (hip with lower gables, intersecting gables) of moderate to steep pitch, and entry porch in the angle of the forward and lateral blocks. A bungalow must retain its characteristic low-slung profile and sheltering porch.

Facades must also retain their characteristic rhythm and proportions. The infill or boarding over of window and door openings on main facades destroys the delicate balance. Facades cannot be interrupted by visually jarring alterations, particularly oversized windows or patio doors, or by out-of-character features such as bay or bow windows. If windows are replaced with new units, these must fill the original openings, and the openings themselves cannot be altered. Victorian and post-Victorian houses of the 1880s through 1910s, for example, must retain tall windows that complement their vertical orientation, high ceilings and steep roofs. Bungalows and bungalow-plan houses of the 1920s and 1930s, on the other hand, must retain windows that reflect their more horizontal orientation. Porches on main facades may be enclosed with glass, a transparent material that “reads” as a void and allows a view of the original facade, or with casement or double-hung sash, as was a common practice in the first half of the 20<sup>th</sup> century. Permanent enclosures with masonry or synthetic siding, which read as solid surfaces and hide the facade from view, are not acceptable.

Most of the buildings in the district retain the defining characteristics of their respective types, although they may have seen superficial (and theoretically reversible) alterations such as residing and window sash replacement. Therefore the district retains integrity of design.

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**Association.** The district derives integrity of feeling and association from its importance as the suburban neighborhood of the early 20<sup>th</sup> century located along a main thoroughfare. Since the district as a whole continues to convey this sense of historic function, it retains integrity even though some of its resources may be compromised. Individual resources possess integrity of feeling and association if they retain enough original fabric to allow observers to discern that they were built during the district's period of significance to serve a function related to the district. The district as a whole retains the flavor of the period, with few intrusions built outside its period of significance. Therefore it retains integrity of association.

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## 10. Geographical Data

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Acreage of Property approx. 31 acres

### UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting	Northing	Zone Easting	Northing
1		3	
2		4	

x See continuation sheet.

### Verbal Boundary Description

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

### Boundary Justification

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

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## 11. Form Prepared By

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name/title Margaret Warminski, Historic Preservation Consultant  
organization Boone County Historic Preservation Review Board Date July 27, 2004  
street & number 340 East Second Street telephone 859-581-2883  
city or town Newport state KY zip code 41071-1702

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## Additional Documentation

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Submit the following items with the completed form:

### Continuation Sheets

**Maps**  
A **USGS map** (7.5 or 15 minute series) indicating the property's location.  
A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**  
Representative **black and white** photographs of the property.

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

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## Property Owner

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(Complete this item at the request of the SHPO or FPO.)  
name multiple owners (see continuation sheet)  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

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

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At the north end of the district, the boundary was extended north of the United States Post Office (a noncontributing resource) to include the Walton Christian Church: a unique and well-preserved house of worship. On the west side of the street, a modern Baptist church flanked by vacant lots was excluded, as were four extensively altered residences to the south. The district boundary was drawn to exclude two noncontributing sites with no buildings present: the Walton Methodist Church parking lot at South Main and Loreco streets, and a parcel of vacant land at South Main and Grubbs Highway left over from construction of the latter road. At the south end of the district, the boundary was drawn at 120 South Main to exclude open land to the south that is zoned for industrial use. On the opposite side of the road, the main house of the Chandler Farm (NR, 1989) was included in the district because it forms a strong visual terminus for Old South Main Street and is architecturally consistent with the district buildings. The surrounding farm fields, however, were excluded because they are not consistent with an urban district.

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**Section 12. Additional Documentation**

Photograph Key

Name of property: Walton Christian Church (BE-909), 48 South Main Street.

Location: Walton, Boone County, Kentucky (same for all photographs)

Photographer: Margaret Warminski (same for all photographs)

Date taken: July 2004

Location of negatives: Boone County Planning Commission, Burlington, Kentucky (same for all photographs)

View: Main (west) facade. Looking east.

Photo 1

Name of property: Streetscape view, east side South Main Street between Depot Street and Loreco Street. Pictured, from left to right, are 54, 56, 58 and 60 South Main Street (BE-910, -1318, -911 and -912).

Date taken: July 2004

View: Looking southeast.

Photo 2

Name of property: Walton United Methodist Church (BE-914), 68 South Main Street.

Date taken: July 2004

View: Main (west) facade. Looking east.

Photo 3

Name of property: 110 South Main Street (BE-931).

Date taken: July 2004

View: Main (west) facade. Looking east.

Photo 4

Name of property: Streetscape view, east side of 100 block South Main Street, between Richland Court and Edwards Street. Pictured, from left to right, are 116, 118 and 120 South Main Street

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 12 \_\_\_\_ Page 2 \_\_\_\_

South Main Street Historic District  
Walton, Boone County, Kentucky

---

(BE-944, -1423, -1424).

Date taken: November 2003

View: Looking southeast.

Photo 5

Name/address of property: David B. Wallace House (BE-908), 65 South Main Street (right), and Bruce and Llewellyn Wallace House (BE-372), 67 South Main Street.

Date taken: November 2003

View: Main (east) facades; partial view, south facade, David Wallace House. Looking northeast.

Photo 6

Name of property: Streetscape view, west side South Main Street between Needmore Street and Mary Grubbs Highway. Pictured, from right to left of photo, are 73 to 81 South Main Street (BE-917, -1429, -918, -920).

Date taken: November 2003

View: Looking southwest

Photo 7

Name of property: Streetscape view, west side of same block, taken from intersection of South Main Street and Mary Grubbs Highway. Pictured, from left to right, are 85, 83, 81 and 77 South Main Street (BE-921, -920, -919, -918).

Date taken: November 2003

View: Looking northwest

Photo 8

Name of property: Streetscape view, 100 block of South Main Street, west side, between Chambers Street and Mary Grubbs Highway. Pictured, from left to right, are 111, 109 and 107 South Main Street (BE-934, -933 and -932).

Date taken: November 2003

View: Looking northwest

Photo 9

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 12 \_\_\_\_ Page 3

South Main Street Historic District  
Walton, Boone County, Kentucky

---

Name of property: Streetscape view, west side of 100 block of South Main Street between Chambers Street and Edwards Street. Pictured, from left to right, are 119, 117 and 115 South Main Street (BE-941, -940 and -939).

Date taken: November 2003

View: Looking northwest

Photo 10

Name of property: Streetscape view, west side of 100 block of Old South Main Street. Pictured, from left to right, are 155 and 149 South Main Street (BE-1431 and -954).

Date taken: November 2003

View: Looking northwest

Photo 11

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 1

South Main Street Historic District  
Walton, Boone County, Kentucky

---

**10. Section 10. Geographic Data**

Walton (Kentucky) Quadrangle  
approximately 31 acres

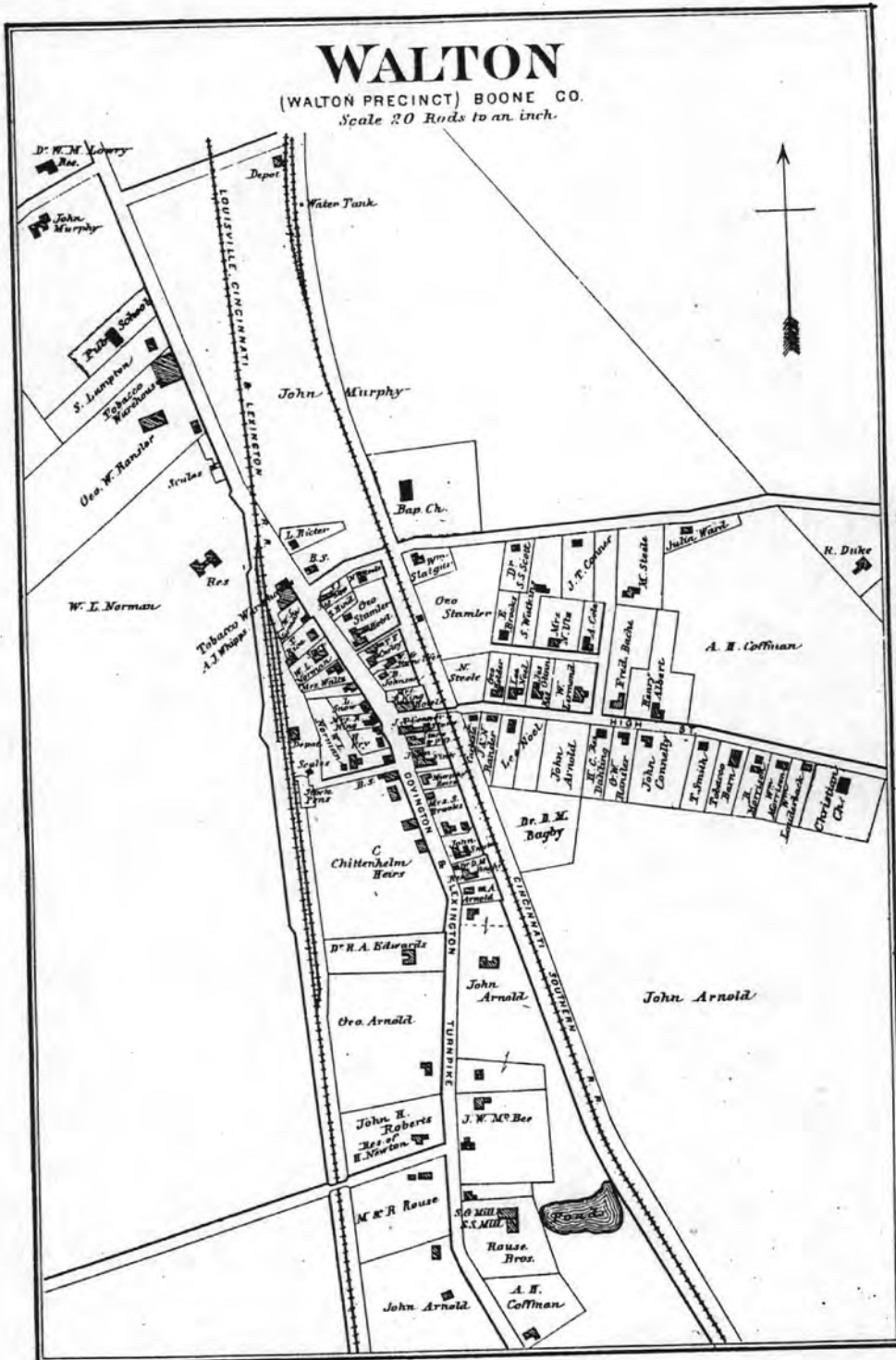
1. 16/707420/4304060
2. 16/707460/4304000
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9. 16/707540/4303260
10. 16/707500/4303400
11. 16/707300/4304000
12. 16/707350/4304020
13. 16/707360/4304060

**Verbal boundary description:**

The South Main Street Historic District is located in the city of Walton in Boone County, Kentucky. Please refer to location map with boundary line drawn.

