



Bulletin of the Kenton County Historical Society

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The Covington, Big Bone
and Carrollton Railway:
Electrification and the Interurban Railway

The Covington, Big Bone & Carrollton Railway: Electrification and the Interurban Railway

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Pike and Madison was at the center of the commercial district. Somewhere nearby a northern terminal would connect Covington to other Kentucky places. Covington at 50,000 and Cincinnati a much larger city across the river would draw much business. For construction the Covington, Big Bone & Carrollton Electric Railway Co., was to have "\$2 million." In August 1910, Jerome J. Weaver of Ludlow reportedly was supervising initial excavations toward Crescent Springs.¹

1909 may have been the peak for interurban proposals nationwide. Electric cars were new and attractive. Yet the day of the interurban was already fading. In 1910, nine out of ten proposed startups reportedly "were stillborn."² As always, the national economy was a factor - cycles of exuberance and depression. Motor vehicles were already churning dusty and muddy roads. In Boone County, over 50 people registered cars in 1910-11; in Covington, around 100. In 1908-09, the business directory for the first time listed "automobiles," as well as the Covington Automobile Co.³

Lighting and Streetcars

Still, electrification was the future everywhere. The same year as the Chicago World's Fair (1893), the *Kentucky Post* issued a special section. It celebrated past and future developments. "Every home and business should have electric lights." The first incandescent light burned in Covington in 1884, generated from Pike and Main using two 250-light capacity Edison dynamos. The Citizens Electric Light & Power Co.⁴ purchased the equipment at Pike and Main in 1890, moved it to 418 Madison and increased generating power by adding one 1300-light alternating current dynamo, two 50 and one 25-light arc dynamos. In 1892, the Covington Electric Light Co. purchased the Citizens Co. plant. Increasing demand resulted in installation of two 1800-light incan-

descent dynamos. Two 50-light "arc" dynamos powered glaring arc lights (more for lighting public places). For cheaper and better light, the Covington Electric Manufacturing Co. in the spring of 1892 purchased the Standard Electric Co. of Chicago, and installed a 50-light arc dynamo, the "latest improved and best dynamo that could be found." Thereafter, the plant also could power 4000 incandescent lamps. It had 800 horsepower in engines and boilers and was negotiating for a 500-volt power generator, hoping to have it in place by April 15.

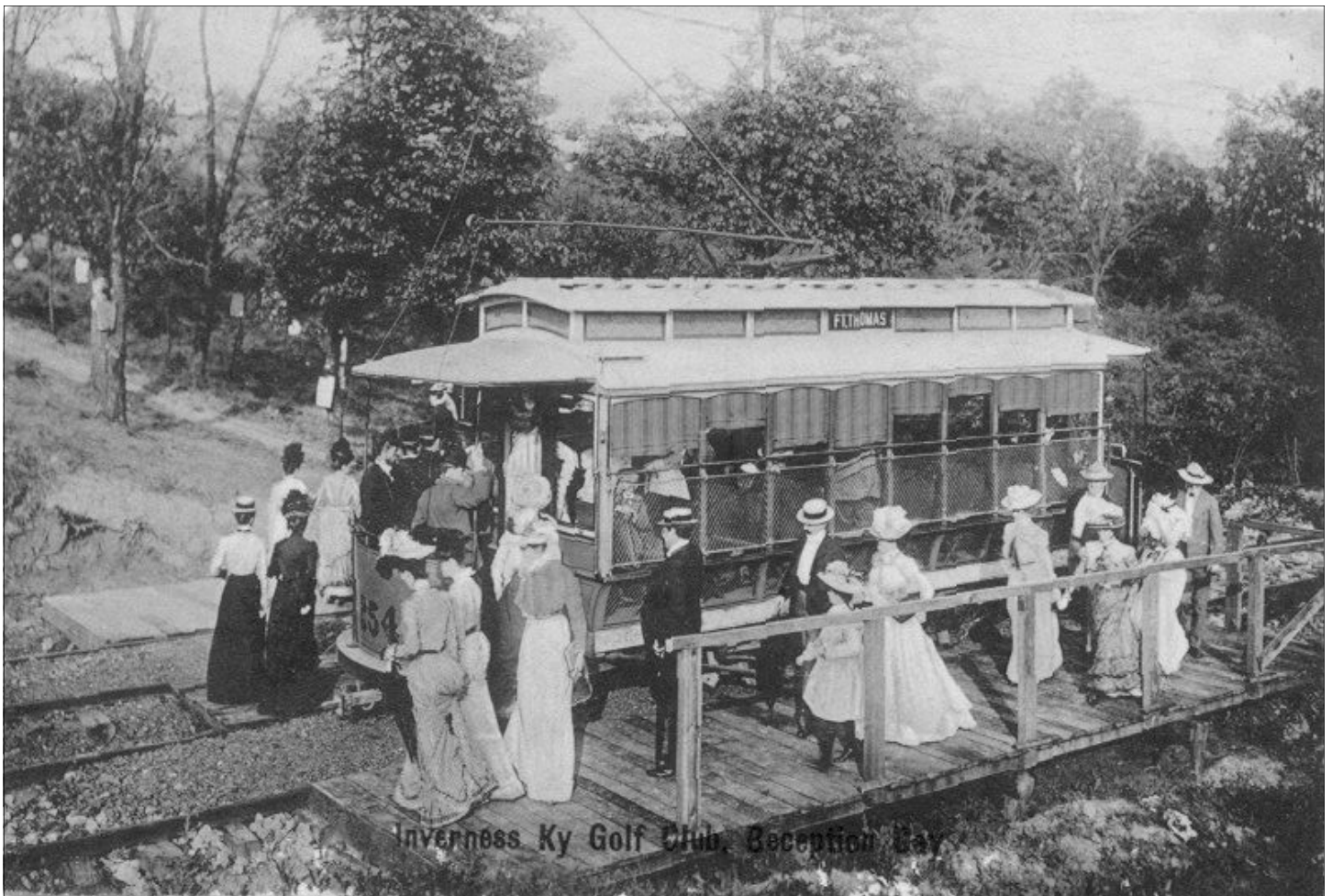
The company was furnishing light bulbs for a set monthly price and a meter to measure incandescent light usage day and night. They planned to expand power lines all over the city and suburbs and was offering power "to operate private motors."⁵

Corporations would be customers of the Enterprise Electric Light Co., incorporated in January 1894. It would supply only the city of Covington, its inhabitants and other municipal corporations and persons with light, heat and motive power for a charge agreed to between the company and customers.

Electrification, Streetcar Expansion

Before annexation in 1909, electric streetcar routes were built into present-day Latonia. In 1890, Covington granted a 50 year franchise to the Cincinnati, Covington & Rosedale Railway Co. for through service to the village of Rosedale; it granted the Covington & Latonia Rail Co. the right to develop through service to the village of Milldale and the adjacent Latonia Race Track. And in 1893, the Rosedale and Latonia routes opened.

As local capital ran out, a Cleveland Syndicate of investors in 1892 was ready to take control and provide still-needed capital.



Above: Inverness, KY Golf Club — Urban streetcar in rural setting
 On the cover: Covington 1914 Centennial Celebration, view at Pike and Madison

Photo images courtesy: Kenton County Public Library

In September of 1893, the parent company incorporated the Cincinnati, West Covington & Ludlow Street Railway Co., and tracks were completed to Adela Street by August 1894. In 1897, up to 50 cars daily served riders to the streetcar company-sponsored Ludlow Lagoon Amusement Park.

The Cincinnati, Covington & Erlanger Railway Co., was another franchise of the parent company - and it had a peculiar beginning! It was incorporated in 1899 as an electric *interurban* railway giving it the right of eminent domain. So it had an easier time acquiring the private rights-of-way than if it were by law another street railway franchise. Although an interurban, at the time it operated Covington-type streetcars with their universal 5 cent fare set by municipal ordinance.⁶ Then amazingly, the Cincinnati, Covington & Erlanger Railway Co. became a “street railway” by revising its charter! Corporate ownership

had been sued and assessed fines for breaking the law. An African American had been allowed to board without a partition to separate the races in the seating area. But “street railways” were not legally obligated to separate the races; local streetcars were never segregated.

Construction started through Lewisburg to the city limits in 1903, and on a private right of way reached Highland Cemetery. According to Lehmann and Clark, when the Lewisburg route was later extended through [old] Ft. Mitchell to Orphanage Road in 1910, it was the highpoint for the local streetcar system. By then, the Cincinnati, Newport & Covington Railway was becoming known as the “Green Line.”

Commuters in the suburbs wanted public transportation to the downtown, but the Cincinnati,

Covington & Erlanger Railway Co. never built beyond Orphanage Road. To fill the gap between Ft. Mitchell and Erlanger and Elsmere, the first regular public bus service in Kenton County started in 1915, operating one 30-passenger vehicle.