**Verbal boundary justification:**

The boundary of the South Main Street Historic District was drawn to include a cohesive group of residences along South Main Street and to exclude buildings of different land use or lesser integrity. Cross streets were not included in the district because they are characterized, in large part, by buildings of lesser architectural distinction. They also include large numbers of extensively altered buildings, as well as numerous residences that fall outside the period of significance for the district.

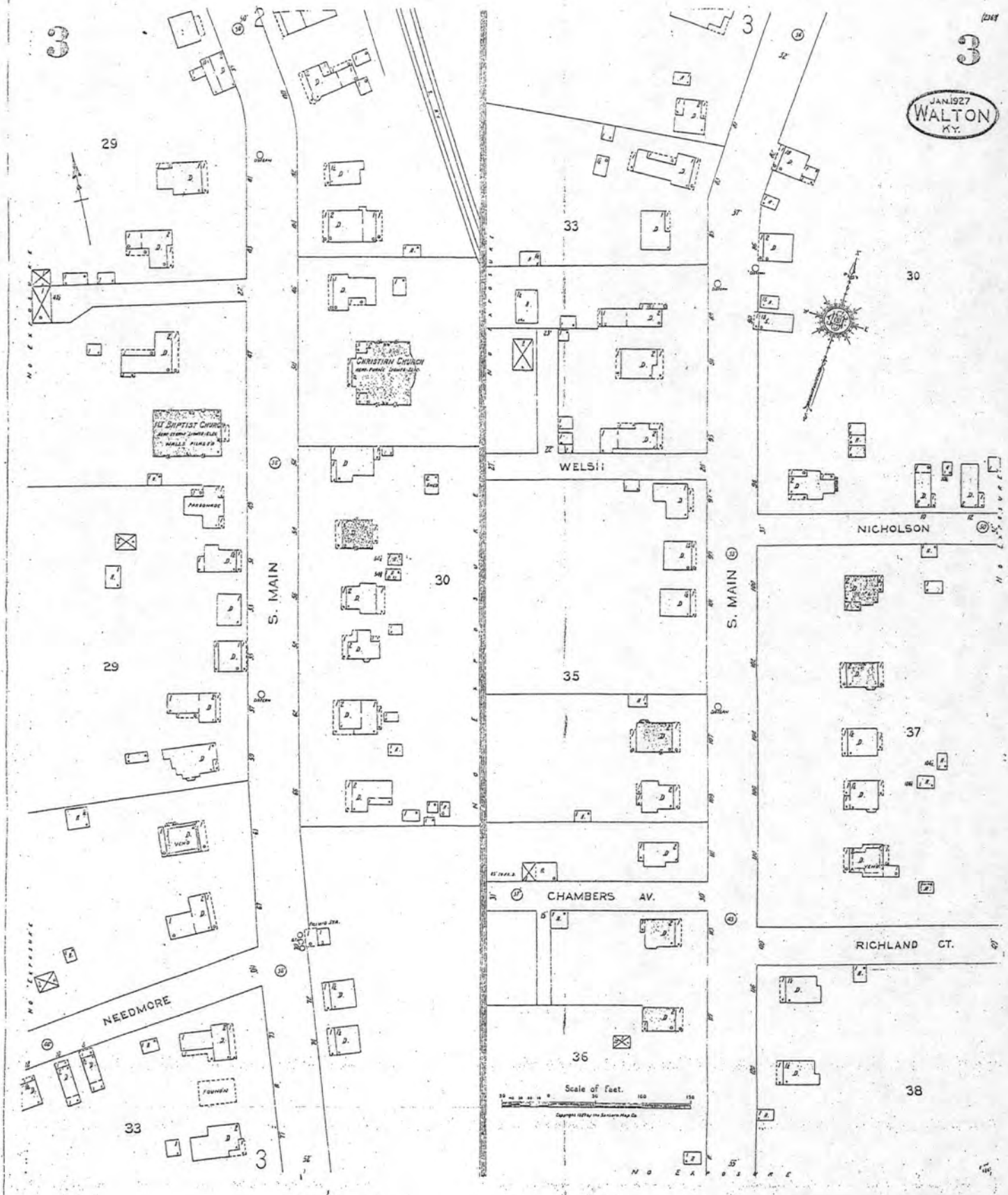


**WALTON BUSINESS REFERENCES.**

- HENRY NEWTON**, Teacher of Select School. All branches of Mathematics and a regular course of thorough instruction.
- T. F. CURELEY**, Dealer in Dry Goods, Groceries, Notions, Boots, Shoes, Hats, Caps, &c. A full and complete assortment of choice goods at lowest prices.
- W. L. NORMAN**, Dealer in Dry Goods, Groceries, Notions, Hardware, Boots, Shoes, Hats, Caps, Queensware, &c.
- J. S. HOGGINS**, Dealer in all kinds of Live Stock. P. O. Walton.
- D. M. BAGBY**, Physician and Surgeon.
- W. M. LOWRY**, Physician and Surgeon.
- JOHN T. OWEN**, Dealer in Dry Goods, Groceries, Notions, Boots, Shoes, Hats, Caps, Hardware, Queensware, and a full line of goods usually kept in a country store. Produce taken in exchange for goods.
- W. H. WEST**, Surveyor and Civil Engineer.
- E. C. DALLING**, Boot and Shoe Maker.
- J. J. KIFF**, Manufacturer of Boots and Shoes of best quality. Satisfaction guaranteed, and a neat fit. Repairing promptly done.
- D. BEDIINGER**, Farmer and Dealer in Leaf Tobacco.
- FRANK SMITH**, House and Sign Painter. Callings whitewashed. Wall Paper hung. Graining and Glazing, &c. All work warranted. Richwood Station.

South Main Street Historic District  
Walton, Boone County, Kentucky  
View of Walton, from Lake's  
county atlas (1883)



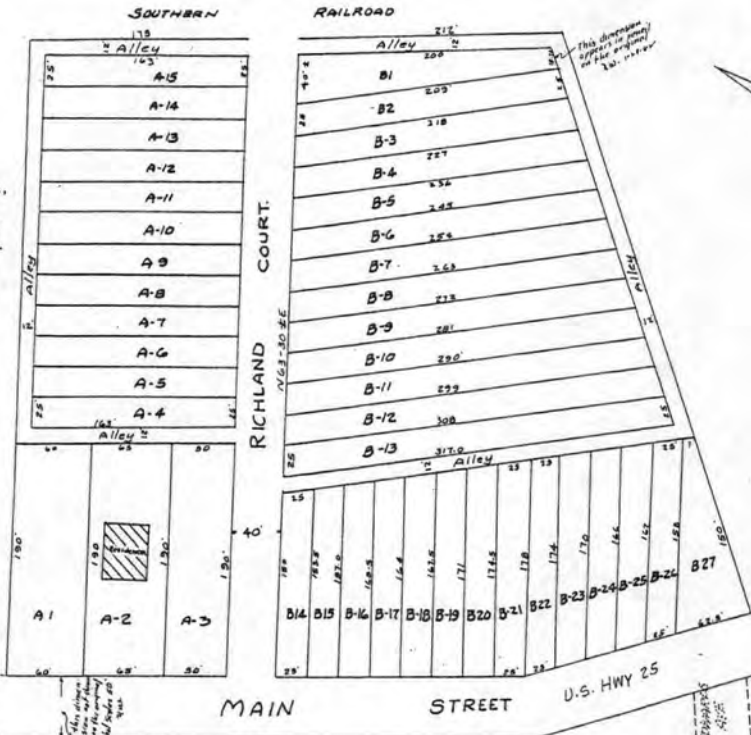


South Main Street Historic District  
Walton, Boone County, Kentucky  
1927 Sanborn map of Walton,  
depicting South Main Street

Copy of the original recorded in D.B. 60 P. 194 this office.

HANDWRITTEN----  
 THIS IS TO CERTIFY THAT I BEARD DOSS A CIVIL ENGINEER AND SURVEYOR, HAVE SURVEYED AND PLATTED INTO LOTS, STREETS, AND ALLEYS, THE D.S. JOHNSON TRACT OF LAND IN WALTON, KY. THE SAME TO BE KNOWN AS RICHLAND COURT. THE ACCOMPANYING PLAT CONTAINS ALL ABOVE INFORMATION.

s/ BEARD DOSS.



NOTE---(BY NOEL WALTON C. E.)  
 THE FOLLOWING APPEARS ON THE ORIGINAL TRACING IN D.B. 50 AT PAGE 156--- IT APPEARS TO BE IN THE HANDWRITING OF L.P. VALLANDINGHAM "M.D."