In Campbell County also, besides electrification in Newport, Belleview and Dayton, streetcar service was extended beyond city limits. The Newport Electric Street Railway built a line from 10th Street through incorporated land to Ft. Thomas for the new military installation and residential development; and the company built the extension from 11th and Monmouth past 19th and then along a private right of way to Evergreen Cemetery. Incorporated in 1910, the Newport & Alexandria belatedly in 1916 started acquiring rights of way south of Evergreen Cemetery. But concerns about long term prospects were telling, as motor vehicles by then could link small cities. It ended up being only 1.3 miles into Highland Heights but short of Alexandria.⁷

In Northern Kentucky, electric streetcar lines had replaced shorter, quaint mule-powered routes. Soon they connected contiguous river cities, some outlying neighborhoods and excursion sites, and downtown. Next to come might be longer trips in the countryside.

The Interurban Elsewhere

An interurban network once had great success in Eastern Kentucky. In the late 1880s the very new Ashland & Catlettsburg Street Railway was converted from mule to electrical power. In West Virginia, the Huntington Electric Railway initiated its three and one-half mile public system with electric rail cars of the propulsion type. Around 1900, the Ashland-Catlettsburg and Huntington systems were connected by high speed uninterrupted routes, known as the corporate Camden Interstate Railway Co. Then Camden acquired the Ironton Light & Railway Co. and set up Ohio River crossings by ferry. The cars were very heavy and ran on standard gauge railroad tracks. Forty-eight miles of tracks connected cities in three states. Occasionally for larger crowds, the Camden railway would “couple” cars like a short train. Yet by 1924, over half of the 74 cars were newer light weight models before service ended about 1938.⁸

Historian, Charles H. Bogart, wrote that interurbans more typically looked like city streetcars; were sized and weighted like stream rail cars; were built parallel to existing steam lines; and hauled smaller scale packaged freight.

Cincinnati counted eight; Kentucky had only six; none were ever built connecting Northern Kentucky with Lexington and Louisville. But the Kentucky legislature did, indeed, charter the Cincinnati, Louisville, Lexington & Maysville; the Ohio Valley Traction; the Newport & Alexandria; and the Covington & Big Bone Railway.⁹

In his nationwide historical study, William Middleton¹⁰ wrote that an interurban could be little more than a long streetcar line; or it could be more ponderous, like steam rail cars but electrified. A true interurban covered more distance in the countryside than inside city limits. The better ones were high speed, ran on private rural rights-of-way, and had to transport mail and express on cars.

They were popular in the Midwest flatlands. Indianapolis became America’s greatest traction center. From 100 miles out in a matter of hours, surrounding residents had access on a dozen separate routes. Largely attributed to the interurban, its population grew 38% in the first ten years of the 20th century; but St. Louis with much less interurban mileage grew only 19%.

In 1914, seven million passengers passed through the Indianapolis Traction Terminal (520 passenger cars and nearly 100 freight cars daily). Ohio, Michigan, Illinois, Wisconsin and Indiana once had 40% of the interurban service nationwide which totaled some 18,000 miles. Local Investors often financed them, and often developed them quickly and cheaply. Enterprising boosters promoted public pride. Property values would increase along the route. Quick access to town would deter youngsters from abandoning farm life. Interurban tracks often ran parallel to older steam railroad tracks.

Electric vs. Steam Rail Service

Factories and shops populated inner city blocks in the vicinity of the steam railroad depots.

After the Civil War, the L. & N. built its line through Latonia and Newport. The L. & N. rail yards were busy in Central Covington when annexed in 1907. Cincinnati built its Southern Railroad through the town of Ludlow near West Covington, which was annexed in 1916.¹¹ The C. & O. built another interstate line into Covington. A railroad bridge to Cincinnati created many connections through the Mill Creek rail yards. A section of track in Covington was once the busiest in the country.¹²

In the interurban era, steam railroads were still building branches and sidings. The stakes could be high trying to be the favored rail line locally. In this era, occasionally a steam and an electric railway company would clash with violence and property destruction on the ground, trying to connect first to a strategic site. Answering threats from the new competition, railroads might really improve service; lower fares; refuse to cooperate with the upstarts regarding intersections and rights of way; and defend freight rights in court. But friendlier railroads consolidated electric into their steam passenger and freight service.¹³

Steam railroads had provided freight and station-to-station service in the city and countryside. But railroads often seemed to be slow, inconvenient and “grimy.” The era was also one of widespread populist discontent about corporate abuses, big business monopolies and corruption. Insufficient passenger service (unclean depots) would become habitual. Inner city manufacturers needed more direct access. In 1904, railroad officials met with the Cambridge Tile Co. (south of 16th near Willow Run Creek). Around 1899, the company began introducing improved technology like a patented mechanical-feed, tile dipping machine. For the East Coast markets, Cambridge had opened an office in New York City in 1903. But Covington was reluctant to grant steam railroads additional rights-of-way for more direct freight service.¹⁴

For its boiler fabrication section, Houston, Stanwood & Gamble (steam engines, boilers) was said to be creating the largest floor space in the city east of Philadelphia Street in 1905. In 1909, president Charles Houston advocated laying railroad tracks along Willow Run Creek from the C. & O.

Railroad shops south of 12th Street toward and down Willow Run Creek to its plant on 2nd Street.¹⁵

Mitchell-Tranter Rolling Mill officials in 1898 complained about high taxes; unreasonable water rates; an \$800 sewer assessment; and the recent denial of a right-of-way for a railroad connection to its plant at the Ohio River and Willow Run Creek.¹⁶ Mitchell-Tranter, soon to be the Republic Iron & Steel Corp., promoted itself as one of the most reputable rolling mills and steel producers in the West and South; probably, the largest line of sizes and shapes of merchant and architectural iron and steel that is made in this country (yearly output 24,000 tons).¹⁷ Factories threatened to move elsewhere, but the railroad claimed to need more inducement.¹⁸

The city of Covington improved infrastructure and neighborhood services in 1905-1906. A concrete sewer was built along Willow Run Creek to 18th Street.¹⁹ Park commissioners also purchased property for Goebel Park at 6th and Philadelphia Streets.²⁰

Earlier Proposals

As early as 1899, the *Kentucky Post* reported that a Covington tailor on Madison Ave., Colonel H. F. Blase, had called a meeting at his store. He tried to organize an electric road between Covington and Big Bone Springs to open that section for Covington merchants. The *Boone County Recorder* in 1902 reported on a proposed railway from Milton, in Trimble County, and later on a Carrolton & Ohio Valley Traction Co. In 1909, citizens gathered at Union, Kentucky, again to promote a Covington to Big Bone railway.

Proposed: Cincinnati, Louisville, Lexington & Maysville - Backed by Wealthy Investors

On April 13, 1909m W. T. S. Blackburn filed incorporation papers with the Kentucky Secretary of State for the Cincinnati, Louisville, Lexington & Maysville Traction Co., with capital quoted at \$10 million. The proposed route was Cincinnati to Lexington, Louisville to Maysville, and two lines to cross each other at Dry Ridge. With backing from eastern capitalists, work could begin in 1909.²¹

Farmers in counties surrounding Newport and Covington were happy with the news that an electric railway might free the population from dependence on steam railroads. It should stimulate business in Newport and Covington and bring customers into shops. Over 250 miles of electric traction system would operate through nineteen counties.

No officers or shareholders north of Grant Co. were listed. Of 10,000 shares valued at \$100 each, W. T. S. Blackburn held 1,010 (\$101,000). A prominent farmer and banker, President Blackburn was a member of a wealthy family which was largely interested in banks and financial circles in this district.²² In June 1909, Blackburn addressed an enthusiastic crowd at Alexandria in Campbell Co. He collected over \$6,000 in subscriptions, including \$1000 from each of three men.²³

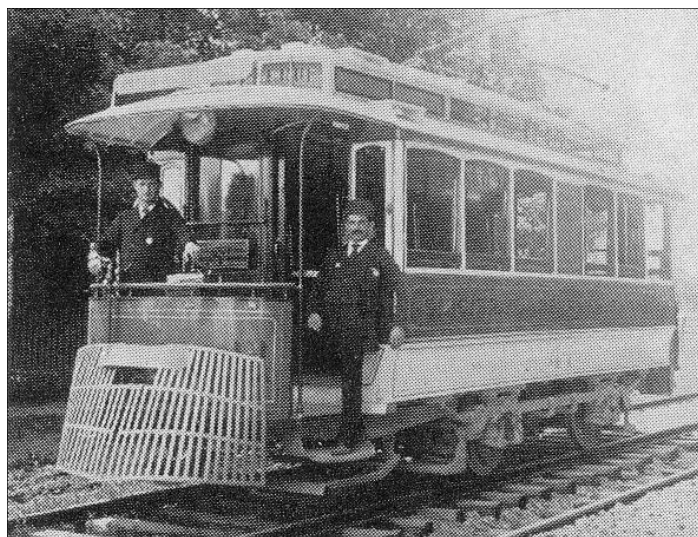
In December 1909, the Owenton Commercial Club sent a letter to the *Kentucky Times Star* addressed to Covington citizens, stating that traction lines had already greatly increased the populations and commerce of Indianapolis and Dayton, Ohio.