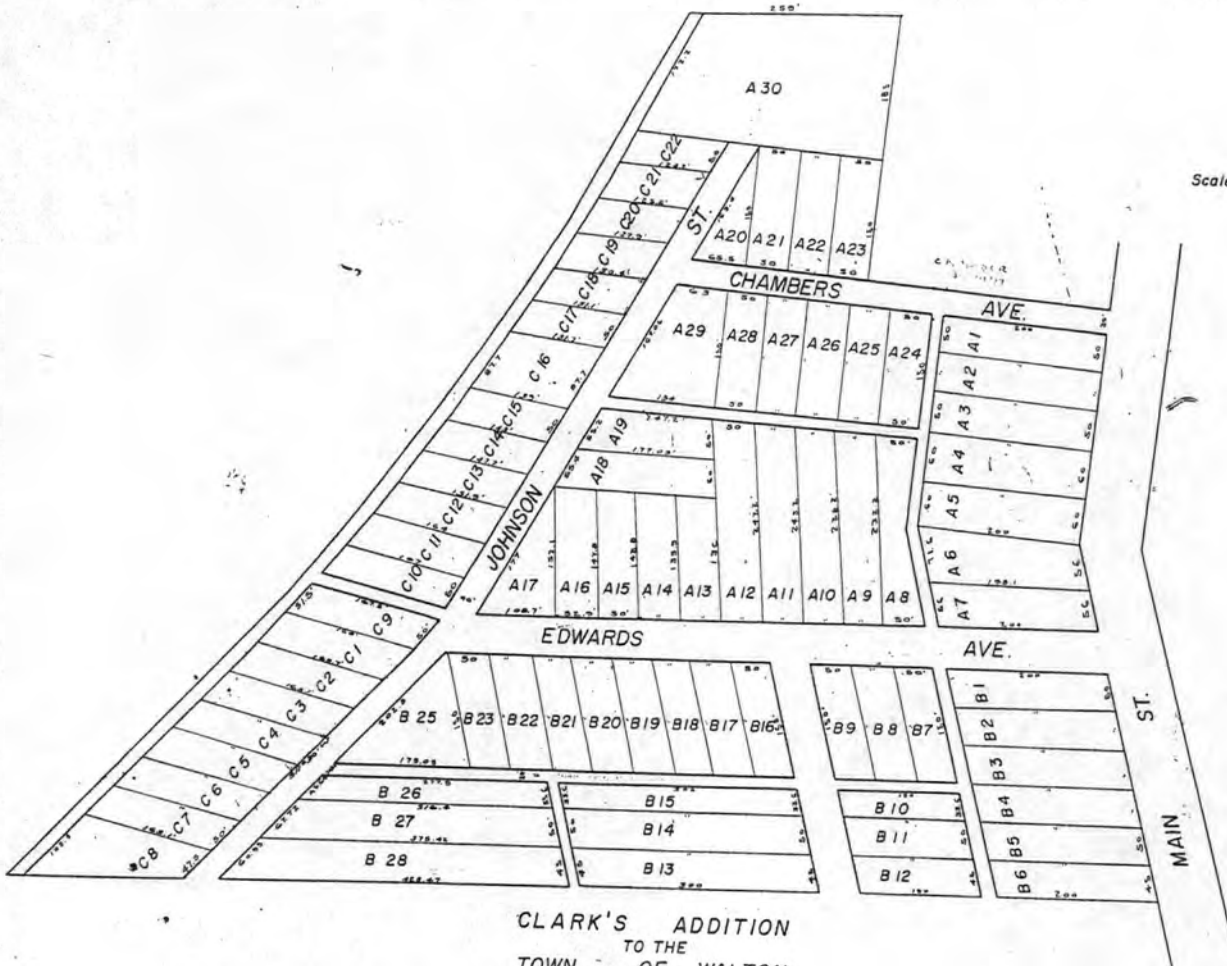
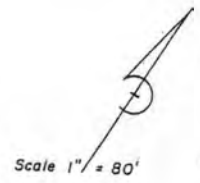
"GAVE D.S. JOHNSON AND TENDERED TO THE TOWN OF WALTON, KY. ALL STREETS AND ALLEYS EMBRACED IN THIS PLAT, AS A DEDICATION TO SAID TOWN FOR PUBLIC USE, FOREVER, WHICH TENDER IS HEREBY ACCEPTED."  
 L.P. VALLANDINGHAM "M.D."  
 "THIS 10TH DAY OF APRIL, 1918."

THIS DRAWING IS A REDUCTION TO THE PRESENT SCALE OF ONE INCH TO 50 FEET OF THE ORIGINAL DRAWING WHICH IS SCALED AT ONE INCH TO 25 FEET. THE CARDINAL OR NORTH POINT IS SHOWN IN SKETCH ON THE ORIGINAL TRACING AND THE CORRECT POSITION AND BEARINGS ARE SHOWN IN RED.

s/ Noel Walton  
 1918

M.H. WATFIELD-DOWNS REALTY CO.

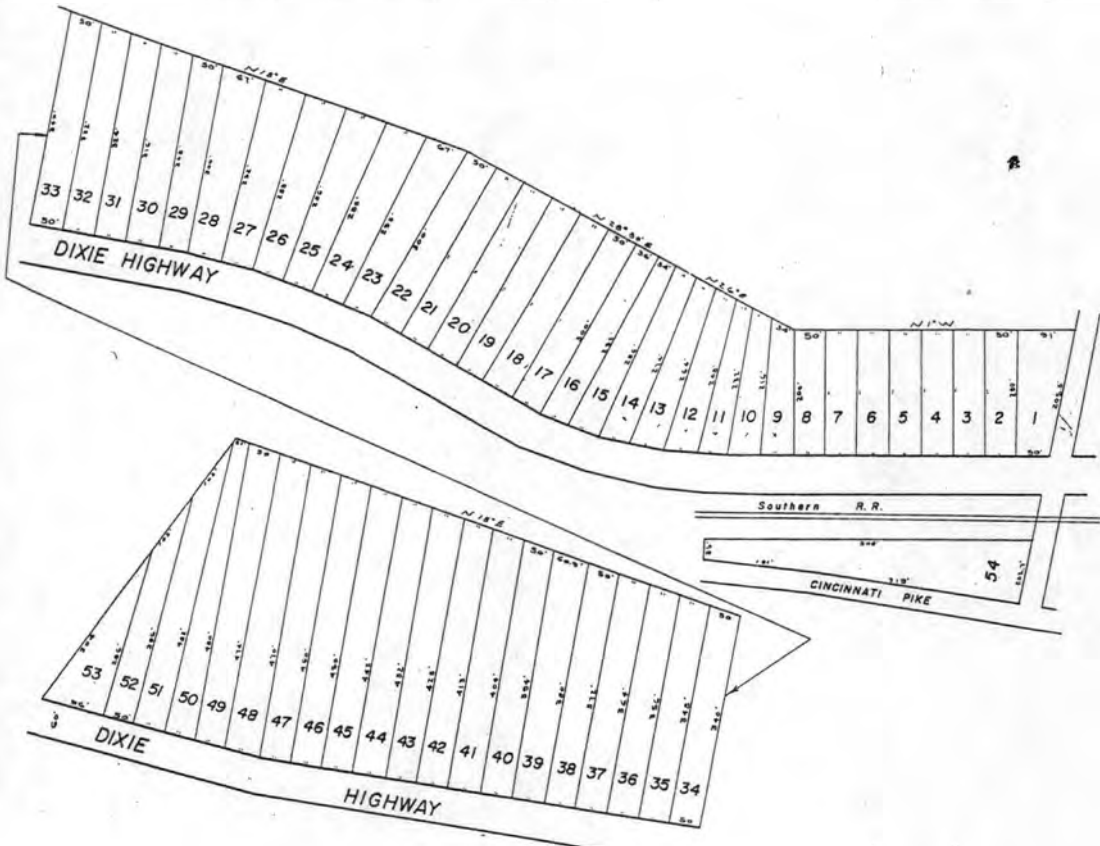
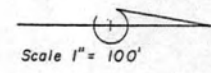
RICHLAND COURT ADDITION TO WALTON KY.  
 Beard Doss surveyors  
 established 1912



CLARK'S ADDITION  
TO THE  
TOWN OF WALTON  
Lots A 1-30 Inclusive  
" B 1-28. " less 24  
" C 1-22 " "

South Main Street Historic District  
Walton, Boone County, Kentucky  
Plat of Clark's Addition to the  
Town of Walton (c. 1925)

NB →



WE, THE UNDERSIGNED, OWNERS OF THE LAND THIS DAY SOLD AT PUBLIC AUCTION AS "CHAMBERS HEIGHTS SUBDIVISION" REPRESENT TO THE PUBLIC THAT THE SURVEY OF SAME WAS MADE BY BEN L. VANLANDINGHAM OF OWENTON, KY. AND THAT THE DIMENSIONS OF EACH OF THE 54 LOTS THEREIN ARE CORRECTLY SET FORTH ON THIS PLAT. THIS JUNE 14, 1948.