Owen County had no railway but was one of the best agricultural counties in Kentucky, with million of pounds of tobacco, thousands of cattle, hogs, sheep, lambs, 1,500 horses and mules, a million pounds of wool yearly and the county was consuming 300,000 bushels of coal. All agricultural products could be freighted toward Covington, and three-fourths as much more from Grant County. The 51 mile route would reach a northern terminal in Covington where \$300,000 would be invested to erect a power house and coaling station.²⁴

In November 1909, city officials were still sorting details.²⁵ Under review in February 1910 was the question of grade at 16th Street and building a viaduct over Willow Run. Frank Schlosser objected to the interurban passing near his place, but then offered to sell it for \$12,000.²⁶

Proposed: Covington to Big Bone - a New French Lick or West Baden in Boone Co.

In the 1800s, the best families in peak years stayed in a hotel at Big Bone Springs. But in 1896



Newport Streetcar

courtesy: Kenton County Public Library

the hotel and local roads conditions were reportedly poor when Dr. M. J. Crouch read his very interesting paper on the Big Bone Springs to a medical association meeting there (and reprinted in the *Boone County Recorder*).²⁷ Born in Gallatin Co. and a graduate of pharmacy and medical school, Dr. Crouch moved to Union in 1891. He became chief promoter and president of the new Union Deposit Bank and in 1909 a leader trying to get an interurban railway built to Big Bone Springs from Covington.²⁸

Businessmen in Boone County and Covington envisioned a connection to the streetcar end-of-line near Highland Cemetery at that time.²⁹ Signers of the Covington & Big Bone incorporation papers (November 1909) were Dr. Crouch and J. M. Kennedy (Boone County); A. W. Koch, William Reidlin, Louis Fritz and Joseph Feltman (Covington businessmen); Orlando P. Schmidt and Robert S. Holmes (attorneys) and Jerome J. Weaver (developer).

The purpose for the corporation is seen in some of the details: about 22 miles, from within Covington to Big Bone Springs; powered with electricity or other methods of rapid transit; single or double tracks, switches, turnouts, side tracks telegraph or telephone poles, wires and fixtures and other additions through Boone and Kenton Counties; over, along and upon streets, roads, highways, bridges and lands as acquired by gift, dedication, purchase, condemnation and process of law.³⁰

Three Rail Applicants

By November 27, 1909, Covington had three applicants: The Cincinnati, Louisville, Lexington & Maysville Traction Co. for a 100 year franchise; the Covington & Big Bone; and also the L. & N. for a steam railroad switching system along Willow Run Creek.³¹ Both traction companies might use the same rails.³² The manufacturers association then asked to confer about the two interurbans and the L. & N. proposal. The traction companies squabbled with the city over routes into and through Covington.³³ The L. & N. attorney and Charles Houston spoke in favor of a *steam* switching system along Willow Run, but people from Central Covington spoke in opposition to the congestion, noise and smoke of steam traffic.³⁴ Mr. Blackburn stated that his interurban to Owen County preferred standard gauge and Kentucky Railroad Commission jurisdiction.³⁵ City Solicitor John Shepard warned that the new traction lines would operate cars ten tons heavier than streetcars and wanted specifications for proper rails and poles.³⁶

The Roads and Bridge Committee would recommend that the Covington & Big Bone Co. be granted the right to operate only passenger cars from Central Covington along Russell Street to the Ohio River. The Covington & Big Bone, it was decided, would operate the freight switching from the C. & O. at 18th Street (near Cambridge Tile) along Willow Run to the industrial area along 2nd Street toward Main. The L. & N. threatened a fight.³⁷ Among complainants, the pastor and colleagues from Mother of God Church opposed any new traction system on Russell Street, especially as a danger to parochial students. Also, it would increase traffic interruptions, already a huge problem at street and rail intersections.³⁸ Despite the claim to have settled differences, in February 1910 Covington officials still needed answers.³⁹ Mayor Craig in May reported his approval for the Cincinnati, Louisville, Lexington & Maysville Traction Co. operating electric cars within the Covington city limits.⁴⁰ It would require a crossing over the Licking toward Maysville.

Covington, Big Bone & Carrollton

A "Trunk" Railway

If not operating between Covington and Big Bone in three years, the company would forfeit a

bond of \$10,000.⁴¹ City Council by March 1910 had approved an ordinance for a charter in perpetuity. Opposition argued for a limited 50 year franchise. The Cincinnati Covington, & Rosedale Traction Co. demanded a damage bond, as new high tension wires could charge its own poles and cause injuries.⁴³ But then a really major issue aroused officials. The state constitution allowed cities to grant only a limited franchise to a municipal street railway; yet the Covington & Big Bone Traction Co. was getting perpetual rights within Covington. Another municipal company might acquire this company and its rights in perpetuity. Rather than approve, the Board of Aldermen referred the ordinance to a legal committee.

The *Kentucky Post* also warned that the proposed Covington & Big Bone would have the privileges of a trunk railway without meeting the legal qualifications. A trunk line, whether steam, electric or otherwise connects towns, cities, counties or other points and has legal capacity to acquire and build branch lines. A week later the newspaper reiterated that it prefers traction lines entering Covington but not granting the monopoly rights of a trunk railway.⁴³

The Rosedale line demanded some revisions, including giving streetcars precedence at intersections with no route interruptions; imposing a 500 to 530 volt limit; protection of all existing wiring; specifying rights and duties at depots and terminals; requiring use of existing wires and paying the streetcar company accordingly. Covington & Big Bone answered. It did not object to adopting many of the revisions.⁴⁴

Amending its charter, the Covington & Big Bone became the Covington, Big Bone & Carrollton Railway. The purpose was to operate as a trunk line of interurban railway, with single or double tracks, branches to Ludlow, Burlington and Hamilton (near Big Bone); the main line from Covington to Carrollton through Kenton, Boone, Gallatin and Carroll counties, through or near Erlanger, Florence, Union, Big Bone Springs, Warsaw and Ghent, about 50 miles; capital stock \$250,000, and a liability limit of \$1 million.⁴⁵

A nearly verbatim transcription of the route is seen on a popular website: The northern terminus

near Pike and Madison; through the hills south of Covington, on a private right of way through Ft. Mitchell toward Erlanger; a second branch from West Covington and Ludlow parallel to the Cincinnati Southern Railroad to Crescent Springs; at Erlanger larger freight transferred to the Cincinnati Southern Railroad for either a southward or westward destination; the interurban terminus at Carrollton from where freight and passengers could access the L & N at nearby Worthville.

The passenger route from Erlanger would go to Florence and Union; then toward the Ohio River with stops at a proposed new Big Bone Hotel; then west along the Ohio River through more villages to Carrollton. Photographs accompanying the written proposal had three of scenes in Covington, six of Ludlow, thirteen of the Ludlow Lagoon, five of the Indiana side, nine of Warsaw, and others. At Big Bone was proposed a large hotel”operated on the order of the French Lick and West Baden resorts in Indiana. While listed in the railway proposal the Big Bone Springs development was to be floated as an independent scheme.⁴⁶

On April 4, 1910, Mayor Craig signed into law an ordinance for Covington, Big Bone & Carrollton Traction Co. A \$10,000 bond provided the city a little comfort. It was claimed that work would start right away with service initiated fairly soon.⁴⁷ Ludlow also granted the Covington, Big Bone & Carrollton a franchise in perpetuity for a single track electric railway through the streets of Ludlow. In return a charter amendment would guarantee protections that were of concern to city officials.⁴⁸

Spokesmen then claimed \$2 million in available funds. Current investors included James Gale of Carrollton; E. O. Bogardus of Warsaw; M. J. Crouch and J. S. Kennedy of Boone County; and William Riedlin, A. M. Koch, Louis Fritz, Orlando P. Schmidt and R. S. Holmes of Covington. In August 1910, Jerome J. Weaver (as mentioned above) was reported to be supervising initial excavations; also work was to begin at Carrollton. In his business and civic career, Weaver was an engineering force for the Southern Railway, a builder and operator of the Ludlow Lagoon and a subdivision and commercial developer.⁴⁹



Lexington to Cincinnati Bus

Photo courtesy: Kenton County Public Library

The Big Bone Route Eliminated!!