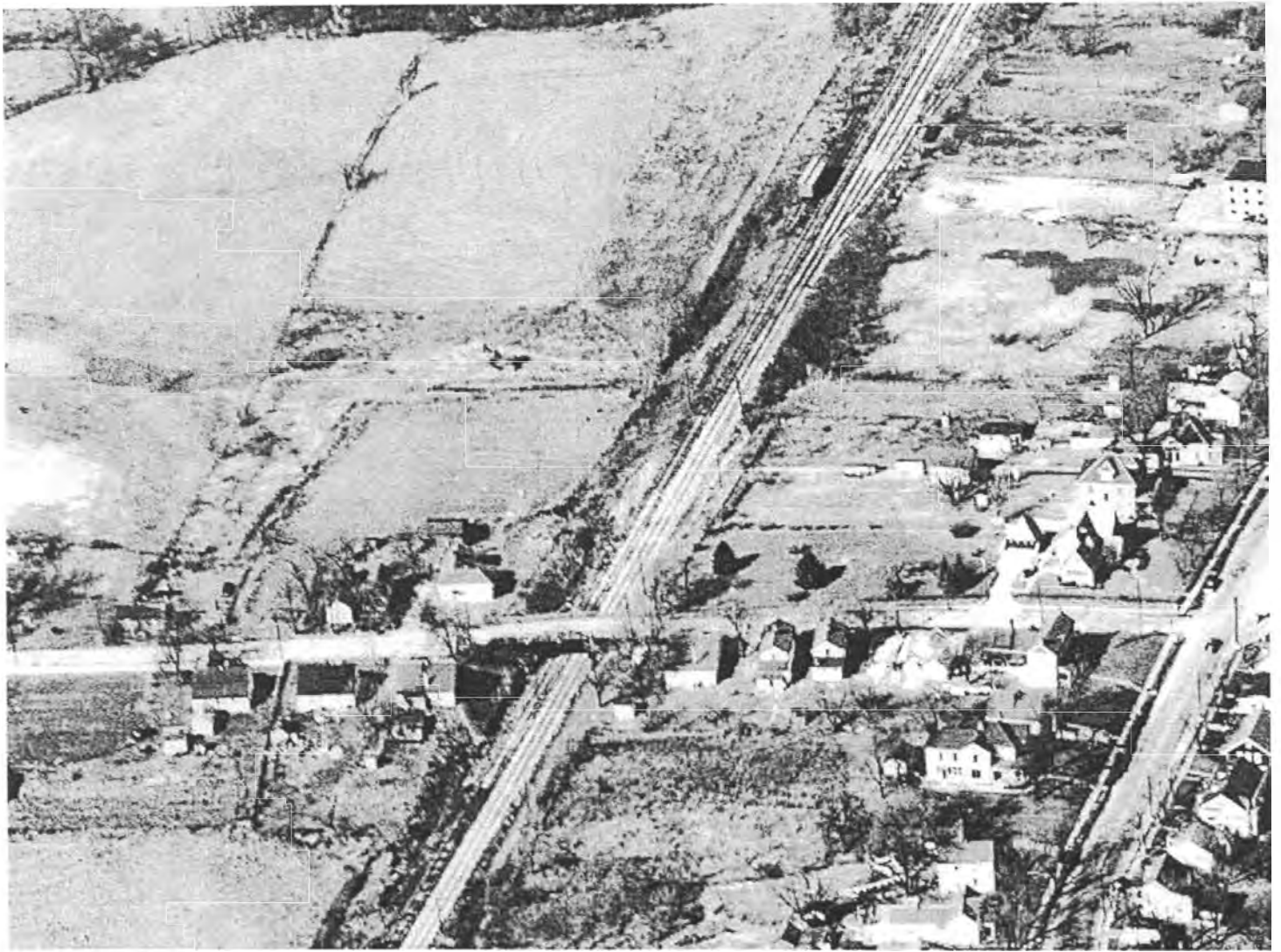
1/2 JEAN CHAMBERS  
1/2 MARIE CHAMBERS  
1/2 NAN C. RANSON  
1/2 CHAS. L. CHAMBERS  
1/2 STANLEY RANSON

FILED AND RECORDED THIS 14TH DAY OF JUNE, 1948.  
1/2 C. D. BENSON, CLERK  
BY ALBERTA D. GREENE, D. C.

CHAMBERS HEIGHTS  
SUBDIVISION BOONE COUNTY  
KENTUCKY

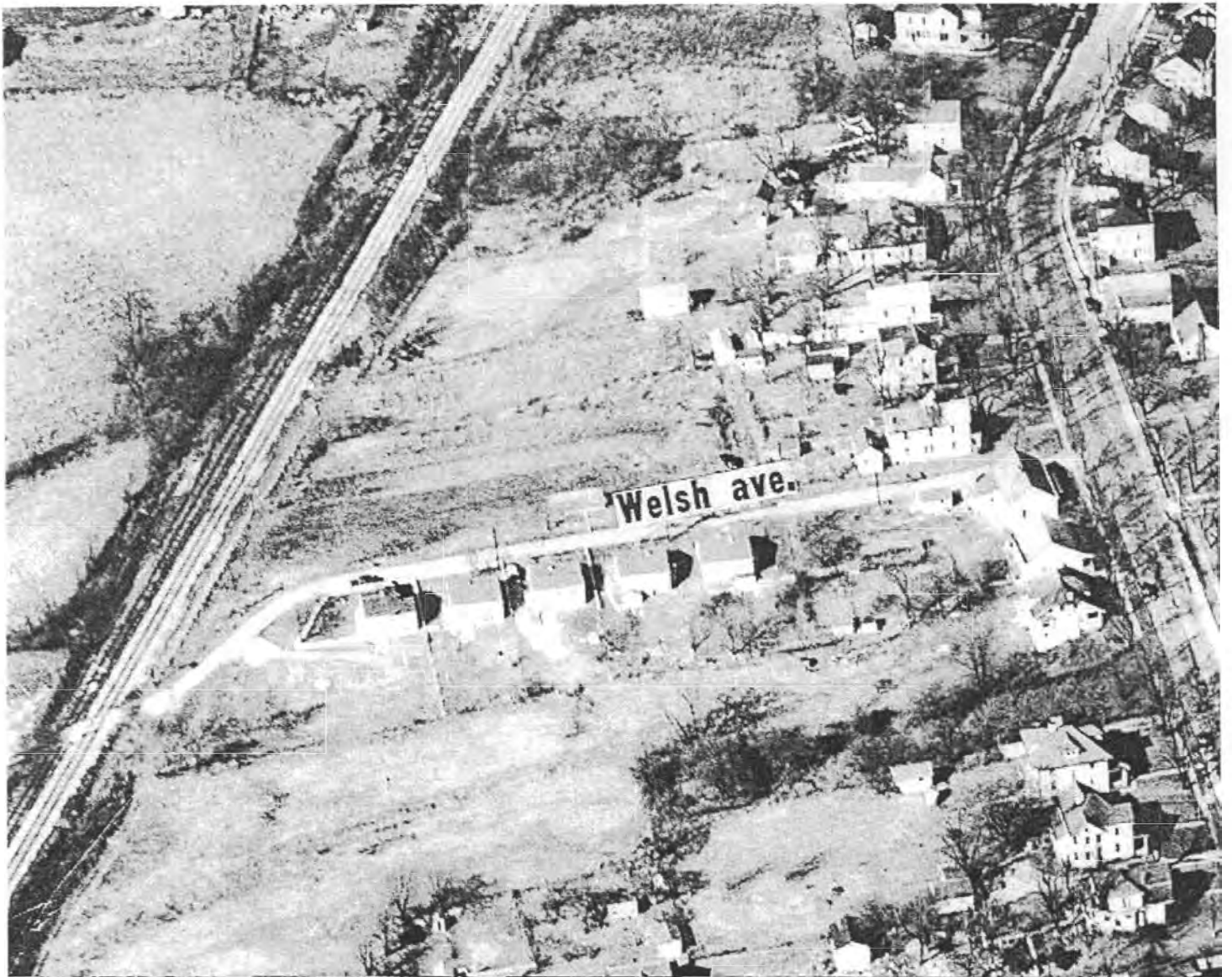
AT AUCTION JUNE 14, 1947.  
R. M. LUCAS & CO. REALTORS

South Main Street Historic District  
Walton, Boone County, Kentucky  
Plat of Chambers Heights  
Subdivision (1947)



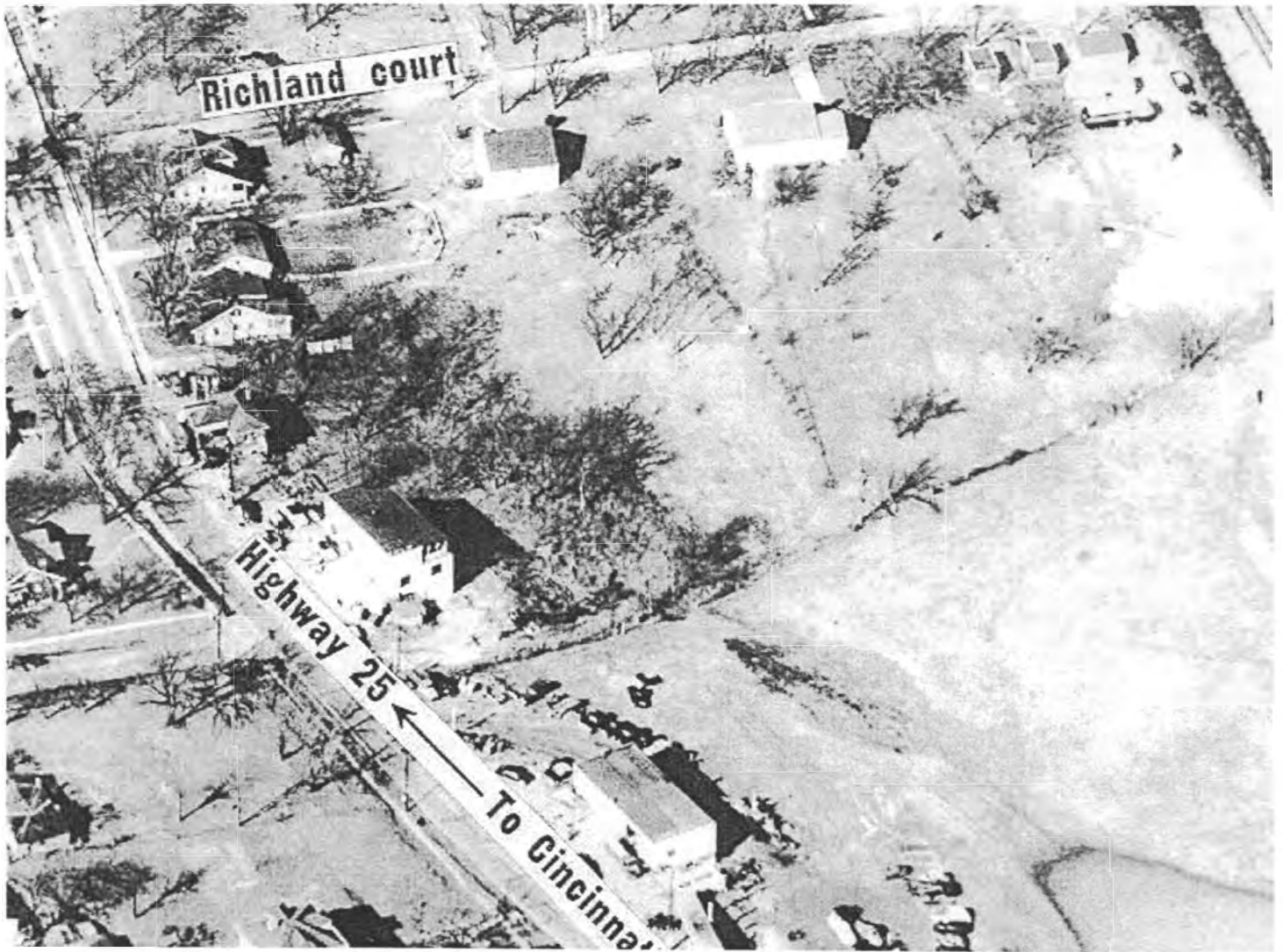
South Main Street Historic District  
Walton, Boone County, Kentucky  
1956 aerial view of Walton: South  
Main & Needmore streets