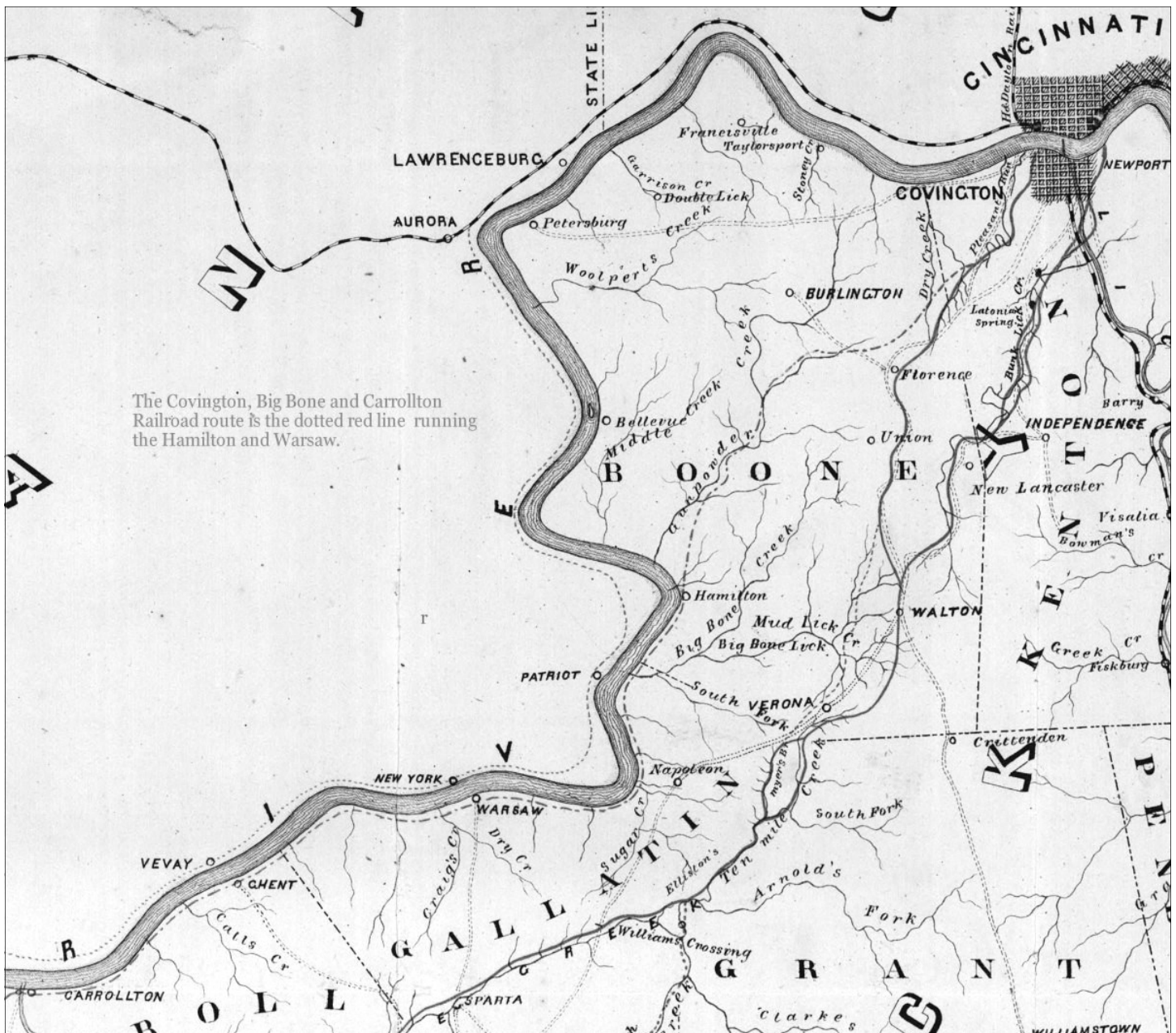
The historian Charles H. Bogart termed the Covington & Big Bone Railway a real estate speculation proposal.⁵⁰ Access to Big Bone had been an early goal, but by late in the project development for Big Bone lacked feasibility and was dropped! Then Covington still wrestled with other details. This was before the whole venture collapsed!⁵¹

The Franchises Fail

Without much fanfare apparently the two interurban franchises faded away. In October 1914 Covington officials hoped to recover damages of up to \$10,000 each from the Covington, Big Bone & Carrollton for nonperformance as provided by agreement (April 10, 1910) and from the Cincinnati, Louisville, Lexington & Maysville for non performance as provided by agreement (April 28, 1910).⁵²

Motor Vehicles Become the Future

Motor vehicle usage greatly expanded over much improved roads after World War I. By 1909, John Hanauer and partners had incorporated the Covington Automobile Co. at 409 Madison to buy, sell, rent, hire, repair, store and exchange automobiles and bicycles. In 1914, the Covington Centennial Official Book & Program ran many ads for auto dealers.⁵³ For military needs new four wheeled and other motor vehicles undermined military reliance on horses and mules. After Poncho Villa's attack into New Mexico (1906), General Pershing called for five



motorized supply trains of 27 vehicles each, and he got what he ordered. After the Mexican expedition the U.S. Army had 2,400 trucks. In 1917, General Pershing estimated that 50,000 would be needed. Soon 294 manufacturers were producing vehicles for the European theater and elsewhere. Surplus military motor vehicles after World War I became available to state and local governments. Established in 1918, the U.S. Bureau of Public Roads saw the beginning of federal involvement in road building.⁵⁴

Buses

In 1910, bus service started between Alexandria and Cincinnati; in 1911 from Alexandria and

Ft. Thomas; in 1912 from Grants Lick through Alexandria to Newport; and in 1915 the first regular motor bus service in Kenton County, a bus carrying 30 passengers from the Ft. Mitchell streetcar terminus to Erlanger and Elsmere. These bus lines mostly did not survive the World War I era. But Lehmann and Clark (in their detailed Green Line history) outline bus service developments later on.⁵⁵

Afterwards

According to the author of *The Interurban Era*, the widespread interurban systems seem to have been a notable failure; as only a few operated more than a couple decades. But the Green Line streetcar

service in Northern Kentucky continued well beyond World War II.

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46. Transcription, "Northern Kentucky Views" on line; also photographed copy of the original text and photos in a loose leaf bound booklet seen in the Kenton Co. Library
47. "Craig Signs Traction Bill," *K. P.*, April 4, 1910, p. 7
48. "Big Bone Takes Post Tip on Trunk Law," *K. P.*, March 19, 1910, p. 7; "Ludlow" *K. P.*, April 22, 1910, p. 8
49. "First Dirt Dug for New Traction in Covington," *K.P.*, Aug. 29, 1910, p. 8
50. Charles H. Bogart, "Interurbans," *The Encyclopedia of Northern Kentucky*, pp. 478, 479
51. "Council Refers the Question of Big Bond Issue," *K. P.*, Sept. 27, 1910, p. 3; "Traction Lines Ask 'Dads' for New Franchise," *K. P.*, Oct. 23, 1910, p. 2
52. "May Recover \$20,000 on Franchises," *K. P.*, Oct. 8, 1914, p. 1
- John Boh, "Norb Nie's Motor Vehicle Service Station," *Bulletin of the Kenton County Historical Society*, September/October 2011
53. World War I: American Expeditionary Forces Get Motorized Transportation; placed online, June 12, 2006
54. Lehmann and Clark, pp. 78-83

Letter to the Editor

Re: Washington Roebling (The Bulletin: Nov/Dec 2014)

Dr. Tolzmann has done an excellent job in outlining that Washington Roebling was not totally confined to his home in Brooklyn Heights during the bridge construction despite what most bio sketches continue to state. Washington also left the area at least one other time when he and Emily decided to spend the summer of 1882 in Newport, RI. Noting Roebling's absences indirectly serves as a tribute to his loyal team of assistant engineers. Their talents and dedication are largely overlooked in most accounts, but each man successfully completed the portion of the project that he had been assigned.

Ralph G. Wolff Edgewood

Then and Now



Covington's 20th and Madison, circa 1920 — right photo 2012.

Left photo courtesy Kenton County Public Library. Right photo courtesy Bob Webster.

Mystery Photo

Can you identify the mystery photo below? The answer can be found at the bottom of the page.



ANSWER:

Holy Cross Church, Latonia.

Kenton County Historical Society

January/February 2015

ARTICLES FROM BACK ISSUES ARE INDEXED ON OUR WEBSITE!

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I Bet You Didn't Know

*Tidbits from Kentucky's heritage
for every day of the calendar year*

January 13, 1864: Famed song-
writer Stephen Collins foster died.

January 22, 1813: More than
400 Kentucky volunteers were mas-
sacred by British and Indians at the
battle of River Raisin.

January 27, 1937: The Great
Flood crested and began to recede.

February 1, 1966: A major snow
storm swept much of Kentucky leav-
ing 11 dead.

February 8, 1778: Daniel Boone
and 27 Boonesborough salt makers
were captured by Indians at the Up-
per Blue Licks.

February 18, 1964: Col. Harland
Sanders sold his fried chicken fran-
chise to John Y. Brown and Jack
Massey for two million dollars.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Behringer Crawford Museum

The exhibits featured for the holidays will continue until January 18, 2015 at Behringer Crawford. They include "50 Years of Photojournalism in Northern Kentucky: Winter Edition"; see winter and holiday scenes taken by professional photographers for the newspapers. At the same time, the Holiday Toy Trains will be running. The layout, with additions for 2014-15, includes again the interactive buttons for children, and the Dickens Village in the Immigration Room.

Northern Kentucky Regional History Day March 28, 2015

Saturday, March 28, 2015, at the annual Northern Kentucky Regional History Day, Dr. Paul Tenkotte, co-editor of the new Cov200 History of Covington, will do the opening presentation. Still almost three months away, the schedule for 2015 will be similar to preceding years. The many workshop sessions will have new presentations on popular topics like genealogy and the Civil War and on less familiar ones as well.

Covington Bicentennial Events

February 8, 1815 - Act of Kentucky General Assembly establishing the
Town of Covington at the mouth of the Licking River

Saturday February 7, 2015 - Gala - Northern Kentucky Convention
Center, Second and Madison, Covington

February 8, 2015 - Cov22 Documentary release and celebration at
several locations

For additional information regarding History Day,
please contact John Boh 491-0490 or jhboh55@gmail.com

For additional information on Covington's Bicentennial Events,
please go to their website: www.cov200.com