Source: *Kentucky Times-Star*, April  
23, 1956



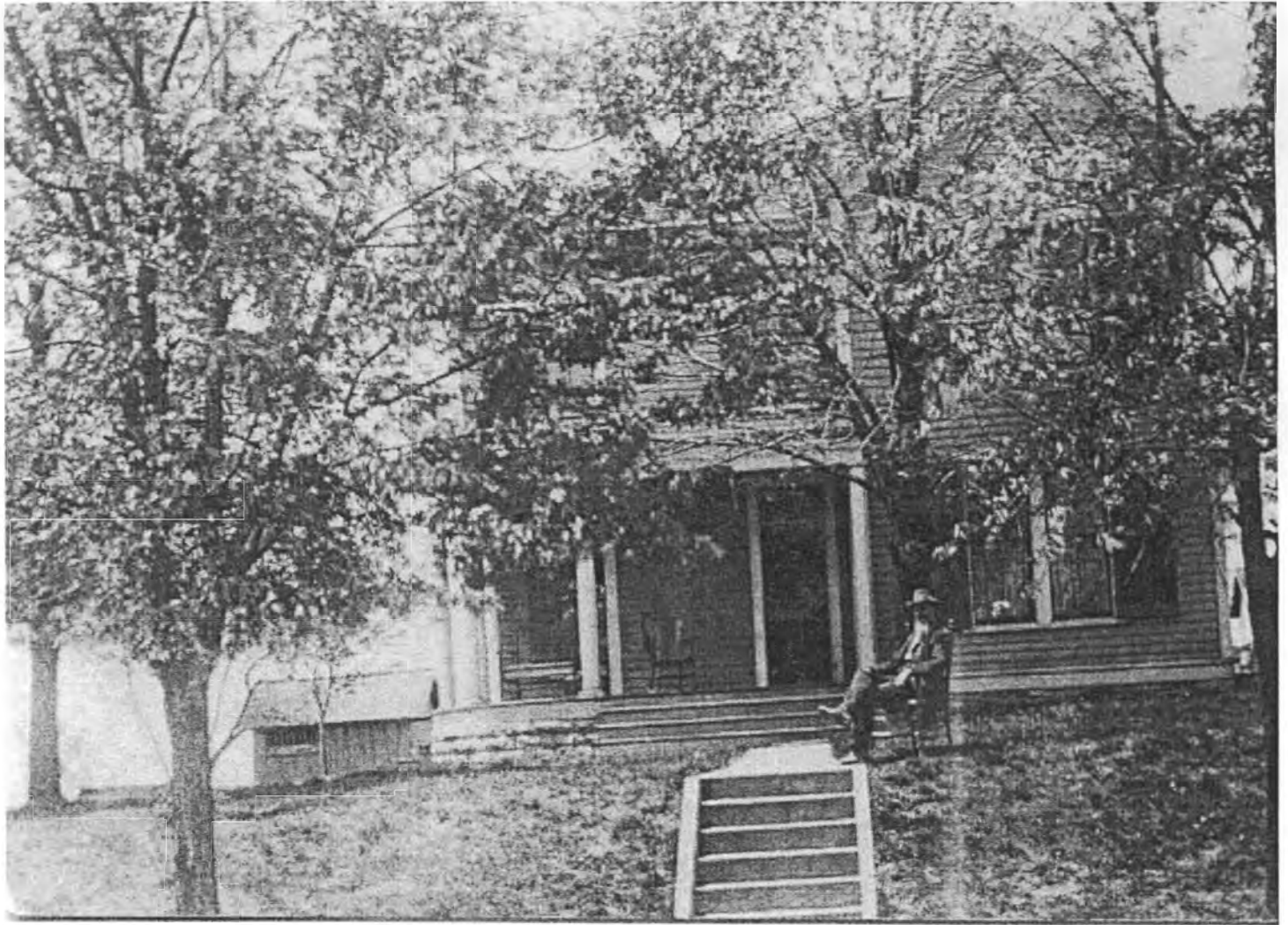
South Main Street Historic District  
Walton, Boone County, Kentucky  
1956 aerial view of Walton: South  
Main Street & Welsh Avenue

Source: *Kentucky Times-Star*, April  
23, 1956



South Main Street Historic District  
Walton, Boone County, Kentucky  
1956 aerial view of Walton: South  
Main Street & Richland Court

Source: *Kentucky Times-Star*, April  
23, 1956

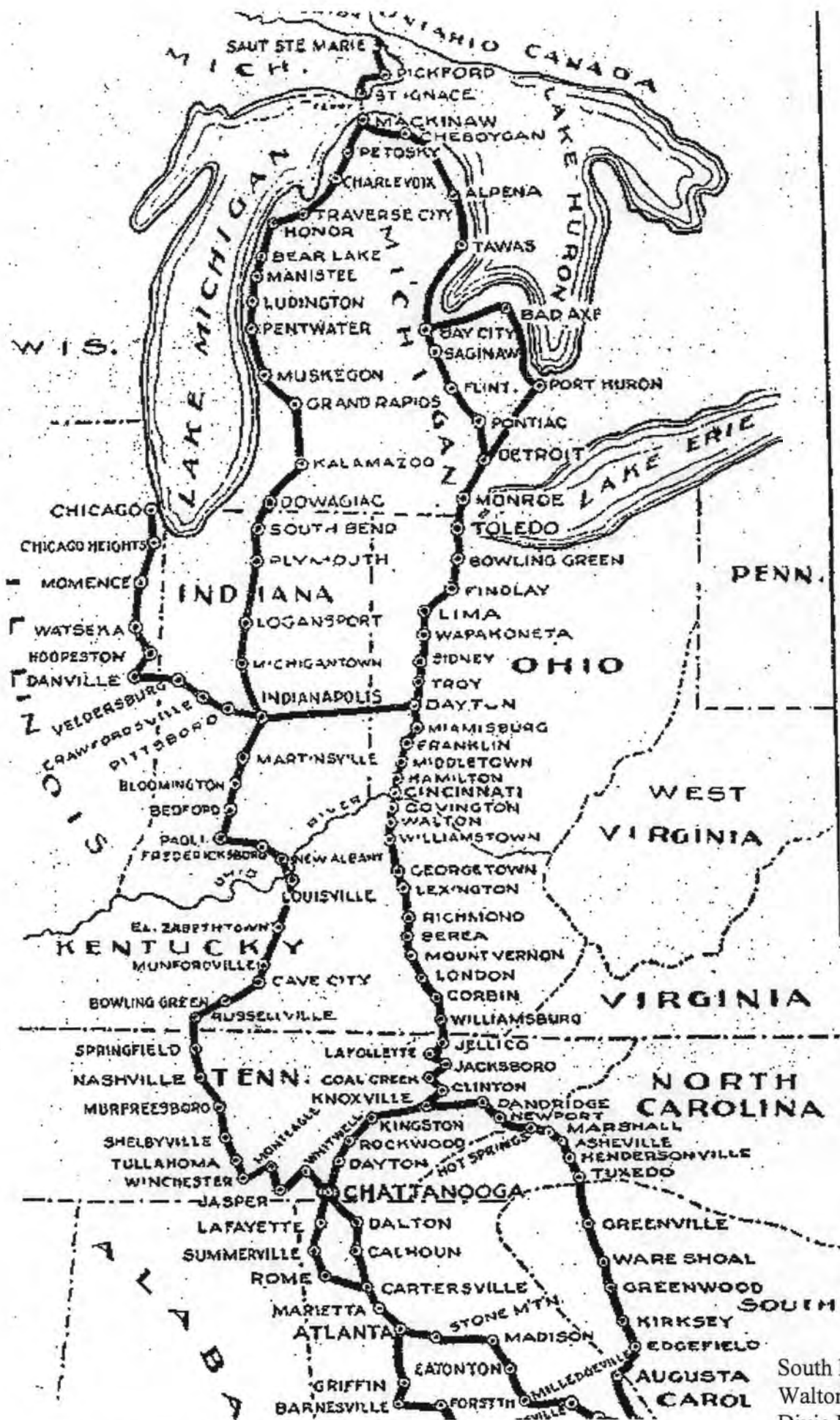


South Main Street Historic District  
Walton, Boone County, Kentucky  
Undated, archival view of Walton  
Rand Rouse House (BE-918)



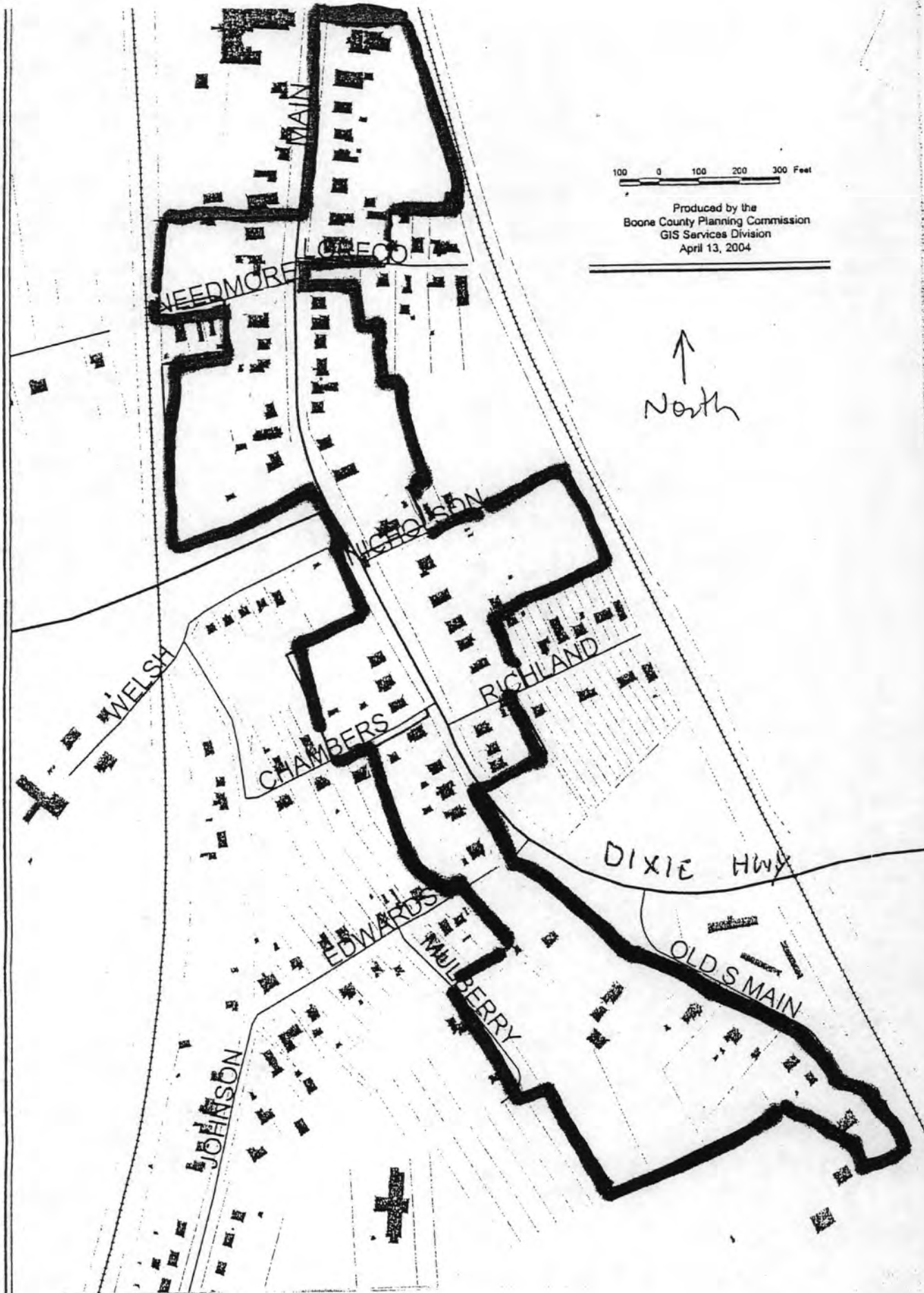


South Main Street Historic District  
Walton, Boone County, Kentucky  
Archival view of Robert Ratcliff  
House (BE-928), c. 1910.



# The Dixie Highway in 1923

South Main Street Historic District  
Walton, Boone County, Kentucky  
Dixie Highway Map (1923)

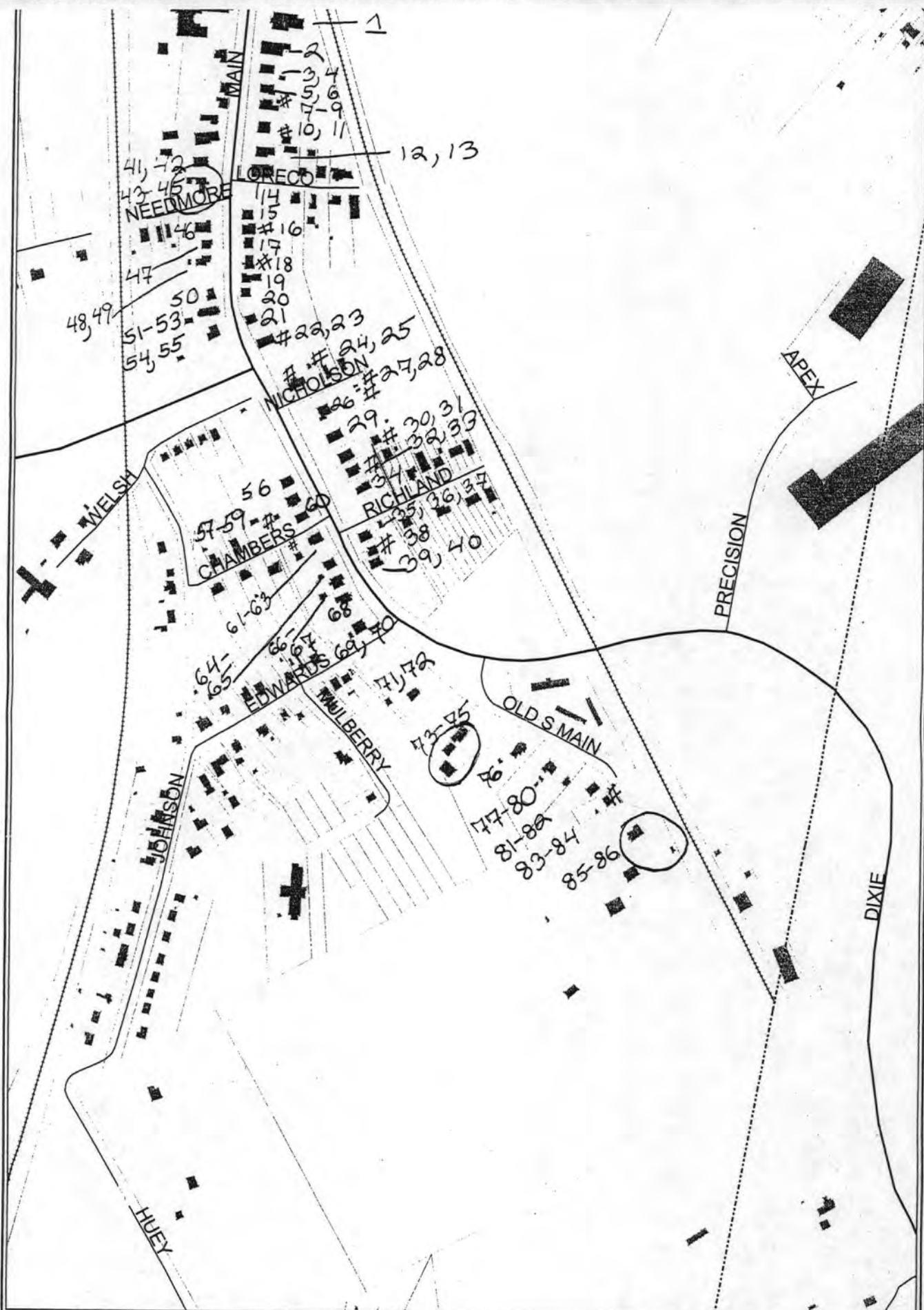


100 0 100 200 300 Feet

Produced by the  
Boone County Planning Commission  
GIS Services Division  
April 13, 2004

↑  
North

South Main Street NR District  
Boone County, Kentucky Boundary Map

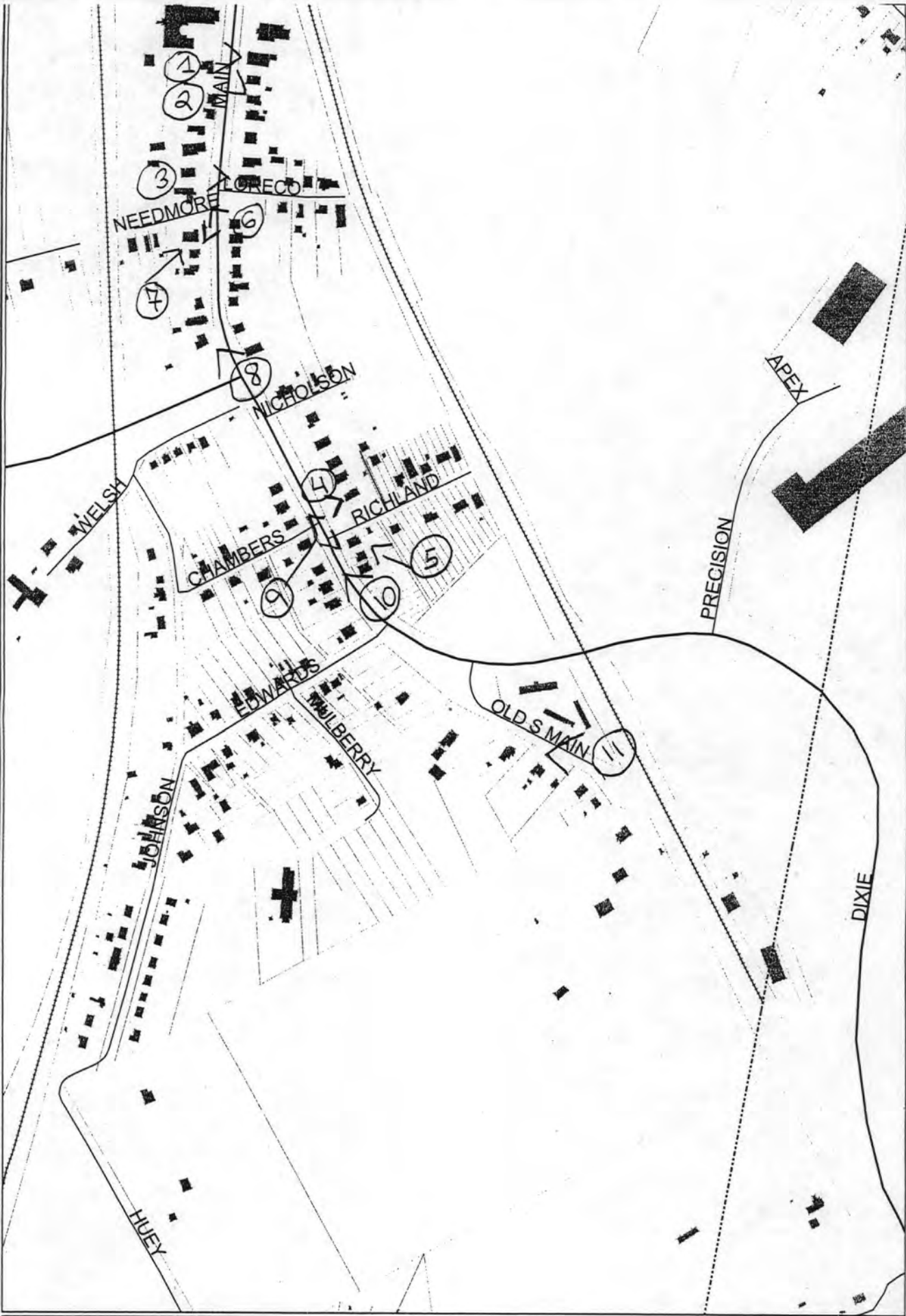


**South Main Street NR District**  
 Boone Co., KY Feature Locations



Produced by the  
 Boone County Planning Commission  
 GIS Services Division  
 April 13, 2004





South Main Street NR District  
Boone Co., KY photo IS

100 0 100 200 300 Feet

Produced by the  
Boone County Planning Commission  
GIS Services Division  
April 13, 2004



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: South Main Street Historic District

MULTIPLE NAME: Boone County, Kentucky MPS

STATE & COUNTY: KENTUCKY, Boone

DATE RECEIVED: 10/13/04      DATE OF PENDING LIST: 11/19/04  
DATE OF 16TH DAY: 12/04/04      DATE OF 45TH DAY: 11/26/04  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001249

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: Y    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

*Return. Please see attached  
comments.*

RECOM./CRITERIA

REVIEWER Daniel Vivian      DISCIPLINE Historian  
TELEPHONE (202) 354-2252      DATE 11/23/04

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.

**The United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Evaluation/Return Sheet**

Property Name: South Main Street Historic District  
Boone County, Kentucky

Reference Number: 04001249

Reason for Return:

This nomination is being returned because of technical errors and a possible procedural error.

Under Section 2 of the registration form, "various" is provided for the street and number field. This is not a valid entry for a historic district. A rough description of the boundaries must be provided for informational purposes. Based on the information provided, it appears that an appropriate entry would be: "Along both sides of S. Main St. (U.S. 25) from roughly its intersection with Depot Street on the north to the Norfolk Southern Railroad overpass on the south." Please review the boundaries of the property and provide an appropriate entry for its location.

According to the information provided, the building at 52 South Main Street is a United States Post Office. Is this resource under federal ownership? "Public-Federal" is not checked as a category of ownership under Section 5 of the registration form. We recommend that this information be reviewed to ensure its accuracy. If the building is federally owned, then the nomination must comply with the requirements of Section 60.6(y) of the National Register regulations (36 CFR 60). In the case of a nomination for a historic district that includes property under federal ownership or control, the State Historic Preservation Officer (SHPO), as the nominating authority, is required to provide the Federal Preservation Officer (FPO) of the

appropriate federal agency with an opportunity to review and comment on the nomination. If the U.S. Post Office at 52 South Main Street is federally owned, then the U.S. Postal Service FPO must be allowed to review and comment on the nomination as per Section 60.6(y).

In addition, our review found what appears to be an inconsistency in the number of resources in the district that were previously listed in the National Register. The information provided under Section 5 of the registration form indicates that the district includes seven (7) previously-listed resources. By contrast, the information provided in the narrative property description (Section 7) lists a total of eight previously-listed resources: the Wallace House and its associated pillar and retaining wall; the Edwards House and its associated garage and carriage house; and the Chandler House and its associated garage. We recommend that this information be carefully reviewed to ensure its accuracy. If the district includes a total of eight (8) previously-listed resources, the entry under Section 5 of the registration form should be revised.

A related issue concerns the parenthetical statement "not counted in contributing," which appears in the entries in Section 7 for each of the National Register-listed properties in the district. This is technically inaccurate; as previously-listed resources, they contribute to the significance of the district but are not included in the resource count (since they are not new properties being added to the National Register). We recommend these statements be revised or deleted to avoid possible misunderstandings about the contributing status of these resources. In most cases, noting that a resource was previously-listed in the National Register is usually sufficient.

Please feel free to contact me if you have any questions. You may reach me at (202) 354-2252 or by email at <Dan\_Vivian@nps.gov>. We look forward to receiving a revised nomination.

Daniel Vivian, Historian  
National Register of Historic Places

November 23, 2004



Recommendation: SLR Return

Action: SLR Return None

Documentation Issues-Discussion Sheet

State Name: KY County Name Boone Resource Name S. Main St. HD

Reference No. 04-1249 Multiple Name \_\_\_\_\_

**Solution:**

**Problem:** Need to give address, difficult to determine boundaries from district map with unmarked streets. Rough description coded DL1005 not acceptable have state follow site map guidelines. In the site descriptions they list a non-cont. P.O. but do not indicate if it is a federal owner. if federal owner need change in form and notification of federal agency. need to know guidelines for cont/noncont. This should be in section 7 and more specific.

**Resolution:**

SLR: Yes No

Database Change: \_\_\_\_\_

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: South Main Street Historic District

MULTIPLE NAME: Boone County, Kentucky MPS

STATE & COUNTY: KENTUCKY, Boone

DATE RECEIVED: 2/04/05      DATE OF PENDING LIST:  
DATE OF 16TH DAY:      DATE OF 45TH DAY: 3/20/05  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001249

DETAILED EVALUATION:

ACCEPT       RETURN       REJECT      \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

The South Main Historic District is locally significant as a predominantly residential neighborhood that reflects common pattern of community development in the Upper South during the late nineteenth and early twentieth centuries. The district runs along South Main Street and is bounded roughly by Depot Street on the north and the Norfolk Southern Railway overpass on the south. Most of the contributing resources within the district are houses built between about 1900 and 1925 that reflect styles and types popular in Kentucky and other southern states during the period. Today, the district reflects the historical development of Walton and retains integrity from its period of significance.

RECOM./CRITERIA Accept A  
REVIEWER Daniel Vivian      DISCIPLINE Historian  
TELEPHONE (202) 354-2252      DATE 3/17/05

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





























South Main Street Historic District  
 Walton, Boone County, KY  
 District Sketch & Photo ID map

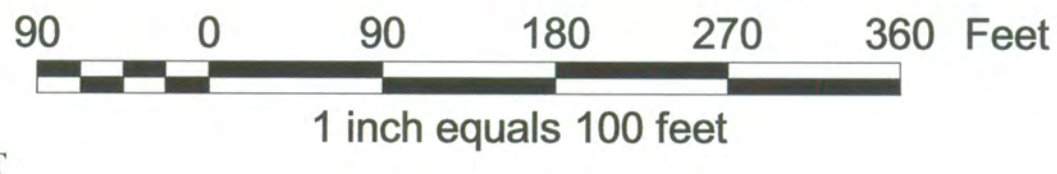
- Key:
-  contributing building and inventory #
  -  non-contributing building and inventory #
  -  listed building and inventory #
  -  photograph # and direction

North  
 Graphic Scale below (1" = 100 feet)



# Walton South Main Street National Register District

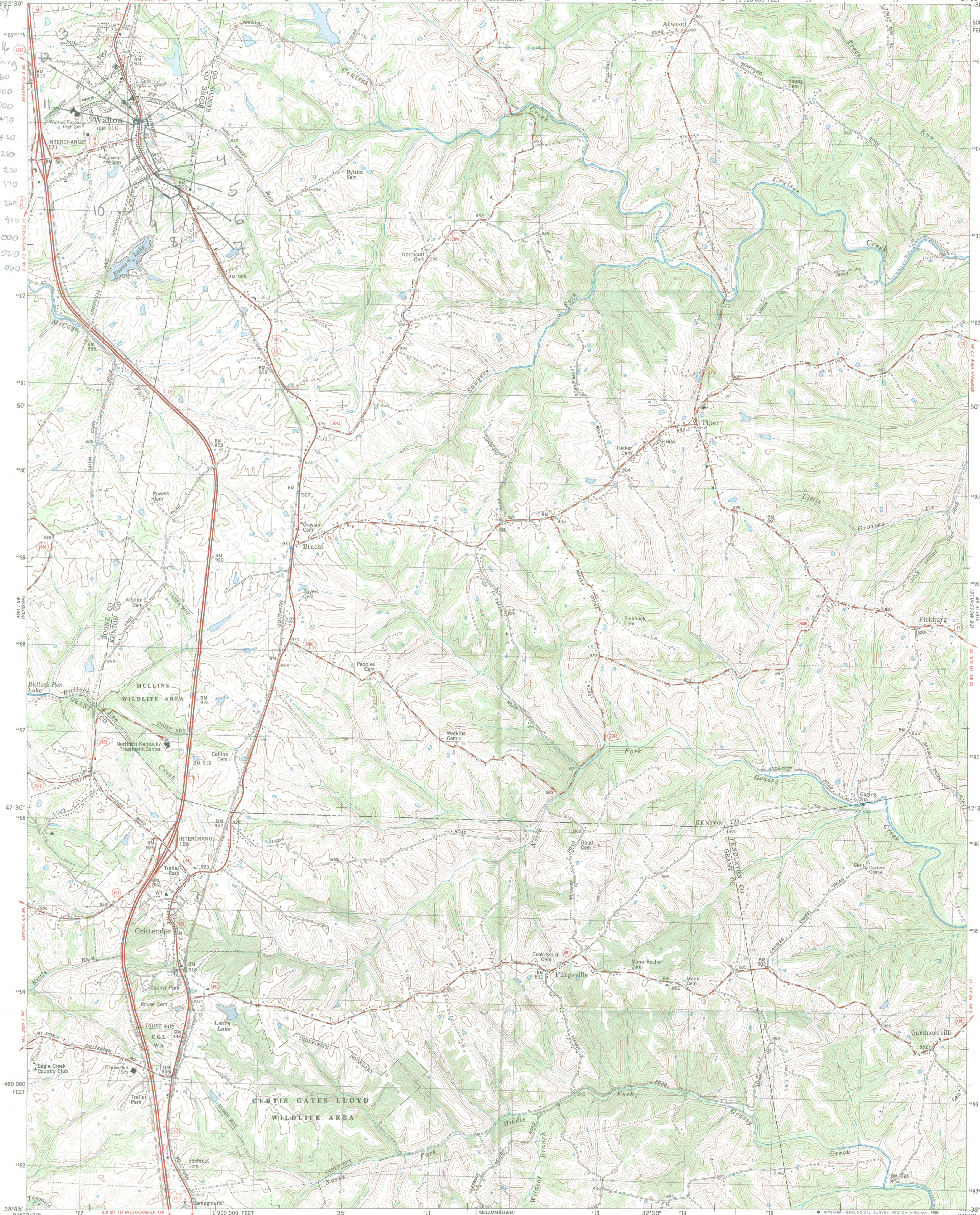
SOUTH MAIN STREET HISTORIC DISTRICT  
 WALTON, BOONE COUNTY, KENTUCKY  
 Photograph Key Map  
 Photo numbers in circles



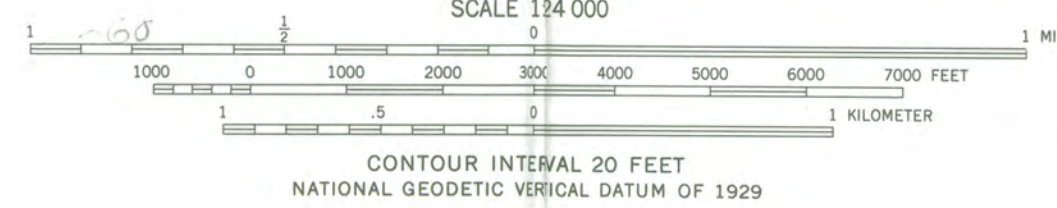
Produced by the  
 Boone County Planning Commission  
 September 10, 2004



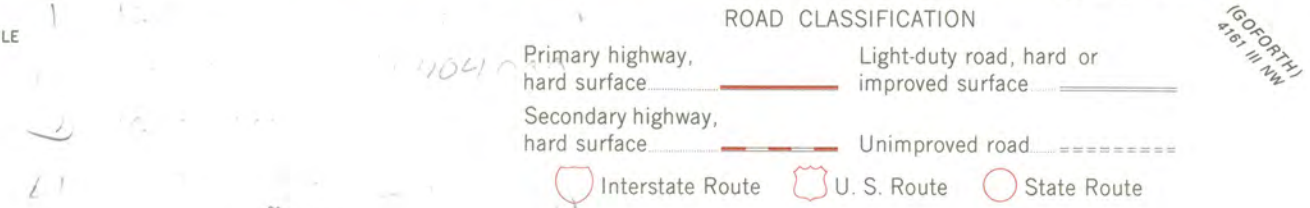
South Main Street  
 Historic District  
 Boone County  
 Walton Road  
 All points zone 16  
 Easting Northing  
 1) 707 420 4304 060  
 2) 707 460 4304 000  
 3) 707 420 4304 000  
 4) 707 540 4303 470  
 5) 707 560 4303 420  
 6) 707 840 4303 280  
 7) 707 820 4303 210  
 8) 707 730 4303 170  
 9) 707 540 4303 260  
 10) 707 500 4303 400  
 11) 707 300 4304 000  
 12) 707 350 4304 020  
 13) 707 360 4304 060



Mapped, edited, and published by the Geological Survey  
 Control by USGS, NOS/NOAA, and Kentucky Department of Highways  
 Topography by photogrammetric methods from aerial photographs taken 1949. Field checked 1950. Revised from aerial photographs taken 1973. Field checked 1978. Map edited 1981  
 Polyconic projection. 10,000-foot grid ticks based on Kentucky coordinate system, north zone 1000-meter Universal Transverse Mercator grid, zone 16 1927 North American Datum  
 To place on the predicted North American Datum 1983 move the projection lines 3 meters south and 6 meters west as shown by dashed corner ticks  
 Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked  
 There may be private inholdings within the boundaries of the National or State reservations shown on this map



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
 FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR 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



Map photoinspected 1984  
 No major culture or drainage changes observed

WALTON, KY.  
 SE/4 WALTON 15' QUADRANGLE  
 N3845-W8430/7.5  
 1981  
 PHOTOINSPECTED 1984  
 DMA 4061 | SE-SERIES V853

RECEIVED 9-21-04

SEP 27 2004

Sir :

KY HERITAGE  
COUNCIL

I do not want  
my property at  
121 S. Main Street  
Walton, Ky. 41094  
to be nominated  
to the National  
Register.

*Roselee Brown*

Roselee Brown



*Harold D. Guy*

HAROLD D. GUY  
Notary Public, Kentucky State at Large  
My Commission Expires 3/7/07





ERNIE FLETCHER  
GOVERNOR

COMMERCE CABINET

W. JAMES HOST  
SECRETARY

**KENTUCKY HERITAGE COUNCIL**  
THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005 (502) 564-5820 FAX  
www.kentucky.gov

DAVID L. MORGAN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

October 12, 2004

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

Dear Ms. Shull:

Enclosed is documentation for Kentucky properties recommended by the Review Board to meet the National Register eligibility criteria at their October 1, 2004 meeting. The properties include:

**South Main Street Historic District**, Boone County, KY  
**Owensboro Historic Downtown Commercial District**, Daviess County, KY  
**St. Cecilia School Building**, Jefferson County, KY  
**Lane Theatre**, Whitley County, KY

Also included are three nominations of property associated with the MPS **Historic and Historic Archeological Resources of the Cherokee Trail of Tears MPS**. They are:

**Whitepath and Fly Smith Gravesite**, Christian County, KY  
**Mantle Rock**, Livingston County, KY  
**Gray's Inn**, Todd County, KY

Finally, a resubmission of the **Howard—Hardy House**, Jefferson County, KY, revised according to the reviewer's comments, is enclosed.

As State Historic Preservation Officer, I conclude that these properties meet the National Register eligibility criteria. I request that they be entered in the National Register of Historic Places. Thank you.

Sincerely,

David L. Morgan, Executive Director  
Kentucky Heritage Council and  
State Historic Preservation Officer



ERNIE FLETCHER  
GOVERNOR

**COMMERCE CABINET**

**KENTUCKY HERITAGE COUNCIL**  
THE STATE HISTORIC PRESERVATION OFFICE  
300 WASHINGTON STREET  
FRANKFORT, KENTUCKY 40601  
(502) 564-7005 (502) 564-5820 FAX  
www.kentucky.gov

W. JAMES HOST  
SECRETARY

DAVID L. MORGAN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

January 18, 2005

Tina Norwood, Facilities Headquarters  
U.S. Postal Service  
4301 Wilson Blvd., Ste. 300  
Arlington, VA 22203-1861

Re: South Main Street Historic District  
Walton, Boone County, Kentucky

Dear Ms. Norwood:

The Kentucky Heritage Council is attempting to nominate the South Main Street Historic District to the National Register of Historic Places. We are required to notify all owners of property within the proposed boundaries, which includes the Post Office at 52 South Main Street, Walton, Kentucky. The Kentucky Heritage Council failed to notify the US Post Office on August 18, 2004, when other owners were notified. Today's mailing includes a copy of that notification letter that should have been sent, and a copy of the nomination as sent to the State Review Board.

This office relied on a list of owners for the district property that omitted the Post Office. The list of property owners and their addresses came from the Boone County Property Valuation Assessor. My understanding is that the PVA office, the county's tax collection agency, inadvertently omitted the US Post Office from the list because the USPO does not pay taxes on the property.

The National Register has returned the nomination form to this office so that this notification task can be completed. We plan to resubmit to the National Register the nomination form with a copy of this correspondence to verify that your office was notified. If you have any comments on this matter, please forward them to:

Ms. Carol Shull, Chief  
National Park Service 2280  
National Register of Historic Places  
1201 "I" Street, NW  
Washington DC 20005

If you have any questions about this matter, please contact me at one of the modes listed below.

Sincerely,

A handwritten signature in black ink, appearing to read "Marty Perry".

Marty Perry, National Register Coordinator  
Phone extension: 132  
Email: marty.perry@ky.gov

MP/mp  
Attachment